

# Police Aviation News

©Police Aviation Research

Number 198 October 2012

PAR



**A NEW  
VENTURE**  
*East Anglia &  
Midlands*  
*Air Ambulances  
embrace*  
**NIGHT HEMS**



**NPAS  
Day 1**



PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** [editor@policeaviationnews.com](mailto:editor@policeaviationnews.com)

#### SPONSORS

Broadcast Microwave  
CurtissWright Controls  
Enterprise Control Systems  
Honeywell [Skyforce] Mapping  
L3 Wescam  
Excellence in avionics  
Powervamp  
Troll Systems Corporation  
Zeiss Optronics

[www.downlinkexperts.com](http://www.downlinkexperts.com)  
[www.skyquest.com](http://www.skyquest.com)  
[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)  
[www.skyforce.co.uk](http://www.skyforce.co.uk)  
[www.wescam.com](http://www.wescam.com)  
[www.phoenixavionics.com](http://www.phoenixavionics.com)  
[www.powervamp.com](http://www.powervamp.com)  
[www.trollsystems.com](http://www.trollsystems.com)  
[www.zeiss.com/optronics](http://www.zeiss.com/optronics)

Airborne Law Enforcement Association  
European Law Enforcement Association

[www.alea.org](http://www.alea.org)  
[www.pacenet.info](http://www.pacenet.info)

## EDITORIAL

In this issue you will find a report on the launch of the active training phase of UK Night HEMS, a controversial development that, along with the upcoming National Police Air Service, has plenty of opponents within the industry.

The opponents feel that, like the Children's Air Ambulance, Night HEMS is an expensive and unnecessary development and I would not go so far as to criticise that stance even if it may have more than a whiff of the 'Flat Earth' line of thinking.

The Charity [EAAA] and the operator [BASL] believe they can bring home the goods within budget later this year so it will in the end be about the outcome rather than the strict necessity. Historically air ambulances have shown that the demonstration of capability can generate demand.

My only real grounds for disquiet at the recent launch were unguarded statements made by the Charity in defence of extending operations into the night based at a normally quiet Cambridge Airport. The presumption that we will all believe that 'Helicopters are quite silent' and that a midnight take-off would represent 'no interference with local residents' is frankly hard to credit!

The fact that within hours Midland AA also announced the purchase of a night capable HEMS EC135 suggests that there is a ground swell of operations keen to at least investigate night operations. We wish the projects and their promoters well and hope never to have need for their services professionally – day or night.

*Bryn Elliott*



**INSIGHT DESIGN**

Insight Design is based in Burnham and specialises in Aircraft and Helicopter paint scheme design, Brochures and Leaflets, Advertising and Publicity, Corporate Design, Logo Design and Illustration

Insight Design can also provide side view illustrations of UK and Irish police and public service helicopters and fixed wing aircraft at A3 size, suitable for framing and printed on archival quality paper: please call for further information

**Telephone: 01628 666337**  
**E-mail: [commin@btinternet.com](mailto:commin@btinternet.com)**

# LAW ENFORCEMENT

## AUSTRALIA



Image© Queensland Police

QUEENSLAND: In mid August, even as the State was talking about getting rid of its current fixed wing fleet for a lease arrangement and said nothing new about a permanent helicopter the Police Minister announced a contract with Surf Life Saving Queensland for use of the new Westpac Surf Lifesaving helicopter for police operations in the Gold Coast region. The new aircraft was said to be a part of the government's commitment to two helicopters by 2024/15 but was an extension of the current situation rather than a resolution of the ongoing tender process. On September 11 the government confirmed the availability of A\$18 million over four years towards police helicopter services.

The Queensland Police Service 13 week contract with Westpac uses an old Eurocopter BO105 Super 5, an ex-German police helicopter suitably equipped with a daylight/FLIR camera pod, a new technology Vector beam searchlight, mapping system and over water safety equipment [raft, vests, locator beacons, marker dye, mirror, flare kit] but is expected to be NVG compatible in the near future.

The new contract includes an increase from 14.6 to 20 hours of flight time each week. This will enable more flexibility in developing intelligence based planned operations and an increased ability to respond to incidents as they occur. [Helihub/QGov]

### Taking Aerial Surveillance to the Next Level

The Skyquest Video Management System Helps Your Crew Team Up for Mission Success

DISTRIBUTION UNITS	DISPLAYS	RECORDERS
		
VDSU-1420 HD Video Distribution Unit	AVDU-5008 20" HD Mission Display	VRDV-5002 CompactFlash HD Video Recorder

**CURTISS WRIGHT Controls** Defense Solutions

www.cwcdefense.com/skyquest  
Tel: +44 (2920) 747 927  
Email: Skyquest-Sales@curtisswright.com

**SKYQUEST**



## BOTSWANA

**AIR SUPPORT:** The fleet of three Eurocopter AS350B3 Ecureuil (Squirrel) helicopters have been upgraded for night time missions, giving the force a 24/7 airborne law enforcement capability. Eurocopter South Africa modified the pilots' instrument panel and the FLIR camera observer's console to be Night Vision Goggle compliant.

The project was undertaken in association with US Company Aviation Specialties Unlimited. In addition to the installation, ASU also provided ESAL technicians training for support of the installation.

"ASU is committed to helping operators around the world complete their missions successfully with the use of Night Vision Systems," said Quality Assurance Manager Kip McDermott. "We not only focus our efforts on helping operators launch Night Vision programs, but train their staff on support to keep their equipment and aircraft operating at peak efficiency after we complete the initial installation. For years companies around the world have relied on ASU to provide equipment, training and modification of aircraft. The new AS 350 B3s will greatly aid the Botswana Police Department and their abilities to protect and serve the citizens of Johannesburg."

In 2009, the newly-established Botswana Police Air Support unit acquired the first of three AS350B3 helicopters from Eurocopter. Since then, they have and logged over 4,000 hours.

[ASU/DefenceWeb/EC]

## COLOMBIA

**NATIONAL POLICE AVIATION:** On August 29 a contract worth in excess of \$145M was awarded to PAE Government Services in Arlington, Virginia to undertake Colombian National Police Aviation Support Services for up to five years.

The US Department of State Office of Logistics Management made the announcement of the one year contract with the possibility of four (4) 1-year option periods. Base year starts September 17, 2012.

Award was made on a Lowest Price, Technically Acceptable (LPTA) with PAE being the lowest priced offer. The actual US\$ amount was given as \$149,883,908.28.

The United States Government (USG) provides administrative, technical, maintenance, training, and logistics/procurement support to the Colombian National Police Aviation programme (ARAVI) that operates throughout Colombia supporting the counternarcotics effort. ARAVI operates rotary and fixed-winged aircraft located in five fixed bases: Bogotá (El Dorado and Guaymaral), Santa Marta, Mariquita, and Tuluá; and multiple mobile bases in Colombia. Primary aviation missions include aerial escort, airmobile operations, intelligence collection, troop transport, and logistics.

The USG manages the formal and informal training of the CNP with the goal of replacing Contractor force with qualified CNP personnel. The desired end-state is nationalisation of the ARAVI program with minimum contracted footprint to provide quality control/oversight and End Use Monitoring (EUM) for USG-titled aircraft and equipment.

Support includes providing maintenance, logistical/procurement, training, flight standardisation, and information technology support throughout Colombia at CNP bases and operating locations. The overall programme requirements may change due to financial, political, or economic situations for the USG or the Government of Colombia (GOC) over the period of the contract. [USDoS]



STONELEIGH PARK | COVENTRY | 21-22 NOV 2012



## GERMANY

**FEDERAL POLICE:** During last month's ILA Berlin Air show, Turbomeca announced the signature of a Support by the Hour agreement with the German Federal Police. This Support by the Hour agreement (SBH®) covers 32 Arrius 2B2 engines powering 16 twin-engine EC135T2i helicopters. Spread over 12 bases, the German Federal Police is performing air rescue missions around Germany.

The German Federal Police will benefit from reduced maintenance cost and from a higher availability of the engines, which is crucial for this demanding mission. This agreement will bring easy and fast supply chain, and will facilitate the contract management, reducing German Federal Police workload.

The German Federal Police operates more than 80 helicopters, 100% powered by Turbomeca engines.

Besides the 16 EC135T2i, the German Federal Police also operates 25 additional EC135T2i with the Arrius 2B2 engines for mainly law enforcement and disaster control missions. With 41 EC135s, the German Federal Police is one of the largest operators of this aircraft in the world.

To perform boarder control, VIP transport, sea rescue missions, special forces transport and Frontex\* missions, the German Federal Police can rely on 20 twin engine AS332L1 powered by the Makila 1A1 and 20 EC155B/B1 powered by 40 Arriel 2C1/2C2. The German Federal Police also operates six single engine EC120 helicopters powered by the Arrius 2F for pilots and flight technician training.

Heli-One, the world's largest independent provider of helicopter maintenance, repair and overhaul (MRO) services has announced it has been awarded a 10-year, multi-million dollar contract by the NATO Support Agency (NSPA) in support of the German Bundespolizei's (BPOL) fleet of Eurocopter Super Puma AS332L1 helicopters.

As per the terms of the agreement, Heli-One is responsible for the performance of G-level maintenance inspections for the BPOL fleet, as well as engine and major dynamic component overhauls, airframe refurbishment, system upgrades and integrations as well as various interior modifications from its Stavanger, Norway operations and maintenance base.

In addition to having performed modifications to the BPOL AS332 Super Puma fleet from 2006 to 2008, Heli-One has extensive experience on the helicopter; having successfully delivered a wide variety of MRO services to AS332 operators across the globe for 25 years.

[Heli-One]



## NOWHERE TO HIDE



- Leading edge technology
- Trusted reliability
- Legendary Zeiss optics



We make it visible.

**Innovative. Superior Observation Solutions** from Carl Zeiss Optonics

Carl Zeiss Optonics (Pty) Ltd, Nellmapius Drive, Irene, Centurion, 0157, South Africa, Phone: +27 12 674 0215, Fax: +27 12 674 0198, [airboomersales@optonics.zeiss.com](mailto:airboomersales@optonics.zeiss.com), [www.zeiss.com/optonics](http://www.zeiss.com/optonics)

## ISRAEL

**POLICE AVIATION:** Understandable from a nation that sees itself as under constant military and terror threat very little is published about the police aviation unit in Israel. For those that have an interest in these matters a short item by Arie Egozi appears in *Flight International* 25/9 to 1/10 that briefly lifts some of the veil of secrecy from the operation and suggests that they are in the market for new helicopters.

The author being 'somewhere in central Israel' says a lot about the amount of detail you can expect from the piece but there are some items of interest.

Currently the 24/7 air operation flies three Bell 206, three Bell 206L LongRanger's plus an unidentified fixed wing operating 3,000 hours annually. The camera operated is the Israeli Controp sensor unit; aircraft also carry the night scanner searchlight and have a PA system. All of the helicopters are now getting quite old so the unit is looking for potential replacements. Single engine types remain the option with the AS350, EC120 and B407 vying for future selection – as ever subject to funding.

The unit has looked at unmanned air operations but expresses no interest in smaller craft capable of looking just over the next hill. Any future UAS will need to be able to fly over populated areas. That raises a problem in that "This will increase the price of a flight hour dramatically as we will have to pay for insurance in case a civilian is hurt." The unit is self insured and operates using pilots trained with the army [IDF] and liable to recall to the reserve regularly. Both of these reduce costs but have their own drawbacks. The full article is available at [www.flightglobal.com](http://www.flightglobal.com) [Flight]

*Ed: In the light of the various arguments being put out in the UK about overall times to incidents of 20 minutes the Flight article talks of 'Scramble time' being '15 minutes' and a flight transit time of '10 minutes' to any part of the country. It is unclear whether the 15 minutes is what we might term the readiness time - the time before the crew get to the aircraft.*

## The New HD Transmitter from BMS!

### Heli-Coder 4 Features...



- HD or SD video transmission
- Smallest and lightest of its kind: 5" W x 9" D x 6" H (127 x 229 x 153 mm); 6 lbs. (2.7 kg)
- H.264 or MPEG-2 compression, backward-compatible with existing receive site equipment
- Ethernet port for transmitting streaming IP data
- GPS receiver and data interface for tracking and mapping purposes
- 10 W output power
- Geo-Point, BMS' proprietary receive site software that uses metadata from the aircraft video camera to display the bearing and distance of the camera video location (requires compatible receiver)
- Operation across multiple mobile platforms and with any BMS receive solutions—including the handheld Carry-Viewer III

*Transmit real-time HD video to your Response Teams! Give them a real-time picture of the tactical situation!*

**The Downlink Experts™** Learn more at our website or call today!

[www.bms-inc.com/hc4.html](http://www.bms-inc.com/hc4.html) • [sales@bms-inc.com](mailto:sales@bms-inc.com) • 800-669-9667 (US) • 858-391-3050

**BMS**  
A Cohu Company

## MALTA

**ARMED FORCES:** The prime emergency services aircraft operator – AFM – is again looking to replace its ancient 1970s vintage Sud Alouette 3 helicopters.

In recent years AFM has been on the verge of acquiring new helicopters several times. Each time the deal fell through for undisclosed reasons.

The last scenario was to acquire at least two US built Eurocopter EC145 helicopters one to be financed by US money and the second by European Frontex funds. That was very advanced, the AFM having allocated a serial number and issued speculative images of the first aircraft.

That deal fell by the wayside and AFM instead acquired two King Air aircraft for maritime patrol; there remained a loose intention to acquire pre-used Italian AB212 helicopters – favoured because the SAR component of the Italian Mission based in Malta uses them.

The 212 option now seems to have been discarded in favour of trying to finance a new buy through Frontex funding. There is no suggestion that the EC145/UH72 remains the preferred option but the scenario outlined in *Flight* sees a staged purchase of three helicopters using the only real source of funding available – Frontex. It does not look like a order for three of anything, more a case of secure one and then chase funding for a second and so on to a third one. [Flight]



Image© Mark Mansfield  
via Eurocopter SA

## NAMIBIA

**POLICE AIR WING:** The operation took delivery of a new Eurocopter EC145 helicopter V5-HPB at the Africa Aerospace and Defence (AAD) exhibition held at Air Force Base Waterkloof outside Pretoria last month.

Namibia's Ministry of Safety & Security ordered the twin-engine multi-mission helicopter in 2011 to complement NAMPOL's existing fleet of Eurocopter AS350B3 aircraft. The new helicopter was manufactured at Eurocopter's Donauwörth facility in Germany, and has been equipped with various airborne law enforcement and rescue equipment.

NAMPOL has also contracted ESAL to provide type conversion training for pilots and engineers. This will take place at Eurocopter in Germany and also at ESAL's base at Grand Central Airport near Johannesburg, South Africa. The helicopter will be stationed at the NAMPOL Air Wing base at Eros Airport, Windhoek, where it will also be maintained. [ECSA/DefenceWeb]



## NIGERIA

**POLICE AIR WING:** The Nigerian Police have added two more Bell 412EPs to bring their fleet of the type to six. The 412's c/n 36576 and 36577 arrived in Lagos by sea last month.

The Nigerian Police fleet also includes two Bell 206s, three Bell 427s and recently acquired a Cessna Citation XLS jet. They also have a Cessna Citation I and a Conquest II in storage. A fourth Bell 427 crashed fatally in March 2012.

In 2005, the Federal Capital Authority also donated a Robinson R44 to the Nigeria Police, but it never entered service due to the lack of both suitable fuel and a type-rated pilot. [HeliHub.com]

## SLOVENIA

**POLICE AIR WING:** Heli-One has gained a contract from the police in Slovenia to upgrade the unit's Eurocopter EC135 helicopter by the addition of a Tetra digital radio system. The work will be carried out by specialists from the maintenance, repair and overhaul operation opened in Stavanger, Norway during August.

Eighty percent of the project cost is being funded by the EU under the 'special transit scheme' designed to ensure external border protection. [Heli-One]

## SOUTH AFRICA

**SEMINAR:** The 3<sup>rd</sup> biennial airborne law enforcement seminar hosted by Eurocopter Southern Africa brought representatives from law enforcement agencies and police forces from around the world to gather in Centurion, South Africa last month.

The meeting aimed to facilitate closer co-operation, knowledge sharing and the exchange of best practices in airborne law enforcement and policing.

This year's seminar included a keynote presentation by the Los Angeles Police Department's Air Division Unit which was followed by a work group on the effective use of airborne thermal imaging in crime fighting. Presentations were also given by the SA Police, SAN Parks, Botswana, Namibia and the French Gendarmerie.

The seminar coincided with the biennial Africa Aerospace & Defence show being held at the nearby AFB Waterkloof from 19-23 September.



**COOLSPPOOL**

**The latest 28.5 volt GPU range**  
**Faster, cooler starts. Perfect for shaft or free turbines. Essential for FADEC aircraft.**

**NEW Mini 17 A/Hr portable GPU.**  
**Built-in charger, digital voltmeter, protective padded jacket.**

**Massive performance, true portability, amazingly low weight.**

**Models from Mini 17 A/Hr to 260 A/Hr Ramp Cart**

**CALL NOW!**  
**+44 (0)1934 643000**  
**email: info@powervamp.com**

**Powervamp**  
Powervamp Ltd, Weston-Super-Mare, England  
**www.powervamp.com**



## SOUTH KOREA

**NATIONAL POLICE:** Cobham Aerospace Communications has been selected to provide a new audio/radio communications package for the Korean National Police Agency's (KNPA) new Surion utility helicopter. The twin-engine Surion was jointly developed by Korean Aerospace Industries (KAI) and Eurocopter and is expected to begin service in 2014. Surion's produced for the KNPA through 2025 will feature Cobham's lightweight and compact audio/radio component suite composed of the RT-5000 transceiver and C-5000 radio controller package that utilises superior transmission power for maximum signal range and clarity, plus the ACP51/53 Digital Audio Control System (DACS) which distributes and controls aircraft audio to and from all transceivers, receivers, and aural warning sources. In addition to the audio / radio communications package, Cobham also will provide to KAI a number of other integrated products and associated antennas for the Surion, including CVN-251 navigation receivers with its VHF omni-directional radio (VOR) and instrument landing system (ILS) antennas; marker beacon antennas; VHF and UHF radio antennas; and TETRA Trunked Radio System (TRS) antennas. [Cobham]

## UNITED KINGDOM

**NATIONAL:** The National Police Aviation Service [NPAS] goes live on October 1. The 'birth' will be marked at a ceremony to be held on that date at Redhill the new 'South East' base. It is believed that the current two base SE operation will be centred at Redhill but it is not yet known whether the operation will now be just one aircraft.

A lot of elements for the new operation will drop into place from now on but it will only effect the South East to start with. Mind you that is a large and nominally busy area running around the coastline south of London's River Thames through to Hampshire. In the master plan the operation downsizes to coverage by a single aircraft but, as with most things, maybe not now and not really. There is still coverage from yet to be retired airframes and aircraft over the border in another area.

There are financial changes. The aircraft leased out to others – including the former Merseyside EC135 with the Norwegians – were bringing in income to the owning force but that income will now be redirected to the coffers of NPAS.

*Ed: Among the widely unknown's is whether the aircraft call signs will change sooner or later. Each operating force has its own pet call sign for use on its own radio network – the most popular and oldest probably being 'India 99' which was started by the Metropolitan Police over 40 years ago and taken up by others including Greater Manchester. From a nostalgia point of view it is perhaps a*

## multi-facing multi-sensing multi-linking

### Evenlode. The multi-application solution.

Evenlode is tested to DO - 160F EMC and environmental test requirements.

**Enterprise Control Systems Ltd (ECS) recent acquisition of Phoenix Aerospace Ltd creates a unique partnership that offers a lot more than just equipment and software. Our combined strengths are in providing systems which are technically advanced, high quality, flexible, configurable and turn-key.**

**Evenlode is a lightweight data terminal designed specifically to meet the demanding requirements of airborne, ground and maritime applications.**

Acting as a bi-directional network repeater, Evenlode provides innovative solutions for any information exchange requirement.

Our team of experienced professionals work with customers to deliver leading edge capability. Our consultative approach enables us to converge legacy and next generation technologies.

#### The ECS turn-key solution includes:

- An extremely flexible COFDM transceiver system
- The ability to interface with multiple sensors
- An open architecture delivering data over IP
- The ability to control the terminal and sensor remotely
- EASA Part 21 design services
- EASA Part 145 for avionics maintenance
- GCAA (Gulf CAA) design approval

ECS delivers capability ranging from interfacing simple navigation and communications through to complex and demanding police or special forces mission equipment.



**To see is to believe. For a live demonstration contact ECS or Phoenix Aerospace.**



**Enterprise Control Systems Ltd**  
ECS Technology Park,  
Wappenham, Northants.  
NN12 8WJ United Kingdom  
T: +44 (0) 1327 860050  
F: +44 (0) 1327 860058  
E: sales@enterprisecontrol.co.uk  
www.enterprisecontrol.co.uk

**Phoenix Aerospace Ltd**  
Phoenix House, Rutherford Way,  
Manor Royal, Crawley,  
RH10 9RU United Kingdom  
T: +44 (0) 1327 860050  
F: +44 (0) 1327 860058  
E: sales@enterprisecontrol.co.uk  
www.phoenixavionics.com

*shame but other than retaining 'India' as the first part there is nothing that can be done when the fleet is 25 strong – so it will be unlikely to survive. I guess we do not need to look out for an adventurous NPAS call-sign naming competition on children's television!*

*It is the ATC signature that is also now out of date. Each individual force had its own Reporting Number [PRN], basically commencing at 01 with Avon and alphabetical so that London used 25 with Alpha, Bravo and Charlie signifying the individual aircraft potentially operated by the unit.*

*So in its present form the ATC calls to police aircraft such as 'Police 25' or 'Special 15' are destined for at least a shake up. I suspect there is no rush on that, it is a detail.*

*I well remember the furore when PAN made mention of the Reporting Number some years ago. An ACPO member who was in charge of air support went off in a tirade about mentioning Secret Codes and letting the public know about them. This leader of men, thankfully now retired and less of a threat to society at large, was only mollified when it was pointed out to him that every year the freely available Police and Constabulary directory showed a map listing all of the main PRN numbers. Preserve us from amateurs!*

Meanwhile there are ripples in the west. The Police Authority for Avon & Somerset is far from happy at the deal they are getting and have withheld a signature as a result.

The aircraft used by Avon and Somerset and Gloucestershire constabularies for the past 17 years under the Western Counties Air Operations Unit (WCAOU) banner had been earmarked for a move to RAF Colerne, Wiltshire but now it is to remain in Filton, close to Bristol, where most of its calls are.

At a police authority meeting at The Guildhall in Bath last month, members voted against signing the NPAS agreement currently on the table because of concerns the helicopter's flying hours would be drastically cut.

It currently flies for Avon and Somerset police about 800 hours every year and a draft NPAS agreement had suggested they pay for 700 hours of flying per year. However, the final version of the agreement is asking the authority to sign up to only 560 hours, for the same cost – suggesting a massive reduction in availability.

*Ed: There seems to be potential for a missing bit of information here. Avon & Somerset are to get and pay for 560 hours in the coming year, that figure being based upon the hours they used last year. 700 hours were budgeted but not all were used. The airframe hours will be more than that. There are contributions from Gloucestershire and [eventually] Wiltshire to take into consideration. Overall though this individual police force 'contribution' idea will blur. The aircraft will now be enveloped by NPAS and will fly around 1,000 hours annually for wherever the need arises. In recent years the actual hours flown by the aircraft in question were reduced because the local police services found they could not afford to pay for the capability and, as last year showed, Avon did not use over 100 of the budgeted hours. NPAS sees the optimum use per airframe as 1,000 hours pa. Set free from such local funding issues it seems likely that the Bristol based EC135 should fly around 200 hours more this year.*

**DEVON & CORNWALL:** The Barnstaple office of Morgan Sindall has secured a £1.5M contract to deliver new offices, welfare facilities and an aircraft hangar at Exeter Airport for Devon and Cornwall Police in the early part of next year.

The new two-storey office building will house the Air Operations Unit for Devon and Cornwall Police and Devon Air Ambulance Trust, both of which currently operate from Police Headquarters at Middlemoor. This move will continue the successful partnership and joint operation between the two organisations.

The company recently completed the £1.2M headquarters for Cornwall Air Ambulance Trust at Trevithick Downs near Newquay Cornwall Airport. [Build]





NORTH YORKSHIRE: As one of the UK police forces without its own aircraft the North Yorkshire Police have appeared in the pages of PAN only rarely.

Last month analysis of the annual accounts by local media provides an indication on the level of air support use by the force in the period prior to the introduction of NPAS. The paper states that the hiring of airborne help to carry out searches and track criminals cost North Yorkshire Police £125,000 last year. Most of the payments went to West Yorkshire the operator of a MD900 Explorer but some payments went to Cleveland. [Press]

## UNITED STATES

CALIFORNIA: On July 13, 2005 Eurocopter EC120 N266SD of Sacramento County Sheriff Dept., California crashed killing Deputies Joseph Kievernagel and Kevin Blount. A third deputy, Eric Henrickson, who was training to be a tactical flight officer, was critically injured.

The helicopter suffered an apparent engine failure and appears to have made a controlled descent onto sloping ground 12 miles NE of Sacramento. After a hard impact the airframe rolled over and down the slope killing the two officers and seriously injuring the other.

The latest move on this story is that Turbomeca have agreed to pay \$1.5M to Sacramento County to cover the county's losses related to the crash, including workers' compensation benefits that were paid to the families of the deputies who died. The settlement also covered the loss of on-board equipment and post-accident investigation costs.

The company previously settled a suit for an undisclosed amount with the surviving deputy and the families of the two who were killed.

*Ed: The NTSB report issued early in 2007 showed that a post accident examination of the engine and components revealed the constant delta P diaphragm (located in the fuel control unit) had ruptured, resulting in a high and uncontrolled increase of fuel flow to the engine. The power turbine exhibited evidence of a substantial overspeed. All of the turbine blades were separated at their respective shear points. The gas generator turbine exhibited evidence of extreme thermal erosion; the blades were eroded to about 50 percent of their normal height. The centrifugal compressor exhibited evidence of extreme rubbing. Examination of the diaphragm revealed that it had been installed incorrectly (inside-out) and that it was a manufacturing error.*

MISSOURI: Kansas City police used to fly their helicopters blind at night simply because the fleet they used were old DoD surplus machines unable to support night vision aids. Kansas now has three new silver and blue MD500E helicopters with up-to-date cockpits and other significant improvements.

The three MD helicopters cost about \$8.6M, paid for mostly with money from a public safety sales tax. Forfeiture funds and a federal grant paid for one of the trio. About half the cost is for an updated infrared camera, a high-powered search light and a moving map system and downlink.

The old helicopters shared equipment that took around 30 minutes to swap between airframes but the new 500Es each has its own fit of technology.

Kansas City was one of the first departments in the country to begin airborne helicopter patrols in 1967 with three Hughes 300 B helicopters. Clarence Kelley, the police chief at the time, reportedly didn't enjoy his test flight but quickly recognised the value of having police officers in the sky, said Dale Christman, a helicopter salesman with MD Helicopters who attended the welcoming ceremony Friday at the police hangar.

The department used those piston helicopters for nearly three decades until it began transitioning to turbines in 1995 by taking three military surplus OH-6A helicopters that were built in 1968 or 1969.

With spares availability dwindling police mechanics worked hard to keep the old Vietnam-era helicopters in the air in recent years. The department had been trying to find the money to replace the aging fleet for at least 10 years.

**NORTH CAROLINA:** The Charlotte-Mecklenburg Police Department, operating around Charlotte, recently had its fleet of Bell 407 helicopters modified by Wysong Enterprises to meet a specific need related to the President being in the region for a convention.

Wysong completed numerous avionics upgrades including the installation of an expanded instrument panel with a Garmin G500H EFIS with Helicopter Synthetic Vision Technology, (HSVT). The HSVT provides a clear depiction of the terrain in 3D. The company also installed a Garmin GNS 530W WAAS GPS / NAV / COM with cyclic switching, Garmin SL 40 COM, Garmin GTX 330 ES mode S Transponder with Traffic Information Services (TIS) interfaced to the G500H display, Garmin GDL 69 Weather displayed on the G500H and digitally controlled Becker DVCS audio system with three control panels.

In addition to the avionics upgrades mission equipment improvements included, AeroComputers UC5100 Moving Map System, Troll Skylink LC5 Microwave Pod, Technisonic TDFM-7300 Multiband FM Transceiver, Avalex AVM-4102 TFO Monitor, Spectrolab SX-16 Nightsun slaved to thermal imaging system and Night Vision Modification (NVG). [Wysong Enterprises]

**OHIO:** A Canadian businessman won damages from the city of Columbus for selling him a defective helicopter. He has raised questions about the safety of other machines in their operation with the media and has threatened to go further.

The wronged party, Scott Baker, owner of Versatile Helicopters of British Columbia, Canada says he is going to the Federal Aviation Authority to raise questions on the safety of the fleet.

A jury found that the city sold Baker a defective helicopter three years ago and should pay him damages.

Baker, sued the city in 2010 for breach of contract, claiming that the 12-year-old police helicopter he bought in 2009 for \$510,000 had numerous mechanical problems that cost more than \$200,000 to repair.

He had flown the helicopter for 30 hours before an engine failure brought to light a number of safety issues. Subsequent inspections in Canada revealed that the aircraft was "dangerous to fly in the condition received from the city of Columbus." The problems included "structural cracks, time-expired components, loose drive-coupling components and other significant maintenance deficiencies." Sale documents assured purchasers that it was mechanically sound and had passed an FAA annual inspection.

The city may appeal the case as part of the argument was over who owned the aircraft at the time it was sold. Versatile bought it from Air Flite Inc., an agent who arranged the sale for the city. The jury chose to dismiss that evidence.

HeliHub.com research suggests that the aircraft was serial 0540E, this was sold as N553CR to Canada in 2009 and first registered to Versatile Helicopters as C-FZHS. It has since been sold on and re-registered C-FHHV

## Operational success at a fraction of the cost

The most economical aircraft in its class, coupled with big payload ability and a spacious cabin Airvan is the new choice for mission critical situations.

Our fully certified air surveillance package includes:

- Operator work stations
- Equipment racks
- Retractable sensor system
- Dedicated electrical system for special mission payloads
- Many other features.

# GA8 Airvan™



A Mahindra Aerospace Company

Call us now on Ph: +61 (0) 4 6749 1295 to speak with our Special Mission representative about your specific requirements

GippsAero Pty Ltd, A Mahindra Aerospace Company | Latrobe Regional Airport, Traralgon VIC 3844, Australia  
sales@gippsaero.com | +61 3 5172 1200 | www.gippsaero.com





Pictured in the AEC photo are (l-r): John Byus, American Eurocopter Regional Sales Manager; Texas DPS Sgt. Ray Ragan, Texas DPS Lt. Marcus Tomerlin, Texas DPS Asst. Chief Pilot Tim Ochsner; Treg Manning, American Eurocopter VP Commercial Sales and Marketing; and Ed Van Winkle, American Eurocopter Sales Manager for Airborne Law Enforcement.

TEXAS: Last month American Eurocopter celebrated the entry into service of the 200<sup>th</sup> AS350 AStar helicopter made in the United States. The aircraft, an AS350 B3e N819TX, was delivered to Texas DPS last April., it was then completed by Metro Aviation, was displayed at the ALEA Conference in Reno and only finally entered into service in the middle of last month. Members of the Texas DPS were on hand with the aircraft to help celebrate the milestone delivery.

## COMPACT LIGHTWEIGHT HIGH PERFORMANCE TRACKING ANTENNA

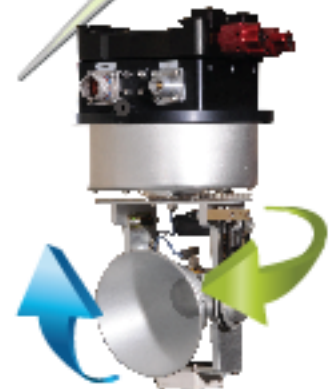


**TROLL**  
SYSTEMS  
[www.TROLLSYSTEMS.com](http://www.TROLLSYSTEMS.com)

Easy to Install  
Simple to Operate  
L Band to Ka Band  
Antenna Gains from 8 to 23dBi  
Azimuth and Elevation Steered  
Multiple Antenna Options  
D0-160 Tested  
Rated to 300 Knots

manned and unmanned  
LAND | SEA | AIR

**SKYLINK  
MI**



LONG RANGE HIGH-GAIN COMPLETE AIR TO GROUND DATA LINK SYSTEMS



# AIR AMBULANCE

## GERMANY

ADAC Air Rescue signed its latest order in a framework acquisition agreement with Eurocopter for the purchase of 14 EC145 T2 and three EC135 P2e helicopters, which are to be delivered between 2013 and 2017. The contract was concluded at the ILA Berlin Air Show [EC]



## KUWAIT

**GOVERNMENT:** At its meeting at the start of last month the Kuwaiti Cabinet meeting at Sief Palace under the chairmanship of Acting Prime Minister and Minister of Interior Sheikh Ahmad Al-Humoud Al-Jaber Al-Sabah the Minister of Health Dr Ali Saad Al-Obeidi made a presentation on the Ministry's plans to ameliorate medical care services, particularly the emergency and quick rescue sector.

The minister revealed plans to launch air ambulance service for medical evacuations and transfer of critical cases to medical centers outside the country. Dr Al-Obeidi was instructed to take all necessary measures to execute the development plans as soon as possible.

## "SIMPLY UNBELIEVABLE"



**WESCAM's MX-10** continues to take the industry by storm! Who would have thought that footage captured from a demo would have created the buzz it has. As the saying goes... You have to see it to believe it!

Check it out on **YouTube** [www.youtube.com/watch?v=s703HcD6\\_Zc](http://www.youtube.com/watch?v=s703HcD6_Zc)

WESCAM's MX-10 is a small ball that is visually as powerful as its predecessors – the MX-20 and MX-15. With 6 sensor options, and weighing in at under 37 pounds, this turret would be your best investment to date. For more information visit [wescam.com](http://wescam.com) or call 1-888 668 4355



## UNITED KINGDOM

**NATIONAL:** The Association of Air Ambulances hosts their annual conference in Telford on the November 19-20. The conference will offer delegates the opportunity to meet and share ideas on all aspects of air ambulance operations, clinical matters and charity fundraising.

Some of the leading names from the world of healthcare, fundraising and air operations will be speaking at this year's conference. They include Health Minister, Simon Burns, Anthony Marsh, CEO, West Midlands Ambulance Service and Chair of the AAA, together with Mark Doherty, Chair of the National Ambulance Commissioning Group.

Plenary session speakers will include: Paul Savage from the RNLI; Jonathan Benger, Professor of Emergency Care University of West of England and AE Consultant Bristol Royal Infirmary; Dr Phil Cowburn Consultant in Emergency Medicine Bristol Royal Infirmary; Debra Alcock-Tyler from the Civil Society and Tim Beech, Managing Editor of BBC Radio Shropshire.

Probably the most important item of the moment – albeit subject to his attendance being confirmed – is an item by Captain Brian Baldwin of the CAA. Brian the former Chief Pilot of the Metropolitan Police ASU is fronting the thorny question of Night HEMS. The alternatives to his item are Debra Alcock Tyler of The Civil Society on 'Charities taking a look around' and Professor Sir Keith Porter with an item on Clinical Traumatology.

The programme also includes a gala dinner.

Further information on the programme of events and registration for the conference and gala dinner are available at <http://www.associationofairambulances.co.uk/conference/>



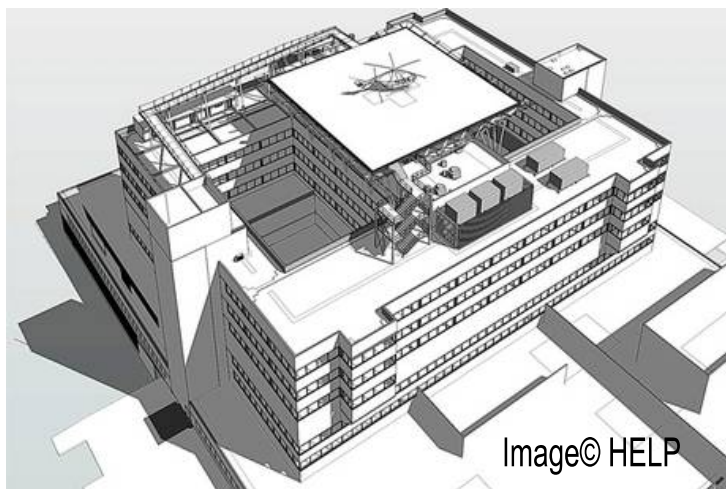
**BRISTOL:** University Hospitals Bristol NHS Foundation Trust (UH Bristol) and the Helicopter Emergency Landing Pads (HELP) Appeal will be working in partnership to develop an onsite helipad at the Bristol Royal Infirmary (BRI), which will open in 2014. A grant of £500,000 has been provided by the HELP Appeal to support the helipad's construction - part of a major redevelopment at the BRI.

The new helipad will receive air ambulances from Bristol and the surrounding areas - including Bath, Gloucestershire, Wiltshire, Somerset, Devon, Cornwall and South Wales – significantly speeding up transfer times for

critically ill and injured patients being air lifted to the hospital for emergency care.

Currently, all airlifted patients with serious injuries, critical illness, heart and artery failures must be transferred to a safe landing site nearby (for example, a designated landing site on Clifton Downs) before being moved by road ambulance to the BRI or BRHC.

The helipad, which will be located on the rooftop of the BRI Queen's Building, already has planning permission and will connect directly to the Adult Emergency Department as well as services within the BRHC via a dedicated lift, allowing fast and efficient transfer of patients, the majority of which will be children and infants. The Bristol Heart Institute will also receive patients transported to the helipad for cardiac services. [HELP]



The logo for Helishow DUBAI 2012, featuring a stylized helicopter and the text 'Helishow DUBAI 2012' and 'www.dubaihelishow.com'.

### DUBAI HELISHOW 2012

International Civil and Military Helicopter  
Technology & Operations Exhibition

6<sup>th</sup> to 8<sup>th</sup> November 2012, Grand Stand,  
Meydan Hotel, Meydan Racecourse, Dubai, UAE

A photograph of the Dubai skyline at sunset, with the Burj Khalifa prominently featured.

**CHILDREN'S:** The operator of the Children's Air Ambulance, The Air Ambulance Service, continues to be defensive about its acquisition of the existing charity and this in a recent statement it claims to be fully aware of the past history of this charity, as are the Charity Commission and Companies House and states that people are right to be concerned about its previous activities.

The statement goes on to argue that the need for such a service is real and their view the correct way to tackle the issues was to look at facts, ascertain how the need was to be met and then work out a clear direction and way forward to ensure that, as with any other charitable activity, it is legal, ethical and making a genuine impact on Society.

The Charity Commission has been informed and involved in every stage of the takeover of this charity and they have been very supportive of the revised model in bringing the objectives of this and other charities into a proper framework with a timetable of actual delivery. The Children's Air Ambulance will launch later this year with a much needed, dedicated paediatric and neo natal transfer service.

They are not denying the past activities and claims of the previous charity which dates back prior to the takeover but the public should understand that under the legitimate auspices of a well established and recognised charity, those concerns have been alleviated and it is difficult to understand the purpose of continued attacks from other Air Ambulance charities.

The Air Ambulance Service state it is 'well documented' by the paediatric fraternity that just under 6,000 critically ill children each year require transportation to a paediatric intensive care unit which represents one third of all child admissions. The vast majority of these are by road transfer which can often be long, uncomfortable and expensive meaning specialist teams are taken out of hospital duties. The provision of a properly run service by air will make a very significant difference to patients and to hard pressed NHS finances. The purpose of The Children's Air Ambulance is supported by a very wide range of people and professionals across the board. Only local air ambulance charities seem to be opposed to it and this is seen as a misunderstanding that it is not intending to provide a HEMS (Helicopter Emergency Medical Service) but it is there to provide the bespoke paediatric transport service. [AAS via AH]

*Ed: Perhaps the Children's AA, and the other similar services, is another category of progress not unlike Night HEMS but the talk about the 6,000 transfers still appears almost a fairy story figure to existing operations when today the industry faces no demand for even a few hundred such movements. Whether there will be enough work for even a single helicopter remains the \$64,000 question*

**FRONT**

Night HEMS

**PAGE**

Night HEMS

**STORY**

**EAST ANGLIA:** The East Anglian Air Ambulance chose BGAD 12 to launch the charity's night-capable air ambulance helicopter - Anglia Two.

The Eurocopter EC135T2e G-HEMN, the first ever fully night-capable Air Ambulance in England and Wales joined a line up of aircraft on show to visitors to the annual one-day Business & General Aviation Day at Cambridge Airport last month.

The aircraft was delivered to the air ambulance charity from Bond Air Services [BASL] only a day before the event so the Cambridge event was not an operational launch. Training – and proving the concept was due to start the day after – on September 19.

The launch event by EAAA was hosted by Andrew Egerton Smith, the Chairman of the EAAA Board of Trustees with supporting information from the EAAA aviation consultant Gerry Hermer, Pete Cummings the BASL Director of Flight Operations, and Dr Tom Hurst a Consultant from King's College, London.

Although everyone within the project is confident that EAAA will achieve their aim this is new territory for UK air ambulance operations and is treading an uncertain path through European regula-



tion. Peter Cummings is quietly confident that the new service will commence by December 1. Until this year regulation was the responsibility of the UK CAA, for which Night HEMS was an ill defined area of regulation and reportedly not very enthusiastic about the whole idea. Now EAAA is negotiating with EASA – with some very useful assistance from an apparently ‘reformed’ CAA – within a quite defined area of regulation. True Night HEMS is a rare beast across Europe and those that operate are regulated under existing national rules that might not be acceptable under the microscope that BASL and EAAA face – two pilots rather than one being acceptable, but perhaps the outcome of this project may provide a model for new single pilot operations.

Currently UK aircraft are allowed to recover an aircraft that finds itself in the dark after a daylight landing in a remote site, the EAAA project is designed to lead to 24/7 insertions into unlit and unsurveyed sites. In actuality the current plan is to halt operations at midnight as after that hour the clinical need drops off sharply. Beyond that there may be a growing need for night transfers.

It is fair to say that nothing in the air ambulance world was in response to demand. As was the case with initial air operations decades ago the availability of the capability is expected to drive increased demand – the speed of that demand remains the unknown. When the Kent AA funded the Sussex Police operation to undertake a variation of night HEMS across the south east of England a few years ago it is believed that they were never requested to undertake a single mission.

The new aircraft brings to the project all the tools deemed necessary for safe operation. No other aircraft on the British register could meet the technical demands and the only available ‘back-up’ aircraft will be the Eurocopter EC145T2 that is more than a year from delivery.

### The aircraft

The new EC135T2e looks very similar to the others in the BASL fleet; the requirements of the new area of operations have brought fittings for night vision goggles for the pilot and paramedics, a mapping system that includes an additional overlay of wire hazards and separate electronic wire detection system.

The clear external alteration is of additional under fuselage lights. In an off airport night landing the night vision goggles are designed to take the aircraft down to a low level at which point the white light of the lamps will allow a visual landing. It is judged that the added lights will improve the pilot’s visual perception. This differs from UK police night landing practice under public aircraft regulations. The police use a searchlight and FLIR camera as aids – these will have no part to play in Night HEMS.

### Areas of operation

Currently standard EAAA operations include assisting adjoining AA operations. While the Chairman of the EAAA Charity was at pains to say this was an operation for East Anglia [the people who will pay for the operation] he conceded that in future, as now, their service



Andrew Egerton Smith  
Image© PAR



Interior of the EC135, note the glazed rear doors  
Image© PAR

[including by default Night HEMS] would effectively be regional.

### Background

The EAAA was set up over a decade ago at Norwich based on a Sterling Helicopters Eurocopter BO105. Over the years the operation evolved and expanded into a pair of larger Eurocopter BK117C1 aircraft. Under new ownership Sterling Helicopters failed leaving the EAAA operation without any aircraft. BASL quickly reacted to the emergency and brought in some older BO105 helicopters – which was quite a cultural shock for EAAA crews by now used to the roomier BK117. For some months the operation remained confined to the small helicopter. Unable to quickly expand its fleet with new aircraft BASL managed to source second hand examples of the EC135 in Germany – they were airframes displaced in ADAC fleet renewals. With the arrival of the new EC135 one of the leased ADAC examples is being returned as having completed its task.

The service provided by BASL to EAAA has been reported as second to none, with 98% availability being the normal and 100% regularly experienced from the combination of the Eurocopter product and the supplier. The new aircraft are part of a seven year service contract between the two.

Despite the mixed reception attending the EAAA move there are others waiting in the wings to also launch night capable helicopters. The Midland Air Ambulance, the charity covering Gloucestershire, Herefordshire, Shropshire, Staffordshire, Worcestershire and the West Midlands, decided their future form a few days later and that included leasing aircraft from BASL and buying an airframe for Night HEMS. [See under Midland]

Elsewhere in the region a long standing series of disagreements between Magpas and the EAAA has again flared.

The latest row between the two helicopter charitable medical services over misleading publicity has been resolved by the Advertising Standards Authority (ASA).

Cambridgeshire-based Magpas, who fly medical teams to accidents, implied in advertisements and publicity their service was available day and night although it was relatively restricted. EAAA challenged the claims.

After investigating the claims the ASA decided that in its opinion the advertisements and website claims were not an accurate reflection of capability and told Magpas not to repeat the claims.

Magpas were only able to respond to emergencies when volunteer crews were available and able to access occasional use of the Cambridgeshire police helicopter did not negate the misleading thread in the advertising. The situation was based on that in place months ago and has if anything deteriorated, the Explorer helicopter has since been withdrawn from police service and flights with the RAF are infrequent.

The latest situation is that Magpas are about to start flying again on its own behalf. PAS are delivering an MD Explorer for their exclusive use.

The extent of the new helicopter operation is currently unknown, but only a year ago the whole operation was claiming poverty and was in imminent danger of collapse.

## Managing your Mission



**Honeywell**  
**OBSERVER**

Observer Version 4, allowing you to manage the task not the technology. With the most intuitive operating system available today Observer makes access to sensor integration and mission information a seamless process. Contact us today and let us help you achieve your mission.

Honeywell UK Limited (Skyforce)  
Enquiries: [mission.systems@honeywell.com](mailto:mission.systems@honeywell.com) - Website: [www.skyforce.co.uk](http://www.skyforce.co.uk)



LONDON: St George's Healthcare NHS Trust and The Helicopter Emergency Landing Pads (HELP) Appeal has announced that formal planning permission has been granted to develop an onsite helipad at St George's Hospital in Tooting, South West London. The new helipad will be partly funded by a grant from the County Air Ambulance Trust, HELP Appeal, and will be the second hospital helipad in the capital and the first south of the river. It will be built on the rooftop of the hospital's St James Wing, five stories up, and will have direct lift access to the accident and emergency department, significantly reducing transfer times for critically ill and injured patients.

MIDLAND: The three aircraft Midlands Air Ambulance Charity [MAAC] has been considering its future fleet make-up for some months now with contract extensions for their EC135T2 fleet giving them breathing space. Last month they decided which way to go. They are to purchase a helicopter for Night HEMS intended to be operational in a year's time. This is their first purchase and they will continue to lease from BASL.

Early trials in collaboration with MAAC, West Midlands Care Team and funded by West Midlands Ambulance Service, using a Major Emergency Response Incident Team (MERIT) night response vehicle providing equivalent clinical expertise, so far indicates that there is a need for the provision of the Midlands Air Ambulance during night time hours in serious trauma incidents.

MAAC announced the purchase of one new aircraft, replacing one of the three existing aircraft leased through BASL. The new EC135T2e will be kitted out in readiness for full Night HEMS flying. MAAC will continue to use Bond as the Fleet Operator.

MAAC hope to take delivery of the new state of the art aircraft in September 2013, when it is anticipated the full benefits relating to the provision for night flying will be realised.

It is anticipated the cost to the Charity for an extended night service will be around £1.6 million each year. Fundraising is already underway to build further on sustainable donations that will allow the charity to fund this expansion of the service.

MAAC has awarded a new seven-year contract to Bond Air Services Ltd. Under the contract, valued at approximately £26M, Bond will continue to provide air ambulance services cover across six counties in the West Midlands until 2019.

Bond will support the contract for three Eurocopter EC135T2i helicopters on a 365 day per year basis, drawing on its experience of air ambulance operations, including night HEMS. The service also includes the provision of back-up support to ensure the highest levels of service availability.

Chris Greenhill, Managing Director of Bond Air Services, said: "We are delighted with this significant contract award, which underpins the longstanding relationship that we have enjoyed with both the Charity and Ambulance Service since operations began in 1991. We look forward to working with MAAC to develop fully the potential for night operations in the region." [Midland/BASL]

*Ed: This decision will suit BASL. The company has not hidden its 'disquiet' about air ambulances buying rather than leasing the whole package. Devon did just that and then went to reside with a police unit for its support services. MAAC staying with BASL for the support of all three of its aircraft seems to be a fair compromise that allows MAAC to investigate the potential positive points of aircraft ownership while retaining the support services it has been used to.*

WARWICKSHIRE & NORTHAMPTONSHIRE: A new helipad is now being used by an air ambulance after a two-year project to revamp it.

Warwickshire & Northamptonshire Air Ambulance had been landing on nearby grass during the work at Coventry Airport, which cost the service about £4,000.

The service said it had taken two years to finish the helipad due to spending priorities.

A number of companies provided free labour and materials to the charity.

Polycote UK provided labour for free for the work and Travis Perkins supplied materials at

cost price rather than for profit, the Warwickshire & Northamptonshire service said. Asked why it had taken two years to finish, head of aviation Dan Martin said: "It's been cash and we've got to prioritise really and make sure that all the money that the public very generously give us goes directly towards operating the helicopter." Mr Martin said using the helipad meant the crew could get to the helicopter more quickly.

## UNITED STATES

**FLORIDA:** It looks like the long standing Lee County Med-Star will be privatised in the near future. After operating for over 30 years the operation was grounded last month because of allegations that customers were being charged excessive amounts for services rendered. Since then the operation, using EC145 and BO105 helicopters, has been in limbo. The latest move is that Lee County has posted a request for someone, an operator or corporation, to take over the whole operation.

Staff are blaming bad senior management for the debacle

and the politicians are apparently washing their hands of the whole situation. [Media]



## INDUSTRY

For many in UK emergency services aviation there has been just one helmet of choice – the Helmets Limited ALPHA – but there has been a change in the market that is driven partly by the other people in the aircraft, mainly the medics and the firearms teams. These groups come to the airborne team with a whole new set of criteria that sees a greater emphasis on light weight and an ability to wear the protection outside the cockpit. A medic crawling around a wrecked motor vehicle or building sees the bulk of traditional flight helmet head-wear as having a severe disadvantage and one likely to lead to the wearer discarding it on scene – thereby leaving the wearer unprotected and adding significantly to the overall risk factors.

**Northwall** helmets are produced in Italy by Inkay Technology and have their roots in rescue rather than piloting. A close fitting shell is the basis of the various designs, to the core protection can be added earphones, various visors and night vision goggle mounts.

The helmet is designed for light weight and comfort both in the air and when on the ground – the earphones can be loosened to fall away from the ears when working on the ground where direct conversation rather than radio communications are the





norm. The level of comfort aimed at envisages the headgear being worn all the time rather than being donned when getting aboard the aircraft.

The basic shell offers a degree of ballistic protection against .22 and .38 rounds which can be added to with a soft external layer that increases the protective level to 9mm and it is this that has attracted the attention of police special operations personnel.

Disregarding the level of interest being expressed by potential new customers worldwide in the UK alone a number of the specialist crew of air ambulance operators have already taken up using the Northwall product as a matter of preference and the Metropolitan Police SO19 teams recently took delivery of the ballistic variant through the United Kingdom agents, Future Safety based in Oldham [ +44 0161 6243300 email: [info@future-safety.com](mailto:info@future-safety.com) [www.future-safety.com](http://www.future-safety.com) ]

A number of German police air units have placed orders for NVG equipped helmets – the fitting being far less cumbersome than that on existing equipment with the in country agent **STM Electronic GmbH & Co.** based in Norderstedt [ +49 (0)40 32590642 e-mail: [info@stm-electronic.de](mailto:info@stm-electronic.de) [www.stm-electronic.de](http://www.stm-electronic.de) ] In January this year STM worked with the emergency services in Munich testing the LMT helmets during a water rescue training day of the city's Fire Department. The test was made using two Bavarian Police EC135. In Spain IN-AER has selected customised helmets for its medical personnel across the world.

Despite long histories of promotion some aircraft simply do not match the high sales their manufacturers expected at launch. In recent years having failed to get their aircraft accepted as conventional flying machines an increasing number of disappointed producers simply relaunch their product in an unmanned configuration.

The latest to join this band is **PZL-Świdnik SA.** They have unveiled the prototype of the SW-4 'Solo' Rotorcraft Unmanned Air System/Optionally Piloted Helicopter (RUAS/OPH) single engine rotorcraft at MSPO 2012 in Kielce, Poland. It will fly next year.



Image© via PZL

**CEGA Air Ambulance** based at Bournemouth Airport on the south coast of the UK, has extended its international reach with the purchase of a Learjet 45, to supplement its existing fleet of King Air 200's.

Aside from its speed and range, the new jet is expected to benefit clients through its capacity to carry not just patients and medical crews, but also an accompanying relative or employer.



Image© via CEGA

**Northrop Grumman Corporation** and **AgustaWestland** have jointly announced that they have signed a comprehensive teaming agreement to respond to anticipated requests for both the new Air Force Combat Rescue Helicopter and the Navy's recently announced program to develop a new "Marine One" Presidential Helicopter. A US built helicopter based on the AW101 platform will be offered by Northrop Grumman to meet these requirements. Last time around the Chinook was selected for the CSAR role and a variant of the EH101 for the Presidential role.

**Sikorsky** are shutting down the former Schweizer plant in Elmira, New York State. The company bought up the former light helicopter company in 2004 and transferred S300C production away before moving into a new completion centre for the existing Sikorsky military helicopter line. The name of the new plant built in 2007 was changed to Big Flats but it is part of the same site at Elmira-Corning Regional Airport they acquired from Schweizer. Now the military have lower needs and the plant is surplus to requirements with the work being transferred to its Florida plant and some 575 people have lost their jobs.



**SELEX Galileo** is to participate alongside Beriev of Russia at HydroAviaSalon 2012 in Gelendzhik, on the Russian coast of the Black Sea to compete for opportunities in the growing amphibian aircraft market, responding to the increasing need for open sea security and surveillance, emergency operations and firefighting.

SELEX Galileo contributes the operationally proven Airborne Tactical Observation and Surveillance (ATOS) mission system, backed up with sensors (such as M-scan Gabbiano radar and E-scan Seaspray E family of surveillance radars) and integration capabilities, while Beriev brings the market-leading Be-200 amphibian aircraft with its track record of success in highly challenging missions.

**Aero Dynamix** announced the delivery of certified NVG cockpit upgrades for three MD500E helicopters operated by the Kansas City Police Department. These aircraft are the newest addition to the KCPD fleet of airborne law enforcement assets.

The NVG upgrades encompass internal NVIS avionics modifications, edge lit panels, instrument overlays and all other internal and external illuminated components. These upgrades are designed to achieve a balanced cockpit that is optimized for both night and daylight readability performance.

On 7 September 2012, **Robinson Helicopter Company** received FAA certification for the R66 Turbine Police Helicopter. Robinson's R66 Police model is specially configured for law enforcement and meets the latest FAA crashworthiness regulations.

The four-place R66 Police helicopter combines R66 power, altitude performance, and capacity with the latest in surveillance systems. Turn-key ready, the R66 police comes standard with FAA-approved technology including the FLIR Ultra 8000 thermal imaging camera, a 10-inch fold down colour monitor, the new Spectrolab SX-7 searchlight with 30-million candlepower, and a dual audio controller.

Robinson believes the modest price tag of US \$1,104,000 and simplified maintenance schedule will appeal to both large and small police agencies. The first production R66 Police Helicopter will be delivered in October of this year to Southern California's Fontana Police Department. Fontana is the lead agency

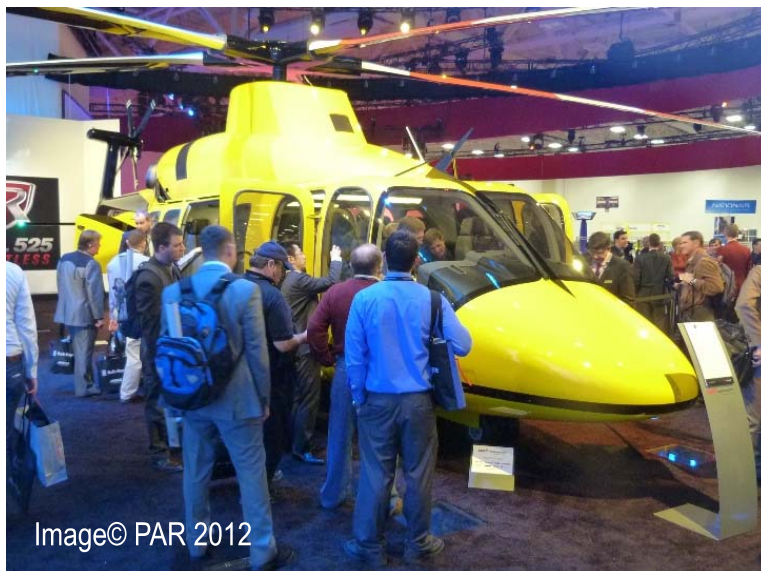




in a four city alliance and has used Robinson R44 Police helicopters since 2005. Performance specifications of the R66 Police Helicopter include a cruise speed of up to 120 kts (138 mph), payload of 800 lbs with full fuel, and a hover ceiling OGE at max gross weight of 10,000 ft.

Robinson will continue expanding the R66 line with an ENG (Electric News Gathering) version and a float version both targeted for release in 2013.

**Bell Helicopter** and its exhibit partner **Global Experience Specialists** (GES) were recognised at the American Business Awards (ABA) for Bell Helicopter's Bell 525 Relentless launch with a Gold Stevie® Award for Marketing Campaign of the Year in the Aerospace and Defense category. The award was presented at the 10<sup>th</sup> annual ABA new product and technology awards banquet in San Francisco on September 17, 2012. Bell Helicopter's integrated mar-



Image© PAR 2012

keting strategy for the Bell 525 Relentless centered around a teaser campaign that culminated with the reveal of the world's first "super medium" helicopter at the 2012 Heli-Expo in Dallas, Texas. The marketing campaign utilised a variety of channels to produce teaser messages, generating interest and excitement from internal and external audiences, via e-mail, direct mail, video, traditional and web ads and social media.

The Stevie Award acknowledges individual and organizational achievement in business in more than 60 countries. The top scoring qualifying entry in each category receives a Gold Stevie Award.

**Becker Avionics'** DVCS6100 Digital Audio System was recently selected for the new University of Utah AirMed EC145 Air Medical helicopter. The aircraft is a replacement for an older twin-engine helicopter in AirMed's fleet. American Eurocopter in Texas recently delivered the helicopter to United Rotorcraft in Denver (a division of Air Methods Corp), where the aircraft will undergo final completion. Air Methods is also the operator of AirMed's fleet, a program which is celebrating it's 40th year of operation this year. The new helicopter will deliver to AirMed shortly.

The DVCS6100 was chosen due to its unique ability to effectively manage and control all audio sources in the helicopter. Becker's Digital multi-channel audio and intercom system, with its software configurable profiles, provides the flexibility to specifically customize the system to meet the demanding operational requirements of AirMed's operation. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels, along with a new radio relay feature.

**[www.PoliceAviationNews.com](http://www.PoliceAviationNews.com)**  
***A wealth of on-line resources***



Twenty of the UK's top health technology businesses will be taking their places on the Future Health Mission to Boston, Mass. USA. They will benefit from a packed agenda of investor, supply chain partner and customer meetings, and networking opportunities.

To date, previous missions have secured more than US \$200 million for UK businesses and provided critical links to overseas interest.

New concepts and products coming from this year's companies include highly innovative diagnostic devices for lung cancer, lifesaving post-operative technologies and emergency triage systems, and the entrepreneurs come from academia, medicine and business backgrounds across the UK. The Future Health Mission runs through to 3<sup>rd</sup> October 2012, culminating in the Advamed conference.

One company attending is West Midlands based **Safe Patient Systems™** - they offer a range of proven solutions using familiar mobile and web based technology with a focus on telemedicine and telehealth. These are cost effective, simple to use and easy to implement and sustain at scale. The company is seeking a US commercial partner and investor to support market entry for a couple of new systems, one of which potentially relates to the HEMS industry.

Safe Triage Pro is a fully automated electronic patient record and wireless monitoring system based upon a ruggedised ultra lightweight 7inch full colour touch screen tablet. The system which has been used on West Midlands Air Ambulances enables real time management of emergencies in both land and air ambulances. The capability can scale up to support victims and resources to manage major incidents more effectively.

For more information contact Safe Patient Systems at +44 (0)121 506 9620 or email: [info@safepatientsystems.com](mailto:info@safepatientsystems.com)

For a full list of the UK companies attending under this scheme please go to: [www.futurehealthmission.com](http://www.futurehealthmission.com)



## ACCIDENTS & INCIDENTS

**18 August 2012 Bell 206B N118EC.** San Juan Police Dept. The helicopter was substantially damaged following a loss of engine power and hard landing at San Juan, Puerto Rico. The commercial-rated pilot, commercial-rated co-pilot and one observer were not injured. The helicopter was registered to a private corporation and was operated by the San Juan Police Department as a public use flight. The Bell departed on a routine surveillance mission in the Rio Piedras and San Juan Metro area. After a period the crew smelled a fuel-like odour and decided to return. About five minutes later, the fuel pump warning light illuminated and the engine lost power. The crew elected to perform an autorotation in a nearby parking lot. The helicopter landed hard and the main rotor blades contacted and severed the tail boom, forward of the tail rotor assembly.

*Copyright Notice: The content of this publication includes items that are the copyright of others. The source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.*

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



**26 August 2012 Bell 206L LongRanger N282AE.** Air ambulance of Air Evac EMS, Inc. West Plains, Missouri. The Air Evac Lifeteam helicopter based at Lewisburg, TN was on a flight from their base location to Dickson, TN, for a patient pickup. While flying en route at approximately 1,500 feet AGL, the pilot heard a loud explosive noise, while simultaneously experiencing an impact to his NVG's and face which resulted in his head being momentarily jarred aft. An emergency landing was executed on a football field. After landing, the damage was assessed as a hole in the pilot's-side windscreen, approximately twenty-four inches in diameter, caused by a bird strike. [Concern]

**31 August 2012 Piper PA12 Super Cruiser N3031M.** A hired plane flown to look for illegal marijuana plantations in Colorado crashed in the San Isabel National Forest on Friday killing both occupants, Pueblo County Sheriff's Captain Leide DeFusco and John Barger, a retired Pueblo police captain. [NTSB/Pueblo Chieftain]

**31 August 2012 Bell 407 N11SP.** New York State Police. Helicopter disengaging from a search operation for a missing woman in the town of Campbell lost engine power and autorotated into wooded area seriously damaging the helicopter and slightly injuring the pilot. The helicopter is reported to have experienced a form or loss of control and the pilot, Trooper Thomas Schultz, conducted a controlled but powerless descent, resulting in a hard landing. Damage included separation of the entire tail boom, and substantial damage to the helicopter's fuselage. [NTSB/Media]

**1 September 2012 Eurocopter AS350B3** Angolan National Police helicopter supporting the National Electoral Commission (CNE) crashed 12 kilometres off Dundo City, in the north-eastern Lunda Norte Province killing all four aboard. The dead were reported as Chief-Inspector Tiago Casimiro, his assistant, João Adelino João Brandão, as well as the workers of the Provincial Electoral Commission, Lourenço Mussenoho and Maria Augusta João. [Media]

**2 September 2012 'Helicopter'** US Fire Service contracted helicopter working on the North Pass Fire northeast of Covelo, California was damaged when smoke obstructed the pilot's view as it flew low and snagged on a tree.

The helicopter, on contract with USFS, was flying low to dip water from Howard Lake to dump on the fire, when all five of its rotor blades hit a tree nearby. The helicopter could still fly and landed about a mile and a half away near Howard Lake. [Ukiah Daily Journal]

**2 September 2012 Cessna 182P N5981J.** Fire reconnaissance aircraft operation owned and operated by the Michigan Department of Natural Resources, collided with the terrain while landing at the Luce County Airport, Newberry, Michigan. The Cessna was substantially damaged by a post impact fire. The aircraft was on a routine fire detection mission and was about 10 to 12 miles from the airport when the pilot detected a "hot electrical" odour. Returning to land and on final approach at a distance of 400 to 500 feet from the runway, a large puff of smoke was emitted from under the instrument panel and the aircraft hit turbulence. The aircraft hit the ground, the nose gear broke off and the airplane slid forward up onto the runway. The airplane burned. [NTSB]

**3 September, 2012 Kamov Ka-32 CS-HMO.** Fire fighting helicopter from commercial operator on task crashed, ending up on its side during flight operations at Ourém, Portugal. The crew of two received non-life threatening injuries. [Media]

**6 September 2012 Bell N.** Air ambulance of Life Link III Hibbing, Minnesota en-route back to Hibbing, MN base, crew heard a thud and felt unidentified contact on floor. Found cracked search light housing confirming bird strike. Mechanic inspected, housing replaced. 2<sup>nd</sup> strike in area in a week at approximately same time of morning. [Concern]

**24 September 2012 MD369FF N911BL.** Las Vegas Metropolitan Police Dept., Nevada. Was damaged when it crash-landed and rolled on its side in an unpaved area at the North Las Vegas Airport, during a "training incident." Suffered substantial damage to airframe and drive train. [Media/FAA]

## FLIGHT SAFETY

A 77 page Australian TSB report into a 2009 air ambulance ditching has been issued. The 2009 ditching of an air ambulance flight by Pel-Air in the sea in the middle of the night just before its tanks were going to run empty on a flight where it was inadequately fueled for its mission has been released.

On 18 November 2009, the flight crew of an Israel Aircraft Industries Westwind 1124A aircraft, registered VH-NGA, was attempting a night approach and landing at Norfolk Island on an aeromedical flight from Apia, Samoa. On board were the pilot in command and copilot, and a doctor, nurse, patient and one passenger.

On arrival, weather conditions prevented the crew from seeing the runway or its visual aids and therefore from landing. The pilot in command elected to ditch the aircraft in the sea before the aircraft's fuel was exhausted. The aircraft broke in two after ditching. All the occupants escaped from the aircraft and were rescued by boat.

The requirement to ditch resulted from incomplete pre-flight and en route planning and the flight crew not assessing before it was too late to divert that a safe landing could not be assured. The crew's assessment of their fuel situation, the worsening weather at Norfolk Island and the achievability of alternate destinations led to their decision to continue, rather than divert to a suitable alternate.

The operator's procedures and flight planning guidance managed risk consistent with regulatory provisions but did not minimise the risks associated with aeromedical operations to remote islands. In addition, clearer guidance on the in-flight management of previously unforecast, but deteriorating, destination weather might have assisted the crew to consider and plan their diversion options earlier.

The occupants' exit from the immersed aircraft was facilitated by their prior wet drill and helicopter underwater escape training. Their subsequent rescue was made difficult by lack of information about the ditching location and there was a substantial risk that it might not have had a positive outcome.

As a result of this accident, the aircraft operator changed its guidance in respect of the in-flight management of previously unforecast, deteriorating destination weather. Satellite communication has been provided to crews to allow more reliable remote communications, and its flight crew oversight systems and procedures have been enhanced. In addition, the Civil Aviation Safety Authority is developing a number of Civil Aviation Safety Regulations covering fuel planning and in-flight management, the selection of alternates and extended diversion time operations.

This accident reinforces the need for thorough pre- and en route flight planning, particularly in the case of flights to remote airfields. In addition, the investigation confirmed the benefit of clear in-flight weather decision making guidance and its timely application by pilots in command. [Crikey]

## PEOPLE

Sky Watch, the Civil Air Patrol in the UK has appointed Dave Unwin as its national press officer. Dave, a very experienced pilot, is well known as an aviation journalist. He is currently the flight test editor for PILOT magazine and was formerly the editor of Today's Pilot.



See you all at  
**Police Aviation Asia 2012**  
Kuala Lumpur, Malaysia

Tel: +44 (0) 1628 660 400 • Fax: +44 (0) 1628 660 622 • [www.tangentlink.com](http://www.tangentlink.com)

**THIS MONTH IN  
KUALA LUMPUR**



## EVENTS

### ILA BERLIN

The **ILA Berlin Air Show** takes place every two years, and is organised by the Bundesverband der Deutschen Luft- und Raumfahrtindustrie (BDLI).

Billed as one of the world's largest and oldest aerospace trade shows, having first been held in Frankfurt-am-Main in 1909. ILA 2012 took place in the new Berlin ExpoCenter Airport at Schönefeld, 2km from the previous exhibition space and 18km south-east of Berlin. This year was supposed to have marked the bringing into service of the new airport; that event being delayed by a significant period was a major embarrassment to the authorities.

Naturally the organizers of the event - the debut event of the International Air Show ILA 2012 on the new exhibition grounds at Berlin ExpoCenter Airport – claimed the show was an unqualified success. As we know, nowhere is that good!

ILA say exhibitor numbers were the highest in the show's 100-year history, with 1,243 exhibitors from 46 countries (2010: 1,153 / 47) providing an outstanding display of high-tech products from all parts of the aerospace industry. As at the last ILA, around 230,000 trade visitors and members of the public came to find out about the products and services being exhibited. Over the course of the show they were able to enjoy a programme that featured a total of 36 hours of flying displays. At 125,000, trade visitor numbers remained high. 3,600 members of the media from 65 countries provided written and broadcast coverage of events at the Berlin Air Show, ensuring it received worldwide attention.

But what was it really like?



The main static with rivals—Bell 429 and EC145 operating flights



The Eurocopter static included this Police HEMS EC135



The BundesPolizei indoor static in the Helicentre Hall included some interesting airframe exhibits—some for sale



This exhibit was a blast from the past. The large turret is a 1980s Marconi Heli-Tele that we last recall on the Met Bell 222s!

All images this page © PAR

For many this year's show was a disappointment. Much of it was probably not being used to the new site – the old one had taken on a cosy feel and people do not like change – but there were some other things including the access roads still being a building site and an all too strange cataloguing system.

Was I the only one not realise that the only way you could find a company was to first guess which of the half dozen buildings they were in and then hope that you could recognise the host name of the booth. There was



The main static included the Eurocopter X3. The type flew in the displays.

a lot of 'co-habiting' going on with two and three companies together with only one having a visible name board. Finding strangers was difficult but there were some great surprises of faces apparently in the wrong place. Catalogue numbering was simply wrong.

Although the organisers figures sought to disprove it, this year was judged by many to be quieter but whether that was about the new less compact location, the declining economies or the weather no one was making any guesses. Perceptions do not always reflect the truth.

One surprise among the booth spaces appearance was MD Helicopters, there were no aircraft though. From what I learned there

it seems we can expect some movement on new customers for the Explorer in a few weeks. MD still have a handful of TAI built airframes in stock at Mesa and fully expect production to restart in Turkey before too long.

In contrast Bell were there with their European 429 demonstrator configured as a HEMS aircraft in the static but did not appear to have taken booth space, as stated that aspect was difficult to judge though as many exhibitors – even household names - simply shared booth space. If you went looking for Honeywell, Powervamp or Wescam you would find that they were all exhibiting on the tiny *Telemeter Electronic GmbH* booth and were far from obvious simply because they had to hover in the nearby public areas. Bell seemed happy enough on the flight line and was undertaking demonstration flights to customers and the media.

The German Federal Police had their customary display area in the Helicentre display hall — they make a major move to enhance their public image at ILA but on this occasion 'prior last minute engagements' resulted in them not being able to take up their space in the flight line static on the public days of the show. The Helicentre aircraft was an EC135, the static was to have included Super Puma's.

An interesting aspect of the police exhibition was that they were 'selling off' time expired airframe parts reconfigured as gifts for charity.

The next ILA will again take place at Berlin ExpoCenter Airport from 20 to 25 May 2014. [ILA/ PAR]



No not really. Although this type is a police aircraft in Burkino Faso, Africa there are no signs that police in Germany are to adopt XENON light autogyros in the near future.

## ATTRACTIVE OPTIONS

Latest edition available worldwide on-line  
Downloadable PDF in handy size no need to read on-line  
Easy crew room print-outs  
Full 12 months archives at the click of a mouse  
Research data files freely available on-line

**NO SIGN UP NO HIDDEN CHARGES**







Last month *Helihub* ran a story stating that the Helitech Show is likely to move from its customary regular spot in temporary tents at the Imperial War Museum airfield at Duxford, Cambridgeshire, to the permanent indoor ExCeL conference centre in the London Docklands. Under the revised name of "Helitech International", the show still appears to be scheduled for 24-26 September 2013 – the same dates previously quoted and advertised widely for Duxford.

Although nothing has been confirmed the evidence uncovered by Jeremy Parkin of *Helihub* is compelling.

The ExCeL conference centre where the DSEi arms exhibition has been held for some years will provide a handy route in and out for European visitors with London City Airport nearby, but is seen as a difficult place to access for those living in the UK. London City's proximity is also a great problem – the threshold of runway 09 is just 500m east of ExCeL's buildings, and the extended centre line passes less than 100m to the south. The airport will provide an air show of sorts but not involving aircraft in the class of those inhabiting historic Duxford.

Helitech International would have no visitors by air, no demonstration flights and it's likely that all show helicopters will need to arrive and depart by road. A major step backwards, and a decision which flies in the face of the success of the active airfield location both at Duxford and Redhill in earlier years. [Helihub/PAR]

#### COMING UP THIS MONTH

**10-12 October 2012** ALEA Regional Safety Seminar, Canadian Region, Richmond Hill, Ontario, Canada Contact Robert O'Quinn [roquinn@alea.org](mailto:roquinn@alea.org) [www.alea.org](http://www.alea.org)



BORDERPOL, the World's Border Organization, have announced the latest experts and border agency participation to the high profile conference, with new speakers participating in the inaugural conference in London this October talking about border protection issues and challenges.

Mr Doug McLellan, Assistant Director, Maritime and Aviation Operations, UK Border Force, UK

Mrs. Irena Vojackavo-Sollorana, Director, Department of Migration Management, International Organization for Migration, Switzerland

Ms Andreea Niculiu, Head of Service (Directorate) for European Affairs and International Relations, Border Police of Romania

Mr Luis Gouveia, Borders Central Director, Immigration and Borders Service - Ministry of Interior Portugal

Graham McIntyre, Chairman, National Security & Resilience Consortium and Director, Newman Spurr, UK

Keith Best, Vice Chair of European Council for Refugees and Exiles and Chief Executive of Freedom from Torture, UK

With the new UK Immigration Minister, Mark Harper MP, and the new UK Head of Border Force, Tony Smith, also confirmed as keynote speakers, the conference is anticipated to deliver excellent thought provoking discussion and debate on the future of international border management and protection. [www.borderpol-event.org](http://www.borderpol-event.org) Neil Walker, Events Director Email: [neil.walker@borderpol.org](mailto:neil.walker@borderpol.org) For exhibition and sponsorship opportunities contact: Tony Kingham, Communications Director Tel: +44 (0) 20 8144 5934 E-mail: [tony.kingham@worldsecurity-in-dex.com](mailto:tony.kingham@worldsecurity-in-dex.com)

**16-17 October 2012** Anti-Submarine Warfare, Kuala Lumpur, Malaysia Debating the dramatic rise of underwater stealth capability of regional powers [www.tangentlink.com](http://www.tangentlink.com)



**18-19 October 2012** Police Aviation, Kuala Lumpur, Malaysia. Discussing the technology, training, tactics and challenges that Police Aviators face when dealing with Airborne Law Enforcement.

His year the Chairman is to be General Dato' Seri Abdullah bin Ahmad, former chief of Royal Malaysian Air Force. The opening session will include presentations from senior Royal Malaysian Police Air Unit figures. International police related presentations will be from New South Wales, Australia, Hong Kong Government Flying Services, Jordan Gendarmerie, Los Angeles Police, French Gendarmerie, Abu Dhabi Police and the Philippines.

Industry are taking their part and there will be presentations from Airborne Technologies, Churchill Navigation, Eurocopter, RUAG, Russian Helicopters, Sikorsky and Viking Air.

[www.tangentlink.com](http://www.tangentlink.com)

**22-24 October 2012** Association of Air Medical Services [AAMS] Annual Conference and Exposition. Location Seattle, Washington, USA. not decided The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). [www.aams.org](http://www.aams.org)

**23-26 October 2012** BEZPEKA/IFSEC International Security Expo., KyivExpoPlaza, Kyiv, Ukraine. Security professionals and 161 exhibitors from 8 countries attended BEZPEKA 2011. The event is supported by ministry branches, state agencies, and local industry associations. Visa free entry into the Ukraine for EU and members of the Commonwealth of Independent States (CIS). [www.ifsec.co.uk](http://www.ifsec.co.uk)

**1-3 November 2012** IFSEC India ExpoCentre Noida, New Delhi, India. [www.ifsec.co.uk](http://www.ifsec.co.uk)

**6-8 November 2012** Dubai Helishow Incorporating Military & Homeland Security and Air Medical & Rescue. Dubai Airport. Contact details for the organizers, Mediac Communications, PO Box 5196, Dubai, UAE: UK Office Julia Cuthbert Tel: +44 (0) 1293 823779 Fax: +44 (0) 1293 825394 Cell: +44 (0) 7734 563324 [www.dubaihelicoptershow.com](http://www.dubaihelicoptershow.com) [www.dubaiairmedical.com](http://www.dubaiairmedical.com)  
[www.homelandsecuritydubai.com](http://www.homelandsecuritydubai.com)



**POLICE AVIATION**

**tangent LINK**  
STRATEGIC HOST SPONSOR

**Together ahead. RUAG**

# Police Aviation Conference and Exhibition

**22nd – 23rd October 2012**  
**Kuala Lumpur Malaysia**

ASSOCIATE SPONSORS

**Sikorsky**  
A United Technologies Company

**EUROCOPTER**  
HELICOPTERS

ASSOCIATE SPONSORS

**RUSSIAN HELICOPTERS**

**VIKING**

SPONSORS

**AIRBORNE**  
TECH-SUCCESS

**CHINESE HILL**  
AVIATION

STRATEGIC MEDIA PARTNER

**fire net**  
CROSS-INDUSTRY

**MAI**  
waypoint

**Tel: +44(0) 1628 660400 • www.tangentlink.com**



**AeroExpo UK**  
THE UK'S FESTIVAL OF AVIATION 2013

31 MAY - 2 JUN  
SYWELL  
UK