

# Police Aviation News

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## LONDON HELIPORT

## OLYMPIC EXPECTATIONS

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# LAW ENFORCEMENT

## AUSTRALIA

**WESTERN AUSTRALIA:** The Western Australian Air Wing fleet has continued with its safe skies procurement plan by recently taking delivery of a new specially configured fixed wing GA8 Airvan manufactured by GippsAero, A Mahindra Aerospace Company. The aircraft, VH-WPF (GA8-12-176) arrived in early May.

The WA government worked with the Australian aircraft manufacturer to customise the Astra version of the 8 seat Airvan to meet their needs and replace their aged Cessna 182, the previous VH-WPF. The new aircraft has been integrated with a range of electronics to be used to facilitate their surveillance needs.

The GA8 is suited as a standoff, all-weather surveillance, reconnaissance and patrol aircraft for law enforcement missions. It has been fitted out with operational equipment focused for drug searching, photography tasks, flood/cyclone relief drops, search and rescue and special missions.

In keeping with the Airvan's utility capabilities, the equipment is mounted within the profile of a readily demountable, RF transparent, fairing that bears a close resemblance to the standard GA cargo pod. This allows such devices to be discreetly packaged in a manner that is considered desirable by specialist operators.

Pilot, Brevet Sergeant Warren Green, commented that the new Airvan can carry twice the payload of the Cessna it replaces for the same operating cost, "the extra space and payload means the Airvan can be fitted with extra equipment, making it more operationally effective," he added.

"There's room to accommodate a FLIR (forward looking infra-red) camera which has been extremely successful in use by our helicopter, and means that this new aircraft will further increase Air Wing's capacity in the skies," Sergeant Green commended. The equipment held by the police includes a Leo400 on the Cessna and a Star Safire III sensor turret on the helicopter.

**COVER IMAGE:** London's Barclays Battersea Heliport last month. The heliport is destined to be the final frontier for helicopter access to the city as soon as the restrictions fall into place for ensuring the security of the Olympic Games commencing later this month. Whilst remaining open to public safety and security flights throughout times are likely to be hard.

With little security information that can be released this side of the sporting events PAN looks in on London's only licensed heliport to see how they will cope with being unable to fully partake in getting their customers to the Olympic Park. See page 24-25 Image ©PAN



Officer in Charge of the W.A. Police Air Wing, Peter Scott, stated "Because of the size of Western Australia, we have always operated a small single engine fixed wing aircraft in our fleet. The introduction of the Airvan however, increases that capability significantly because of the payload now available. The greatest benefit however is the flexibility to put in specialised mission role equipment that is essential to a contemporary police aviation operation." [Gipps/WAPAW]

Meanwhile the police are still getting to grips with their new \$20M Eurocopter AS65N3+ Dauphin VH-WPF [c/n 6936].

It was hoped that it would be in service for last October's Commonwealth Heads of Government Meeting [CHOGM] but that was not possible and the completed airframe was finally delivered in mid-May this year. Service entry is due later this month as the shake down period of the new helicopter ran through May and June and pilotage remains an issue. The police have only one pilot qualified to fly the Dauphin with another four pilots expected to complete training in Singapore in June and July using the Thales simulator there. [Media]

## GERMANY

**BUNDESPOLIZEI:** Late last month the final two EC155B1 helicopters were delivered and formally accepted by the German Federal Police. The operator has flown the type for many years and does not expect to be buying more of them, but the recent upgraded airframes have been different from the original deliveries.

A ceremony at Blumberg, Brandenburg marked the service entry of the 19<sup>th</sup> and 20<sup>th</sup> EC155B1s, joining others that are deployed at German Federal Police bases throughout the country for a wide range of duties – including border patrol, transportation of personnel and special forces, along with diverse search-and-rescue missions.

With the two latest aircraft, the German Federal Police now operates a total inventory of 87 modern helicopters – all of which were supplied by Eurocopter.

This positions the service as Eurocopter's largest European law enforcement customer, continuing a relationship that covers several decades. It includes the predecessor German Federal Border Guard's role as the EC155 B1 launch customer – placing the first three production rotorcraft in service during 1999. Since then, Eurocopter has consistently enhanced the EC155 B1's capabilities, culminating in the latest maritime version's deployment for missions involving over-water flights.



The acceptance ceremony was attended by Klaus Dieter Fritsche, State Secretary in the Federal Ministry of the Interior; Matthias Seeger, President of the German Federal Police; and Eurocopter President and CEO Lutz Bertling.

Speaking on behalf of the German Federal Police, Seeger said his service is pleased with the results of its major Eurocopter rotorcraft procurement project. "Thanks to this success, we can be proud of operating a helicopter fleet that is without equal in Europe in terms of advanced equipment, efficiency and size," he added.

The EC155 is a medium-weight, 5-metric-ton-class helicopter in Eurocopter's Dauphin family. It is powered by two 935 shp. Turbomeca Arriel 2C2 engines for excellent performance, and features a modular design that facilitates the rotorcraft's use in a range of diverse missions.

In addition to a spacious cabin the EC155 can carry up to 2 metric tons of heavy equipment in the cargo configuration. The modern glass cockpit incorporates digital avionics and a four-axis autopilot, considerably reducing the pilots' workload and allowing them to concentrate on the more demanding aspects of each mission.

The latest maritime version is similar to the original, the only obvious differences being floatation devices and the as yet unseen inclusion of the Trakka searchlight.

In addition to the German Federal Police's EC155 B1s, the service's air wing helicopter fleet includes Eurocopter's EC135 T2i, AS332 L1 Super Puma and the EC120 used for flight training flights. [Eurocopter]

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## INDIA

NEW DELHI: It has been decided to allow Maoist-hit states to hire helicopters on their own from private firms to use them for anti-Naxal operations till it acquires eight Mi-17V-5 choppers. Home Ministry officials said the Central government would reimburse all the expenses to be incurred by the state governments in hiring the helicopters, which will primarily be used for casualty evacuation, emergency reinforcement of forces and transportation of medicine and other supplies.

As previously reported in PAN the Home Ministry is in the process of buying eight Mi-17V-5 as part of a Ministry of Defence project to acquire around 80 Mi-17s for military use. [ZeeNews/Deccan Herald]

## KENYA

AIR WING: The loss of the first aircraft acquired in a much lauded expansion programme will be a severe blow to the PAW aspirations. [See Accidents this issue].

Last August it was reported that the Kenya Police Air Wing had approximately \$176M for new aircraft, operations and salaries during the next four years. The Air Wing fleet of helicopter and fixed wing aircraft were mainly grounded with nine out of fifteen aircraft held being out of use



The plan was to expand the fleet to 16 operational aircraft in four years, but the first delivery of a Eurocopter AS350 B3e Ecureuil helicopter has now been lost in an accident.

At the time it was stated that the new fleet will be dedicated to police law enforcement and crime prevention missions including anti-poaching, anti-terrorism operations, search & rescue, casualty evacuation, personnel transport and various other civic protection roles. [Media]

*Editor: In stark contrast with those laudable aims for the use of the AS350 the aircraft crashed operating as a political transport. Nothing new there then.*

*It is less clear whether other reports about the accident have any truth in them. It is said that the two pilots aboard the AS350 were relatively inexperienced – a reflection of a major problem faced by many African countries where highly experienced pilots are as rare as hens teeth.*

*This pilot shortage problem is getting worse and there is no sign of an abatement yet. The airlines of the world are finally waking up to a massive shortfall in pilot supply with tens of thousands being required to feed airline needs alone.*

*Meanwhile the nations intent on dragging themselves out of the Stone Age grows, the use of ex-Pats being increasingly unacceptable. Unfortunately the aspirations of the politicians are not widely reflected by their countrymen and there are many reports of prospective trainee pilots balking at the work involved in taking up the training.*

## PHILIPPINES

NATIONAL POLICE: Fourteen members of the Philippine National Police (PNP), four of them generals, have been dismissed from the service for the allegedly fraudulent purchase of three used helicopters from former first gentleman Jose Miguel Arroyo.

Six others were suspended for six months without pay charged with graft.

Also indicted was Hilario de Vera, president of the PNP supplier Manila Aerospace Products Trading Corp. (Maptra).

The sackings came as the result of an enquiry into the purchase of three second hand Robinson R-44 helicopters that were passed off as new to the PNP in transactions separately agreed in 2009 and 2010.

The PNP bought two standard Robinson R44 Raven I helicopters and one fully equipped Robinson R44 Raven II helicopter through negotiated procurement from Maptra.

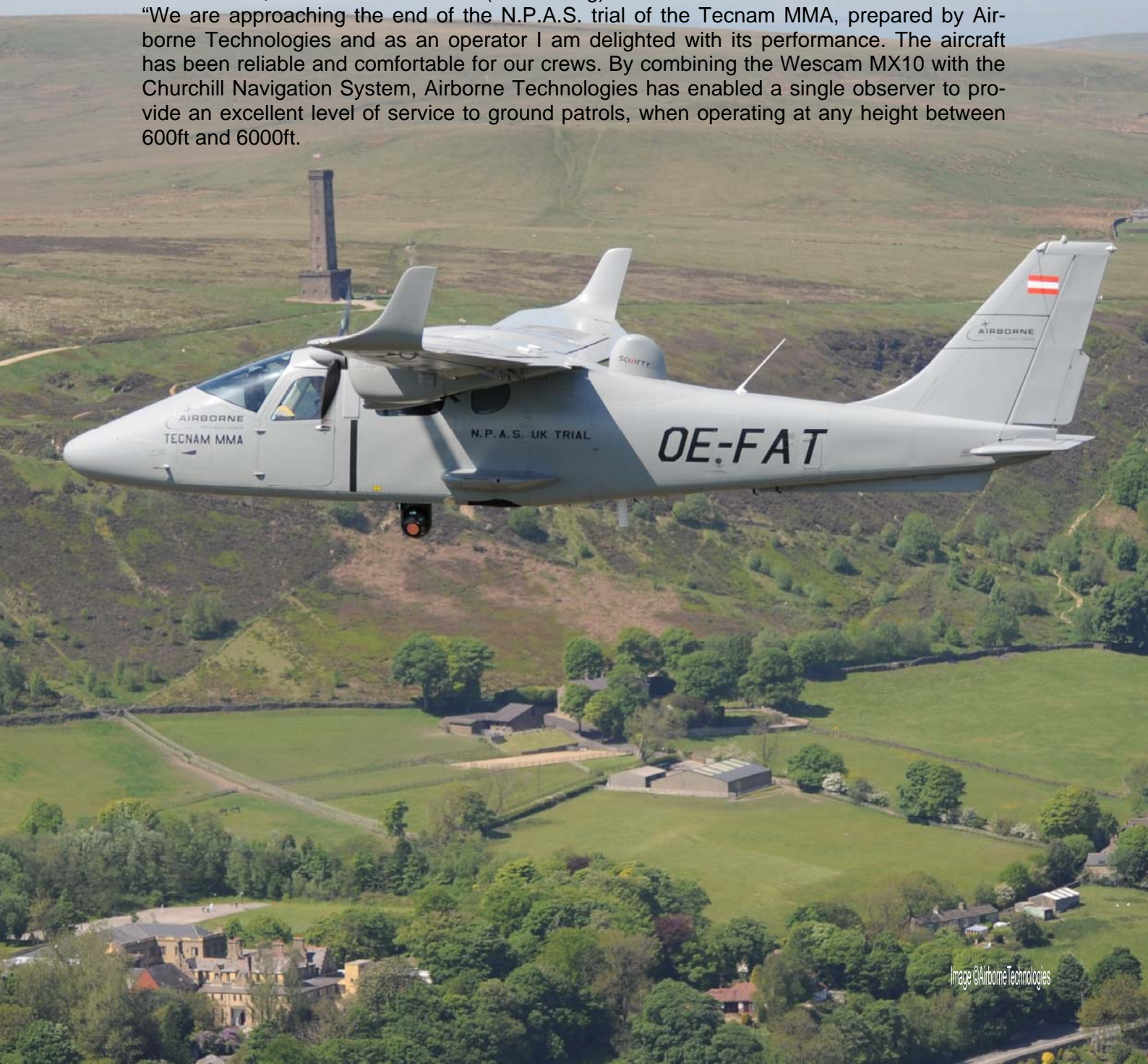
The Office of the Ombudsman found out that the two Raven I helicopters offered by Maptra were not brand new and did not conform to the specifications on endurance and ventilating system that the PNP first set when it sought to buy helicopters. [Philstar]

## UNITED KINGDOM

NPAS: Airborne Technologies configured its MMA demonstrator aircraft for the trial period in late May and early June, to the needs of the Greater Manchester Police (GMP) crew. GMP currently operates both a fixed wing and rotary aircraft and has 10 years experience of fixed wing support all over the UK.

David Clarke, Unit Executive Officer (Fixed Wing) GMP said:

"We are approaching the end of the N.P.A.S. trial of the Tecnam MMA, prepared by Airborne Technologies and as an operator I am delighted with its performance. The aircraft has been reliable and comfortable for our crews. By combining the Wescam MX10 with the Churchill Navigation System, Airborne Technologies has enabled a single observer to provide an excellent level of service to ground patrols, when operating at any height between 600ft and 6000ft.





A number of people, who were sceptical at the start of the trial, have been completely convinced that the aircraft can in fact deliver results comparable with much more expensive assets. Thank you for the efforts you and your team have put into making this trial successful". Wolfgang Grumeth, CEO Airborne Technologies said:

"The fact that UK is testing our product and is convinced of its capabilities at the end of the trial is for us the perfect proof that our vision to "deploy small general aviation aircraft to public security" is getting more and more confirmed by the market. We are facing a constant stream of inquiries from all over the world. I am convinced that the successful UK trial will encourage the whole surveillance community to consider our cost effective solutions."

Editor: As revealed in last month's edition of PAN the light twin aircraft was trialled by Greater Manchester Police in a joint project with NPAS. Since that report images, a press announcement and other reports have appeared to bulk out the storyline.

The Tecnam P2006T Multi-Mission Aircraft OE-FAT [016] was demonstrated and operated using the call sign Police 153 (UKP153).

It was expected to make its way to the PAvCon in Germany but an expected delay resulted in Airborne Technologies placing an alternative airframe there. [See the PAvCon Report].

The Latest edition of *Waypoint AirMed & Rescue* magazine, a British publication available in both hard copy and electronic formats, carries a report on NPAS that draws on material from Ollie Dismore.

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## UNITED STATES

**FEDERAL:** Lockheed Martin delivered the fifth P-3 Orion with new Mid-Life Upgrade (MLU) modifications to US Customs and Border Protection (CBP) more than 50 days ahead of schedule. The Lockheed Martin Greenville team has now delivered five aircraft in the past 23 months.

The MLU replaces all fatigue life-limiting structures with enhanced-design components and incorporates a new metal alloy that is five times more corrosion resistant than the original material, greatly reducing the cost of ownership for P-3 operators. The MLU solution removes current aircraft flight restrictions and extends the structural service life of the P-3 up to 15,000 hours, adding more than 20 years of operational use.

**CALIFORNIA:** The Anaheim City Council has approved the purchase of a new \$2.2M Cessna 208B Grand Caravan high wing fixed wing aircraft for the police department. It seats a maximum of 14 and has a range of nearly 1,200 nautical miles.

City officials said the plane is needed to replace one of their helicopter fleet that is 12 years old, which they say is its retirement age. It will serve as an aerial command and control centre during major wildfires. There are questions, however, about whether these justifications for such an expense hold up to scrutiny.

One of the main reasons Anaheim needs the larger plane is to carry top fire fighting officials during reconnaissance missions for large fires. While the plane seats as many as 14, Anaheim's plane will be outfitted to seat nine passengers.

In a presentation to the Anaheim council it was declared that the existing helicopter, an MD500 is now 'timed out' and will be disposed of. The police chose to replace the helicopter now so it can be sold at a high price rather than years later when the auction price for helicopter would be significantly lower. The airframe being disposed of was not identified but it seems it may be the MD500E N1726A.

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In May San Mateo County Sheriff based in Redwood bought a Cessna 206 airplane for reconnaissance. It is far cheaper than the Anaheim airframe at only \$713,744 and replaces an earlier aircraft of the same type.

MARYLAND: The Board of Public Works has granted a further \$500,000 to helicopter manufacturer AgustaWestland.

The contract approved by the board authorises the price modification of the aircraft — ranging from about \$50,000 to \$76,000 each for nine helicopters — to account for a remodelled searchlight and medical interior as well as changes to the original contract terms. The base price of the helicopters was \$11.7M for the first six but went up to \$12.1M for the next three ordered. [Maryland Reporter]

NEW MEXICO: New Mexico has sold another state plane the latest disposal has been a 1983 Gulfstream Turbo Commander.

The sale completes a reduction in the number of airplanes owned by the State from eight to three since Governor Susana Martinez took office.

Last summer a 2005 Cessna Citation Bravo executive jet was sold for \$2.5M and the General Services Department sold a 1976 Beechcraft King Air, which hadn't been flown in almost five years in April – it sold for \$245,000. Last year State Police sold a 1979 Cessna Skymaster and a 2007 Adam A500.

State Police use a Cessna 421 Golden Eagle fixed-wing aircraft and an Agusta 109E helicopter while the Department of Game and Fish operate a 2009 Vulcanair Observer.

NEW YORK: After a period of being short of aircraft after the crash of an earlier Bell 412 the New York Police Department has received a new 'high tech' helicopter. Rather than a change of type – a number of airframes have been looked at – the NYPD has decided to stay with the familiar type – the 412EP.

Nothing wrong with a 412 of course but it does require a fair amount of hype to sell it as something really new, fortunately CBS were on hand to swallow the tale. They were granted a first look at, and a ride in, its 'expensive' new helicopter.

As with the earlier examples of the 412, NYPD are using this \$9.8M Federal Port Security funded helicopter to undertake the carriage of the NYPD SCUBA divers and Emergency Services Unit officers. In addition to the \$9.8M price ticket it carries another \$4M worth of unspecified 'sensitive' equipment.

The media story is that part of its job is to 'confront the threat that terrorists might try to smuggle a nuclear device into New York City. It carries 'new radiation detection equipment that is so sensitive it can fly over a container, cargo or tanker ship and accurately detect a radiation signature from an altitude of 200 feet.'

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TEXAS: Last month Austin PD put a funds request in to the City Council for \$3,745,000 to buy a new Eurocopter AS350B3. Austin currently operates two helicopters, a Eurocopter EC120 and a DoD surplus Bell OH-58. The documentation submitted with the request for funds states that the AS350 would replace their vintage Bell OH-58A N909K [69-16101] and provide a greater capability over either of the current helicopters including a proposal for the new helicopter to carry out fire fighting duties using an under-slung bucket.

There is currently a 15-18 month wait for a new fully-equipped AS350B3, and the Police are aiming to get a letter of intent submitted this month in order to receive the new helicopter in 2013.

The EC120, N1240W, was delivered in 2001 and will be out of service for a significant number of weeks having its 12-year overhaul at that time, providing an added incentive for achieving the delivery at that time. The request was being considered at a meeting in late June. [Helihub]

## AIR AMBULANCE

### CANADA

ORNGE: The problems over the Ornge Air Ambulance service continue. Windsor Regional Hospital has reportedly 'lost faith' in whether Ornge can provide timely air ambulance transportation for its patients, and every week brings forth examples of an alleged failure to perform.

Despite the installation of a new board of directors and a new interim CEO in January incidents in April and May further raised concerns in the hospital.

On April 21, an Ornge team flew into Windsor Regional to transport a patient to a Hamilton hospital but arrived without the appropriate staff to care for the patient during the trip. The hospital had to supply a nurse and money drawn out of a cash machine to allow her to get back to the hospital. In the past two nurses escorting patients in Ornge flights had been stranded, one in Hamilton in the middle of the night and the other in Toronto.

In May Ornge failed to turn up for a pick up at the hospital and only after being called a while after the ETA said that they did not have an aircraft available. They eventually arrived two hours late.

This was just the reports from one hospital; it seems that no one yet has a good word to say about the service, leaving a big credibility gap to be spanned. [Media]

### GERMANY

ADAC: British power line patrol operator WPD Helicopter Unit is expanding its EC135P1 fleet from two to four aircraft and taking two further surplus airframes from ADAC. The third EC135, formerly D-HKUG c/n 0090, arrived late last month at the Oxford facility of Eurocopter UK for the fitting of high-intensity strobe lights. It will shortly be re-registered in the UK as G-WPDC and be based at Bristol's Lulsgate Airport. This month the fourth example, c/n 0071 D-HSOS, will become G-WPDD.

All four will continue to fly in ADAC's yellow colours, which give higher conspicuity in poor conditions than the red scheme WPD previously used.

WPD is becoming a dedicated EC135 operator, replacing its previous mixed fleet of Bell 206 JetRanger's and AS355F1 Twin Squirrels.

WPD Helicopter Unit is a long-standing operator dedicated to power line patrol and the emergency response aspects associated with maintaining the power line network in all weather conditions. WPD was previously known as the SWEB Helicopter Unit in which guise they operated in support of police in the early days of operations by such as Avon & Somerset Police [now Western Counties]. [Helihub]

## SWITZERLAND

**REGA:** The operators have disposed of their last three Agusta A109K2 helicopters. This leaves the fleet consisting of 11 AgustaWestland AW109SP DaVinci and 6 Eurocopter EC145 helicopters.

Rega had a total of 16 A109K2 helicopters, delivered between 1992 and 1995. Following the introduction of both of the current types, the 109K2 has been gradually disposed of over the last nine years – most notably including eight to Air Transport Europe in the Slovak Republic. Three were lost in accidents in 1993 and 1998, and one donated to a museum in Lucerne.

Only thirty-eight of the 'hot n high' versions of the Agusta 109 were built with Rega as the launch customer. The last three disposed of in a part exchange deal with the manufacturer were registrations HB-XWB, HB-XWN and HB-XWP, [Helihub]

*Editor: As the relatively unsuccessful A109K2 was a special type developed specifically for Rega it may be that a similar fate may befall the specially developed AW109SP DaVinci.*

## UNITED KINGDOM

**CHILDREN'S:** The Children's Air Ambulance continues to successfully put out its case for funds to an uninformed public and media. One of the latest successes was through the pages of *Primary Times*, a major mouthpiece into schools dealing with the youngest children and their teachers.

According to the storyline placed with *Primary Times* 'Thousands of children every year could benefit from a new life saving helicopter transfer service being launched towards the end of 2012. The Children's Air Ambulance...'

Through the generous publicity provided by *Primary Times* the charity is calling for the support of local schools and parents to help them raise the £545,000 they need this year to lease the helicopter and make the necessary adaptations to create a specialist environment for sick children.

As this publication and members of the Association of Air Ambulances repeatedly state the need is not proven and the logistics flawed.

**CORNWALL:** The air ambulance charity nearly faced disaster while ostensibly fund-raising last month. The helicopter came within minutes of being seriously damaged by a collapsing tent at the Royal Cornwall Show when high winds took control of the event overnight.

Safety officers fought to secure a small marquee on the charity's pitch as gale force winds and torrential rain struck the event.

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To secure the tent they had to use enormous metal bars driven down into the ground and secured to substantial ropes."

In addition to the tent that threatened to collapse on the nearby multi-million pound helicopter and large amount of loose debris was blowing around the site and hitting the aircraft. A number of objects including things like picnic tables were placed around it to absorb any impact.

As one of the prestigious show's chosen charities, Cornwall Air Ambulance Trust (CAAT) had hoped to raise around £10,000 over the three days – but ended up making just £5,500.

**GREAT WESTERN:** After long negotiations Great Western Air Ambulance Charity (GWAAC) has reached an agreement with Filton Airfield owners BAE Systems – a huge step towards securing its future on the site.

The "Statement of Common Ground" between BAE Systems, GWAAC and police helicopter body the Western Counties Air Operations Unit (WCAOU) was signed on June 20.

Great Western Air Ambulance chief executive John Christensen said: "The agreement we have reached with BAE Systems represents nothing less than the future of the air ambulance.

"It means the continuation of a life-saving service to the people of this region."

BAE Systems have agreed GWAAC and the police will receive similar terms to their existing lease agreements – rather than face a sudden unaffordable hike in costs.

John added: "We have from the start maintained there is no alternative to Filton for us. For that reason we remain extremely grateful to BAE Systems.

"We now look forward to working together - to make the plans become a reality."

In April last year BAE Systems announced the airfield was to close in December 2012. GWAAC have always maintained Filton remained the only sensible site for the charity to operate from.

After months in the making Great Western Air Ambulance Charity (GWAAC) has now announced its brand new website [www.greatwesternairambulance.com](http://www.greatwesternairambulance.com)

The UK's youngest air ambulance has upgraded its website to modern standards, able to fit multiple platforms - from smart phones to desktop PCs and Macs with a Twitter feed on the homepage. Donation is also more straightforward.

Soon to come will be a map of the region with details of GWAAC missions, a video, and a running tally of how many missions GWAAC undertakes. The site was developed by Birmingham based design firm Twelve20.

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**KENT & SUSSEX:** Five members of Kent, Surrey and Sussex Air Ambulance's life-saving crew received a Royal award, the Queen's Diamond Jubilee medal in recognition of its contribution to pre-hospital care.

Director of operations Leigh Curtis presented the medals to pilots Kevin Goddard and Blaine Ashurst, and clinical managers Gary Wareham, Rob Wilkinson and Richard de Coverly.

Unfortunately Captain Goddard could not be there in person as he was flying on the day of the presentation, and also during the entire weekend of the Jubilee celebrations.

Kevin retired from the Armed Forces after a career spanning more than 28 years and joined the Air Ambulance in December 2007.

**SCOTLAND:** Gama Aviation Limited (Gama), part of the global Gama Group, Bond Air Services and the Scottish Air Ambulance separately announced that the Scottish Ambulance Service has selected Gama to be its dedicated provider of Air Ambulance services for a further 7 years (2013 - 2020).

Gama's long association with the Scottish Ambulance Service and NHS Scotland which commenced in 1993 was confirmed as continuing to provide an integrated Air Ambulance Service to the people of Scotland into the next decade.

The new service incorporates a number of new features alongside the core aircraft provision of two Beechcraft King Air 200C fixed wing turboprop aircraft based at Aberdeen and Glasgow airports respectively along with two dedicated Eurocopter EC135T2 helicopters based at Glasgow and Inverness. The EC135 Helicopters are to be replaced by two new EC145T2 helicopters when the new aircraft are available in 2014 allowing clinicians more room to treat patients in flight whilst also giving improved range. In addition these aircraft will be complemented where required by Eurocopter Super Puma helicopters based in both Shetland and Aberdeen.

Alongside this the deployment of trained aviation specialists employed by Gama to work directly alongside NHS Scotland personnel within the West of Scotland Ambulance Control





Centre in Cardonald will assist in enhancing communications and further improve the aircraft tasking process. The core aircraft will provide dedicated air ambulance cabin interiors designed in conjunction with Scottish Ambulance Service personnel and incorporating the latest medical stretcher and patient loading systems along with a number of new technological enhancements. The rotary-wing aircraft will be operated under a subcontract by Bond Air Services Ltd (Bond) further extending Gama and Bond's longstanding and close working relationship. The air ambulance service is an essential component of the provision of healthcare in Scotland.



**WILTSHIRE:** The trustees of the new Wiltshire Air Ambulance Charity have announced that HRH The Duchess of Cornwall has kindly agreed to transfer her patronage from the original Wiltshire Air Ambulance Appeal to the new charity with immediate effect. Richard Youens, the chairman of the trustees said 'we are very lucky to have Her Royal Highness' continued support of Wiltshire's Air Ambulance, in which she has always shown a keen interest. The paramedics, air crew and police as well as the trustees and all members of the charity's staff look forward to welcoming her back to the Air Support Unit in Devizes very soon'.

## FIRE

### UNITED STATES

**FOREST SERVICE:** Erickson Air-Crane a leading operator and manufacturer of the powerful S-64 Airplane have been awarded a new exclusive use fire fighting services contract with the US Forest Service (USFS). Under the terms of the contract, Erickson Air-Crane will provide aerial fire fighting services using one heavy-lift Airplane helicopter to be based out of Boise, Idaho for the 2012 fire season. Similar to the Company's other USFS contracts, the new contract may be extended for a further three years at the USFS's option.

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With this contract win, the Company now has a total of eight exclusive use contracts in place with the USFS.

Meanwhile there have been unconfirmed reports that the Russian's may be about to sell or lease their giant Beriev flying boat into the US wild fire market. For a long while there has been growing disquiet over the elderly fleet of seasonal fixed wing water bombers and their crashes. Highlighting the issue, in recent weeks two P2V Neptune's crashed, one fatally.

## SEARCH AND RESCUE

### NEW ZEALAND

**TAURANGA:** The rescue helicopter at Tauranga has signed a three-year deal with two major sponsors. It takes a lot of money to get the TrustPower TECT Rescue Helicopter up in the air and it has two major sponsors, TrustPower and Tauranga Energy Consumer Trust (TECT) who have contributed \$2.16M to the rescue helicopter since 2003, and they have just announced a further \$850,000 in funding for a fourth three-year term.

The two organisations provide 25% of the annual costs of operating the helicopter. [Bay of Plenty]

### RUSSIA

**EMERCOM:** Russian Helicopters has announced the early completion of its contract to supply five search-and-rescue helicopters to the Russian Emergencies Ministry (EMERCOM).

The fifth and final Ka-32A11BC was delivered to the Ministry under a contract to supply five Ka-32A11BC helicopters configured for medical operations and also ready to have fire-fighting equipment fitted. All five machines are fitted with medical modules produced by the Kamov Design Bureau and certificated in June 2012 by Russia's health and social development service.

The Ka-32A11BCs were delivered six months ahead of the schedule agreed under the contract signed with the Ministry in 2009.

It is planned that the helicopters will be used for patrolling the main road between Moscow and St. Petersburg as part of the Ministry's road-safety programme for Russia's federal highways.

Russian Helicopters and the Emergencies Ministry's Aviation Administration in 2009 signed a supply agreement under which the Company will supply helicopters to create an integrated road-safety system involving airborne search-and-rescue and medical units and helicopter-based first-aid brigades. In total, the Ministry's Aviation Administration may acquire 62 light and 123 medium helicopters.





A search-and-rescue system that has proven successful in local trials has been expanded across an East Coast US State. The product is a spin off of the internationally renowned LoJack vehicle recovery technology [marketed as Tracker in other countries].

The Massachusetts State Police is the latest public safety agency – and the largest – to adopt the popular LoJack SafetyNet system, which helps responders locate people with cognitive disorders who wander off, such as elderly residents with Alzheimer's disease or children with autism.

The program is used by roughly 70 agencies in the state, including the MBTA, the Plymouth and Norfolk County sheriff's departments, and dozens of police and fire departments, including several on the South Shore. With the State Police on board, now any resident in the state can enrol in the monitoring program.

LoJack, a Canton-based company, produces bracelets and anklets that emit a radio signal that can track a missing person's whereabouts. Each device costs \$100, with a monthly \$30 service fee.

LoJack is providing the State Police search-and-rescue units 30 free receivers that detect the device's signal. If a LoJack SafetyNet subscriber loses track of a loved one, State Police will be able to assist in the search.

This service is not new south of Boston. Quincy, Marshfield, Weymouth, Scituate and Randolph are among communities with police or fire departments that have partnered LoJack over the last four years. LoJack's SafetyNet service is promoted at [www.SafetyNetByLoJack.com](http://www.SafetyNetByLoJack.com)



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## INDUSTRY

**Revue Thommen AG** has announced a strategic partnership in aviation electronics (avionics) production between it and the Transas (TRANsport Safety Systems) Group of Companies, based in Russia.

The alliance of the two companies is a perfect combination of Transas' experience in development of state-of-the-art airborne technologies, and Thommen's EASA certified manufacturing base, over 90 years of high quality production experience and global customer base. The alliance existing and new customers across the world will benefit from the combined capabilities of both companies.

The management team in Waldenburg will continue to operate independently but more joint efforts will be applied to products development. The first joint product offered to the worldwide rotary wing market is the new helicopter searchlight HSL-1600 produced in Switzerland.

Transas has specialised in the development, delivery and maintenance of software, integrated solutions and hardware technologies to ensure transport safety for more than 20 years.

In recent months **Eurocopter** has inaugurated three new flight simulators across the world in Asia, Africa and Europe.

The Thales helicopter simulator system installed at the Eurocopter facility in Singapore has been given certification from French civilian aviation authorities.

The achievement of FTD level 3 and FFS level B certification from the French civil aviation authority DGAC means the Reality H simulator is judged suitable for type-rating training on the Dauphin N3 helicopter and proficiency training for yearly revalidation of pilot licenses.

The modular Reality H simulator is comprised of a docking station and a dome-mounted visual system on a six-axis, electrically operated motion system. The direct-projection visual system offers a wide field of view, combined with high-resolution geo-specific imagery from the ThalesView NG image generator.

The simulator's cockpit can be replaced by that of another helicopter type, while its instrument panel can be also reconfigured for different helicopters as well as to operate with analogue or digital instrumentation.

Eurocopter's training centre in Singapore serves the company's civilian and military clients in the Southeast Asia region.

Eurocopter worked with **Héli-Union**, the leading French civil helicopter operator to inaugurate a new simulator for the Dauphin AS365 N3/N3+ developed and built in partnership with Thales. The simulator certified last February is operational at Héli-Union's training centre in Angoulême, in the Charente region of France.

The new flight simulator is owned by Héli-Union Training Centre. It has a double qualification: Full Flight Simulator (FFS) level B and Level 3 Flight Training Device. The objective is to progressively reach a 3000-hour yearly rate of training for Héli-Union and other civil and military customers

Africa's first full-motion helicopter flight simulator has been commissioned by Eurocopter in **Kempton Park**, the world's leading manufacturer of civil and military rotor wing aircraft. The simulator, designed to train pilots and flight engineers operating Super Puma and similarly compatible helicopters including the South African Air Force's (SAAF) Oryx, is located at the SimAero training centre adjacent to the O.R. Tambo International Airport.

The much lauded US tour of the USA by Eurocopter's X3 demonstrator commenced last month.

The tour was initiated with a debut X3 flight presentation at the Grand Prairie, Texas headquarters of Eurocopter's U.S. subsidiary – **American Eurocopter** – which was attended by employees, elected officials, customers and industry partners.





In addition to providing the first-ever demonstration of Eurocopter's cutting-edge innovation with the X3 outside of Europe, the company's tradition of rotary-wing excellence was underscored by a Grand Prairie Airport fly-in of its product range, from the pioneering Alouette and BO105 to the UH-72A Lakota for the U.S. Army, the U.S. Coast Guard's MH-65C Dolphin, as well as the EC225, AS350 and EC145.

Underscoring the manufacturers faith in the X3's maturity and excellent handling characteristics, some guest pilots and observers were invited to fly aboard the demonstrator aircraft – an opportunity that will be repeated during multiple demonstrations organized by American Eurocopter at Grand Prairie with the oil and gas, public services, law enforcement and medical airlift sectors. The X3 will undertake a tour that will take in Redstone Army Arsenal Airfield in Alabama; Fort Bragg's Simmons Army Airfield in North Carolina; Virginia's Manassas Regional Airport and military installations in the Washington, D.C. area.

The X3 uses a pair of turboshaft engines to power a five blade main rotor system, along with two propellers installed on short-span fixed wings. This concept is well adapted to missions requiring long transit flights.

**Aviation Specialties Unlimited**, (ASU) have received Transport Canada approval for cockpit modifications on the MD900. ASU completed a cockpit modification for Yukon Territory based Horizon Helicopters. The MD900 will be used for Emergency Medical Services and Search and Rescue missions.

A **BAE Systems Jetstream** aircraft has been modified to act as an optionally manned craft in the companies ongoing UAV test programme.

The aircraft, known as 'The Flying Test Bed', can fly as if it were a UAV (Uninhabited/unmanned Air Vehicle), and is configured to undergo a series of flight trials in preparation for the first maiden flight of a surrogate UAV in UK shared airspace later this year. The aircraft will fly using Instrument Flight Rules [IFR] under air traffic control.

Trials commenced last month include the world's first use of autonomous, vision-based weather-avoidance routing and the first UK surrogate flight of a fully functional visual sense-and-avoid system which includes collision avoidance tests using a second aircraft. This trial will begin to demonstrate to regulators such as the Civil Air Authority and air traffic control service providers, the progress made towards achieving the safe use of UAVs in UK airspace.

The new technology is part of a suite of innovations being brought together for the first time as a UK industry-led programme known as ASTRAEA (Autonomous Systems Technology Related Airborne Evaluation & Assessment); a UK industry-led consortium focusing on the technologies, systems, facilities, procedures and regulations that will allow autonomous vehicles to operate safely and routinely in civil airspace over the United Kingdom.



On-board pilots can take their hands off the controls and hand over control to the on-board system developed by the ASTRAEA team. Racks of computers and control systems in the rear of the aircraft mean it can fly as if it were a UAV without any input from the pilots.

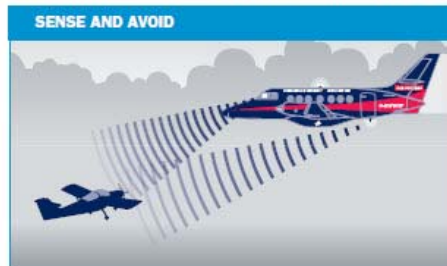
From now and until the winter, the ASTRAEA system on-board the Jetstream will be put through its paces, in a series of at least 20 flight tests over the Irish Sea and through UK airspace.

The ASTRAEA programme is co-funded by AOS, BAE Systems, Cobham, EADS Cassidian, QinetiQ, Rolls-Royce, Thales, the Technology Strategy Board, the Welsh Government and Scottish Enterprise. Website: <http://www.astraea.aero/>

#### KEY TESTS

To fly in shared airspace means a UAV must do what is safe – whatever the situation.

Here are just three of the key concepts that the BAE Systems' Jetstream 'Flying Testbed' will trial during a series of flights in controlled airspace this year.



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Late last month **LRTT Ltd.**, an EASA Part-147 Approved Basic Training Organisation joined other companies in launching a UAV training course that is expected to come on stream in the late summer.

LRTT was originally formed as a joint venture partnership between Lufthansa Technical Training and Resource Group. In January 2012 Resource Group took sole ownership of LRTT.

The facility based at Cotswold Airport, the former RAF Kemble, is well equipped for aerospace engineering training with a mix of airframes and engines that includes such rarities as the VFW614 and a pair of former German military BO105 helicopters.

The UAV training project is to pool the capabilities of the Resource Group, Ferranti Technologies [part of Elbit], and a Diamond DA42 operator in imparting the basics of unmanned craft control. The idea is that the trainees learn the craft before moving on to type specific flying. The active unmanned airframes are represented by the Huginn X1 and potential use of the DA42 aircraft. The X1 Nano UAV is seen as simple and robust enough to allow use in the range of weather conditions expected to be encountered at the Kemble site. The hangar is large enough to allow the craft to be flown inside but that is not seen as an option they will need to consider often if at all.

The presentation day included the presence of the 3SDL DA-42 with a downlinked transmission from a target follow scenario, the CarteNav Solutions navigation mapping system that provides an alternative to the previously described Churchill system of information overlays, Ferranti Technologies who are to provide the training and simulation software and displays, L3 Wescam cameras, and of course the hosts Resource and their chosen Nano UAV the Danish X1 from manufacturer Huginn.

Details of the upcoming courses can be found at [www.resourcegroup.co.uk](http://www.resourcegroup.co.uk) or contact them at Hangar K4, Cotswold Airport, Cirencester, Gloucestershire, GL7 6BA Tel: 0844 980 3340 / 01285 772669 Fax: 0844 980 3341 / 01285 772670. Dedicated E-mail [uas@resourcegroup.co.uk](mailto:uas@resourcegroup.co.uk)

 <p><b>Helishow</b> <b>DUBAI 2012</b> <a href="http://www.dubaihelishow.com">www.dubaihelishow.com</a></p>	<p><b>DUBAI HELISHOW 2012</b> International Civil and Military Helicopter Technology &amp; Operations Exhibition 6<sup>th</sup> to 8<sup>th</sup> November 2012, Grand Stand, Meydan Hotel, Meydan Racecourse, Dubai, UAE</p>	
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**Enterprise Control Systems Ltd (ECS)** recently applied to the Patent Office for registration of the design for its Handyview hand-held receiver. This robust, compact, durable and operator-friendly design has now been registered. The kit can be configured as part of a High Definition (HD), Standard Definition (SD) or IP linked system receiving high quality video, audio and data. The Handyview is currently in operational service with UK Forces, UK Police and Emergency Services and European Police units.

The success of the digital, encrypted COFDM Handyview has now been supplemented by the Handyview Alpha analogue variant available in a number of different bands. The equipment is equally effective in dismounted, vehicle mounted and base station modes of operation. This lightweight, rugged, waterproof unit comes with an antenna attached and the option of a magnetic mounted RF antenna for diversity reception, extended range and flexibility of operation. The RF antenna cable is fitted with a quick-release connector for maximum flexibility.

An integral loudspeaker or headphone attachment allows access to the audio channel. An integral Digital Video Recorder is available which allows the MPEG-2 Transport Stream to be recorded directly to an internal hard drive. If the user prefers the product to be recorded externally to the receiver unit, a break out box gives this option.

Handyview is a 4<sup>th</sup> Generation Remote Viewing Terminal drawing on many years of experience that ECS has gained in this arena. Dating back to the analogue receivers of the early 1990s through the widely used COFDM Briefcase Receivers of the early 2000s, Handyview is the latest in a family of operationally proven receivers that has been developed using operator feedback with the operator in mind. [www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)



Image ©ECS

Private hospital group **African Medical Investments** has agreed to sell its air ambulance business for \$1.3M. The proceeds will be used to strengthen the hospitals side of the business and to fund its roll out across sub-Saharan Africa. It already owns and operates hospitals in Dar es Salaam, Maputo and Harare.

AMI Aviation's primary asset is a Dassault Falcon 20F-5BR jet and associated medical equipment. The division has lost \$2.4M since it started up in March 2011.

African Medical has already received 10% of the consideration from buyer Hotline Holdings (Proprietary). The remainder will be paid in two tranches, 60% on completion and 30 % within 135 days of completion. [Proactive Investors]



## INSIGHT DESIGN

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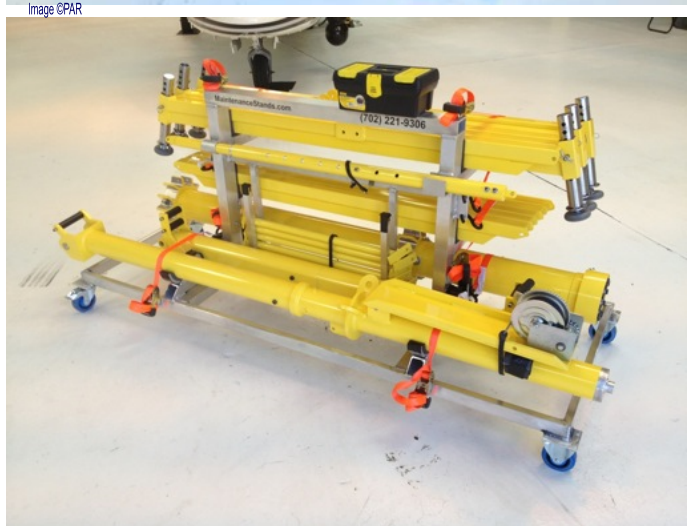


**All Metal MS** manufacturers of safety first custom maintenance stands, maintenance support equipment and hangar equipment has announced that the New Mexico State Police Department has procured All Metal's newest product, the lightweight transportable hoist (LTH). The LTH is a lightweight maintenance device designed for removing the engine, transmission, rotor head or other helicopter components in almost every environment. . The New Mexico Police purchased the LTH-1000 model to be used on their AW 109 helicopter as well as on one of their fixed wing aircraft.

The New Mexico State Police requested stringent time constraints when procuring the LTH, which All Metal handily met. The department set a firm June 15<sup>th</sup> deadline with no exceptions, which cut the normal production time for the LTH by 50 percent. To meet the stringent deadline, All Metal utilized the product's unique "plug and play" locking pin design to modify a newly-manufactured LTH to meet the client's specifications. This plug and play feature also allows customers to modify the LTH to their aircraft.

The LTH breaks down into its own travel cradle for deployment inside the cab of an aircraft. It is lightweight and compact yet robust enough to handle almost any difficult environment. The LTH is designed especially for field use, including hard-to-access locations, such as locales with no access roads, roof-top helipads, ship helipads, hangars, and oil platforms. It can be utilized on almost any demanding terrain, including grass, snow, sand, and tundra. When not in mobile use, the LTH will maximize cost efficiency because it can be used on a daily basis inside a maintenance facility. All Metal has experienced interest on this unique product and is currently working alongside several leading industry operators and maintenance facilities to customise the LTH to their specific aircraft and application needs.

All Metal offers two models: the LTH-1000 and the LTH-2000. The LTH-1000 is for most small to medium size helicopters, while the LTH-2000 serves larger helicopters.



**Night Flight Concepts** has announced that it has been selected by the Houston Police Department (PD) Air Support Division as the provider of choice to perform 180-day Night Vision Goggle (NVG) inspections.

Night Flight Concepts (NFC) is a comprehensive night vision technology (NVT) provider specializing in night vision goggle (NVG) pilot and crewmember flight training, NVG service & maintenance repair, NVG maintenance technician training, and night vision program support for law enforcement agencies, air medical/rescue services, military organizations, and government task force agencies worldwide.

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## LONDON HELIPORT - COVER STORY

London Heliport in Battersea, just south of Chelsea Wharf & Harbour is the only CAA approved heliport in the Capital with approval to handle 12,000 take offs and landings per year. It has been in operation since opening as the Westland Heliport in 1959, providing essential service to the business community and emergency services, such as the Air Ambulance (HEMS) and Police Air Support units. Located on the River Thames between Battersea and Wandsworth bridges, the heliport caters for both business and leisure customers requiring fast access in and out of the City.

The site has had a chequered career but has nonetheless survived being on the 'wrong' side of the River Thames very well.

The latest in the line of operators are the Reuben Brothers, they replaced PremiAir early this year. In recent years the overall site was much improved with the Von Essen Group building a new £50M Hotel Verta on the site in 2010. After Von Essen went into liquidation shortly afterwards the hotel went for a fraction of its build cost and the days of PremiAir operating the site, despite them surviving the group collapse, were numbered.

The Battersea Heliport looks good and its facilities are good but closer inspection belies some room for improvement if the new owners can afford it. The landing pad and its jetty area protruding into the flow of the river is pure 1950s and looking its age, the fuel farm may be fit for purpose but aesthetically it too is looking aged.

Plans are already in hand for improvements to these details with a number of TLC Helilift's planned for introduction to improve ground handling.

A partnership was forged with Barclays in May 2011 for the newly named The Barclays London Heliport under a multi-year branding and naming rights deal. The new VIP lounge at the Heliport is now known as the Barclays VIP lounge.

Times are hard and although the site can, and has, been able to accept 12,000 annual movements that total is something in history. The numbers have fallen away in recent years to average between 7,000 and 8,000.

A new pricing scheme to stimulate renewed interest amongst operators and owners of single-engine executive helicopters to use the heliport, was announced late last month ahead of this summer's Olympics. The Reuben Brothers, who already own London Oxford Airport, purchased the heliport four months ago.

Landing fees for lighter single-engine helicopters, including types such as the Bell 206 Jet Ranger and Eurocopter AS350, will be reduced by up to 20%. The move is a rational approach designed to invigorate renewed use and promote access to central London from such a strong location.

Furthermore, in a bid to encourage synergy with London Oxford Airport, a 22-minute flight away by helicopter, the management team highlighted the introduction of some attractive price incentives to encourage operators to interline jets and helicopters at the two ports. Any visiting jets at London Oxford Airport connecting with heliport-originating or destined helicopters, will now qualify for a 50% reduction in landing fees for a business jet of 15 tonnes or more. Helicopters interlining with a jet at Oxford will also receive a free landing. There will



be a 25% reduction for jets under 15 tonnes. The associated helicopter will also qualify for a 50% reduction in the associated landing fee at the Heliport- a deal which can represent a saving of up to £1,000 per trip.

Since the change in ownership from PremiAir to the Rueben Brothers the demographics of the average user has changed noticeably. It seems clear that having an operator in charge has stunted use by others. More recently Harrods Aviation, with a 12% share of movements since the acquisition, is now the lead operator where PremiAir had accounted for a 23% share of movements over the same period in 2011.

## LONDON OLYMPICS 2012

Later this month the Olympics opens in London. With its opening a lot of dreams of wealth both within the aviation community and without will evaporate.

Much of what is to happen will only be written about after the event, there remains the possibility that London will be a target and it is therefore better to be safe than sorry. As this edition is being written the final placements of the missile batteries and other military and security services options of last resort remain obscure.

There is little doubt that UK helicopter operators had expected the 2012 Olympics to be a massive cash cow, and that the reality proved to be a jaw dropping disappointment. In the early months after it was announced that a massive air exclusion zone was to rob them of their dream of being able to insert the rich and famous directly into the Olympic Park some thought that the situation would turn around in their favour but nothing has changed.

The nearest point of contact for helicopters is Battersea Heliport and it affords a multitude of onward travel options. Other sites invariably offer just public transport, there being no normal road access for mere mortals, for them the straight answer is to use public transport.

Not unexpectedly no-one is saying how the mighty are to attend the events of their choice but some 150 Heads of State have been invited into the melee and it might be expected that even those as mighty as the US President will make much of a dent in the tight air exclusion zones [which may be a shock for them in the light of the past excesses of closing down airspace for them]. In sharp contrast normal scheduled air traffic remains unaffected, neither London [Heathrow] or London [City] aircraft are facing redirected landing patterns – they will still fly over the main Olympic sites as they do every day.

The Barclays London Heliport is in a strong position this summer owing to its unique position as the only aviation hub in central London (aside from London City Airport) with an exemption into the No Fly Zone during the Games. Public service flights - police and HEMS - will be unaffected and despite the low traffic expectations the heliport operating hours are unchanged at 0700 to 2300, seven days a week.

A growing number of bookings are being logged for the Olympics period but time is now of the essence with the strict security requirements for flight plans and passenger manifests potentially disrupted by unplanned temporary closures of airspace.

The owners have formed some new part-



nerships that affect both the branding and operation of the venue for the Olympic period and beyond. In addition to the link with Barclays in May 2011 there are practical elements that will see the passengers transported from what is a poor position on the map to the Olympic Park and central London using the River Thames.

Plans are being explored for a new pier at the heliport site giving quick water access to the north side of the River Thames [Chelsea] and central areas.

Meanwhile they are working with Diplomat Cruises and London Rib Voyages to offer clients a unique 'Pad to Park' experience. This will involve the use of attractive river craft to whisk customers down the river to the Olympic Park via Limehouse Marina and the River Lea. These are not standard river craft but evocative eight-seat VIP configured 37ft Sunseeker Superhawk craft *Shaken not Stirred* associated with James Bond 007 in the film *The World is not Enough*. The experience will need to be sold well as, at 40 minutes, the river journey may be brisker than the road trip to the Olympic venue but it is certainly a step downwards from being whisked across the landscape at 160knots to the heliport.

The project is also offering similarly sized 12-seat craft, the fully enclosed high speed RIB Chelsea Flyer all part of a fleet of 30 vessels offering a range of capacities between 10 and 70 seats.

Eurocopter UK Managing Director Markus Steinke promised that the company was to provide better than normal support to the Eurocopter helicopters operating in the security role throughout the Olympic period. The company has identified thirty airframes directly involved in the event stretching from the start of the Olympics on July 27 through to the end of the Para Olympics on September 9 – but others were additionally involved observing the fragmented parading of the Olympic Torch across the country from May 18.

To meet the expected demand many of the stock maintenance consumables covering the main Eurocopter aircraft involved, Puma, Dauphin, EC135 and EC145 have been doubled and seven engines are held in country as AOG stock along with an increased availability of engineers able to respond.

Of a lesser overall importance the other types that will still be flying in the exclusion zone are the helicopters and airships involved in the Olympic Broadcasting Fleet. They will need supporting too. A mass of additional information is available [or not in some cases] at the relevant web site. <http://olympics.airspacesafety.com>





# AIR ACCIDENTS & INCIDENTS

**29 April 2012 Eurocopter AS350B2 N406EM.** Air ambulance of Eaglemed LLC, Wichita, Kansas. The helicopter experienced a hard landing while performing a 3-foot hovering autorotation to the ground during a Part 91 Night Vision Goggle training event at Hugo, Oklahoma. There were no injuries to the two pilots on board however there was some damage to the helicopter's tail boom. [Concern]

**19 May 2012 Bell HH-1H N233JP.** Las Vegas Metropolitan Police Dept. Rotor blade struck wall of canyon while landing. [FAA]

**18 May 2012 Eurocopter EC135 N135LX.** Air ambulance of Carilion Clinic Life-Guard, Roanoke Virginia operated by Med-Trans Corporation. While on final for the Life-Guard 12 base (Lexington, VA), TCAS announced aircraft at 2 o'clock and less than 1 mile. The paramedic orientee (co-pilot seat) immediately announced her confirmation; the pilot climbed and noted a military jet about 200-300 feet below crossing their path. All crew focused on looking for additional aircraft and another passed under the helicopter with about 500 ft of separation. A third aircraft was subsequently noted on TCAS and the pilot took evasive action to avoid this aircraft, estimated to be about 300 yards of separation. Upon safe landing it was confirmed that a 4<sup>th</sup> military aircraft had been seen by a pilot on the ground. Highlights from the initial debrief were that the TCAS worked as expected, providing an early notification of the aircraft, outside of controlled airspace. [Concern]

**31 May 2012 Bell 206L-1 N116AE.** Air ambulance of Air Evac EMS, Inc. West Plains, Missouri. A company mechanic was performing a post maintenance ground run at the KUNO Airport. During the conduct of the ground run, the aircraft inadvertently became airborne impacting a nearby hangar and was substantially damaged. The mechanic sustained minor injuries and was transported to the Ozarks Medical Center where he was treated and released. [Concern]

**3 June 2012 Lockheed P2V N.** Fire fighting. Crash landed in Nevada with damage but no injuries. The aircraft was owned by Minden Air Corp. in Minden, Nevada and was fighting a wildfire south of Reno. Its crash-landing at Minden-Tahoe Airport saw the plane dropping to its belly and sliding across the runway. No one was injured. [Media]

**3 June 2012 Lockheed P2V-7 N14447.** Fire fighting. Crashed in Utah killing two pilots as crews battled a lightning-sparked wildfire that jumped the Nevada border about 150 miles northeast of Las Vegas. It appeared a wing tip hit the ground in a rocky canyon. The plane practically disintegrated, leaving a 600-yard debris field. The deceased pilots were flying a plane owned by Neptune Aviation Services of Missoula, Montana [Media]

**4 June 2012 Schweizer S333 N.** San Antonio Police Dept., Texas. Undertook a precautionary landing after declaring an emergency and put down at the junction of Lee Hall Street and Interstate 10. [Media]

**5 June 2012 MD500E N.** Columbus Police Department, Columbus, Ohio. Undertook a precautionary landing in response to a warning light. [Media]

**7 June 2012 Helicopter. N.** New York Police Department. Unidentified aircraft made an emergency landing in a field on Queens, NY. [Helihub]

**10 June 2012 Eurocopter AS350B3e 5Y-CDT c/n 7238** Kenya Police Air Wing. Kenya's internal security minister was killed with five other people in a helicopter crash near the Ken-

yan capital on Sunday, the vice president said. Minister George Saitoti and his assistant were among those killed. The helicopter crash killed Internal Security Minister George Saitoti, his assistant Orwa Ojode, their bodyguards Inspector Joshua Tonkei and Sergeant Thomas Murimi. The pilots Nancy Gituanja and Luke Oyugi were also killed. [Media]

**12 June 2012 Eurocopter AS350 N8286Z.** DeKalb County police. Helicopter made an emergency landing in their helicopter after noticing strange fumes. The helicopter landed during takeoff at Dunair Park when the fumes were noticed in the cockpit believed from the air conditioning unit. [Media]

**14 June 2012 MD Helicopters MD500E N.** Columbus Police. Helicopter came down at Deshler Elementary School, 1234 E. Deshler Ave, Columbus, Ohio. [Media/Helihub]

**19 June 2012 Eurocopter EC135** Air ambulance. Operated by the Irish Air Corps. None of the crew on board were injured after the helicopter was forced to make an emergency landing near Borrisoleigh in County Tipperary after a wire strike. The resultant heavy landing collapsed the skid landing gear and severely creased the airframe. It is understood the chopper had clipped a power line and made a controlled but heavy landing in a field at Curabaha Cross, close to the R498 road, about six kilometres northwest of Borrisoleigh in north Tipperary. [Media]

**27 June 2012 Beech King Air 200 N902SH.** Air ambulance of Sanford Intensive Health Air Care, Sioux Falls, South Dakota, USA. While on a visual approach to the Sioux Falls Regional Airport a green laser light flashed multiple times into the co-pilot's window. The control tower was notified along with the location of where the light was coming from. The flight landed without incident. [Concern]

## BOOK

A new book has been released on a subject of interest to many upcoming police aviation operators outside Europe requiring low cost access to aviation.

The book, released on June 22 is available now as a download.

One of the fast developing advances in law enforcement is the introduction of *low cost gyroplane aircraft* that allow aviation support to be available to most any Law Enforcement (LE) agency or to augment existing aviation resources.

Now there is a new Amazon Kindle book that can help you understand how these aircraft work, what they can do for your department or agency, how much these aircraft cost, and how you might implement them. It includes pictures and links to several manufacturers so you can learn more about these aircraft.

Written by a Law Enforcement professional and an Aviation professional, it is priced at only \$2.99, and can be instantly downloaded for your Kindle, or with a free Kindle App, it can be downloaded into your iPad, iPhone, smart phone or PC. Simply go to [www.Amazon.com](http://www.Amazon.com) and type in the ASIN code B008DJ1SQK .

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## LETTER

Mr. Elliott:

Your 2004 article *Police Aviation: A History* was very helpful to me in researching a couple of old family photos in which my grandfather poses with the SFPD Aerial Patrol bi-plane and two officers. Your article indicated that only a single photo was available to you; I thought that you might be interested in a couple more. The only additional insight into the extent of the SFPD operation appears to be that the bi-plane was used in connection with hunting duck.

My grandfather, Elmer Roessner, was a journalist, and is the fellow without a badge or goggles in the pictures. Based on the apparent age of my grandfather, my best guess is that the photo was taken in the early 1920s. I am sorry that I don't have any more information to share; the photos were tucked away in a box for generations.

I hope that these photos are of interest.

Sincerely,

Joel Roessner.



*A single image of a different airframe led to the original storyline and eventually this letter. That original picture also bearing the logo of 'Gates-Purcell' but on a less obvious scale is over the "S.F.P.D."*

*The company offered tours and flight lessons, and sold aircraft, as well as supporting police aviation. A copy of a six page brochure for the company is in the California State Library in Sacramento and according to the abstract description the back cover shows first prisoner being delivered by air from Alameda to San Francisco, on November 1, 1919.*



*The photo described in the brochure may well be the same as the original image portrays. It was originally thought to date from 1916.*

*The article Mr Roessner refers to—a history of police aviation—is still available for free download on the PAN website.*

## EVENTS

### SECURING ASIA

With the growth of security events addressing Asia being held in Asia it seemed an oddity for a wholly new 3-day launch event on Asia to appear in London. And that alone is probably the only reason for the Editor to attend.

It was very highbrow in content and I suspect the exhibitors supporting the event were not a little unimpressed by their actual audience as compared with the one they had expected. There was little or no aviation content in the heavy conference programme and the exhibitors in the main were of the consultancy variety with a few offering hardware that the average academic / journalist / politician / retired general among the delegates might find difficulty in having an interest in.

The Summit was opened on 25<sup>th</sup> June by the Rt. Hon Jack Straw MP, former UK Home and Foreign Secretary, and architect of the Terrorism Act 2000, delivering a sharp and vigorous analysis of 'The British Experience of Battling Terrorism: Lessons for Asian Policy Makers



and Business Opportunities in Asia.' ....."

Britain's Minister for Crime and Security, James Brokenshire, speaking on the current situation of crime and security threats to the UK and globally, and the Strategies adopted to counter them, highlighted the size of the Pakistani and Indian diaspora in the UK and emphasized the enormous human cost to Pakistan of terrorist actions....

But in among the heavy conference material I was able to find a little PAN related light in the rarely encountered Tiger Helicopters. For years the company has been quietly serving the needs of police aviation training at its Flying Training Centre base at Shobden Aerodrome in Herefordshire. Operating a fleet of Robinson R22, Bell 206 and the former UK police AS355F2 G-CAMB the company has been quietly and successfully training a number of students from foreign nations to CPL status. Some of the customer nations, mostly from warm and sandy climates, have tended to play down where they undertake pilot training and Tiger naturally defers to their wishes. One customer that has allowed its identity to be divulged is Kuwait. Sixteen police pilots entered training under a January 2011 contract that kept the company busy for 18 months.

As a result the company is busy and taking on newer and potentially more lucrative contracts via a major OEM with significant sales into other warm and sandy lands. Hopefully these will enter the public domain in due course.

[www.tigerhelicopters.co.uk](http://www.tigerhelicopters.co.uk)



Others among the 36 listed exhibitors were SAAB, Land Rover, UK Cyber Lab, RedXDefence USA, the UKTI Defence and Security Organisation, Enterprise Control Systems, Magnum footwear and EPIC a collection of former police officers working in industry and commerce. No matter how laudable their aims as a networking organisation EPIC seemed out of place in an Asian conference as they work almost exclusively in the UK. Few of the delegate mix were likely to be in the market for the Magnum product.

Overall it was difficult to understand the aims and attributes of this conference and the exhibitor mix was clearly more about exhibiting muddled thinking. Having been in a similar position with a start up event I can understand the temptation to embrace every potential supporter but this event clearly needs to get its act together if there is to be a next time.



## EVENTS THIS MONTH

9-15 July 2012. Farnborough International Airshow [FIA]. Farnborough, Hampshire. [www.farnborough.com](http://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](http://www.alea.org)

14 July 2012 American Heroes Air Show at the Museum of Flight, Seattle Washington. The American Heroes Air Show is the USAs premier, helicopter-only, admission-free air show event designed to profile aviation's dynamic role in law enforcement, public safety, media, communications, search and rescue, homeland security, national defense and local services. The event features static displays, flight demonstrations and information from flight crews.

The Code 3 Career Fair offers visitors the opportunity to learn about and explore the vast variety of career options in public safety and security. The fair features recruiting teams from law enforcement, public service, volunteer organizations and the military. With planning and logistics handled by local organizations, the Heroes event is currently scheduled at sites in Washington, Florida, California, Texas and Georgia. Contact Jen Boyer +1 206 250 3209 [jenkboyer@gmail.com](mailto:jenkboyer@gmail.com) <http://www.heroes-airshow.com>





## FUTURE DATES

**11-13 September 2012 GPAC 2012.** 7<sup>th</sup> International Exhibition & Conference for Police and Special Equipment Leipzig, Germany. [www.gpec.de](http://www.gpec.de) [www.police-exhibition.eu](http://www.police-exhibition.eu)

**11-16 September 2012 ILA Berlin Air Show**, Berlin Brandenburg Airport. Visit [www.ila-berlin.com](http://www.ila-berlin.com) or contact [ila@messe-berlin.de](mailto:ila@messe-berlin.de) This event will include the 3<sup>rd</sup> edition of the European Air Ambulance Meeting. [EAAM] on September 11-12. The programme includes a Keynote presentation [in English] by Surgeon General German Forces, GenOStArzt Dr. med. Ingo Patschke, and general presentations covering Repatriation – A Duty of Care for all Casualties, forward Medevac and Disaster Relief and Recovery.

This event within the event is being sponsored by **4ROTORS** the Official Partner Publication of the new European Helicopter Organization (EHA) and Media Partner of the European Helicopter Safety Team (EHST). 4ROTORS was founder and organiser of the ILA HeliCenter, the EASA Rotorcraft Symposium and associated Rotor and Rescue Conferences.

**[www.policeaviationnews.com](http://www.policeaviationnews.com)**

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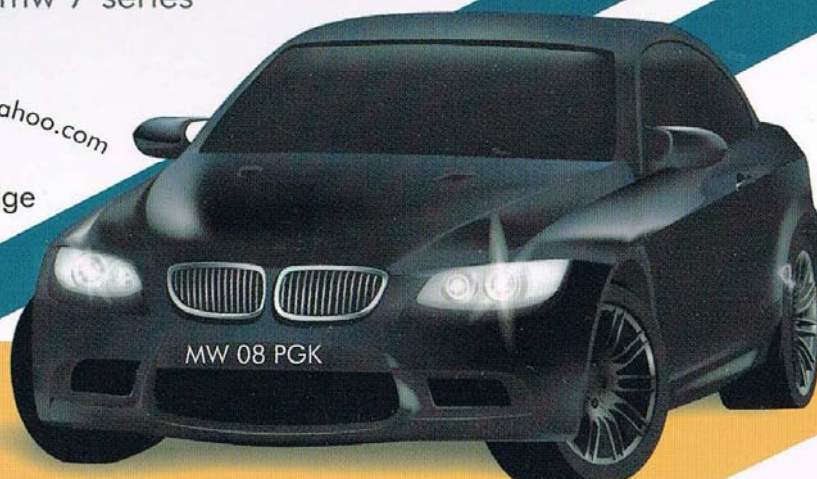
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