

Police Aviation News

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Number 191 March 2012

PAR

CHILDRENS AIR AMBULANCE

*Who really wants it?
The debate continues*

*Queensland is promised a permanent helicopter
Trinidad & Tobago - row over saving money
Plans for expanded air police in Scotland
Eurocopter and Bell disagree on skids*

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LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: With the police helicopter trial using a leased in Bell 206 attracting a great deal of positive comment from police and politicians the promises of the politicians continue to keep a weather eye on upcoming elections.

Premier Anna Bligh has promised a permanent police helicopter on the Gold Coast to patrol known crime hot spots and identify drug operations. There is talk of the incumbent Labour Government investing \$7.5M to provide funds to fly the helicopter for up to 15 hours a week over three years.

Ms Bligh said the aircraft would continue under the current lease arrangement and be based on the Gold Coast. The operator would be responsible for the cost of a pilot, maintenance, aircraft accommodation and a back-up helicopter when the main aircraft was unavailable.

In ongoing political point scoring the police spokesman for the opposition has declared that the promise was only electioneering.

Gold Coast Mayor Ron Clarke, the man who set up the current trial, says the election pledge to fund a full-time helicopter is the best news the city has had in some time. In the first three months of the low cost helicopter trial the machine has been assigned a reported 520 times. [Brisbane Times]

Elsewhere in the state proposed trials of remotely controlled aircraft to monitor beach safety in south east Queensland have come up against a need for approvals from the Civil Aviation Safety Authority.

Surf Life Saving Queensland announced it wished to conduct the trial using a remotely piloted unmanned aerial vehicle operated by V-TOL Aerospace but has yet to apply for permission to operate.

CASA requires a detailed application setting out how the remote controlled beach monitoring flights can be conducted safely and according to the aviation safety rules. Any such application faces a great deal of official form filling covering the details of the operation before they can move towards their ultimate goal; the most difficult is likely to be getting their training regime and risk assessments accepted over what is likely to be a crowded beach area. [SKY/CASA]

Cover: One of the two Wales Air Ambulance EC135T2 helicopters displays the recently applied National Children's Air Ambulance web site logo. A statement in the face of pressure from the Children's Air Ambulance that has no place in Wales. *The country has an air ambulance, thank you.*

CHINA

BEIJING: AgustaWestland has again sold into the China Police market with additional sales to the Beijing Municipal Public Security Bureau. The 'Bureau has signed a contract for two AW139 helicopters to add to one AW109 Power and two CA109 Power light twins already in service with this customer. One of the two AW139 is a replacement for G-110011 the AW139 lost in an accident on 17th August last year.

Clearly the accident where the helicopter ended up in a lake has not reduced the popularity of the type with the Chinese customer and further reinforces AgustaWestland's presence in the Chinese law enforcement market where the company is the leader with over 70% market share, having achieved sales success with the AW119Ke single engine helicopter and the AW109 Power and AW139 twin engine models to perform a range of roles including fire fighting, rescue and disaster relief. Law enforcement operators in China which have chosen AgustaWestland helicopters include Shenzhen, Beijing, Nanning, Zhengzhou, Dalian and Zhejiang Public Security Bureaus in addition to the Guangxi Province. The Public Security Bureau of Ordos, in China's Inner Mongolia, will deploy two GrandNew twin-engine helicopters to perform fire fighting, rescue, observation, transport and civil protection duties. [AW]

TRINIDAD & TOBAGO

POLICE SERVICE: In late January 2012 a strange row broke out in the media after elements in the country took exception to the hiring of a light aircraft on an operational trial.

In April 2011, the police service [TTPS] commenced an Air Support Unit pilot project as part of what was termed as the '21st Century Policing transformation initiative.' The goal of this pilot project was to measure the effectiveness of aerial support to TTPS ground operations.

The trial used the existing air fleet of helicopters to provide air support mainly using the former SAUTT Sikorsky S-76, AW139 and AS355 helicopters to conduct regular patrols and undertake response operations. The operations were successful in that they resulted in 178 arrests and the recovery of contraband and other property.

It was also clear that the existing air resources, the helicopters and the Skyship 600 airship, were expensive to operate.

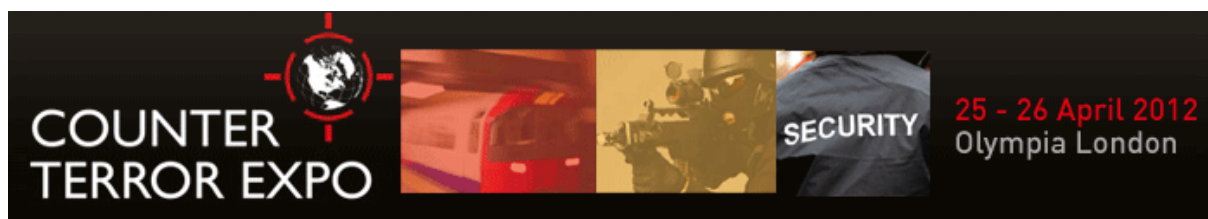
Recognising that operational costs of helicopters are significant, and finding that the airships were not the cheaper option they had assumed, research was conducted into other forms of aerial support that might provide similar capabilities at reduced operating and maintenance costs.

Contacts with other international bodies including the ALEA led them to consider using light sport aircraft as a means of reducing the cost of the existing assets.

The research led them to a newly formed local company, The Trinidad and Tobago Air Support Company Ltd, which was in the process of acquiring a number of light sport aircraft. It was ascertained that technology used in the helicopter fleet could be accommodated in these aircraft and that no other aviation entity in the country had that type of aircraft in their fleet.

After talks in December last year the Commissioner of Police entered into a service provision agreement with the Company for a period of 12 weeks as a pilot project to evaluate the type's capability in the police role. For a minimum of 720 hours the police would have use of a Zenith CH 750 Air Scout at a cost of US\$140,440 [\$195 per hour].

The contract came to the notice of politicians who considered that the agreed price was too high for the class of aircraft and the level of service proposed. [Media]



INDIA

HOME AFFAIRS: The Home Ministry has decided to buy six Mi-17V-5 helicopters from Russia to assist its forces engaged in internal security duties, including anti-Naxal [terrorist] operations. The decision came days after the Ministry's entire fleet of indigenous Dhruv helicopters was grounded following a series of mishaps.

The Kazan built utility helicopter can carry up to 36 passengers or four tons of weight. The machine features advanced multifunction cockpit displays and upgraded TV3-117VM engines. The six machines are part of a MoD purchase of 59 Mi-17s to add to an earlier order of 80 such helicopters let to the Russian company.

The Border Security Force maintained a fleet of seven Dhruv helicopters before recent crashes near Ranchi and Raipur. [Media]

KENYA

POLICE AIR WING: The first AS350B3e in Africa is flying with the first Donaldson AS350B3e Inlet Barrier Filter (IBF) system on the continent. Donaldson Aerospace & Defense delivered the advanced filtration system via Eurocopter South Africa for installation.

Donaldson's AS350B3e IBF STC approvals cover both single hydraulic aircraft (PN#112005-101) and dual hydraulic aircraft (PN#121001-101) with the Turbomeca Arriel 2D engine

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UNITED KINGDOM

NPAS: Sometime this month Ollie Dismore will take up his post with the National Police Air Service (NPAS) and leave Eurocopter. Although this is the official start of his time in post he has been actively leading something of a double life to ensure that the foundations of the scheme are secure prior to his tenure. He has been in information gathering talks with both US and French air police during February.

At their meeting on February 16 Sussex Police Authority were celebrating the alteration in operating profile for the post NPAS South East Air Support operation. At a meeting last year the 'Authority had been among those expressing disquiet over the intended site of the operational base for the helicopter.

The original proposal would have seen the police helicopter unit move its current base to Dunsfold in Surrey. The move would have resulted in a large proportion of East Sussex receiving a level of service that was perceived as substandard.

The new proposal is that the air unit will now move to Redhill, Surrey. The Sussex Police Authority are satisfied that this alteration will improve the reaction times to the supposed threatened area of East Sussex and this has enabled Steve Waight, Chairman of Sussex Police Authority, to be take credit for negotiating a scheme that is "... far superior to the previous proposal ..." [Media]

HeliHub meanwhile has been noting that the North West Air Support group has apparently been preparing for the impending NPAS with a series of as yet unused new Twitter accounts. [@NWCopter](#) – complete with photo of Greater Manchester Police's MD902, has attracted 159 followers, but has posted no tweets yet. Similarly in late July last year four other accounts were set up but left moribund – and HeliHub believes awaiting the start of NPAS. The Twitter addresses are: - [@GMCopter](#) for the Greater Manchester Police; [@LancsCopter](#) for the Lancashire Police and [@CheshireCopter](#) for the Cheshire Police.

One odd-ball creation is the existence of [@MerseyCopter](#) – clearly aimed at the Merseyside Police. After a single test tweet on July 29, 2011 nothing has been heard even though the unit itself closed in the same month. The aircraft remains in store and available for potential use elsewhere. [HeliHub.com]

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SCOTLAND : Paddy Tomkins a former Chief Inspector of Constabulary for Scotland has been commenting on the state of air support in Scotland in the run up to political pressure for both the cessation of Scotland from the United Kingdom and a desire to create a single police force for the country.

The Association of Chief Police Officers in Scotland [ACPOS] is now working with the Scottish Government on a range of options that might include the creation of one police service north of the English border. Much of it is about creating efficiencies but the outcome may not be just that.

The efficiencies may be centralising effort and resources by creating well-equipped, properly trained and experienced specialist police capabilities if and when required. An example of this is police aviation in Scotland, where the single leased in EC135T2 helicopter located in Glasgow cannot hope to provide a modern, sophisticated and cost-effective aviation service for the country as a whole. Other public air assets include the leased in Scottish Air Ambulances and the Scottish Fisheries Patrol Reims F406 aircraft.

The author appears to have latched onto the recently proposed English idea of putting all the needed air assets in Scotland towards providing a multi agency capability across the country. The assets are increasingly being used by a range of other government departments to monitor effects of the weather, natural disasters and major sporting and social events, as well as by the private sector to survey installations like the National Grid. Perhaps a pool of different types of air platform ranging from helicopters to fixed wing, to tethered hybrid air vehicles, might be made available across public services and not just for the police and Air Ambulance. He believes that the benefits could be impressive.

By removing user/operator restrictions police and/or medics might be transported to the site by helicopters regardless of whether they were nominally operated by the police or air ambulance with any injured people flown straight to the nearest hospital.

He calls for the considerable and quantifiable benefits from a single managed cross-government (central and local) aviation service to be embraced. These range from economies of scale for procurement, support, maintenance and training, to a centralised database for the collection of imagery and information. All the assets and data being centrally managed and potentially available to all public services. That centralisation would in itself provide better value for money. There would be just one contract across the government agencies reducing the need for burdensome procurement and contract management processes.

With echoes of the 'future of NPAS' being embraced in Scotland he proposes that a service could be provided through an external managed service. A commercial company would charge a flat rate to include the right kind of air platform for the job, the sensors (including a live relay into a designated Command and Control centre) and the operators. This approach would have the added attraction for some in removing the detail of modern support activity, thereby leaving police to get on with policing. [Scotland on Sunday]

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UNITED STATES

CALIFORNIA: The Los Angeles County Sheriff's Department (LASD) Aero Bureau has completed installation of Air Comm air conditioning systems into their twelve recently purchased AS350B2 AStar helicopters. The equipment was selected in a competitive bidding process. [AirComm]

ILLINOIS: Vislink has won a major order from Motorola Solutions, Inc. to fulfil a contract with the City of Chicago Office of Emergency Management and Communications (OEMC) to equip Chicago Fire and Police Department helicopters with airborne surveillance technology. The city is to host Group of Eight (G8) and NATO Summits in May 2012.

Vislink will design the fully integrated airborne downlink system, supplying its high power HD/SD Kamelyon™ HDX-1100 digital aircraft transmitter and cockpit-mounted control panel units to provide a broad range of surveillance and first response capabilities.

The airborne units will transmit to four strategically located ground-based receiver sites providing city-wide coverage and the ability to simultaneously receive real-time images from two aircraft for viewing at the OEMC operations centre. An additional three receive systems will be installed in the city's mobile command vehicles to facilitate field operations.

In addition to the hardware, Motorola Solutions purchased a multiple-services package from Vislink that includes site survey, design, frequency coordination, engineering, fabrication, assembly, equipment integration, installation, testing and acceptance. [Vislink]

MARYLAND: The arrival of the first two multipurpose Medevac helicopters in the Maryland State Police's new fleet will be delayed indefinitely while the state and manufacturer

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negotiate changes related to medical equipment on board.

The first two of ten AgustaWestland AW139 helicopters, ordered at a total cost of \$120.4M, were scheduled to be delivered May 1 to Maryland.

Maryland officials declined to discuss details about alterations to the order, other than to say they were deemed important for the helicopters to perform their mission. It is however understood that the delay is not directly related to the ongoing problems surrounding the Canadian Ornge HEMS airframes.

MISSOURI: MD Helicopters, Inc. (MDHI) has announced that the Kansas City Board of Police Commissioners has approved the purchase of three MD 500E helicopters for use by the Police Patrol Support Unit for airborne law enforcement. The selection of MD Helicopters was made after a six month RFP process, which included proposal review and product demonstration by four vendors.

The Kansas City Police Department was one of the first law enforcement agencies to implement the concept of airborne helicopter patrol in the early 1970s using the Hughes 300 helicopter. The decision to upgrade the fleet to a state-of-the-art helicopter was made after years of successful operation using the OH-6 military surplus aircraft. The speed, agility, performance, low acquisition and operating cost of the MD 500E made it the aircraft of choice for the mission. The new aircraft will include an infrared camera, video downlink, NVG compatibility, high powered searchlight and a mapping system from selected vendors.

[MD]

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AIR AMBULANCE

BANGLADESH

On the last day of the Singapore Air Show in mid-February an agreement was signed with R&R Aviation for two brand new Eurocopter EC130 B4 helicopters with a primary EMS role. This marks Eurocopter's breakthrough into the Bangladeshi market with a new civil helicopter sale.

The two EC130 B4 helicopters for R&R are to be delivered in September this year and first half of 2013 respectively, the two rotary-wing aircraft will be used primarily for emergency medical services, and can be re-configured for corporate passenger transport when the need arises. [ESEA]

CANADA

ONTARIO: The Ornge debacle rumbles on with no real end in sight. Ron McKerlie, interim chief executive officer of Ornge, confirmed to the Canadian press late in January that the previous management had quietly ordered two more AW139s with taxpayers money without any announcement either in Canada or within the wider helicopter industry. The pair had not physically been taken to Canada, or fitted out as air ambulances. The explanation appears to be that they were purchased with the idea of making quick cash. There are plans to sell the pair, believed to be serial numbers 41258 and 41259; they are stored at the Augusta Aerospace facility in Pennsylvania.

Among the new allegations being put forward by the local media that first published the stories and led to senior figures resigning are: \$11M paid to lawyers in legal expenses, missing amounts of money including \$25M, taxpayer money used to create its now bankrupt for-profit companies and excess profits being channelled into the bank accounts of senior Ornge officials. With the spotlight on the organisation every tiny flaw is being blown way out of proportion and you might be forgiven at times for wondering whether Ornge might be blamed for all the ills in the world. Which of these will be substantiated remains to be seen.

Ornge is the provincial air ambulance service created in 2005 by former emergency room doctor Dr. Chris Mazza and former health minister George Smitherman. An ongoing newspaper investigation has revealed high salaries, dispatch problems and the creation within the non-profit Ornge of a series of for-profit companies with names like Ornge Peel and Ornge Global. [Helihub/Star]

GERMANY

DRF: In 2011 the air rescue organisation DRF Luftrettung flew a total of 38,366 rescue missions, involving helicopter missions at 31 HEMS bases in Germany, Austria and Denmark as well as worldwide repatriations with its ambulance aircraft. In Germany alone the crews were alerted to 35,075 missions, meaning a rise of 3% compared to the year before (33,861 missions). Flying an average of 100 missions per day the red-white helicopters were alerted to rescue patients with heart attacks and apoplexies on numerous occasions. 16% of the missions in Germany involved patients injured in car or leisure accidents.

Outside of Germany, at two HEMS bases in Austria and one HEMS base in Denmark, DRF Luftrettung flew 2,379 helicopter missions in 2011.

Apart from helicopter rescue, DRF Luftrettung conducted worldwide missions with its ambulance aircraft in cooperation with LAR (Luxembourg Air Rescue) under the name of European Air Ambulance (EAA): Last year 912 patients were transported from abroad to their home countries, landing in 100 countries worldwide. These repatriation flights were coordinated by the respective alert centres at the airports of Karlsruhe/Baden-Baden in Germany and Luxembourg.

IRELAND

The likelihood of there ever being a charity based air ambulance in Ireland is receding. Readers may recall that repeated statements of intent have failed to lead to a flying operation. Doubts have been expressed whether there is enough population to financially support such a charity – especially in the ongoing Euro zone led recession.

Meanwhile the Irish Air Corps has regularly carried out air ambulance missions, both rotary and fixed wing. The operational activity varies but during a peak last month five air ambulance missions were undertaken over a period of three days.

The Defence Forces said that those five air operations were completed within 60 hours, using a number of different aircraft, including a Bombardier LearJet and an AW139 helicopter. The five ambulance trips involved flights between Casement Aerodrome and locations in England (London, Manchester and Newcastle) and Prague in the Czech Republic. [Irish Defence Forces]



JAPAN

DOCTOR HELI: There have been improvements in the service provided by the air ambulances that carry doctors to emergencies in Japan. This year they are projected to be dispatched 10,000 times and will be able to cover the whole archipelago for the first time ever. The not-for-profit Emergency Medical Network of Helicopter and Hospital, a nonprofit organisation, was established 12 years ago. Laws governing their operations were changed four years ago and it has now become an important part of the emergency care system. There are thirty two air ambulances operating a mainly daylight service in 27 prefectures. This year will mark the start of an air ambulance service in Akita and Mie prefectures. [Times]

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NATIONAL: Just ten years ago when there were only ten charitably funded air ambulances operating in England; a letter was sent to NHS Ambulance Trusts Chief Executives, Primary Care Trust Chief Executives and Health Authority Chief Executives setting out the intention to centrally fund paramedics on air ambulances.

The air ambulances were then generally staffed by NHS personnel from one or more Trusts. Because it was a local arrangement each area tended to be different. In some cases, the salaries of those NHS staff as well as the helicopter's operating costs were being charged to the charity and the Department of Health was reacting to representations questioning this practice. It was decided that the paramedics would be funded by the health service across all the air ambulances.

There was no doubt that the air ambulances were to continue to cover the costs of operating an air ambulance but at that time it was found unacceptable for the charities to fund the costs of the NHS staff who would otherwise be employed to convey the patients by land ambulances.

Here we are ten years later and many of the charities are apparently paying the NHS staff wages. Beyond that many actually directly employ and train the Paramedics to aviation specialist levels and have additionally taken on the cost providing doctors. What went wrong?

The AAA reaction is again to defer an answer while the matter is researched. In some areas some of the financially weaker Trusts faced with trimming their wage bills have been trying to find ways of cutting costs but no direct demand has been made for Paramedic salaries to be wholly paid by the charity or the government/NHS, in others the air ambulance have voluntarily taken upon themselves the direct employment of all the aircrews. It is the extent of each group that is not yet understood.

Each of the helicopter charities tends to pay for training specifically related to the aviation role and fund some or all of their skills enhancement training. Across the board this is seen as part and parcel of delivering the best possible air ambulance service.

At this stage it seems that the much lauded letter of ten years ago was not all it seemed. Like police pensions it was not really affordable in the format that was proposed in the letter and as a result there is a half-way house—a compromise—that sees many of the charities receiving significant financial help, a lump sum payment but not all the costs, towards their employment of paramedics. In return the charities are able to select and provide specialist training to the most suitable Paramedics with less fear of losing them to the general pool. Specialist training is expensive and it is clearly cheaper to train the select few than to train a larger group that enters and leaves the aviation tasks regularly.

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CHILDREN'S AA & TRANSFERS: Both the Air Ambulance Association [AAA] and PAN have been trying to unearth a solid reason to support the recent growth in groups intent upon setting up specialist Children's Air Ambulances. Although the AAA research took considerably longer than the deadline pressured PAN effort last month they were unable to unearth anything that could be considered significantly different.

Data is held in very different forms across the various organisations and that has proved to be a challenge of interpretation. The Operations Committee of the AAA is working to harmonise the data capture between the air ambulance and the ambulance service communities in order to better understand the real impact that air ambulances have on patient outcomes but the current data simply underlines the known problem. The bottom line is that the small sample published last month was representative of the figures across England and Wales.

The number of children under 16 carried was around 105 - 115 per air ambulance per year. The number of transfers of the same group was around 0 - 2 per air ambulance per year.

The AAA found just two significant variations from this – the first was in London, where the figures for carriage were approximately 50% higher (their transfer figure was 0) and Thames Valley and Chiltern, where carriage figures were in line with everywhere else but the transfer figure was around 16.

It was suggested that gang activity might have had a significant part to play in the London figure but Thames Valley transfer figures are more puzzling. It might simply be down to a particular group of consultants who have established this method as a norm.

Meanwhile there is news that the Children's Air Ambulance has started opening shops to raise funds from the public. The first is to be in West Bridgford, Nottinghamshire later this month. The store will be opened with the help of Strictly Come Dancing star Anton Du Beke. Another project announced is in Somerset.

The Children's Air Ambulance is looking to raise £545,000 to provide a helicopter transfer service for sick children and babies so it is setting up four shops across the country in 2012, starting with West Bridgford.

The local fundraising manager is responsible for Nottinghamshire and Lincolnshire, - a direct challenge to the local air ambulance which already operates a helicopter in those two counties. He stated "Our helicopter will give a speedy and specialist alternative to land transfers which are comparably slow and can be delayed even further by traffic problems." even though there is no substantive dedicated children's helicopter in either Nottinghamshire or Somerset. What they are selling is part time operations on the existing AgustaWestland A109 operating Warwickshire & Northamptonshire AA based in Coventry. Figures are not available for the current carriage of children at the operation but it will reflect the figures found elsewhere.

Perhaps the most glaring instance of the Children's Air Ambulance elbowing into other territories is the announcement that there is to be an event at the Marriott Hotel, Swansea where famous boxer Frank Bruno is giving a talk and raising funds for the Children's Air Ambulance. This is just a straight snub to the Welsh people, they have their fleet of three air ambulance helicopters and it carries children to hospital. The Welsh see this event as one raising funds for an English Air Ambulance that even the English do not see a need for.

The Wales Air Ambulance is now eleven years old. Like many fledgling air ambulances it was created with a single BO105 helicopter supplied by Bond Air Services working 5 days a week on minimal funding—pretty much on a wing and a prayer as far as survival goes. They made lots of mistakes along the way but grew stronger year on year and now they have



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three helicopters operating across the Principality, two modern EC135T2 and a single BO105DBS4 G-WAAS based in mid-Wales at Welshpool. Now the time has arrived to trade up the final Bolkow to an EC135 and to do that the fundraising needs to be again ramped up. There is a great deal of National pride in the air ambulance operation and there is little doubt that even in the current recession the money will be found for this airframe upgrade.

On February 29—leap year day and the day before St David's Day—the great and the good of the Wales Air Ambulance drew together in the magnificent grounds of Gregynog Hall near Newtown to launch enhanced funding for the replacement of the BO105 they still operate.

Fundraising is a continuous activity but each campaign has its own stamp of the unique. The buzz word this time is 'Leap into action' and elements associated with it are a forthcoming walk across Wales fronted by Rhys Meirion, an international opera star, and potentially a major draw in the style of the Helicopter Heroes associated with Yorkshire AA is a television series being undertaken by ITV Wales.

The three air ambulances attended Gregynog Hall and landed on the lawns but shadowing them was an Agusta A109A G-HDTV of Castle Air working for the TV company. Fitted with a HD Cineflex camera The 109 was collecting footage which should be aired in the autumn. The unknowns at the moment are whether it will be confined to the niche market Welsh language channel S4C or it will get a wider exposure. Back to the main storyline, paediatric HEMS missions and paediatric transfers have been an integral part of the operation with WAA airlifting at a higher rate than normal - approximately 400 children a year. This figure has perhaps been boosted by the availability of substantive children's hospitals in the region.

The vast majority (approx. 99%) of children in Wales are treated in Wales. Many of the patients are conveyed to the Children's Hospital for Wales in Cardiff, but there are transfers beyond the border whenever required. In the north children go to the Alder Hey Children's Hospital in Liverpool. Each has easy access for helicopter flights.

All transfers and HEMS missions in Wales are tasked in Wales – the country operates its own NHS by the devolved Welsh Government, with its own ambulance services. Wales Air Ambulance is tasked within this structure. Therefore Wales Air Ambulance already operates the national children's air ambulance of Wales. The recent pressures from the Coventry based operation has seen the dusting off of an existing website and logo—now to be seen emblazoned on the tails of the two EC135's being operated.

www.walesairambulance.com



Elain who, along with parents Bridget and Gareth, visited our the South Wales base crew after she was airlifted from Bronglais Hospital, Aberystwyth to Cardiff. Elain was diagnosed with Pulmonary Atresia, VSD and MAPCAs and chromosome abnormality 22Q11 deletion. Flying to Cardiff with mother Bridget by her side made a vital difference to Elain's treatment, avoiding the 2.5 hour drive on difficult roads through Mid Wales.



On the purely commercial side of operations IAS Medical, provides a Private Air Ambulance Service to health institutions, governments, insurance companies and individuals around the world. Their European Air Ambulances and medical crews operate 24 hours a day providing a professional door to door International Air Ambulance Charter Service using the latest medical techniques and equipment available.

The NHS, British Government and private individuals rely on IAS Medical every day of the week to provide a fully approved and professional Air Ambulance Service.

It is services such as this that provide both private and public medical services with the current capability to move patients 24/7 regardless of the age or gender of the patient.

CORNWALL: Cornwall's Air Ambulance says its new home will mean it can get to emergencies faster. Crews have moved to its new home at Newquay Airport. It means they can get to any part of the Duchy inside 20 minutes. The offices were moved the week beginning January 30th and a week later the operation was using a new address:-

Cornwall Air Ambulance Trust Headquarters

Trevithick Downs

Newquay

TR8 4DY

Cornwall Air Ambulance Trust was awarded almost £1M of ERDF (European Regional Development Fund) Convergence investment to build the new base for the charity and its helicopter.

The investment amounts to £949,760 from ERDF Convergence with further costs for the capital project to be matched by reserved charitable funds and additional fundraising.

The development includes a 492 square metre hangar for the Cornwall Air Ambulance helicopter and 335 square metres of high quality office space, providing accommodation for



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both operating crews and the fundraising team.

The state-of-the-art headquarters brings both the operations and fundraising teams together on one site for the first time.

DORSET & SOMERSET: The Air Ambulance have announced their new cartoon helicopter will be called Dasher after running a competition to 'name the helicopter'.

The cartoon was designed and created by Dave Hindson, a paramedic and friend of the charity, and 10-year-old Katie Dymott from Poole was the winner by picking the name Dasher. Bill Sivewright, Dorset and Somerset Air Ambulance Chief Executive Officer said, "We are delighted that so many people took part in this fun initiative.

"We are very grateful to Katie and will be inviting her to our airbase where she can see the real helicopter and meet the crew."



GREAT NORTH: One of the bases for the air ambulance has been taken over by a new owner and the ambulance service is "watching with interest" future developments.

Durham Tees Valley Airport was last month sold back to the Peel Group, after just over 18 months under the majority shareholding of Vancouver-based Vantage Airport Group (VAG). The struggling airport's passenger numbers have plummeted from 900,000 in 2006 to about 200,000 a year.

The Great North Air Ambulance (GNAA), which covers 800,000 sq miles from the Scottish borders to North Yorkshire, east coast to west, has declared an intention to continue operations from the airport.

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LONDON: National Express Group, a leading bus, coach and rail transport provider, has launched a £25,000 annual sponsorship of London's Air Ambulance. Commenting on the sponsorship, Charity Director, David Oakley said: "London's Air Ambulance relies heavily upon corporate support and donations from the public to ensure the continued provision of this life-saving service. We are delighted to be working in partnership with National Express Group and are extremely grateful for the significant contribution they are making."



YORKSHIRE: Yorkshire Air Ambulance took one step closer to their move to their new base last month.

Currently based at Bagby Airfield, the Yorkshire Air Ambulance is due to relocate to RAF Topcliffe - which is parented by RAF Linton-on-Ouse imminently. Last month a Yorkshire Air Ambulance team took the opportunity to view their new premises on a visit hosted by Group Captain Terry Jones, the Station Commander at RAF Linton-on-Ouse. The Yorkshire Air Ambulance will share the airfield with the 645 Volunteer Gliding Squadron and visiting aircraft. Group Captain Jones said: "Today marks another step forward for Yorkshire Air Ambulance becoming operational at Topcliffe. This is a positive move for the charity and the RAF in Yorkshire."

Topcliffe offers a prime location for accessing the arduous North Yorkshire Moors, which attracts walkers and cyclists all year round.

Gp. Capt. Jones took the opportunity to present the YAA with a cheque for £2,000 which was raised by the 2011 Tucano Display Team. The team which is based at RAF Linton-on-Ouse flew at numerous air shows in 2011, funds were raised by public donations and the



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SEARCH AND RESCUE

BULGARIA

Early last month the Prime Minister of Bulgaria was complaining to the local media that the helicopters that were ordered and paid could be used 'only in the summer, for trips to the seaside'

Much of Europe was suffering from severe flooding and low temperatures and that included large areas of Bulgaria. The Prime Minister Boyko Borisov went on national television to state that local people awaiting rescue should keep their courage up as the Eurocopter Cougars the country had purchased at great cost were not up to the job of operating in icing conditions.

It seems that despite a clear requirement for operations in sub-zero conditions cost cutting had required the Bulgarians to spec their aircraft without de-icing on the main rotor blades and that therefore they could only be used below cloud cover or not at all. [Media/PAR]

NEW ZEALAND

COAST GUARD: The addition of a new Air Patrol aircraft to Coastguard Northern Region's rescue fleet will substantially increase the organisation's search and rescue capabilities.

Coastguard Air Patrol, a Cessna C182T, will be the only aircraft in the Auckland region which is day-time search specific. With a targeted response time of less than 20 minutes from call out to take off, the aircraft will be a welcome sight for troubled boaties.

The aircraft boasts a six cylinder engine rated at 230HP and impressive, state of the art navigational software including a Garmin G1000 avionics suite with activated search planning functionality and a Becker Radio Direction Finder.

Coastguard Northern Region President Roly Linstrom, says the new aircraft features the same specifications as used by Civil Air Patrol in the United States which will be invaluable during search and rescue missions.

The Coastguard Air Patrol will support search and rescue operations in popular boating areas including the Hauraki Gulf, Great Barrier Island, Coromandel, Kawau Island, Bream Head, Kaipara Harbour, Raglan and Kawhia. [Voxy]

PHILIPPINES

COAST GUARD: Newly-appointed Philippine Coast Guard (PCG) commandant Rear Admiral Edmund Tan told a news agency in the region that his agency will acquire five Eurocopter helicopters with two being delivered and commissioned this year. He said that the new helicopters aim to boost the PCG aerial capability which includes the survivors of three BO105 helicopters and some light fixed wing patrol aircraft..

Enquiries by PAN suggest that the aircraft are EC145s but that as yet no contract has been either confirmed or signed.



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KOREA

COAST GUARD: Sikorsky Aircraft has announced a contract with the Korea Coast Guard for one S-92[®] helicopter to be delivered in December 2013. The contract was formalised in December 2011.

"The Korea Coast Guard indicated a need for an aircraft that offers increased operational capability for search and rescue, emergency medical services, maritime security, and personnel transport, and Sikorsky was able to demonstrate that its S-92 helicopter has a proven track record in each of these important missions," said Robert Kokorda, Sikorsky Vice President of Sales & Marketing.

The operator currently has a fixed wing fleet of four Reims 406 aircraft primarily used for training, target towing and maritime surveillance and VIP operations. Four new CN235 aircraft are in the process of delivery to the country for patrol duties. The production of the four aircraft should be completed this year.

Sikorsky Aircraft was one of three contenders in the selection process. The Korea Coast Guard has expressed an interest in adding three more S-92 helicopters in the coming years.

UNITED KINGDOM

SCOTLAND: CHC Helicopters is to lose the search and rescue contract at bases at Sumburgh and Stornoway in Scotland from 2013. Bristow Helicopters is to take over the service in 2013, but only until 2017.

After 2017 the military role in search and rescue will cease and a new civilian contract involving ten bases across the UK will come into force. The RAF and Royal Navy, who have for years provided search and rescue cover, are to give up the role in 2016.

Companies have also been invited to bid to run Maritime and Coastguard Agency helicopters in 2017.

A shortlist is being compiled and the winning bidder is expected to be announced early next year.

The final deals are expected to be signed in February 2013.

Ageing RAF and Royal Navy Sea King helicopters are scheduled to be retired in March 2016.

Meanwhile the UK Ministry of Defence has issued statistical data relating to the past year in military Search and Rescue [SAR].

During the past 12 months, the data from the Defence Analytical Services Agency shows that the personnel at HMS Gannet in Prestwick, Ayrshire, have responded to 298 call-outs, rescuing 240 people. This is the fifth year in a row that Gannet has been named the UK's busiest SAR unit.

The data also shows that RAF Valley in Anglesey, North Wales, responded to 276 call-outs, during which 246 people were rescued.

The total number of call-outs for the eight military Search and Rescue bases – two Royal Navy and six RAF – was 1,798, with Gannet's 298 call-outs equating to 17% of all military helicopter SAR call-outs in 2011.[MoD]

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INDUSTRY

In late January **Aurora Flight Sciences**, headquartered in Virginia announced that the Swiss Department of Defence has become the first customer for the Centaur Optionally-Piloted Aircraft (OPA) variant of the Diamond Aircraft's DA42 MPP, Aurora began developing the Centaur in 2009, which can be operated manned as well as unmanned. The aircraft will be based in Emmen, Switzerland and will initially undertake technology flight trials.

It seems to have been a case of two halves and two results going by the press releases subsequently issued by the protagonists.

According to the **Eurocopter** version of the tale a ruling issued on January 30 by the Federal Court of Canada ruled that **Bell Helicopter** intentionally infringed a patent of Eurocopter and awarded punitive damages and an injunction to Eurocopter. The patent covers an innovative helicopter landing gear design that Eurocopter developed and implemented on its EC120 and EC130 models.

In its findings, the Court determined that Bell leased a Eurocopter EC120 helicopter equipped with the patented landing gear, studied the design of the gear, and created a "slavish copy" to be used on its new 429 model. Remarkably, when Bell employees raised concerns internally regarding similarities between the Bell landing gear and Eurocopter's patented design, Bell's management instructed engineers simply to "carry on." The Court held that *"This is a case of wilful blindness or intentional and planned misappropriation [by Bell] of the...invention."*

Significantly, the Court determined that *"Bell has misled and continues to mislead the public into believing that the Bell Model 429 is the first helicopter to use a sleigh type landing gear."* In fact, as the Court found, Bell *"decided to import and copy the unique and new patented technology developed by Eurocopter."* Ultimately, the Court concluded that *"Bell's overall conduct is highly reprehensible and constitutes a callous disregard for the rights of Eurocopter."*

Accordingly, the Court found that Eurocopter was entitled to punitive damages due to both Bell's infringement and its *"deliberate and outrageous conduct in this case."* The Court has not yet determined the amount of damages due to Eurocopter. Finally, the Court issued an injunction enjoining Bell from manufacturing, using, or selling the infringing landing gear, and also ordered Bell to destroy all infringing landing gears in its possession.

As soon as Eurocopter filed the case, Bell quickly redesigned the landing gear on the 429 model. The Canadian court held that the redesigned landing gear did not infringe Eurocopter's Canadian patent. Eurocopter has also filed claims in Washington, D.C. and Paris, France, contending that Bell's redesigned landing gear violates Eurocopter's patents.

Eurocopter state that they intend to continue defending its technology, which has greatly contributed to its positioning as the world's leading helicopter manufacturer.

Turning the result of the case completely on its head in an example of super spin Bell announced a somewhat different result in the case of Eurocopter versus Bell Helicopter'

Bell say that the Canadian Federal Court has ruled that the current Bell 429 production skid gear, which was at the centre of the case, does not infringe the Eurocopter '787 Patent. All Bell 429's have been and will continue to be delivered with the current production gear.

The Court found 15 of the 16 claims of Eurocopter's Canadian patent invalid. The Court did find that one of the 16 claims was valid and was infringed by the original, pre-production sleigh skid gear, however, this original skid gear was never placed into production or sold to a customer.

The Eurocopter original



The Bell original - or copy



The Bell solution



"This ruling is a victory for Bell Helicopter, validating the design of the 429 production skid gear" said Garrison. "We intend to continue to vigorously defend the production gear in the pending infringement suits in the US and France. We believe the Canadian court's decision provides strong support for our position and remain optimistic that we will obtain positive results in those courts."



The Tecnam MMA at the 2010 PAvCon Police Aviation Conference in Prague ©PAR

Airborne Technologies has revealed its participation in the INDRA led group's development of the next generation airborne surveillance aircraft, the Tecnam MRI (Multisensor Reconnaissance and Identification).

Developed by INDRA, the global leader in advanced technology security and defence solutions, the Tecnam MRI (Multisensor Reconnaissance and Identification) aircraft has been developed in partnership with Italian aircraft manufacturer Tecnam, SELEX Galileo, FLIR Systems and Airborne Technologies GmbH, the Austrian based Remote Sensing and Sensor Integration company.

Specifically developed to patrol those maritime zones currently kept under surveillance by coastguards utilising medium-size helicopters and large maritime patrol aircraft, The Tecnam MRI affords significant opportunities for clients seeking more efficient and effective maritime security and coastal patrol missions.

Equipped with a state of the art maritime surveillance system (radar, AIS vessel ID system and a cutting-edge electroptical device), the Tecnam MRI will be able to effectively patrol an area from 50 to 200 nautical miles offshore. With medium size helicopters limited to a productive mission profile of only 100 miles, before the advent of the Tecnam MRI, operators have been limited to using much larger and costlier maritime patrol aircraft to monitor activities in the 200 mile zone.

Developed from the Tecnam P2006T aircraft, this light, twin engine platform is easy to pilot and uses traditional fuel which further dramatically reduces operating costs. The Tecnam MRI also requires minimal maintenance and can take-off and land on adverse and make-shift runways, ensuring the operator total flexibility of operation.

The first public debut of the Tecnam MRI (Multisensor Reconnaissance and Identification) will be in April 2012 at Aero Expo Marrakech.



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The Reuben Brothers have acquired the **London Heliport** in Battersea, London. The acquisition, made by Reuben Brothers investment vehicle Aldersgate Investments Limited, extends the group's existing aviation interests, including the ownership of London Oxford Airport.

One of the Heliport's most significant customers is the PremiAir Aviation group of companies, which are also held by Mr Davis. PremiAir and the London Heliport will continue to work together on a number of initiatives.

The London Heliport, located on the River Thames and with easy access to London's West End and the City, represents a unique opportunity to acquire the only CAA licensed heliport in London. The London Heliport has been in continuous operation since 1959, providing essential service to the business community and emergency services, such as the Air Ambulance (HEMS) and Police Air Support units. The Heliport has an established client base and a newly developed terminal and VIP lounge offering luxurious facilities to passengers. It also benefits from an exemption to the no-fly zone during the Olympics, meaning a large number of dignitaries and other VIPs will be able to use the London Heliport as an easy access route to the 2012 Games.

Nightline, Inc., is now an official distributor of Wilcox helmet mounts. The Wilcox L2 G06 Ratchet Strap Bracket with the Integrated Breakaway Base and Universal NVG Mount featuring two modes of operation. The first mode allows the mount to "break away" from the base under a stressed condition such as getting snagged during fast roping or hitting a hard object when entering or exiting a vehicle or building. The second mode allows the Universal NVG Mount to securely lock the mount to the base.

The Wilcox L3 G10 One Hole Bracket with Integrated Breakaway Interface featuring three modes of operation. The first allows the Mount to "break away" from the base under a stressed condition, and the second mode allows the Universal NVG Mount to securely lock the mount to the base. A third mode allows the Breakaway Base to pivot away from the Helmet Bracket by means of a locking bayonet interface when the NVG is not in use.

www.nightline.us

Varlink, the York based mobile computing and data capture specialist distributor, is delighted to introduce the latest edition to the ever popular Opticon H-series, following the huge success of the H-19 and the H-21 mobile devices.

Much like its predecessor the H-22 is powered by Windows Mobile 6.5 and features a 3.2 megapixel colour camera with autofocus, flash and a choice of a QWERTY or numeric keyboard.

The H-22 boasts a large 3.7" touch screen display, a choice of either laser or 2D imager and an additional RFID option. As a compact rugged PDA the H-22 has a rating of IP65 paired alongside a drop spec of 1.5 metres, to provide users with a resilience needed in a field based environment. In addition to this the pistol grip option allows the H-22 to be integrated into warehouse based environments.

In applications such as logistics, field service and mobile retail, where connectivity and communication are of the up most importance, the H-22 has the capability to communicate through a variation integrated features including assisted GPS, GSM/GPRS/EDGE, 3G and 3.5G, Bluetooth, Wi-Fi and IrDA all as standard.

Richard Adlington, General Manager of Opticon UK commented, "We know that this addition to the H-series offers more functionality and a larger GUI than similar-sized any other PDA style device. We have tried to incorporate everything that our customers have told us that they will need (and more) into a compact rugged companion, both to give developers

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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

the versatility to easily integrate the H-22 into any application and field workers the best possible solution with which to share information with head office”



Leading UK private aviation company **Multiflight** has added a second Dauphin helicopter to its fleet of charter helicopters.

The Eurocopter AS365 N2 Dauphin joins Multiflight's existing helicopter charter fleet that includes a Eurocopter AS365 N1 Dauphin, AS355 Twin Squirrel and a B206 III JetRanger.

Multiflight's new Dauphin charter helicopter has undergone a major refurbishment programme at Multiflight's in-house engineering and maintenance facility at Leeds Bradford International Airport, including the installation of new avionics, new cream interior and full repaint.

Multiflight offers a full range of aviation services at its base at Leeds Bradford International Airport and this includes comprehensive air ambulance services. After extending its AOC to cover HEMS and Special Operations in December 2009, Multiflight has been awarded five-year operation contracts by the Great North Air Ambulance Service and the Yorkshire Air Ambulance Service.

The Eurocopter 365 N2, G-CGGD, has been fully converted and refurbished at Multiflight's in-house engineering and maintenance facility at Leeds Bradford.

The Berger Group of Companies has acquired **Ranger International** Services Group of Greenville, SC. Ranger—a 1,000-employee firm providing a variety of aviation, logistics and engineering services both domestically and internationally—will henceforth be known as Louis Berger Services, Inc.

Legislators have added the pressure on the FAA to integrate unmanned aircraft into US Air Space. Among the expected users of these craft is the law enforcement but it is a directive with wider aims. The latest plan, if achieved, is to open the airspace in two years which leaves the majority of the large number of law enforcement agencies that went out a bought large numbers of the smaller devices over the last few years with their purchases firmly on the shelf for a while longer.



Even as Congress orders regulators to speed up the introduction of drones for domestic, non-military use pilot representation groups are raising safety concerns about letting small unmanned aircraft fly in US skies.

Lee Moak, president of the **Air Line Pilots Association** [ALPA] has been stressing to the media that there is still no system that allows operators of unmanned flights to spot and steer clear of helicopters and planes, and there aren't training requirements or standards in place for the ground-based pilots who guide UAV's. It's also not clear how a remotely piloted craft would respond to air-traffic controllers in an emergency.

Until unmanned aircraft can demonstrate that they won't crash into other planes or the ground, they shouldn't be allowed to fly with other traffic.

Based on recommendations to the FAA from industry, flights probably will be limited to devices weighing less than 55 pounds, be restricted to outside populated areas, to no more than a few hundred feet off the ground, and within sight of an operator on the ground.

Those intended restrictions would initially block use by police departments and others who would like to get wide view aerial views over built up areas.

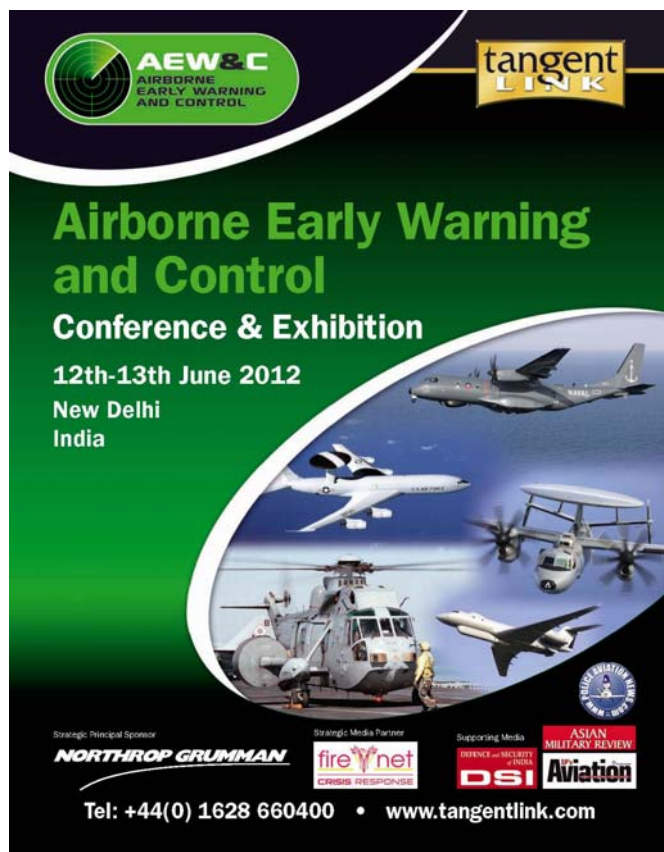
Only about 1% of the 17,000 US police departments have an aviation department and it might be expected that a significant number of those without access to aerial views would be attracted to such as the \$50,000 AeroVironment Qube, a 5½ pound craft designed for law enforcement use. [Bloomberg/PAR]

DFS Deutsche Flugsicherung has signed an agreement with **Spider Tracks** Limited to distribute, sell and market spidertracks, the satellite-based tracking system, in Europe. Spidertracks will be presented at the DFS stand at ATC Global in Amsterdam from 6-8 March and at AERO in Friedrichshafen from 18-21 April.

To use Spidertracks, the pilot mounts a tracking device, called a Spider, in the cockpit. This device automatically transmits GPS location information, altitude, speed and heading via the Iridium Satellite Network to a server. The Iridium Satellite Network covers every spot on the earth's surface, ensuring seamless data transmission. On the Spidertracks websites, the flight tracks can be followed in real time on a map. Access to one's flight information can be given to other people – making it easy for family, friends, employees and customers to always know where the aircraft is. The Spider will automatically send the location of the aircraft as soon as it has power.

Additionally, the pilot can transmit an alert by pressing an SOS button. The current or latest recorded position of the aircraft is then sent as a text message and e-mail to a list of pre-determined contact people.

DFS offers two different versions of Spidertracks. The Spider S3 costs EUR 949 and Spider S4 EUR 1,690. Costs for the transmitted data are calculated on the basis of a data contract. Spidertracks can be ordered online at www.dfs-aviationshop.de from the start of the AERO in April.



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AIR ACCIDENTS & INCIDENTS

22 January 2012 Helibras/Eurocopter AS350BA PT-YAK. State of Para Fire Department [Bombeiros] Brazil. The helicopter suffered from ground resonance whilst trying to land in Benevides, nr Belem in the state of Para, Brazil. The pilot was unable to control the problem and the aircraft pulled itself to pieces. The four persons on board - the commander, the second pilot, a doctor and a nurse – all got out of the wreck safely. [You Tube]

13 February 2012 Bombardier LearJet N. Air ambulance operated by Jet ICU Air Ambulance Service, Brookville, Florida, USA. The LearJet was about 2,000 feet down the Hernando County Airport runway when it pulled hard to the left, left the strip and suffered an undercarriage collapse. [Media]

20 February 2012 Eurocopter EC135T2 G- North West Air Ambulance owned by Bond Air Services Ltd. Aircraft had a window smashed by vandals whilst left overnight in the grounds of the Vale of Lune Rugby Club, Lancaster. After treating a patient on site the helicopter developed an unspecified fault and was unable to leave the scene. [Media]

21 February 2012 Eurocopter AS365N Dauphin N. Air ambulance of the Maryland State Police. The helicopter was landing at an accident scene on Rt. 543 south of Wheel Road in Harford County when an engine failed. As the Dauphin approached a landing zone in the yard of a residence near the accident scene the crew felt a shudder in the aircraft that seemed to come from one of the engines and a caution light illuminated in the cockpit. The pilot landed safely. The crew exited and fire department personnel on the ground used fire extinguishers to put the fire out. [Media]

21 February 2012 Rockwell-Gulfstream 695 Commander 980 YC-PFB/PF-507 c/n 95018. Mexican Federal Police. Aircraft crashed under unknown circumstances at the Refugio en el Municipio de Acatic, near the town of Refugio Padrone, in the State of Jalisco, Mexico. The aircraft was on its way to Mexico City from the city of Los Cabos. The pilot and co-pilot were killed in the accident. [Media]

PEOPLE

Great North Air Ambulance pilot Jim Martin has won more than £100,000 in compensation after a flying accident in which he dodged death for a third time. Jim, who used to fly for the police and air ambulance in the past, survived a 1,000ft plunge from the sky in his defective microlight.

The 54-year-old was at the controls of his Dyn Aero when the aircraft's tail snapped and it crashed at Burgham Golf Course, near Morpeth, Northumberland, in 2007. It was mainly his skill in putting the plane into trees that saved his life and that of his passenger, air ambulance paramedic Jon Ker. Both Jim and Jon, who live in Northumberland, suffered terrible injuries, and Jon was left unable to pursue his dream of becoming a commercial pilot. Jim is currently working in the United Arab Emirates training police and ambulance helicopter crews.

The pair took legal action against the aircraft's French manufacturer claiming that bolts fixing the tail were defective. The victory may have a hollow ring to it though as the company being sued went out of business and getting the compensation will be difficult.

Jim is a regular speaker at aviation conferences and for his anecdotes he draws on the three instances where he came close to death. In 1988 Jim was the only survivor of a five men on board a Chinook helicopter which crashed and burned at an air show in Hanover, Germany, then he and Jon were both rescued from Ben Nevis in 2006 after a rope snapped killing their friend and fellow climber Dr Rupert Bennett.

SEAT BELTS ON PLEASE!

An occasional column of muddy waters.

I guess I barely missed its demise – it was months ago - but I cannot let the passing of *Police Review* go unrecorded. IHS stopped publishing all the Police Review products and retired the product line including the magazine, website, police handbooks and gala awards late last year. The last issue of the Jane's Police Review magazine was on November 25th 2011, the www.policereview.com website was shut down on the 28th and the last issue of Police Product Review was published on November 18.

As an historian at my core this ancient magazine Police Review -more recently Jane's Police Review was a weekly magazine for police officers in the United Kingdom. It was founded in 1893 as The Police Review and Parade Gossip, aiming to (in its own words) 'cultivate the self-respect of the constabulary of this country, to raise them in the esteem and regard of all their fellow citizens'. In that lofty position within its pages it recorded much that we know about the growth of police aviation over the last century and for that I am ever grateful. It managed to publish over 6,000 times but, like many niche print magazines, was finally unable to sustain enough profit for its masters and was let slip away. A greater loss than many will appreciate and it is perhaps a pity that it did not embrace the Internet and a wider world market.

It looks as like there may be a savior at hand though for Police Oracle the on-line news people are about to at least bring back the Police Product Review element. Gary Mason and Ian Barrett the team that developed the Janes version of the Product Review are due to bring what is now to be called PPI in April.

The world of today is a threatened place and officialdom says 'no' more often than we really like it to. That said I thought that the list of 'no can do' items directed at potential attendees of the recent bi-annual Singapore was a little more comprehensive than needed! *Still, a positive is that there is no mention anywhere of chewing gum!*

LIST OF PROHIBITED ITEMS

- | | |
|--|---|
| 1. Firearms/Parts of Firearms, including empty magazines and spent cartridges (with percussion cap attached) etc | 22. Key Chain (Bullet/Gun) |
| 2. Live Bullet/Blank | 23. Wooden /Metal Spear |
| 3. Air Pistol/Rifle or parts | 24. Lighter in Gun, Pistol, Bullet, Grenade Shape |
| 4. Spear Gun | 25. Toy Gun which resembles Actual Gun |
| 5. Explosive /Blasting cap /Dynamite / Corrosive Substance | 26. Any sharp items that can be used as a weapon |
| 6. Fireworks/crackers | |
| 7. Parang/Machete | |
| 8. Bearing Scraper | |
| 9. Walking Stick with Dagger | |
| 10. Antique Pistol/Gun | |
| 11. Stun Gun | |
| 12. Baton/T-baton | |
| 13. Night Stick | |
| 14. Signal Flare and other Flammable materials | |
| 15. Hand Cuff | |
| 16. Tear-Gas Spray/Pepper Spray | |
| 17. Nanchaku | |
| 18. Knuckle Duster | |
| 19. Cross Bow | |
| 20. Industrial Acid | |
| 21. Bullet Proof Vest | |

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25TH-26TH JANUARY 2012

By Terry Loughran -Tangent Link's Strategic Military Advisor

Tangent Link has chalked up another first in its long running series of International Aerial Firefighting Conferences with the presentations complemented by a combined fly in of fire fighting aircraft and aerial demonstrations covered by CNN.

Returning to California after a three year break, the Conference attracted 150 delegates from 13 countries with 22 Exhibitors giving the Ballroom at the Lion's Gate Garden Pavilion a great buzz. The desire of the Aerial Firefighting community for this construct, held at the home of CALFIRE in McClellan airfield, arose from an event last year in Washington DC. The venue had been chosen to access and influence congressmen and senior members of the US Forest Service and Bureau of Land Management, and paid dividends in the key speakers attending in Sacramento to report progress on issues vital to the successful prosecution of Wildfires. Aerial fire fighting, while inherently costly, is a 'Spend to Save' when set against the huge losses incurred when fires get out of hand. However, against a background of fiscal constraint there is a need to 'do more with less' and to harness technology in support of more cost effective firefighting. A novel innovation from Israel was exposed for the first time; night vision aids have improved significantly and there is the prospect of Enhanced Synthetic Vision Systems coming on line. The sharing of expensive aviation assets is now a reality with bilateral arrangements between the civilian fire forces and the military; the USMC showcased the latest addition to the armoury, the MV-22 tilt rotor Osprey. The show Sponsors – 'Russian Helicopters' presented the highly versatile (and cost effective) Kamov KA-32. The ability of this helicopter to fight fires in high rise buildings and to effect rescues will be carried forward to Tangent Link's 'High-Rise Aerial Firefighting and Rescue Conference' to be held concurrent with the Dubai Helishow on 6th November 2012.

Delegates to McClellan, loyal followers of this key event in the Aerial Firefighting calendar, expressed themselves as exceedingly pleased with the access to key operators and aircraft and the invaluable Networking opportunities



Recently installed in its new position in front of the Eurocopter South East Asia facility in Singapore is this former German army BO105.

It will be a mix of airframes but the tail boom was from c/n 6072 80+73



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- 19-21 March 2012 ADNEC, ISNR International Security National Resilience Exhibition & Conference Abu Dhabi. Reed Exhibitions in association with the Ministry of the Interior. www.isnrabudhabi.com
- 21-22 March 2012 Avionics Europe 2012 M.O.C. Event centre Munich, Germany PennWell Corporation PSweeney@pennwell.com <http://www.avionics-event.com>
- 28 March 2012 Essex & Herts AA Aeromedical Case Study Ford Dunton Technical Centre, Laindon. The Conference is a FREE event hosted by the Essex & Herts Air Ambulance Trust with Headline Sponsor Medical Aviation Services.
- March 2012 AAMS Spring Conference. Washington DC. This conference is held each spring in the Washington, D.C. area. The focus is on legislative, regulatory and reimbursement issues. Members are encouraged to participate in our grassroots efforts and visit their Congressional representatives on behalf of the community. In addition to the grassroots lobbying, we also offer the highest quality educational content that consistently receives rave reviews! Attendees learn about what regulations are affecting them, how to speak out locally on issues affecting them, billing and reimbursement insights, leadership and management issues, and much more! AAMS offers a variety of educational opportunities throughout the year. www.aams.org
- 15-16 March 2012 SAR Europe 2012 Dublin, Ireland www.shephard.co.uk
- 24-25 March 2012 SAR Asia 2012 Singapore www.shephard.co.uk
- 26-28 March 2012 CHC Safety & Quality Summit. This is an internationally recognised aviation-safety conference aimed at improving safety through excellence in human factors. This year's summit will be held at the Westin Bayshore Resort & Marina in Vancouver and will explore the theme, "Improving Safety Culture Through Talent, Training and Trust." www.chcsafetyqualitysummit.com

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The Hertfordshire Air Ambulance MD900 Explorer G-HAAT landed in the snow covered grounds of the ruined Abbey at Waltham Abbey, Essex on February 7, 2011

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It may be well worth a visit to the town from mid-March as there will be a new Police Exhibition opening at the museum 39-41 Sun Street. Peelers Progress will cover the history of policing in West Essex from 1800-2000 and includes material on the police aviation operations from Lippitts Hill Camp. See the advert in the Heli-Expo edition.