

Police Aviation News

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PAR

Hessen Police P68 on show

Norway gets stand in EC135

10-33 Program shuffles

Norway SAR Proposal

AW169 Flies



Bigger and Better



**The police aviation show
gains weight for 2012**

PAvCon in Germany

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LAW ENFORCEMENT

AUSTRALIA

WESTERN AUSTRALIA: A new Eurocopter AS365N3 Dauphin, known as Polair 62, is expected to join a 23-year-old BK-117 helicopter and three other aircraft in police service this month. Ground and air testing of the \$20M aircraft by the Civil Aviation Safety Authority prepared the aircraft for service.

NORWAY

OSLO: After a fairly lengthy delay the police in Norway have temporarily resolved some of the issues surrounding the lack of aviation capability criticised in the wake of last year's mass killings.

Recently this publication reported that the provision air support was criticised as being both expensive and lacking in effectiveness and that a new aircraft had yet to be ordered.

As of June 1 a former British police service EC135T2+ will enter service on a long term lease. The airframe was formerly G-XMII in service with the Merseyside Police in Liverpool. The airframe was withdrawn from service last year and placed in storage with its aviation tasking passing to other newer helicopters in North West England.

Even as PAN was reporting the slow progress of enhancements to Norwegian air support the former UK EC135 was being prepared for service. Although nominally similar to the existing EC135, having the under cabin role equipment pod and Turbomeca engines many of the sensors and systems are very different and required changing.

Newly painted in a scheme similar to that on the existing EC135 LN-OCP, the newly altered LN-OCB left Oxford last month. [NPAS]



LN-OCP in 2005 ©PAR

Cover image: Scheduled to appear at the 2012 PAvCon in a few days is this Vulcanair P68 of the Hessen Police. It will be just one of five fixed wing aircraft scheduled to be on site among the wholly rotary fleet currently operated from Sankt Augustin/Hangelar by the event hosts—the Federal Police. © Vulcanair

Ed: It is uncertain how long the lease is for, initial stories suggested 'the summer' but Heli-hub later reported that it was a four year lease – which makes more sense in view of the amount of work undertaken on the former XMII. Perhaps the agreement includes a short-term get-out clause that is unlikely to be used. The existing aircraft is due for a 'deep maintenance' so it will be some time before operational capability improves.

Income from the lease will go to the owners – Merseyside Police Authority – but that will pass to NPAS in due course.

SOUTH AFRICA

SAPS: The South African Police Service Air Wing is seeking product support services from the aviation industry for its aircraft and helicopters. The police operate some 40 rotorcraft and fixed-wing aeroplanes.

Requests for quotations (RFQ) have again been issued to a range of companies after an earlier exercise faltered. Last May Armscor issued RFQs to 11 companies for product support services for the police fleet covering six Robinson R44 and one McDonnell Douglas 369 but they were withdrawn due to an unspecified controversy within the police. Earlier this year police sources claimed that the change was simply a rethink.

In the background are claims that poor technical support has led to widespread grounding of the mainly Eurocopter fleet. Figures suggest that as many as ten of thirteen BO105 helicopters, five of fifteen AS350 and the sole remaining BK-117 suffered long term grounding.

[Defence Web ZA]

UNITED KINGDOM

NPAS: A Royal Navy SAR squadron was the first to welcome the Olympic torch on to UK soil when it arrived from Greece on May 18 aboard a British Airways Airbus plane wearing a temporary paint scheme.

Security for the next two months of 'Olympic Torch Relays' was tight and in the main the air cover undertaken by short endurance helicopters. As a contrast, for the early days of the coverage an Austrian registered Tecnam P2006T spotter flown by Greater Manchester police operated as long endurance air cover on a number of Olympic surveillance missions.

The Tecnam is the Airborne Technologies MMA demonstrator OE-FAT and it carried an L3 Wescam MX-10 EO/IR sensor turret. To transform the basic P2006T general aviation aircraft into the special mission aircraft, the team of Airborne Technologies had to modify the aircraft with additional electrical power (a separate 28V/70Amps electrical mission supply), a retractable sensor system and an integrated pilot flight guidance system/sensor operator workstation.



The MMA is demonstrating to shire forces (particularly those in Wales) that there is a world outside helicopters and it is being operated on the PAOC of the only primary fixed wing operator remaining in the UK – Greater Manchester Police. It is however a NPAS funded project. Early reports are that the GMP team are impressed with their so far brief exposure to the type.

This trial fits in with NPAS previous reported statements in relation to offsetting the withdrawal of the Dyfed Powys AgustaWestland A109E Power by introducing as a yet unspecified fixed wing type. That statement was a modification of the original October 2010 plan. [NPAS/PAR/AT]

Ed: The operational use of a foreign registered aircraft on police operations [as opposed to simple trials] is rare but not unheard of although the Tecnam is seeing its first use others in the class, particularly the [Partenavia/Vulcanair] P68 Observer, have been tested by UK police before and historically lost out to variants of the venerable BN-2.

Immediately after the trial the MMA was scheduled to fly to Germany to be demonstrated to a wider range of police at this year's PAVCon Police Aviation Conference at the Federal Police helicopter base at Sankt Augustin to join its two major rivals for the future light surveillance twin market – the Diamond DA-42 and the Vulcanair P68 [see cover image].

The transfer away of the designated future spare NPAS EC135 to a lease in Norway may seem to be an odd development at this time but it has become clear that at this stage the rotary wing craft nominally part of NPAS UK reserve aircraft fleet have not actually ceased flying yet. The Merseyside airframe will turn to an income stream later this year and the Cambridgeshire MD902 Explorer G-CMBS may have been retired in April but it was quickly pressed into service with the non-Home Office Transport Police for railway patrol. This will again be an unexpected future income stream for NPAS.

There are other forthcoming airframe retirements that will offer the potential of an actual spare fleet build up.

Meanwhile some of the paperwork needed to ratify the NPAS still needs to be done but most of the hurdles now appear to be overcome.

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In a threatening manner that exhibits shades of Presidential Air Exclusion zones covering the aerial progress of US Presidents the UK Civil Aviation Authority (CAA) confirmed a strict enforcement policy that will be in place to deal with infringements of this summer's Olympics security airspace restrictions.

The existing CAA policy of not generally pursuing a prosecution in cases when an airspace infringement is inadvertent, and the pilot has taken all reasonable steps to resolve the situation safely, will remain. However, as infringements of the security airspace are likely to have an appreciably more significant impact on other airspace users, the licences of all pilots infringing either the Restricted or Prohibited Zone will be suspended pending an investigation of the incident. Already many non-commercial pilots based in the south of England – where most of the activities take place - have declared an intention to impose a self grounding regime for the duration of the Games.

KENT: One of the few county areas in England where air support was deemed virtually unnecessary by successive Chief Constables has apparently turned over a new leaf now that it has easy access to air support through a partnership with Essex Police.

The helicopter [EC135T2 G-ESEX] was mobilised 364 times across the county between January 2011 and 2012, according to figures released to the local newspaper under the Freedom of Information Act.

The helicopter, which has covered Kent and Essex since 2008, was most often called during the night, with the majority of outings between 11pm and 2am. [Kent Messenger]

NORTHERN IRELAND: The PSNI spotter plane, a BN-2T Islander G-BSWR, crashed into runway lights after a 2.5 hour sortie in the Londonderry area on a night of fierce republican rioting.

Three people were on board when the Islander touched down on the grass over 100 metres short of the Aldergrove runway threshold colliding with the approach lighting system at approximately 2am on July 13. The weather was clear and cloudless when the plane returned

from its second operation of the night.

The crew of three were not injured but damage was sustained to a propeller blade on the starboard engine, the nose cone and the fuselage.

It was only after the aircraft parked and shut down that the extent of the incident came to light. The occupants originally thought the noises they had heard were as a result of hitting an animal – a hare. An external check revealed grass on the underside and damage to the starboard side of the fuselage. A subsequent runway inspection revealed damage to the last three centreline approach lights and tyre marks in the grass starting 80 metres short of the paved surface, 125 metres short of the displaced runway threshold.

According to the official AAIB accident report the plane was in pretty bad shape after the crash with propeller damage, an engine requiring inspection for possible shock loading and damage to the nose cone and the aircraft's skin.

The PSNI has more aircraft than any other police service in the UK - including the Metropolitan and the Greater Manchester forces.

The damaged Islander was one of just two out of 35 official police aircraft throughout the UK. Another BN-2 operates from Manchester. [Sentinel/AAIB]

UNITED STATES

ALEA: The US based police aviation pressure group ALEA has created an internet-based laser incident reporting tool. A laser incident is misuse of a laser that results in impairment of law enforcement or emergency response professional to undertake their task.

There are a number of federal and state agencies that encourage the reporting of laser misuse. These include the Federal Bureau of Investigation (FBI) and the Federal Aviation Administration (FAA). The FAA has compiled a large database of incidents of laser illumination of aircraft. The FBI has taken a lead role in prosecuting laser misuse that affects the safety of aircraft personnel.

In collaboration with the US Food and Drug Administration (FDA), ALEA has decided to collect its own laser misuse data with the goal of collecting data on more incidents with detailed incident information. This information, with photographs (if available and including a picture of the label if there is one), will be collected by ALEA members and others from the law enforcement and emergency response community. The information will be shared with the FDA as the responsible body for regulating the manufacturers of laser products.

ALEA hope that by stronger data collection, they will improve enforcement of laser safety standards, or changes in existing standards, which will eventually result in fewer incidents.

The FDA can work with US Customs and Border Protection to restrict and/or reject shipments of illegal laser products into the US. [ALEA]

ALABAMA: Another small law enforcement operation has been set up in the state with Chilton County Sheriff's Office acquiring two aircraft at no cost from the government.

Sheriff Kevin Davis has arranged for the delivery of a Hughes OH-6 and a Cessna single to

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create an operation that seeks to operate for disaster relief, pursuing fugitives or even “long-line rescue” in the future. And in the future is pretty much where this will be for the Sheriff’s Office does not have any pilots – yet.

Davis was able to acquire the aircraft through the 10-33 Program, which lends military surplus items to law enforcement agencies. The helicopter and plane were in the possession of the Dale County Sheriff’s Department, but the 10-33 Program administrators wanted the machines to move to a Central Alabama agency because no department from Birmingham to Montgomery has air capability.

Davis took along with him Ken Gilliland of B&G Flying Service Inc., which operates out of the Chilton County Airport and he agreed to pilot and maintain the aircraft, and was named as a reserve deputy to allow that to happen. Grants through the US Department of Homeland Security are available for fuel, maintenance and training so costs to the local taxpayer should be minimal. The aircraft have now been flown to Chilton County to be housed in a hangar at Gragg-Wade Field.

For the future Gilliland will train sheriff’s department personnel to pilot the aircraft and one has just started to learn to fly so it has a long way to go. Meanwhile there is a need to set up the paperwork covering the procedures for the operation. [Clanton Advertiser]

Ed: Dale County, the donor unit, claims to have three helicopters and two fixed wing normally operating a Bell OH-58A+ N268DC so it may be assumed that the two aircraft now with Chilton County were with them as spare airframe. They are potentially N262SD an MH-6C and N5203F a Cessna 172F.

Whether the unit will come to anything much when based upon the availability of a businessman who might be expected to look after his own company first and the long wait for the police officers to simply gain their flying qualifications remains to be seen. Should law enforcement aviation ever be put in the hands of a PPL holder?

MASSACHUSETTS: Night Flight Concepts (NFC) has announced award of a multi-year contract with Massachusetts State Police (MSP) for a comprehensive programme of night vision imaging system (NVIS) and laser defence support. The contract is to help MSP to plan, implement and sustain mission-critical NVIS and Laser Defence capabilities.

The Massachusetts State Police (MSP) is the largest law enforcement agency in New England and the oldest state wide law enforcement agency in the United States. [NFC]

KENTUCKY: Thanks to a national law enforcement program operated by The Centre for Rural Development, the Somerset Police Department, covering an area with just 11,000 residents has become the first law enforcement agency in America to test and evaluate the Italian-made M-24 Orion gyroplane, and claims to be only the second US law enforcement agency to use *this style of aircraft* for police operations. *[Ed: A flawed claim even if you add ‘in modern times’ but everyone likes to be the first!]*

The Somerset Police Department has the gyroplane at its disposal at no cost until the end of July for police activities. The testing should cover a range of scenarios including traffic,

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Following the testing and evaluation period, the department can choose whether it will fund the aircraft and continue aviation operations.

Compared with the cost of a traditional police helicopter costs – typically anywhere from \$0.5M to \$4M - fully equipped, with hourly costs in the region of \$1,000 the Magni costs about \$110,000 and about \$40 an hour to operate using regular motor fuels.

The Magni M-24 Orion is constructed out of chrome-alloy aeronautical bracing a fibreglass fuselage. The 4-cylinder water cooled Turbo Rotax 914 (115 HP) drives a three blade propeller and features a 28 feet two bladed main rotor. [Media/Magni/PAR]

VIRGINIA: In Albemarle County Sheriff Office, Charlottesville, Virginia a Hughes 500C is being used as a new rescue tool for the local Sheriff's Search and Rescue Team. The aircraft and its services are being provided by David King, co-owner of King Family Vineyard at Roseland Farm Crozet. The aircraft, N546, is registered to Lancaster Helicopters Inc. Lancaster, Pennsylvania.

David King is providing the aircraft and service free of charge. He is also covering all expenses related to the helicopter.

The Sheriff's Department is normally reliant on the Virginia State Police and that normally takes an hour to two hours to arrive even if one is available so the new service looks to be a major improvement in capability. [Media]

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AIR AMBULANCE

FRANCE

ANSMUH: French HEMS procedures are going to evolve in 2012. In April 2012 the country entered a transition period regarding the enforcement of EASA rules in public transportation, which have to be applied in 2014 at the latest.

Consequently on June 21-22 the Castel-Mauboussin Organization (www.castel-mauboussin.com), in partnership with the French HEMS National Organization (ANSMUH www.smuh.fr), Toulon-La Seyne sur Mer Inter Hospital Centre and the Navy Air Base of Hyères are organising a seminar in Hyères, on the French Riviera to address the issues.

The new European rules in French HEMS flights, the HEMS crew member training route, NVG flights, and Handicap in aerospace will be the tackled themes. Information and reservations: <http://colloque.smuh.fr/>

IRELAND

NATIONAL: AeroMedevac Ireland (AMI), the first locally-based Irish Air Ambulance Service, announced that it has signed a cooperation memorandum for Universal Weather and Aviation, Inc. to support its critical life-saving missions by providing handling, fuelling and trip support services.

AMI, based at Dublin International Airport (EIDW), has provided air ambulance transport for private medical insurers and medical assistance providers since December 2010.

Meanwhile the intended charity based air ambulance dream remains unfulfilled with the Air Corps undertaking all of the workload.

A 12-month pilot project is to be put in place between the Air Corps and HSE National Ambulance and will see the provision of an EC135 helicopter for rapid-access transportation of acute patients in medical emergencies.

The Minister for Health said the scheme would allow the HSE to determine the extent and type of dedicated aeromedical support needed for the emergency ambulance service in the longer term.

KAZAKHSTAN

EMERGENCY SITUATIONS: The Kazakhstan government has placed additional orders for eight EC145 helicopters in terms of a framework agreement covering 45 of these multi-role rotorcrafts, which are to be assembled in-country by the Eurocopter Kazakhstan Engineering joint venture.

The latest bookings – announced at the KADEX-2012 military exposition in Astana – consist

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of six EC145s in a medical evacuation configuration for the Ministry of Emergency Situations, along with two to be operated by the Ministry of Defence for search and rescue missions. They follow Kazakhstan's initial acquisition of six similarly-configured EC145s last year, which were assembled and delivered during 2011 to both of the government ministries.

Kazakhstan has also signed a letter of intent to acquire 20 Eurocopter EC725 helicopters, marking a major new commitment for this medium-lift rotorcraft. These aircraft, which will be assembled in Kazakhstan, will be used by the country's Ministry of Defence in a full range of mission applications.

MALAYSIA

FLYING DOCTOR: Last month the Deputy Health Minister officially launched the ministry's upgraded Flying Doctor Service (FDS) using twin-engine helicopters operated by state-owned company Sabah Air Aviation. The scheme is primarily a public health enterprise taking the doctor to potential patients rather than a retrieval service.

Two FDS teams will be involved in the operation, the Kota Kinabalu FDS team covering 34 villages and the Sandakan FDS team covering 29 villages.

The villages will be visited on a regular monthly schedule (at least five days a week) throughout the year, with each team comprising five personnel including a doctor (on rotation basis).

Sabah Air's collaboration with the Ministry of Health started with the signing of the contract and setting up of the first FDS team in Kota Kinabalu in June 1980 but a single-engine helicopter was used. Yayasan Sabah started the FDS in 1975, also using a single-engine helicopter. *[Bernama]*



UNITED KINGDOM

NATIONAL: Half of the UK's air ambulance fleet of 32 helicopters was grounded over safety fears related to the cracking found on the Scottish Air Ambulance EC135T2 – as reported last month.

In the wake of two other reported instances of cracks being found the main operator of UK air ambulances, Bond Air Services, withdrew all of its Eurocopter EC135 helicopters over concerns it had about the cracks found in the rotor hub.

The Three Main Rotor Hub Shafts were of very different level of usage. The flight times of them were 857, 1428 and 3070 hours. The Rotor Hub Shafts were not from the same batch or serial number range but the operators were all European operators.

The EC135 is used by air ambulance services across England, Scotland and Wales, so the withdrawal of the BASL fleet was a significant event that led to matters of life and death being covered by other air ambulances operating dissimilar types, coastguard and military helicopters.

The Association of Air Ambulances (AAA) said 16 helicopters were affected out of the 30 in service for charities in England and Wales plus two run by the Scottish Ambulance Service. In addition the leased helicopters operated by the police in South & East Wales and Strathclyde [Glasgow] were grounded but no others. There is however a strict and onerous after flight inspection regime across the EC135 fleet.

Elsewhere the European Aviation Safety Agency (EASA) ordered increased safety inspections on the EC 135 while the possible fault was being investigated but no general grounding was ordered, this was an in-house BASL decision that also seems to have affected the ownership linked INAER fleet in Spain. *[Media]*

In the wake of the relatively short lived and isolated groundings a press release arrived at PAN which gave some cause for concern. It was from a PR company on behalf of UIB, a provider of insurance services to the air ambulance community.

London, May, 2012: The recent grounding of half the UK's air ambulance fleet of 32 helicopters over safety fears has highlighted gaps in standard insurance provision, according to specialist re/insurance broker UIB.

The grounding of the Eurocopter EC135 helicopters, over concerns about possible cracks in the rotor hub, meant air ambulance fleets were largely reliant on borrowing replacement aircraft from the coastguard and military.

Divisional director Simon Lovat at UIB, which currently provides broking services to the air ambulance community, commented: "Given the critical life-saving function of air ambulances it is essential that whatever the reason these aircraft are out of service, disruption must be kept to an absolute minimum. Whether that be safety fears, mechanical breakdown, product recall or just routine maintenance, if helicopters are unable to fly then lives are at stake.

He continued: "Borrowing from other services is not ideal as this just moves the exposure elsewhere, which is why it is far better to have a private, mission-ready fleet on standby. Standard aviation policies sold to air ambulance services often do not provide the breadth of cover which allows these life-saving helicopters to be available all the time."

UIB, in conjunction with a range of insurers, has developed a broad-ranging insurance package designed to accommodate all of the needs of this specialist aviation sector. The insurance policy, in addition to being designed to keep emergency aircraft in the air, also covers the broader needs of these life-saving organisations, and has been developed with UIB's first-hand experience.

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Ed: I contacted the sender raising a number of issues with the text including the fact that air ambulance aircraft in the United Kingdom have been grounded on previous occasions and yet a press release promoting these views has never been seen before. Was there a specific reason for that?

I suggested that sections of the text were true but alarmist over what has been the first instance of one UK operator deciding to unilaterally ground its admittedly large fleet for a short period of time.

Across most of the UK air ambulance world air ambulances undertake something like 0.5% of the ambulance workload, although in some remote areas [Scotland and perhaps Cornwall] the workload is significantly higher. Many daylight only air ambulances are unavailable for 2-6 weeks each year thanks to scheduled maintenance and the market offers sufficient coverage using either commercial spare aircraft or simply cover from the next available aircraft.

The non-availability of an air ambulance is therefore not as critical as was being suggested and yet the company was suggesting that there might be an insurance policy made available that would cheaply cover the cost of a grounding and the cost of annual maintenance. Although the PR company acknowledged the comments UIB has not replied to date.

DORSET & SOMERSET: BASL has been awarded an £8M contract by Dorset & Somerset Air Ambulance. The five-year deal will see Staverton-based BASL continue to provide a complete helicopter support service, including aircraft, crew and maintenance support until 2017.

Bond has been providing the helicopter emergency medical service for the air ambulance charity since 2000 and it will continue to operate the organisation's existing Eurocopter EC135T2i on a seven days a week basis from its operational facilities at Henstridge.

Bill Sivewright, chief executive of Dorset & Somerset Air Ambulance, said: "We have been delighted with the quality and level of service delivered by Bond Air Services for the past twelve years that has provided people in Dorset and Somerset with a lifesaving air ambulance service that is second to none.

"This new, closer partnership will not only ensure that these standards are maintained but also provides us with an exciting opportunity to explore areas for development, such as night flying and the greater integration of medical equipment. All of this will ensure that together we continue to deliver the best possible air ambulance service for our patients."

The Eurocopter EC135T2i aircraft, which undertook 665 missions across the two counties last year, will operate 12 hours per day in summer and 10 hours a day in winter.

LONDON: The bombings of Tube trains and a bus on 7 July 2005 were the worst terrorist attacks in London's history and an inquest last year made nine recommendations designed to make London safer.

Last month, on the eve of the Olympics, the government published a report on what progress had been made, saying it was "satisfied".

Others remain concerned about some of the elements including funding for the London Air Ambulance and about the availability of first aid equipment on the Underground. [BBC]



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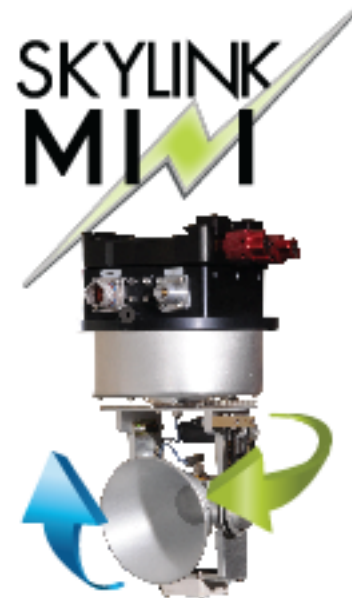
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UNITED STATES

TEXAS: Many in the UK air ambulance world have difficulties accepting the need for a specific UK wide Children's Air Ambulance but a company in Dallas, Texas has gone one better in the provision of a niche market ambulance. The plane is specifically equipped to transport pregnant women in emergency situations to Medical City Hospital in Dallas. The King Air 200 has a specialised crew that has been training for the last year for their specific role.

Perhaps fortunately for the sanity of the industry it is not all it is made out to be and the 'pregnancy' specific PR storyline masks an intention to also make the aircraft available to babies with medical problems, or children up to the age of 18.

The air ambulance plane is part of Medical City's high risk pregnancy programme, the Advanced Maternal and Newborn Institute (AMNI). www.medicalcityhospital.com/amni.

The King Air is N711TN, c/n BB-628, a 1980 built airframe owned by Jet Logistics Inc., out of Raleigh, North Carolina. [CBS/FAA]

FIRE

UNITED STATES

CALIFORNIA: Orange County Fire Authority (OCFA) has contracted to use NVIO™ Night Vision Goggle (NVG) Computer-Based Training (CBT) for Initial and Recurrent training of flight crew to ensure readiness in night operations. The service will be provided by Night Flight Concepts.

The California Orange County Fire Authority provides fire services and emergency medical services to 22 cities in the Orange County area that includes 1,400,000 residents and 61 fire stations.

CALIFORNIA: The Los Angeles Times is behind stories criticising the recent performance of the despatch system controlling the fire and ambulance missions of the LA Fire Department helicopters.

The Times cited instances of dispatchers inefficiently taking nearly three times longer than the national standard for processing calls for help.

A Times analysis over one million dispatches from the department's database and found that the Fire Department falls far short of the standard that rescue units be alerted within one minute on 90% of 911 calls. And average call processing time has increased, most notably for medical calls, which account for the overwhelming majority of responses.

They claim that five years ago fire fighters were dispatched to medical calls within a minute 38% of time, by 2011 that number dropped to only 15%.

In more than 250,000 medical dispatches last year, the department took 75% longer, on average, than the national standard.

In March the LAFD admitted slewing the figures so that they hid much of the failing performance. For long periods beforehand they had been publishing statistics showing crews arrived at medical emergencies more quickly than they actually did. The despatch delays are over and above the time to arrive figures they now admit.

Fire Department officials have declined to answer specific Times questions about what might be causing the delays but the Times has suggested that it is potentially the needs of the computer aided despatch [CAD] system that is clogging up the process by requiring a stage by stage series of questions designed to gain information on location and the worth of the call.

The dispatcher must enter an answer to every question before sending an alert to rescuers, according to current and former Fire Department dispatch centre workers. Often the basics are known and the crews could be despatched but the computer holds back that action by requiring yet more information before releasing the dispatcher to do that.

Ed: As has been found across the World the overly strict needs of the centralised contact system – the supposed servant system that creates efficiency - has turned into the overbearing taskmaster that destroys the very efficiency that computers were proclaimed to provide. In all too many cases the archaic but simple systems of 50 years ago worked far more efficiently than any CAD.

SEARCH AND RESCUE

KAZAKHSTAN

EMERCOM: Russian Helicopters Oboronprom has delivered to the Emergency Situations Ministry (EMERCOM) of the Republic of Kazakhstan two modified coaxial Ka-32A11BC rescue helicopters. The delivery of the Ka-32A11BC helicopters marks the quick and successful execution of a contract signed on 15 August 2011.

The ceremonial delivery of the first Ka-32A11BC took place at the international exhibition of weapons systems and military equipment KADEX 2012.

The Ka-32 helicopters are equipped with medical modules and horizontal water cannons. The helicopters are primarily intended for emergency medical, rescue and fire fighting operations.



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A group set up to bid for Norway's future SAR needs is Team NORDSAR. It brings together the extensive resources of Eurocopter and its EC225 NORDSAR helicopter with the in-country aircraft maintenance and logistic support capabilities of Heli-One Norway AS.

The Team NORDSAR (Nordic Search And Rescue) agreement, announced late in May, responds to Norway's needs for a next-generation search and rescue (SAR) helicopter in meeting the country's demanding operational requirements. It unites Eurocopter's tailor-made EC225 Nordsar version – which is especially designed for SAR missions in the

Nordic region – with Heli-One's 50-plus year's experience as one of the world's largest rotorcraft support companies.

Lars Landsnes, the Managing Director of Heli-One Norway AS predicts "A win of the Norway SAR contract will lead to significant investments in the future development of Heli-One's facility in Sola, securing highly qualified labour and contributing to keeping the Stavanger region at the cutting edge of helicopter support."

The Norwegian All Weather Search and Rescue Helicopter (NAWSARH) competition will result in the country's introduction of a new helicopter fleet capable of flying in challenging mountainous and coastal areas, as well as long-reach missions in the harsh Barent Sea.

The EC225 NORDSAR will incorporate one of the most advanced mission equipment packages on a SAR helicopter, benefitting from Eurocopter's heritage of integrating cutting-edge avionics, flight control systems and autopilots.

The EC225 NORDSAR and its military-qualified equivalent the EC725 NORDSAR, will in addition combine anti-terror capabilities offering Norway with a true multi-role solution.

UNITED KINGDOM

NORTH SEA: In a high profile accident over the North Sea oil fields a BASL Eurocopter Super Puma put down onto the water without loss of life following problems with the drive train.

The incident attracted a great deal of interest among the media, SAR and surveillance industry. Some of the widely seen footage came from the company 3SDL.

3SDL/Diamond Executive Aviation deployed a Diamond DA42 MPP Guardian, with an L3 Wescam MX-15 EO turret, to the scene of the ditching to help HM Coastguard to coordinate the rescue of the crew and passengers.

Just about to taxi for a routine surveillance mission, and hearing of a helicopter making a controlled ditching into the sea, the DA-42 crew offered immediate assistance to the Coastguard, who gratefully accepted. Within 15 minutes they were on scene, quickly locating the ditched helicopter and life-raft using the L-3 Wescam MX-15 video sensor. Remaining at altitude and using the sensor to maintain situational awareness of the scene, the highly experienced ex-military 3SDL/DEA crew were able to rapidly assimilate what was happening and acted as an airborne coordination platform between the survivors in the life raft, the SAR helicopters, coastguard and RNLI rescue vessels, and Aberdeen Air Traffic Control.

Remaining overhead for almost 2 hours, coordinating and filming the scene, the crew over-



saw the successful rescue of all persons and returned to Aberdeen without incident. They are cooperating fully with the Air Accident Investigation Board (AAIB) to provide recordings of all footage.

3SDL has a manned airborne surveillance capability that is CAA-compliant and comprises an airborne sensors, radio communications, and real-time downlink options to enable live streaming of the imagery/data direct from the platform. Manned by professional and highly experienced ex-military and civilian aircrew, we can supply a fully role-equipped platform for probably the lowest cost per hour rate in Europe from their base in Malvern. [3SDL]



CIVIL AIR PATROL: Elsewhere in the country the SkyWatch CAP was active in County Durham.

Following the disappearance of the 8 year old boy who fell into the swollen River Wear at Willington, County Durham the local unit of the Civil Air Patrol was asked to assist in the search by the Durham & Darlington Civil Contingencies Unit.

The initial response by the police, the Teesdale & Weardale Mountain Rescue Team and the public, together with helicopters from the RAF, the police and the Great North Air Ambulance failed to find any trace of the missing boy. The search then continued for a further week during which time the river fell to its normal level.

Following the request to assist in the search the Durham Civil Air Patrol carried out a comprehensive sweep of the river from its mouth at Sunderland to the point where it was believed that the tragedy occurred. During this aerial search with two aircraft, a Robin DR400 and a Pegasus weight-shift microlight, the CAP team took over 170 digital images for analysis after returning to their base. One area was of particular interest and an Ordnance Survey grid reference, together with the page number and grid reference were forwarded to the police search advisor. The body of Ian Bell was later recovered from the river approximately 200 metres downstream of the position identified by the Civil Air Patrol.

A letter of thanks from a senior officer of the Durham Constabulary was subsequently forwarded to the Civil Air Patrol team.



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INDUSTRY

Rotor blade manufacturer **Van Horn Aviation** (VHA) recently received a Supplemental Type Certificate (STC) from the European Aviation Safety Agency (EASA) for VHA's 206B/L series composite tail rotor blade.

EASA issued its STC after reviewing the documents associated with FAA STC SR0229LA issued in February 2010 for the same product. These documents included flight manual supplements, issued earlier this year, with updated hover performance charts for 206L1, 206L3 and 206L4 LongRanger models. The new charts provide, under certain conditions, increases in the allowable weight in ground effect (IGE) by 170 lbs and out of ground effect (OGE) by 75 lbs in Area A. Area A is the region of the hover performance charts where FAA controllability requirements are met (17 knot winds in all azimuths).

The VHA 206B/L tail rotor blade features corrosion and damage-resistant carbon fibre skin, titanium root fitting, electroformed nickel abrasion strip, and stainless steel pitch bearings. Its NASA-designed laminar flow airfoil and shaped tip reduce overall aircraft noise by up to 40 percent according to FAA-mandated acoustics testing. Rugged composite construction also results in a 5,000-hour service life, double the life of the OEM metal blades. It was first reported in the PAN 2010 HAI issue.

Late last month **Specialist Aviation Services** added another MD Explorer to its fleet – a lease from sister company European Support Centre bvba in Belgium. SAS's Nigel Lemon told PAN that they see greater market opportunity for the Explorer in the UK and have thus transferred it from the Belgian register – where it was OO-EMS – to the UK register as G-ESCI, a registration chosen to pick the initials of the Belgian company.

The airframe is an early model MD900 but it has undergone significant work to bring it up to the required 902 standard to enable it to operate commercially in the UK. Its specification means that it is lighter than many others in the fleet and has the added bonus of having the extra fuel tank fitted.

Although fully EMS role converted G-ESCI will be used as a spare airframe across the fleet as required. [PAS/Helihub]

L-3 Wescam signed a Service Center Agreement with King Abdullah II Design and Development Bureau (KADDB) to open an Authorised Service Centre in Jordan. KADDB is an independent government entity in Jordan that designs and develops defence products and security solutions in the Middle East.

The new centre is scheduled to be operational by December 2012 and will provide customers in Jordan and throughout the Middle East region with maintenance and repair capabilities. To offer even more support services, a planned expansion of the facility is expected over the next two to three years, with additional investments in tooling and testing equipment.

The addition of KADDB as an authorised service centre brings L-3 Wescam's global facility count to 12, with other strategically located facilities in the U.K., Australia, Japan, Italy, Spain, Germany, Colombia, Jordan, the United States and Canada.

Following its prolific house style DART Helicopter Services put out a number of releases last month the more interesting being news that their subsidiary partner **Apical Industries** has received EASA approval for their AW139 Cable Cutters Kits. FAA approval has been previously received and Transport Canada approval is pending.

The APICAL AW139 Cable Cutters Kits provide a

Erratum: Some readers may have noticed that early versions of last month's PAN were altered. The on-line issue contained a paragraph that was later removed and a prominent correction and retraction posted. This was at the request of FLIR Systems. In that earlier version we reported inaccurately that a U.S. Department of Defense document stated that numerous FLIR Star SAFIRE 380-HD systems were overheating and leading to failure. No document issued by the U.S. Department of Defense states that FLIR 380-HD systems have overheated or failed. We regret the inaccuracy.

means of protecting the helicopter during a wire strike by providing the capability to cut a cable/wire before catastrophic aircraft damage occurs. The kits are designed to reduce the possibility of a cable/wire entering the cockpit and to reduce the chance of flight control damage. Similar cable/wire cutting devices have proven to be effective even during multiple wire strikes. The kits incorporate both an upper and lower deflectors and cutters and each cutter is designed with high strength cutting blades. The Apical cutter design was tested to verify the capability to cut multiple cables with a combined tensile strength of 32,100 lbs. The Apical kits also contain deflectors for the windshield wiper posts. Depending on your configuration, the Apical kits are offered in two configurations, one with a shorter lower deflector, and one with a longer lower deflector that covers more frontal area against a possible cable strike. An optional GPS Antenna Mount Kit is also available, which allows the antenna to be placed on the upper cutter deflector for ideal positioning of the antenna.

DART also announced FAA & EASA approval of **DART Aerospace Ltd.**'s (DAS) new Screw-in Windshield Modification Kit for Bell 206A/B/L/L1/L3/L4 model aircraft. Transport Canada approval has been previously received.

The new kit allows the operator to replace the existing OEM windshield retainers with quick change out retainers. With the OEM system, the retainers are riveted in place and so are difficult and time consuming to remove during windshield replacement. OEM retainers are often damaged during windshield replacement and must be replaced, resulting in additional costs. The DAS kit provides durable retainers that are screwed in place and can be easily removed to allow for quick windshield replacement or removal. After initial installation of the modification kit, windshields can be removed or installed in less than 2 hours per side.

Although they are remaining in the same general area **Enterprise Control Systems** www.enterprisecontrol.co.uk have now moved offices. The new address is ECS Technology Park, Wappenham, Northants, NN12 8WJ, UK

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Arizona Commerce Authority representatives are working with city governments and local firms to land one of six proposed Federal Aviation Administration test areas for research into integrating unmanned aircraft into the National Airspace System (NAS).

The aims of Arizona should not be viewed in isolation, there are a number of states chasing the same prize – for instance Science & Technology representatives of another state [Oklahoma] are bringing their own pressure storylines to the Farnborough Air Show in the UK next month. It remains to be seen what the tactical advantages are of airing a very American storyline in Europe.

The FAA plans to award the six test sites to determine the compatibility of unmanned aircraft within the NAS. The 60-day request for proposals will open July 20. The FAA expects to choose the sites by December.

Bell Helicopter announced at EBACE it completed deliveries of six of its newest aircraft in Europe during the last month. Three Bell 407GX aircraft, the first of its kind in Europe, took flight in Belgium, Denmark and, most recently, Iceland. Bell also delivered three additional Bell 429 aircraft in Russia and Ukraine.

The Bell 407GX is attracting interest from corporate, private and utility operators due to its speed, range and state-of-the-art Garmin G1000H™ flight deck that maximizes pilot situational awareness.

Bell Helicopter displayed their new 429 outfitted for corporate missions at EBACE Geneva.



Bell Helicopter has yet to resolve the potential problem over the weight of the Model 429 in some countries but is gaining ground in others.

Late last month they announced that **India's Director General of Civil Aviation** has joined the growing number of countries who have approved the increased maximum gross weight for the Bell 429 based on Transport Canada's certification. India is the tenth country to approve the 500 lb. increase to 7,500 lbs.

Transport Canada approved operation of the Bell 429 at 7,500 lbs. in January, 2012 after an extensive technical evaluation. Earlier this month Ecuador and Malaysia joined Australia, Brazil, Mexico, New Zealand, the Philippines and Vietnam in recognizing the 429's increased capabilities based on the due diligence performed by Transport Canada.

The Bell 429 is certified for Single or Dual Pilot IFR, Cat. A / JAROPS Performance Class 1 at maximum gross weight; has a state of the art fully-integrated glass cockpit; an advanced drive system that delivers power and superb performance; best in class WAAS navigation & IFR capability; and is the first helicopter certified through the MSG-3 process. The increased gross weight now permits operators to equip the Bell 429 with additional options including Helicopter Terrain Awareness Warning System (HTAWS), a radar altimeter, cockpit voice/flight data recorder and strobe lights. [Bell]

Ten Bell employees, mostly from the site at Roanoke, scooped a \$28M syndicate win on the Texas Lottery on Sunday morning. The group apparently all called in sick on Monday so they could go to Austin to pick up their prize. [Media]



A **Shiebel** S-100 rotary UAV was involved in a fatal accident in the north west of South Korea: In the harbour city of Incheon, the unmanned craft crashed into its support bursting into flames and killing the Slovak born Shiebel engineer operating it.

Both the Chinese and the South Korean military are reported to have bought the craft and the flights being undertaken were for the South Korean military. The latter are reported to be investigating whether the jamming of GPS signals by North Korea could have caused the crash. There have been several noted jamming incidents since late April.

The closeness of the tragic event to the conference resulted in Shiebel cancelling plans to attend the 2012 PAVCon.

Metro Aviation has delivered the first of two EC145 helicopters to long time air medical operation, Duke University Life Flight. Life Flight Administrative Director, Henry Ward accepted the aircraft during a delivery ceremony at the Metro Aviation main facility in Shreveport, Louisiana last month.

The first **AgustaWestland** AW169, a new generation 4.5 ton light intermediate helicopter, successfully completed its maiden flight last month. The AW169 programme is on schedule to achieve basic civil certification in 2014.

The AW169 was flown by AgustaWestland's Chief Test Pilot, Giuseppe Lo Coco, Test Pilot Giuseppe Afruni, and Flight Test Engineers Massimo Longo and Stefano Rognoni at the company's Cascina Costa plant in Italy. The helicopter performed as expected during the flight which included an assessment of the helicopter's general handling and basic systems. The first prototype will be joined by two more aircraft later this year and a fourth prototype in 2013.

The AW169 is part of AgustaWestland's family of new generation helicopters that includes the AW139 and AW189 models. These helicopters all possess the same high performance flight characteristics and safety features and share the same common cockpit layout, design philosophy and maintenance concepts. This approach will deliver real cost savings in areas such as training, maintenance and support for existing operators of the AW139 who add AW169 and/or AW189 helicopters to their fleets.

Launched at the Farnborough International Air Show in July 2010, the AW169 has rapidly found market success, logging orders for more than 50 units so far from customers worldwide.



The **Microturbo** (Safran group) e-APU60 successfully completed its own first flight tests as part of the AW189. Initially designed for new-generation more-electric business jets, the e-APU60 is a new concept of auxiliary power unit characterized by an excellent power-to-weight ratio and its exceptional compactness. It also meets the high demands of new-generation helicopters.

The successful in-flight start of the e-APU60 is an important milestone in the test campaign: it is now a part of flight safety (civil certification), with its own reliable capability of restarting the main engines in flight (if necessary) and of enhanced operation providing an additional spare source of power required to cover all electrical needs throughout the flight envelope.

EASA certification of the e-APU60 is expected within one year.



The **American Helicopter Society** (AHS) International awarded its annual recognition for helicopter technology improvement to Eurocopter's team that developed its X3 hybrid demonstrator aircraft, which Eurocopter announced will be presented to both civil and military customers during a United States tour this summer.

Presented at AHS' 68th Annual Forum in Fort Worth, Texas, the society's prestigious Howard Hughes award acknowledged Eurocopter's successful validation of its helicopter hybrid concept which uses two turboshaft engines to power a main rotor along with two propellers installed on the tip of short-span fixed wings. The result is an advanced, cost effective, VTOL transportation system offering the speed of a turboprop-powered aircraft and the full flight capabilities of a helicopter.

Accepting the American Helicopter Society International's Howard Hughes award for helicopter technology improvement was Jean-Jacques Ferrier, the company's Innovation Vice President, and his team who joined Eurocopter President & CEO Bertling at the event.

With the X3 demonstrator aircraft confirming – and exceeding – Eurocopter's expectations during flight tests performed since 2010, the company is now pursuing applications for the hybrid concept, ranging from long-distance search and rescue (SAR), coast guard, border patrol and special forces operations to inter-city passenger shuttle services, and offshore oil and gas transportation. [AHS]



Max-Viz, Inc. has received STC approval from the European Aviation Safety Agency (EASA) for installation and operation of the Max-Viz EVS-1500 real-time infrared enhanced vision system on a number of Eurocopter twin-engine helicopter models.

Eurocopter EC135 T1, T2, T2+, P1, P2, & P2 are included in the EASA STC (Supplemental Type Certificate). The Max-Viz Enhanced Vision System is already operational on an emergency medical services-configured EC135 owned by Hélicoptères De France, which serves customers at the Hospitals Alençon, west of Paris in Normandy.

Hélicoptères de France Managing Director Joel Vissac said, "We installed the Max-Viz Enhanced Vision System precisely to increase the safety margin for our crews and our customers. It also gives us a reliability advantage over competitors with less capability to fly critical emergency missions during periods of poor visibility."

Rega (Swiss Air Rescue) operates 11 Agusta 109s fitted with the EVS. LPR (Lotnicze Pogotowie Ratunkowe), the Polish government agency responsible for medevac transports, has equipped its 23 EC135 helicopters with the Max-Viz EVS-1500.

In addition, Max-Viz real-time Enhanced Vision Systems are approved by EASA for Bell helicopter models 206, 407, 212 and 412. Max-Viz EASA certifications include Agusta helicopters and fixed-wing airframes including the Diamond DA50s and King Airs. Also under development is an EASA STC for the Dauphin helicopter.

In April 2012, **Australian CASA** Register data indicated the helicopter industry was growing at 9% pa. At present the fleet consists of 1,950 helicopters. At this rate of development, the fleet will be nudging **3,000** in five years. In 2008 the fleet numbered only 1,450 helicopters. Despite the global financial crisis (GFC), helicopter numbers have increased in Australia by 53% over six years, or 9% pa.

By comparison, New Zealand's 782 helicopters represent 17% of their 4,600 aircraft. Their growth rate has now slowed to 3% per annum due to the post GFC problems and declining tourist activity. However, their growth rate is still twice the NZ GDP.

General Atomics Aeronautical Systems, Inc. (GA-ASI), SELEX Galileo and Cobham Aviation Services has demonstrated a new open payload architecture during the Sovereign Payload Capability Demonstration (SPCD) held at GA-ASI's Gray Butte Flight Operations Facilities in Palmdale, California.

The event included a live flight demonstration over the Pacific Ocean of a Predator® B/MQ-9 Reaper UAS fitted with a SELEX Galileo Seaspray 7500E surveillance radar and demonstrated the radar's ability to track targets on land, sea and air. An international audience was in attendance, including officials from the U.S. Air Force, U.S. Department of Homeland Security, and the Ministries of Defence of the UK, Canada, France, Germany, Italy, and The Netherlands.

GippsAero, the Australian aircraft manufacturer and subsidiary of the Mahindra Group, has successfully completed the first flight of its new aircraft, the GA10. The aircraft, which is the first single turbo-prop to be designed and developed in Australia, is a 10 seat multi role aircraft based on the very successful GA8 AIRVAN utility aircraft. The first flight took place at GippsAero's home base at Latrobe Regional Airport in eastern Victoria on Tuesday the 1st of May 2012. Powered by a Rolls Royce 250 turbo prop engine, the GA10 fits a unique niche in the market and will suit a wide range of applications from passenger and freight work to air survey and surveillance roles. The first flight was considered a great success, as it showed that the GA10 retained the inherent stability and docile flying qualities of the successful GA8. The first flight has shown that the GA10 design has a great potential to meet the objectives of the development and certification flight test programme, which will now continue towards the planned CASA Type Approval in 2013. www.gippsaero.com

Hawker Beechcraft has filed for Chapter 11 bankruptcy protection, having entered agreements to eliminate \$2.5 billion in debt and securing financing that will allow it to pay its employees, for now. Last year, Hawker lost over \$600 million, but company officials remain publicly optimistic about the viability of the company.



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AIR ACCIDENTS & INCIDENTS

29 March 2012 Eurocopter EC145 N262MH. Air ambulance of Cleveland Metro Life Flight, Cleveland, Ohio operated by Metro Aviation, Inc. Helicopter and crew conducted a hospital transfer mission when on final approach back to base a loud dull thud was heard directly above the medical crew's right aft facing seat. All cockpit indications and controllability were normal. The aircraft landed approximately 15 seconds later. It was found that there was damage to the right hydraulic cowl door. Upon inspection, the contact with the cowl door and blades only scuffed the leading edge protective film tape on two blades. A small piece of the cowl door was missing. It was discovered that the cowl door had been left unlatched during the pre-flight inspection, which caused it to come open during flight. [Concern]

13 April 2012 Eurocopter BK117 N164AM. Air ambulance of Air Care and Mobile Care, Cincinnati, Ohio. The aircraft was returning to pick up the crew at a receiving hospital after refuelling. Upon landing the flight physician and flight nurse saw the right rear cabin door about 3/4 of the way open. The medical crew hot loaded the stretcher, closed and secured the door, checked all other doors and entered the aircraft. The pilot informed. Upon landing at the base hospital and shutting down, the pilot noted his helmet bag was missing. [Concern]

14 April 2012 Bell 407 N509MT Air ambulance of Careflight, Aberdeen, South Dakota. Vendor Med-Trans Corp. The Bell experienced a mechanical issue in flight while repositioning from the Aberdeen Airport (KABR) back to the hospital after refuelling. The Pilot-in-Command (PIC) reported that he heard an unusual noise in flight. The PIC checked his instruments and reduced power to set up for a landing. At the terminal phase of the approach, the aircraft landed hard and sustained damage. The pilot was the only crewmember on board and sustained no injuries. [Concern]

16 April 2012 Bell 430 N433UM Air ambulance of University of Michigan Survival Flight, Ann Arbor, Michigan operated by Pentastar Aviation. As the pilot readied the aircraft for takeoff, a bystander pilot who was on the airport ramp alerted the crew to an open cowl door. The helicopter was shut down and the pilot found the cowl door was open with its latches closed making it difficult to notice that it was open without a tactile inspection. [Concern]

28 April 2012 helicopter 'Martin 4' operated by Roy Knaus Helicopter, Austria. A mountain rescue expert police officer was killed when he was dropped into high ground, two others were injured. The helicopter was undertaking a rescue in difficult circumstances when the rescuers elected to be cut loose. Unfortunately they were higher above ground than they judged and the injuries resulted. The policeman Franz Franzekson, 52, and two colleagues were being lowered on a harness in a bid to rescue a 40-year-old climber trapped on the Grossvenediger mountain range in Austria's East Tyrol.

When freak high winds set in, Mr Franzekson asked the pilot to release them instantly onto the craggy rock-face below, apparently not seeing how high they were through the swirling snow below. <http://go.tt.com/lixnFb>

30 April 2012 Bell 212 Colombian Air Force. The helicopter enroute from Barranquilla to Caucasia crashed in a rural area of the town of Sabanagrande, Colombia while carrying members of the Air Force and police crashed in the north of the country killing all 13 people on board. The crash took place at in the municipality of Sabanagrande, near Colombia's Caribbean coast. Seven of the dead were from the air force and six were from the police.

3 May 2012 Bell 407 N407SM Air ambulance of AnMed Health Life Flight, Anderson, South Carolina operated by Med-Trans. After transporting a patient to Greenville Memorial Hospi-

tal, the pilot refuelled to return to base. After a successful start and throttle in idle detent, the pilot began to slowly move the throttle from idle to fly. The pilot heard an increase in engine noise and saw that torque was gradually increasing above 30%. When torque reached 43%, the aircraft began a yaw to the left while still on the ground. The pilot immediately shutdown. The aircraft moved about 45 degrees total from its original position. [Concern]

5 May 2012 Piper Cheyenne Air ambulance of Transports Aeriens Intercaraibes. Four people were killed when a medical emergency flight crashed into the Caribbean near the Franco-Dutch island of St Maarten. Aircraft was carrying a Greek Cypriot tourist who had suffered heart trouble while honeymooning on a cruise ship to Martinique. It crashed four minutes after take-off, killing the sick passenger, the pilot, a doctor and a nurse. The doctor and nurse were Jean-Michel Dudouit and Gerard Omere of the Pierre Zobda Quitman University Hospital Center in Fort-de-France. [AP/Waypoint]

7 May 2012 Westland Sea King XZ588. Royal Air Force SAR operation. The helicopter suffered a technical fault, believed rotor strike, during a rescue operation in the Scottish mountains aiding two walkers who had got stuck in bad weather near Aonach Mor. The Sea King landed safely at about 2,000ft (609m) near the mountain. A Chinook from RAF Odiham in North Hampshire airlifted the machine out of the hills two days later. [BBC]

8 May 2012 Agusta A119 PP-CGO Piranhas Police. All eight people aboard were killed when a police helicopter crashed in the central Brazilian state of Goias. One of the fatalities was a man described as the prime suspect in the murders of seven people found decapitated on a farm near the town of Doverlandia. The police confirmed the names of the eight occupants of the aircraft. They are: the Police crew Jorge Moreira, Antonio Goncalves, Osvalmir Carrasco, Vinicius da Silva, Bruno Carneiro and Marcel Fabiano and the suspect of the massacre, Ali Ahmad Souza. [Media/HeliHub]

9 May 2012 Helicopter. Peruvian National Police. An officer was killed and 18 others were injured when a police helicopter crashed in the jungle during an anti-drug operation in Mazamari, a district in central Peru, officials said. The helicopter was trying to make an emergency landing on the banks of the Tambo River. Officer Rodolfo Leon, who was flying the helicopter, died in the crash. Satipo is in the Valley of the Apurimac and Ene rivers, or VRAE, region, where the remnants of the Shining Path guerrilla group operate. [Media]

12 May 2012 Beech King Air 200 C-**** Air ambulance of EHS LifeFlight at Halifax Stanfield International Airport, Nova Scotia, Canada. Aircraft departed Halifax, NS, on a routine medevac. Just after takeoff the crew noticed an electrical burning smell and smoke in the cockpit and cabin, declared an emergency and returned. The aircraft landed without incident and taxied back to the hanger. Maintenance found the Cabin Temp Control circuit breaker popped and traced the source of the smoke to the cabin temperature control circuit board. [Concern]

16 May 2012 Bell 206B XA-UKL. A Zacatecas state, Mexico, police helicopter crashed in central Mexico, but no one was injured. State police chief Gen. Jesus Pinto Ortiz and an-

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other high-level police chief, Gen. Victor Manuel Bosque, were aboard the aircraft with pilot Victor Ojeda. The accident was at the state police headquarters in Zacatecas city; they were heading to the city of Jerez, located about 50 km (31 miles) southwest of Zacatecas city, the state capital, to deal with a shooting. The helicopter was barely "about 20 metres (65 feet)" off the ground when it crashed for unknown reasons and was destroyed. [Media/Helihub]

25 May 2012 Bell 407 N407VV. Air ambulance of VVMC Guardian Angel 3 operated by Air Methods. A man was arrested for allegedly setting a medical helicopter in Verde Valley on fire with a Molotov cocktail. Richard Butts, 26, was arrested by Cottonwood Police after filling a bottle with flammable liquid throwing it at the front of the Bell 407 helicopter parked outside Cottonwood medical centre about 100 miles north of Phoenix, Arizona. The glass broke, spreading fire across the front of the windshields. The interior of the helicopter, along with a lot of equipment, was damaged. [Media]

29 May 2012 AgustaWestland AW139 VH-*** Emergency Management Queensland [EMQ] Rescue Helicopter. While transferring a patient from Bundaberg Hospital to Royal Brisbane Hospital pilot noted a major hydraulic failure and undertook a safe emergency landing at Cooroy on the Sunshine Coast, Queensland. [Media]

PEOPLE

Sikorsky Aircraft President **Jeffrey Pino**—who has led the company during a period that includes significant developmental and engineering achievements such as the X2 technology demonstrator, subsequent military S-97 Raider and heavy lift CH-53K—is planning to retire, effective July 1. Sikorsky parent United Technologies Corp. (UTC) has named Mick Maurer, president of Sikorsky's Military Systems unit, to succeed Pino. Maurer has worked for UTC since 1989, joining Sikorsky in 2000 as vice president of enterprise planning and development. The pair will work together over the next two months during a transition period. Pino will continue to assist Sikorsky on a consulting basis after July 1.

A retired Master Army Aviator, Pino spent 17 years working at Bell Helicopter before joining Sikorsky in 2002, working as senior vice president for corporate strategy, marketing and commercial programs until becoming president in 2006. UTC Chairman & CEO Louis Chênevert noted that Pino has "positioned Sikorsky well for the future," in a statement, specifically pointing to the X2, S-97 and CH-53K.



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Christoph Müller will become the Head of Communications for Eurocopter Germany as of June 1, 2012, and will report directly to Cécile Vion-Lanctuit, Vice President of Corporate Communications for the Eurocopter Group. This newly created position has been established to strengthen communications locally for Eurocopter Germany and the German market.

Prior to this position, Christoph Müller, 37, was the Head of Corporate Communications and Strategy for the German land system manufacturer Krauss-Maffei Wegmann (KMW) since 2004. He has also held previous functions as the spokesman of Eurocopter Germany and a member of the Concepts and Studies team within the former defence division of EADS.

Before his industrial career, Christoph Müller served as a reserve-officer in the German Army.



WAYPOINT AIRMED & RESCUE SHOW

Oxford May 1-2

Due to the event being at the start of May Waypoint has since published their own report on proceedings so I will simply record it mainly with images and a few comments.

The weather was not kind, it was a period of regular and heavy rain but nonetheless there was an impressive static display of SAR and ambulance airframes to enjoy between the downpours.

The main events, the exhibitors and the conference were housed in a large hangar that came across as a vast cavern as it was sparsely occupied for its size.

In previous years a nearby conference suite/theatre was being used but this year the talking was in sectioned off areas of the hangar and that made for the speakers having to make themselves heard above the general hubbub of the hangar space – and resulted in them presenting in over coats! Not ideal but no doubt economics played a part and the quality of the speakers and the subject matter was beyond reproach.

The fact that the content of some of the missed presentations was being talked about a great deal outside in the hangar speaks volumes. The most mentioned were those by Captain Brian Baldwin, Emergency Services Specialist at the CAA and former Chief Pilot at the Metropolitan Police [subject: Night Safety] and Kim Harris the Director of Operations with the NVG company ASU in the USA. The closeness in the subject matter this pair covered simply highlights the problems facing the desire of the moment among the UK air ambulance world to get out there in the dark.

The venue has not yet got itself to the stage of one industry must support – with the notable exception of Medical Aviation Services and Hawker Beechcraft the exhibitors were small equipment suppliers and operators in the air ambulance world. One notable absentee was Eurocopter UK; although they live and work on the same airfield they did not have a supporting booth – but their staff were on site as visitors. It must be disappointing for the organ-

isers.

Time alone will tell how the growth of this event goes, instances where there have been cancellations of the scheduled date in the past are remembered for a long time to the detriment of the event - regardless of whether the underlying reason was good at the time it was made. It may be an instance of 'the show must go on' to ensure the good name of what is likely to grow into a must attend event.

EVENTS

Next year the **HAI Heli-Expo** is in Las Vegas so for potential British attendees it is worth noting that its is going to become a little easier to get there from year end.

BA is in the continued process of introducing new routes following the bmi take-over and one new route for them is the introduction of a Gatwick – Las Vegas service from the end of October on a three times a week basis. A three-class Boeing 777 will be used on the route. The airline also flies to Las Vegas daily from Heathrow, as does Virgin Atlantic. www.ba.com [AERBT]



The organisers of **Counter Terror Expo** have announced a record attendance for the show. In all, 8,519 members of the global counter terror community came together, between 25-26 April. There they saw; 400 exhibiting companies, 5 conference streams, 12 workshops and a plethora of demonstrations, showcases as well as partaking in numerous private meetings at the show.

The overall figure is the largest in the events' history, a 9.9% increase over last year's attendance. This proves that combating terrorism is at the top of the agenda going forward, past this year's Olympics, for key decision makers within the Government, Military, Law Enforcement, Emergency Services, Private Sector, Critical National Infrastructure and the Security Services.

This month **Securing Asia 2012** is a first of its kind initiative. A unique opportunity for the Asian Security sector to interact in a neutral forum with Western solution providers of all sizes from prime contractors to SMEs, Securing Asia 2012 will host Government delegates, renowned academics and leading businessmen for a unique three day intelligence, technology and trade Summit.

Venue: Queen Elizabeth II Conference Centre, London from 25th -27th June, 2012

The market for service providers in Homeland Security has become one of the largest business opportunities in recent times. The Washington Post in 2010 estimated 'The Homeland Security business opportunities over the next decade in India alone are in excess of \$1 trillion'. For Asia overall that assessment can easily be tripled. As the driver of the world economy, Asia has new and complex security requirements, which bring with them fresh challenges, as well as fresh opportunities.

Securing Asia 2012 will see over 600 suppliers and buyers come together to participate in a high level Conference and Exhibition with bespoke matchmaking opportunities and facilitated one-to-one meetings, dedicated to connecting Western Security technology providers with senior Government representatives, industry, consultants and distributors from across Asia.

The event will serve as the meeting ground for innovative technologies and some of the world's leading security experts. With a focus towards the tough and demanding Asian market, this Summit will give an in-depth insight into the current situation and emerging security



needs of Asian countries. Understanding the procurement process is key to doing successful business in this nascent market, and will be a key theme of Securing Asia 2012.

Procurement in the Asian Homeland Security sector can be complex, often involving a labyrinth of fragmented federal and provincial agencies split across police, paramilitary, government, private and public groups. Securing Asia 2012 will host various provincial and federal agencies from across Asia concerned with homeland security in order to clarify the process and assist in an understanding of legally and ethically compliant practices.

In all areas, political, academic and commercial, Securing Asia will provide an arena for a comprehensive expert dissection of Asia's Homeland Security and Counter Terror challenges, needs, and opportunities in the new age. <http://www.securingasiashow2012.com>
<http://www.securitywatchindia.org.in>

THE EMERGENCY SERVICES SHOW

STONELEIGH PARK | COVENTRY | 21-22 NOV 2012

Registration for the UK's leading exhibition and conference for the emergency services is now open. Bookmark The **Emergency Services Show 2012** website <http://www.emergencyuk.com> and visit the site to sign up and register for free attendance to the exhibition. This year's show will take place on Wednesday 21 and Thursday 22 November at Stoneleigh Park, Coventry.

Last year's Emergency Services Show and Conference attracted over 4400 visitors and 2012 will look to continue building on the success of previous years. The two-day event promotes multi-agency collaboration and interoperability by bringing together everyone involved in an emergency – from the strategic planners and first responders, to the manufacturers and suppliers of equipment and services used by these leading professionals.

The exhibition is free to attend for emergency services personnel – anyone involved in emergency planning, response or recovery in the UK and abroad, giving them the opportunity to share information and best practice for emergency personnel, planning officers and resilience professionals to work together in the future. The two-day event is open to all Category 1 and 2 Responders and is key for those with a role in operations, procurement, training, recruitment and emergency planning.

22-24 June 2012 AviationExpo Europe, Bitburg, Germany www.expo.aero/Europe

28 June – 1 July 2012 **Goodwood Festival of Speed** and Festival of Speed Aviation Exhibition. Red Box International entered into a formal agreement with the Goodwood Festival of Speed to promote and grow the Goodwood Festival of Speed Aviation Exhibition. This event will again take place alongside the Festival of Speed and will be held adjacent to the Festival of Speed site. The parallels between motorsport and aviation have long been drawn and we see this as an exciting opportunity to bring the two together in the incredible surroundings of the Goodwood Estate. The Goodwood Festival of Speed Aviation Exhibition will offer the aviation industry the opportunity to come together at a first rate event that will attract existing customers whilst also creating the opportunity to demonstrate the best in aviation to a huge new audience, many of whom are not yet involved in aviation.





Next month sees the bi-annual trip 9-15 July 2012. **Farnborough International Airshow [FIA]**. Farnborough, Hampshire. Lots of good things in store that unfortunately a recent launch event was not able to display through dire weather.

Against a damp backdrop of partially constructed chalets even a promotional appearance by a hot air balloon simply could not cope with the very English weather.

We can only hope that the sun smiles on the planes on Laffins Plain when the time matters!
www.farnborough.com

11-14 July 2012 **ALEA Annual Conference & Exposition**. Reno, Nevada. It's not too early to start making plans now to join us in Reno, NV, July 11-14, 2012, for our 42nd Annual Conference & Exposition. Better yet, plan to make an entire week of it and join us for a pre-conference course, July 9-11, too. All of the information you need to plan a week of the best tactical aviation training you'll ever experience will be available on our website soon. www.alea.org



27 July 2012 London Olympics.
 [start date].

