

# Police Aviation News

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PAR

## 200th Issue



## UK Children's Air Ambulance displays its wings for first time

## AAA reaction

pages 10-11

A touch of the summer. Eurocopter EC135 of the Polish Medical Air Rescue HEMS fleet on display at this year's ILA Show in Berlin, Germany.

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## EDITORIAL

This issue marks the 200<sup>th</sup> regular issue of Police Aviation News – to which should be added a range of Special Editions over the years. Out there among the readership are people – just a few – that have read this magazine regularly since day one back in 1996, two hundred months ago. They must be a hardy bunch but they seem to know what they wanted and usually found it here in these pages. Thank you for your ongoing support.

Whilst I seriously doubt that there will be another 200 issues under my Editorship I am willing to give it a try. I only hope that the varied audience can keep up with me!

# 200 ISSUES

Bryn Elliott

## LAW ENFORCEMENT

### KENYA

**POLICE AIR WING:** The Kenya police are said to be contemplating suing Eurocopter for delivering a different model of the helicopter other than one they ordered. The police received a AS350B3e which is the latest production model but the police case is that they ordered the AS350B3. The aircraft crashed in Ngong killing Internal Security minister Gorge Saitoti his Orwa Ojode and four other government officials earlier this year. [KBC]



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## UNITED KINGDOM

NPAS: Just as the last issue was going to press it was reported that one police authority was about to send a delegation to meet with the National Police Air Service lead Alex Marshall after refusing to sign a national collaboration agreement to replace its helicopter with a fixed-wing aircraft.

Dyfed-Powys Police Authority refused to agree to the deal, which would replace the force's AgustaWestland AW109E Power helicopter with a proposed fixed-wing aircraft to be shared with South Wales Police and Gwent Police from 2014.

The force has said a helicopter is needed to police its area, the largest of any force in England and Wales, due to its mountainous and remote terrain.

Chairman of Dyfed-Powys Police Authority, Cllr Gwyn Hopkins, said: "The Dyfed-Powys Police helicopter has been used in the search for missing 5-year-old April Jones and is a sad but important reminder of why the Force should retain its helicopter.

The 'Authority cited the Tecnam fixed-wing aircraft trial in May this year as 'confirming' that the aircraft had very few positive features when operating in the Dyfed-Powys terrain, spending 80% of its time manoeuvring and only 20% locating lost or injured individuals. The main drawback cited was its inability to land and hover and its weather minima.

Between July 2011 and September 2012 the A109 was required to land for operational purposes 111 times, 51 being to rescue people in life or death situations.

Despite Policing and Criminal Justice Minister Nick Herbert creating a statutory instrument under the Police Reform and Social Responsibility Act obliging all forces to sign up to take part in NPAS in June large number have still to sign up. [Media]

*Ed: The original NPAS plan did not include any replacement for the current helicopter. The police case is weakened by the actual availability of the AW109. Although the helicopter is fully SPIFR equipped daily and annual unit hours are relatively low and mainly confined to daylight due to the main to crewing costs.*

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*The whole concept of NPAS is that when there is a need for a helicopter one, or more, will be brought in. That should greatly increase overall helicopter availability – well beyond the meagre 400 hours or so currently enjoyed by the people of Dyfed.*

*Police Authorities have been phased out. On November 15 there were elections to replace the various PA's with Police and Crime Commissioners [PCC's] and these became active from November 22. In theory the new powerbase could rescind everything the PA's set up overnight but in actuality it will be months before they will be able to act, even if they were inclined.*

**SOUTH YORKSHIRE:** Every November normally clean shaven men across the world are sponsored to grow moustaches. It is an ever growing movement that reputedly started in Australia in 2003. Since that time *Movember* has represented a men's health message that has spread across the globe. Movember currently runs official campaigns pretty much across the Western World currently being active in Australia, Austria, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Hong Kong, Ireland, the Netherlands, New Zealand, Norway, Singapore, South Africa, Spain, Sweden, Switzerland, the UK and the USA so highlighting the fund raising activities of just one police air unit is simply because they made sure I knew!

The South Yorkshire Police helicopter unit, a ten-strong team, including two pilots, two sergeants, a maintenance manager and five police observers, are pleased at the amount of cash they have raised for the charity event.

As PAN went to publication late last month they had raised over £700 which will go to prostate and testicular cancer charities.

The members of the air support unit have used Twitter to keep their followers up to date with the growth of their moustaches and have posted pictures of their normally absent facial hair growth. Most are now happy December has arrived as it will allow them to shave off the itchy growth and return to normal!

This is the first year the unit has supported Movember, they were given the idea by some of the roads policing team did it last year and thought it would be something fun to do for a good cause.

They have had massive support from friends and family as well as the large number of followers on Twitter who found plenty of Movember reminders among the regular updates on operational tasks. [www.movember.com](http://www.movember.com) Follow them on Twitter at @SYP\_AirOps



## UNITED STATES

**FEDERAL:** Lockheed Martin delivered the US Customs and Border Protection's sixth Mid-Life Upgraded P-3 Orion on November 9, about 40 days ahead of schedule. This upgrade was completed in 11 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. [LM]

**ALASKA:** Alaska Department of Public Safety has purchased an AS350B3e to support operations of the Alaska Wildlife Troopers and State Troopers. The new AS350B3e will be based in Fairbanks, Alaska, bringing enhanced capabilities to the agency's existing helicopter fleet, which also includes a ten-year old AS350B3 N911AA.

The AS350 B3e is the latest version of the AStar family and brings a new Turbomeca Arriel



2D engine that delivers a higher cruise speed and is equipped with a new dual-channel FADEC and Engine Data Recorder, which enhance safety and system management.

The Alaska Department of Public Safety utilizes its helicopters to support operations throughout the State of Alaska, and they supplement a large fleet of fixed-wing aircraft. Since most areas of Alaska are not accessible by roads, the agency's fleet acts as a force multiplier for troopers on the ground – all with the goal of providing a safe and secure environment for the citizens of the State of Alaska. [AEC]

**ARIZONA:** The Phoenix Police Department provided their newest AS350B3 for use in American Eurocopter's Trakkabeam A800 Searchlight System certification project. The Phoenix PD and their Air Support Unit is already using the A800 searchlight in daily patrol operations in support of their officers on the ground.

Last month American Eurocopter issued a Supplementary Type Certificate (STC) with concurrence from the FAA for the installation of the Trakkabeam A800 Searchlight System on the AS350B3 helicopter. The A800 searchlight, as installed, provides a compact and modern solution for law enforcement and other operators.

Advantages of the Trakkabeam A800 searchlight include its modern design, light weight and an intense Xenon lamp which provides uniform intensity across the entire illuminated area. The A800 installation includes slaving capability to the camera system of the operator's choice. The searchlight system utilizes a quick-change method of installation for the external provisions, allowing the light and its supporting structure to be removed or installed

## “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!

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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

in a matter of minutes. A console mounted control and cyclic-mounted switches allow full manipulation of the searchlight from either the pilot or co-pilot's station.

*From left to right: Paul Apolinar, Chief Pilot, Phoenix PD; Lt. Pat Tortorici, Unit Commander, Phoenix PD; Ed Van Winkle, American Eurocopter's Sales Manager for Airborne Law Enforcement.*



"Assisting with the Trakkabeam STC was an exciting project for the Phoenix Police Department," said Lt. Pat Tortorici, Air Support Unit Commander. "Testing and implementing a new searchlight technology not only benefits our agency, but the Airborne Law Enforcement community as a whole." [AEC]

**CALIFORNIA:** This year has seen a number of significant changes in air operations for Fontana and Redlands. Last month Fontana Police took delivery of a new Robinson R66 turbine police helicopter at its hangar at Rialto Municipal Airport; the current piston powered R44 was bought in April for \$415,000, another \$85,000 was spent on equipment.

The turbo-powered helicopter won't be operational for a month, because its pilots need to be trained on its flight characteristics.

Since September the Redlands Police Department has been sending its single-engine Cessna 172 over to Fontana to help out with daytime aerial surveillance, and the Fontana Police Department has been sending its R-44 to assist with patrol work in Redlands, mostly at night.

The six-month long air support cooperation experiment was initially based on a verbal agreement but a formal written agreement between the two cities is being developed for future use. The driver for the deal is both budgetary and the inspiration of the police departments themselves.

The money for the helicopter acquisitions came from drug asset forfeitures rather than the

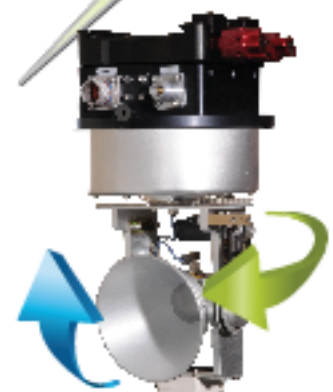
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city's general fund. It was the asset-seizure fund that funded the \$300,000 down payment on the cost for the R-66. The Robinson costs over \$1M new and the fund will be paying the \$72,000 annually for its long-term lease.

In a further cooperation move the cities of Colton and Rialto are contributing one officer each as flight observers for the operation; Rialto also provides the hangar space. The contributions will ensure they each get a share of the air support from what is now effectively a three aircraft operation. The helicopters will provide response work and the small Cessna is ideal for surveillance as it flies almost invisibly at 2,500 to 3,000 feet.

In the three months from June to September, the Fontana R44 helicopter responded to 589 calls for service in the three participating cities and was first on scene on 262 occasions. It assisted in 151 arrests. [SBSun]

WASHINGTON: It is not a new story in the USA – similar instances have surrounded the use of FLIR cameras on helicopters in the past and have never really gone away. In Seattle it has been reported that the use of light drones has been causing concern with the civil liberties sector.

The US Government may be trying to push forward with unmanned craft in civil airspace but the project is hampered by safety issues as well as the civil liberties problems.

The recent push for unmanned police aircraft in several cities is being driven by grants from Homeland Security, and the city found more than \$80,000 to buy a pair of lightweight quad helicopters in 2010. The lighter craft present few problems with the FAA – most of them are designed to be light and 'soft' enough for them to hit a pedestrian without the slightest injury – but when it comes to observing what people might be doing in the privacy of their own property, as was the case with FLIR, there are issues about the limits of police search powers.

Some of the problem is said to read across from the actions of pilotless military craft undertaking covert strikes in war zones. The mere fact that large drones are bombing people muddies the waters for the tiny machines that can carry a small camera in the eyes of the uninitiated.

In a Seattle community meeting where police presented plans to deploy their two remote-controlled helicopters the gathering erupted into yelling and chanting of "No drones!"

The two Draganflyer X6 remote-controlled miniature helicopters purchased by Seattle have so far been mostly grounded, restricted to training and demonstration flights. Equipped to carry video, still and night-vision cameras, they can remain aloft for only 15 minutes at a time before their batteries run out.



## AIR AMBULANCE

### CANADA

BRITISH COLUMBIA: Prince George, BC - based Northern Thunderbird Air (NT-Air) has taken delivery of a new Hawker Beechcraft King Air 350 to be placed into air ambulance service. The aircraft was delivered in early September and taken to the Hawker Beechcraft Services (HBS) facility in Wichita, Kansas, to be fitted with equipment to enhance air ambulance missions throughout British Columbia.

Air ambulance role fit being installed at Wichita include: Provisions for dual LifePort, Inc. Advanced Life Support System medical beds. Each bed is equipped with oxygen, vacuum and compressed air, as well as lighting and inverters to provide AC power for medical equipment; Two storage cabinets; Max-Viz EVS-1500 enhanced vision system that will provide the aircraft with enhanced safety operating from remote, isolated fields by giving the flight crew improved visibility in ground operations, as well as in flight operations at night



and in other poor visibility conditions; Skytrac Automatic Flight Following (AFF) delivers aircraft location to the destination hospital thereby allowing the hospital to be prepared when the aircraft arrives. Skytrac also provides voice and text communications between the air and ground via Bluetooth connectivity/interfacing with iPhone, Android and BlackBerry smart phones; Stormscope integrated into the multi-function display to complement weather radar data with lightning strike information, providing more complete information to determine the potential for turbulent weather; Three cabin chairs with a work table and custom interphone stations to allow the medical crew to easily communicate with the on-board flight crew. [Canadian Skies]

## HUNGARY

**HEMS:** The operation has recently taken delivery of equipment made surplus by the UK's Essex and Herts Air Ambulance Trust (EHAAT). The British operation recently upgraded to state of the art ZOLL® X Series™ Patient Monitors and donated two older generation Schiller patient monitors to Dr Peter Temesvari, Medical Director of Helicopter Emergency Medical Services (HEMS) in Hungary.

Before being appointed Medical Director of Hungarian HEMS, Peter Temesvari was a HEMS Doctor at EHAAT for a year starting in January 2009, working with HEMS Pilots and Critical Care Paramedics to provide expert clinical care to patients that need it the most. Following this he moved to London's Air Ambulance for six months as a HEMS Registrar before returning to his homeland and taking up his current role at Hungarian HEMS, an organisation providing seven Air Ambulances within Hungary.

*As Hungary is a country with a much lower income than the UK, the medical equipment that is withdrawn from service at UK HEMS services can still serve the Hungarian public for years. Hungarian HEMS already has in service several of the Schiller Argus monitors identical to the ones that EHAAT has stopped using, so integrating the donated monitors will not be a problem.*



Lyn Curry, EHAAT Finance Director with Dr Peter Temesvari, Medical Director of Hungarian HEMS

E&HAA

## IRAQ

**MINISTRY OF HEALTH:** Last month the Iraqi MoH signed a memorandum of understanding with the German government to import seven modern air ambulance aircraft, creating a new air ambulance operation in the country.

The aircraft are expected to arrive in Iraq within a few months and to enter into service in Baghdad. Throughout the coming two years, more will arrive to cover other areas.

## KAZAKHSTAN

Another new air ambulance service is that in Kazakhstan which is current in its first year of operations. More than one thousand people of Kazakhstan have received emergency medical aid from the national air ambulance centre in the past ten months. The 'Salamatty Kazakhstan' emergency service has already made 850 flights from four cities of the republic, namely Astana, Atyrau, Almaty and Kyzylorda. Future plans include the establishment of regional air ambulance centres in every region



By the end of this year, the national air ambulance centre will open its air ambulance helicopter fleet. This year, it is planning to buy five aircraft, and by 2014, the number will increase to 16. The fleet is to be Eurocopter helicopters.

A TV programme launching this story used two EC145 helicopters UP-ECO13 and 15 as a backdrop.

## SOUTH AFRICA

It has been alleged that the actions of single person stopped an injured teenager receiving early treatment after a fatal car crash. KwaZulu-Natal health MEC Sibongiseni Dhlomo apparently commandeered an air ambulance, delaying the arrival of 15-years old Asheen Maharaj at a Durban hospital.

He was the only survivor of a family of four and was found to be brain dead. The road trip takes more than half an hour so an air ambulance was called. The nearest machine was not available because the health MEC was using it. Another had to be sent from Richards Bay an hour away. The boy was taken by road.

Dhlomo told an enquiring newspaper he was a medical doctor and could use the helicopter as he saw fit. He would not say what he had used it for. [Tribune]

## SPAIN

ALICANTE: The Alicante province no longer has a dedicated air ambulance that covers the area, the contract and funding for the project comes to a close.

Air support for emergencies will be left in the hands of a single helicopter which is designated to fire fighting duties, but is capable of being equipped and staffed for the transfer of medical emergency passengers, if needed. Refitting the aircraft takes around 50 minutes, not considered a viable option in an emergency. There is also an air ambulance based in Valencia which is available for emergency calls, but the response time for that aircraft is more than an hour.

It is expected that the service shortfall might be resolved next year, a tender process being started for a new air ambulance in February. Plans for this are unclear.

Until this year the province had a specific rescue and medical transportation helicopter with 20 years of history. Funding for the helicopter a doctor, nurse and other staff was withdrawn last January. After a few months without the service, the Ministry of Interior adapted the fire fighting helicopter already operating in the province for medical transportation. After five months of operating there had been fewer rescues and emergencies than ever, which prompted the withdrawal of the facility.

Meanwhile, the DGT traffic department, with their arsenal of 21 helicopters, are still expanding their patrol network, for both monitoring and maintaining the flow of traffic on the roads, as well as the implementation of air based speeding check points, with the hope of issuing more fines with their new, state of the art technology. [Leader]

## UNITED KINGDOM

NATIONAL: A Member of Parliament from Northumberland, Guy Opperman, has formed the first ever All Party Parliamentary Group in support of air ambulances.

The first meeting of the group, which will be chaired by the Member for Hexham has taken place in the House of Commons and more than 30 MPs have signed up so far to represent the interests of the vital service in Parliament.

They will continue the VAT debate – an e-petition was lodged earlier this year asking for the Air Ambulance Service to be exempt from paying VAT through an arrangement with the Treasury.





Work in progress: The AgustaWestland A109S Grand landing at Battersea Helipoint in London. This was one of several PR appearances ahead of its 2013 introduction to service.

**CHILDREN'S :** The Air Ambulance Service [TAAS] contracted with Sloane Helicopters for a third AW109 G-HEMZ from 31<sup>st</sup> October, with the addition of AW109E Power G-MEDX to the fleet, based at East Midlands Airport. The other Power G-RSCU and the re-liveried AW109S Grand [G-HEMZ] for TCAA are based at Coventry.

Duran Duran star, Simon Le Bon, lent his support to The Children's Air Ambulance [TCAA] when it was officially launched at the Barclay's London Helipoint in Battersea in late October. In a controversial project the TCAA service is designed to transfer critically ill children from general hospitals to Paediatric Intensive Care Units across England and Wales, or help move specialist paediatric teams across the country.

The service reportedly needs a further £545,000 to begin delivering its life-saving service and then a further £134,000 required per month to maintain the service. This money will be spent training staff and kitting out the helicopter to launch the country's first dedicated Air Ambulance service.

Operating under the umbrella service of TAAS, TCAA is benefitting from the existing medical, aviation and core fundraising capabilities running the Warwickshire & Northamptonshire Air Ambulance and the Derbyshire, Leicestershire and Rutland Air Ambulance.

*Ed: Although it looks from this wording as if TCAA is up and running, a separate statement from Sloane Helicopter's the supplier of the AW helicopters suggested that the additional airframe, the AW109S, is not to be available until early next year. The Grand was due for delivery to TAAS as a 'normal' air ambulance anyway, there were earlier reports of it having the option of a winch, it just appears that the opportunity is being taken to add additional paintwork and suggest it is already a dedicated neonatal fit.*

In response to the renewed launch PR for TCAA Clive Dickin of the Association of Air Ambulances issued a statement: -

Air ambulance charities across the country are warning that the launch of a new air ambulance operation could lead to a reduction in air ambulance provision and public confusion.

The concerns are raised in advance of the launch of a national children's

**Erratum:** Last month PAN stated that Great North was no longer a member of the AAA. This has subsequently proven to be an error for which The Editor apologises.



air ambulance based in the Midlands.

The Association of Air Ambulances, which represents the majority of air ambulance charities and ambulance services throughout the UK, says the proposed service is a retrieval service based on the current Paediatric Retrieval Service provided by the NHS. It is not an emergency service unlike all other air ambulance operations.

Clive Dickin, said: "There is currently no clinical evidence to support the provision of an enhanced service above the one already provided through public funding. Whilst the current service does very occasionally request a patient to be airlifted, it always uses the established network of air ambulances, military aircraft or private air ambulances.

"The proposed Children's Air Ambulance (CAA) is to be based at Coventry Airport. While this is a central location, to use this aircraft to transfer a seriously ill child from say Somerset to London, the Coventry based aircraft would have pass over five existing air ambulance aircraft, which simply does not make sense from either a time or cost perspective.

"For over 20 years, air ambulances have provided a highly regarded and professional service across the UK doing emergency and retrieval work. Working closely with their local NHS ambulance service, air ambulances are tasked on a daily basis to respond to a variety of incidents, including paediatric referral cases.

"The clinical need for a dedicated air transport system is being reviewed by the Association's Clinical Sub Committee, but to date, no clinical need for this new service has been identified.

"What is also worrying is that the pre-advertising of this service as a 'national' one has led to confusion amongst members of the public which will ultimately almost certainly lead to a drop in fundraising for all charities.

*Ed: Last month's Editorial making repeated mention of the slow manner in which the Association of Air Ambulances was tackling issues in the industry not universally popular! Coincidentally and regardless of those harsh words the AAA issued the first press release I have ever known to have addressed the issues the organisation faces. For this the credit should go to the relatively new CEO of the AAA Clive Dickin, the Editorial and his Press Release effectively 'crossed in the post' so I make no claims for nudging it from Mr Dickin. I can only hope that under his leadership the AAA continues to both prosper and make its opinion known on industry issues. There have been recent changes in the AAA structure including bringing in Associate Members from industry and commercial [fixed wing] air ambulances and these might make the organisation stronger and more pro-active.*

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*The history of similar organisations over the past decade – since the Automobile Association started meddling in air ambulance operations - has not been a chronicle filled with too much credit so anything the new CEO can do to remedy this has to be good. It will not be a smooth ride for his ideas though, already the bringing in of Associate Members has been criticised by those that have already left the AAA and appear not to have any plans to rejoin anytime soon.*

*The recent AGM of the 'Association was reported to have been better attended than in recent years and the business positive.*

**HELP APPEAL:** Last month Southampton General Hospital and the Helicopter Emergency Landing Pads Appeal (HELP Appeal) were able to celebrate the first anniversary of the hospital's onsite helipad. This life saving piece of equipment, which officially opened on 17<sup>th</sup> November 2011, received its first two patient landings within hours of being declared open and fit for purpose. It has since helped to significantly speed up transfer times for well over 300 critically ill and injured patients, averaging almost one landing per day.

The most common time for landings within the first year has been between 9am and 6pm with statistics showing that there have been 253 landings to date between these times. Fridays and Sundays have generally seen the most traffic with 41 and 40 landings respectively between November 2011 and November 2012. The most common patients to use the helipad have been those with major trauma followed by those with severe medical conditions such as heart attacks. As expected, Hampshire and Isle of Wight Air Ambulance has been the most frequent user with 206 landings. However, the Coastguard, Dorset and Somerset Air Ambulance, Thames Valley and Chiltern Air Ambulance, the RAF, the Police and many others have all also used the helipad.

Prior to having the onsite helipad patients travelling to Southampton General Hospital via air ambulance had to land at Lordshill playing fields before being driven the final two miles by road ambulance - a transfer that could use up to half of the 'Golden Hour'- the term commonly used for the first 60 minutes following critically illness or injury.

The County Air Ambulance HELP Appeal relies solely on charitable donations and does not receive a single penny in government funding or from the National Lottery. The HELP Appeal is part of an ongoing programme to raise the funds needed to construct or update existing helipads around the country and to ensure that all A&E hospitals have suitable helipad access in the future.

**ESSEX & HERTS:** Thanks to an appeal over the summer which raised over £14,000, the people of Essex and Hertfordshire are now benefiting from some of the highest standard pre-hospital cardiac care the World has to offer with new state of the art equipment on board the Essex & Herts Air Ambulances.

Essex & Herts Air Ambulance Trust (EHAAT) recently took delivery of three brand new ZOLL® X Series™ Patient Monitors each worth £25,000 and is the first Helicopter Emergency Medical Service (HEMS) in the UK to use this new cutting edge technology in conjunction with ZOLL's AutoPulse® mechanical CPR device during flight.

The monitors are used in all medical and trauma cases, both adult and children, attended by the Essex & Herts Air Ambulances, enabling the Air Crew to continue providing cutting edge, life-saving interventions to the sick and injured of Essex and Hertfordshire whilst ensuring patient safety and care is kept to the fore-front.



Pilot Nicky Smith, Dr Adam Chesters and HEMS Paramedic Erica Ley showcasing the ZOLL ©EHAAT



SCOTLAND: Scotland's first charity-funded air ambulance helicopter is to be based in Perth. The Scottish government and the Scottish Ambulance Service (SAS) have given the project the green light.

A new charity, Scotland's Charity Air Ambulance (SCAA), will work to raise the funds necessary to launch the emergency service on a BO105 early in 2013.

About £1.5m will be needed each year to fund the air ambulance, which will be based at Perth Airport at Scone in support of the existing NHS funded EC135s. [Media]

Gama Group, the global business aviation services provider, announced a wide range of major investment initiatives linked to the expansion of Gama's services at Glasgow Airport, Scotland.

Gama is introducing a number of new and improved services and facilities at Glasgow Airport to be implemented in spring 2013. These include the construction of a dedicated 1,600m<sup>2</sup> Gama Aviation hangar, executive aircraft handling terminal and enhancing the maintenance capabilities.

The Glasgow Operations Centre will provide a team supporting services to the Scottish Ambulance Service and NHS Scotland.

The hangar will house the dedicated Scottish Air Ambulance King Air aircraft and provide hangarage for up to Bombardier Challenger size aircraft from both the company and third party aircraft. When complete the hangar development will also provide a full base and line maintenance hangar facility, complementing Gama's engineering facilities in the London area.

The air ambulance service that has served the Northern Isles for 50 years has been commemorated by members of the Fresson Trust. They unveiled plaques at Kirkwall and Summargate airports to mark the anniversary.

The brass plaques will carry the names of all senior pilots who served the Scottish Air Ambulance Service over half a century.

WALES: The charity Wales Air Ambulance (WAA) has successfully launched its third Eurocopter EC135T2 helicopter to serve from Welshpool its mid Wales base. The new aircraft commenced operations on November 2, replacing a 20 year-old BO105 model.

The helicopter is leased from Bond Air Services Limited [BASL] and like all recent aircraft deliveries from BASL it is equipped for Night Operations. This represents a significant technological step forward for the Wales Air Ambulance Charity but there are no specific plans in place to undertake night operations pending the result of trials being undertaken by other



The charity now has a wholly  
EC135 equipped fleet of three  
©Wales Air Ambulance

charities in England.

Significantly the charity again highlighted it that it sees itself as the only 'Children's Air Ambulance' that Wales needs. Now that they have three new EC135s capable of carrying incubators they see their network of children's air ambulances for Wales as completed.

## UNITED STATES

CALIFORNIA: Calstar's much heralded fleet re-equipment with new Eurocopter EC135 helicopters will be a fact in the next few weeks, pending FAA clearances. The first aircraft will be EC135P2+ N832CS.

Disregarding that the old fleet included super quiet MD902s as well as noisier types the operator announced that the new aircraft is 50% quieter than the current helicopter and it is 7 dB below the ICAO standards. The figures were announced to placate a Californian population increasingly complaining about helicopter noise.



N832CS the first of 10 EC135 P2+ helicopters

MISSOURI: The newest helicopter in University Hospital's Staff for Life fleet went into service at the end of October. The MD902 equipped with the latest medical equipment, including in-flight cardiac monitoring, mobile blood testing and ultrasound, as well as state-of-the-art aviation equipment, including night vision and autopilot for the helicopter pilots.

University Hospital's helicopter service was mid-Missouri's first air ambulance, providing immediate medical care and rapid transportation for critically ill and injured patients. Since the first flight in November of 1982, the helicopter service has flown approximately 30,000 patient missions.

A specialized Children's Hospital transport team, consisting of a critical care nurse, respiratory therapist and pilot, also uses the helicopter to transport infants and children. Premature or ill babies are flown from rural hospitals throughout mid-Missouri to receive specialized care at the Level III Neonatal Intensive Care Unit, Paediatric Unit, Adolescent Unit or Paediatric ICU at MU Children's Hospital.

While the helicopters are staffed by medical crews from University Hospital, the helicopters themselves are owned and operated in collaboration with University Hospital by Air Methods.

*The aircraft is believed to be N906SC, serial 900-00112, reserved as N900UM. The aircraft was previously operated in Pennsylvania by Sky FlightCare [Helihub]*

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## CHINA

BEIJING: The Fire Fighting Department of Beijing's Public Security Bureau has taken delivery of an AW139 helicopter. This aircraft will perform fire fighting and disaster relief mission in and around Beijing as well as law enforcement missions in cooperation with the Beijing Police.

This latest delivery further expands AgustaWestland's presence in the Chinese public utility market where the company's comprehensive range of dedicated products perform several roles including fire fighting, rescue and disaster relief. Chinese operators using AgustaWestland helicopters for these tasks also include Guangxi Province and the Public Security Bureau of Nanning, Ordos, Zhejiang and Shenzhen.

*Editor: the Beijing Municipal Public Security Bureau signed a contract for two AW139 medium twin helicopters earlier this year. The operator lost one AW139 in an accident in August last year. Beijing also operates three AW109 light twins to perform law enforcement, fire fighting and air rescue operations in and around Beijing.*

## UAE

DUBAI: Just days after the region hosted a High Rise Rescue Conference at the bi-annual Dubai Helishow local Civil Defence crews were evacuating a 34-story residential tower after raged through it.

The massive blaze saw flames shooting out of the building and charring the outside of the structure. As the fire was doused smoke drifted over a major high-rise development known as Jumeirah Lakes Towers on the southern edge of Dubai .

There were no casualties as a result of the incident.

[www.policeaviationnews.com](http://www.policeaviationnews.com)  
Emergency Services First



# SEARCH & RESCUE

## INTERNATIONAL

One of the most successful aviation conferences operated by the Shephard Conference Group was an annual Search & Rescue event operated alternately in the UK and East Coast USA. The UK venue was most successfully operated on the south coastal resort of Bournemouth. The event lost its way in recent years and earlier this year Shephard's Conference arm failed leaving only its media arm operating.

Now Tangent Link & Shephard Media are to revive the Search & Rescue Conference and bring it back to Bournemouth in 2013.

Tangent Link, a leading defence, aerospace and humanitarian conference company based in the United Kingdom and set up years ago by staff that had learned their trade with Alexander Shephard has partnered with Shephard Media to re-launch the SAR event.

Themed "The future missions and technologies of global Search & Rescue" it will be held on the 4th-5th June 2013 intent on attracting a global SAR audience.

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



Flight Demonstration off the front for an audience at the The SAR Conference, Bournemouth 2008. ©PAR

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## AUSTRALIA

**CUSTOMS:** Cobham has reached agreement with the Australian Customs and Border Protection Service to extend the existing Sentinel aerial maritime surveillance contract by 2 years. This £105M contract extension secures the contract until the end of 2021.

Cobham Aviation Services has been protecting Australia's borders since 1995 under a performance based service contract involving the full turnkey operation of 10 highly modified Bombardier Dash 8 maritime patrol aircraft that fly 2,500 missions and 15,000 hours each year.

Cobham CEO Bob Murphy commented: "We're very proud of the civil maritime surveillance service we provide in Australia and the positive relationship we have with the Australian Customs and Border Protection Service. This two year agreement extends our operation till 2021 and further underpins our business operations in this strategically important country, where we also provide contracted airline services for Qantas and fly in fly out services for numerous resource industry clients."

## SWEDEN

### MARITIME ADMINISTRATION:

AgustaWestland has now officially announced the signing of the contract with the Swedish Maritime Administration for seven AW139 helicopters. This contract was mentioned in last month's edition of PAN based upon local sources. AW has confirmed that the first helicopter is scheduled to be delivered in the spring of 2013 and the final one in 2014. [AW]



## UNITED KINGDOM

**NORTH SEA:** A North Sea Super Puma ditched in October and sent a wave of horror through the industry at a time when decisions on future UK SAR were being made. Within weeks Bond Offshore Helicopters returned six of its nine fleet back to service. The six are four crew change helicopters and two Search and Rescue helicopters.

In reaction to the event Eurocopter dispatched four technicians and four unaffected rotors shafts to Aberdeen, where they were installed into the gearboxes of the affected aircraft. The aircraft were then thoroughly tested and returned to service in the North Sea in accordance with the EASA Emergency Airworthiness Directive 2012-0225-E.

*Ed: The immediate technical problem may have passed but there are some lingering reports that some of the oil industry workers – the passengers – now have doubts about the type. Underlining those fears have been quick moves by Bristow to acquire additional Sikorsky S-92 helicopters to fill a perceived gap in 'safe' helicopters. Meanwhile the UK Air Accidents Investigation Branch have told Eurocopter to review the design of the main gearbox emergency lubrication system on the EC225 LP Super Puma. The company has undertaken to provide a fix in the first quarter of 2013.*

*The interim AAIB report can be read at [http://www.aaib.gov.uk/cms\\_resources.cfm?file=/S7-2012%20G-CHCN.pdf](http://www.aaib.gov.uk/cms_resources.cfm?file=/S7-2012%20G-CHCN.pdf)*

# INDUSTRY

On November 5 the **PremiAir Aviation Group** ceased trading at Denham, Bucks, after the airfield owners changed the locks on the offices and hangars. Denham's owners, Bickerton's Aerodromes Ltd, had a meeting with PremiAir in recent weeks concerning balances owed. As nothing was forthcoming after that meeting, Bickerton's took action. A notice on the doors from SIA Group is an indication that they have been instructed to recover the amount owed.

PremiAir is owned by Andrew Davis. Mr Davis owned the von Essen group of hotels, which collapsed in April 2011 after Lloyds Banking Group and Barclays called in administrators Ernst & Young after the group failed to make interest payments on its £250m debts. The hotels had been built up over 15 years, and were disposed of piecemeal over the last 18 months. Davis has just one hotel left from an original portfolio of 31 - the five-AA-star, 23-bedroom Forbury in Reading.

Another asset disposed of was Battersea Heliport in London. Spotlight firmly on PremiAir's main base at Blackbushe.

**GippsAERO**, the Australian manufacturing arm of Mahindra Aerospace and manufacturer of the GA8 Airvan utility aircraft continues to setup its support network.

The global spare parts and technical support network now includes Soloy Aviation Solutions for the USA market, Hawker Pacific for the Asian Region utilising its fifteen locations across Asia Pacific and the Middle East and Piper Parts GmbH, appointed to support all countries throughout Europe.

For the African market, Airvan Africa has been appointed as the experienced Aviation partner for parts distribution and technical support throughout all of Africa. Airvan Africa is situated in Port Alfred in the Eastern Cape of South Africa, and is also the exclusive aircraft dealer for GippsAero in South Africa.

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Not so long ago **AgustaWestland** were promoting their helicopter line via the Olympics and HM Queen Elizabeth II. Their latest coupe is being able to announce that their AW101 and AW159 Lynx Wildcat helicopters played star roles in Skyfall, the 23<sup>rd</sup> James Bond adventure, which had its world premiere in London in October 2012. Staring Daniel Craig as James Bond, Skyfall sees the AW101 helicopter performing several dramatic sequences in the film equipped with sky shouting and a search-light. [AW]



The **Night Vision Awards** selection committee presented its final Night Vision Awards for 2012 at the Air Medical Transport Conference held in Seattle, Washington.

The AMTC Night Vision Awards was – again - a great opportunity to celebrate leaders in night vision operations and showcase their NVG achievements.

Five Year Service Awards were given to St. Patrick's Hospital based in Missoula, Montana and Northwest MedStar based in Spokane, Washington.

A Ten Year Service Award was given to Asheville, North Carolina based Mission Health's Mountain Air Medical Airlift, (MAMA). MAMA was the first civil night vision based operation in the United States and pioneered the way for future operators.

The Irish Air Corp [IAC] was given the Community Awareness Award for their use of NVGs in 2011. In one night the unit was able to help apprehend five fugitives and save a woman stranded out in the Irish Sea.

The IAC shares the NVG capability with An Garda Síochána (Irish Police Force) Air Support Unit to which the Air Corps provides pilots and training.

Stat Medevac, a previous 5-Year Service Award winner was given the Mark of Excellence Award.

The Next Awards will be presented in Las Vegas at Heli Expo. Nominations are accepted year round. Any flight operation using any Night Vision systems is eligible for consideration. Award nomination packets can be downloaded or filled out at <http://www.nightvisionawards.com>. Operators must be present at Heli Expo in order to be eligible for entry for the awards at the show. Nominators are asked to submit photos, videos and stories about their use of Night Vision Systems along with their nomination form. Applicants are asked to email supporting materials to [scott@brandingiron.com](mailto:scott@brandingiron.com). A full list of previous winners and award description can be found on [nightvisionawards.com](http://www.nightvisionawards.com).

If ever someone thought that unmanned aviation was going to represent the cheaper option another manufacturer has added new doubts to that line of thought.

CAE announced the launch of its **UAS Mission Trainer**, at the Unmanned Systems Canada conference last month and gave it an eye watering price tag of at least \$1M!

The company said its new unmanned aircraft systems (UAS) training platform will fulfil its military customers' desire for a UAS training solution with the flexibility to change platforms or sensor packages if necessary within their simulation environment.

"Our UAS Mission Trainer was specifically designed as an open, flexible product ideal for individual, crew, or networked training," said Gene Colabatistto, president, military products, training and services at CAE.

Although CAE plans on marketing the UAS Mission Trainer primarily to military customers, it also plans on using it to demonstrate the benefits of using UAS in civil applications such as air mapping and weather surveillance.

**Sikorsky Aircraft Corp.** has received FAA approval to grant life extensions for the Main Rotor Hub on the company's S-92 helicopter. Sikorsky Aircraft will have the ability to utilise Health and Usage Monitoring System (HUMS) data to determine a one-time life adjustment for particular serial number main rotor hubs in accordance with a methodology accepted by the FAA.

The S-92 helicopter incorporates numerous safety features, including a flaw tolerant design, and Sikorsky continues to make safety and performance upgrades.

The life calculation of the S-92A™ Main Rotor Hub is significantly influenced by rotor blade centrifugal force and the number of Ground-Air-Ground (GAG) cycles. Based on Sikorsky's FAA-approved life calculation methodology, the recommended retirement time for the hub is 4,900 hours. Sikorsky engineering teams have developed a new method for managing the retirement time of the rotor hub. This FAA-approved methodology accounts for actual usage and permits a one-time life extension, while maintaining the same margin of safety.

**SkyIMD** producers of aerial imaging and ISR (Intelligence, Surveillance and Reconnaissance) solutions, announces that it has been selected to supply two SkyFusion Pak systems by the U.S. Southern Command (USSOUTHCOMM). The SkyFusion Pak aerial imaging systems will be installed on Maule Air, Inc. aircraft for use in US Air Force partner nation missions during training and counter drug operations. The company has also developed a special operations manual for the missions and will be providing specially-tailored training sessions.

Small, lightweight and portable, SkyFusion Pak can be deployed quickly and installed easily in the field on multiple aerial platforms. SkyFusion Pak includes a self-contained pod with an application-specific sensor and motorised control that is ready to be mounted on wing struts or belly. The system is configured with Sony electro-optical E/O imagers and FLIR sensors, to meet the needs of different applications. It also includes a touch screen flight control laptop computer that is customized and pre-configured with comprehensive management and control software using COTS technology at low acquisition cost, real-time image and video streaming via satellite, microwave or 3G network and automated analytics/reporting providing telemetry and geo-spatial data with 3D map overlays. [SkyIMD]

*Editor: Southern Command is responsible for all DoD Security Cooperation in the 45 Nations and Territories of Central and Southern American and the Caribbean Sea but the end user nation is so far unknown.*

**Eurocopter Malaysia's** full-flight simulator will start operations early next year, making it the company's 20<sup>th</sup> such installation in the world.

The simulator recently completed certification tests by the European Aviation Safety Agency and Malaysia's Department of Civil Aviation. The system is being assembled at Eurocopter Malaysia's new Simulation Center at Sultan Abdul Aziz Shah Airport in Selangor, near Kuala Lumpur and where Eurocopter Malaysia is based.

Eurocopter will offer the simulator mainly to Malaysian air force pilots but also to train civilian pilots in the Asia-Pacific region. The simulator is part of the package of 12 EC725 Super Cougar helicopters ordered by Malaysia's air force in 2010. The Cougars will replace Sikorsky S-61A-4 Nuri helicopters used by Malaysia in search-and-rescue operations.

Four Malaysian pilots started training for the EC725 in an EC225 simulator in Aberdeen, Scotland, in July. The pilots are getting ground courses and more simulator and in-flight training in France and will meet up with the first helicopter in Malaysia by the end of the year. Deliveries should be completed by January 2014 under the \$500M deal.

Troubled **Hawker Beechcraft Corporation** (HBC) delivered the 7,000th Beechcraft King



Air since the legendary line of twin-engine turboprops began production in 1964.

The milestone aircraft, a Beechcraft King Air 350i, was delivered to a property company based in Indianapolis.

The fleet of 7,000 aircraft amassed in excess of 45 million flight hours. The King Air is currently operated in 127 countries around the world serving a variety of missions ranging from traditional transport of personnel and high-value cargo, to electronic and imagery surveillance, air ambulance, airway calibration, photographic mapping, training and weather modification. [www.hawkerbeechcraft.com](http://www.hawkerbeechcraft.com).

At the recent Dubai Helishow **Russian Helicopter's** were promoting their Kamov Ka-32A11BC as the machine most likely to be able to put out a fire at the top of the 163-story Burj Khalifa – the tallest building in the world at 828 metres. Even when the complexities of high altitude make using traditional fire-fighting techniques impossible Russian Helicopters told the High-Rise Aerial Firefighting & Rescue conference at show they could undertake the task.

The Ka-32A11BC is an all-weather coaxial rotor helicopter that can be equipped with special horizontal fire-fighting equipment.

The rotor configuration give it a crucial edge in terms of stability and manoeuvrability in the turbulent air found in fire zones, making it a high-precision tool that can fight fires with maximum efficiency.

The Ka-32A11BC proved its fire-fighting credentials in April 2012 this year when a blaze engulfed more than 300 meters of the 67<sup>th</sup> floor at the Federation Tower in Moscow, more than 270 meters above ground level. Although 20 fire brigades were called out to respond to the incident the highest altitude fire in Moscow's history was only contained after two Ka-32As belonging to the Russian Emergencies Ministry were called into action and ferried in water from the nearby Moscow River.

The **High-Rise Aerial Firefighting & Rescue** conference drew an audience of officials from big cities as well as fire-fighting and rescue experts including Glenn Daley from NYPD who talked on the problems surrounding potential rescues at the 9-11 World Trade Center tower blocks.

Dubai Helishow 2012 ran from 6-8 November in Dubai, with more than 100 companies from around the world exhibiting. The show focused particularly on the potential uses of helicopters for security and rescue operations.



This publication has regularly recounted [with undisguised horror] how some countries shut down local airspace to ensure the safety and security of their politician's where in the UK similar extreme precautions for ruling class worthies are seen to be unnecessary. In the past the main highlighting of this shut down has been directed at the USA but now it seems similar extreme actions has affected plans in Russia.

**Moscow's** regional government wants to build a network of helipads along the route of the capital's notoriously clogged Ring Road. It has also nominated fifteen airports, located within 20-30 kilometres of Moscow, to feed passengers into the network.

Sadly, these ambitious traffic alleviation plans may be short-lived thanks to the security blight of the ruling class. Prime Minister Dmitry Medvedev's office announced that, when it comes to visiting sites around the capital, he prefers a helicopter to ground transport and as a result several further helipads centred on the White House were being planned. President Vladimir Putin is already a regular helicopter user.

The problem is, whenever the President and PM fly, no-one else does. If someone from the leadership takes off, the skies are closed down for 100 km around his route. The result is many flights spend extended periods sitting on the ground, and if in the air, ATC orders them to land immediately. [Russkaya Sluzhba Novoste/Andy Healey]





On the Bell Helicopter chalet at this year's Farnborough Air Show the rotor spans of the displayed Bell 407 and 429 helicopters were adorned with a previously unseen rotor mounted sunshade. Unfortunately the manufacturer of this whole rotor span device appears to have failed to make themselves particularly well known – an opportunity missed.

So when I received a call from Adam Nichols of **A&A Industries** a company trying to promote a similar device I assumed they were one and the same. Not so.

Using his ground crew credentials as a starting point Adam put together the sun shade based on the growing popularity of multiple blades on helicopters. He invented the C.A.M. from a mechanics point of view as a simple, durable, and easy to use aircraft cover that allows the mechanic working space.

Apparently unlike the device displayed at Farnborough the C.A.M. is modular, enabling the user to cover just one quadrant or completely enclose the helicopter below the Main Rotor. Portable, meaning you can use it anywhere, anytime because it uses the Main Rotor system for support. The C.A.M. does not touch the airframe, reducing the chance of scratched windows, cracked antennas or pitot tubes and providing protection to the helicopter, crew, and maintenance personnel.

If you want to know more call Adam D. Nichols at A&A Industries on +1 866 627 1630 Cell phone +1 928 219 1957 or e-mail: [adam@ana-industries.com](mailto:adam@ana-industries.com)

The Farnborough version [below] covers the whole rotor disc where the A&A version is modular.





**L-3 Wescam** has announced that its eLearning training programme designed for operators and maintainers of its EO/IR imaging turrets, now includes courses on MX-10 and MX-20 turret models. Feedback the company received on content and pricing from an existing MX-15 course was exceptionally positive, and in turn led to the creation of the new courses reflecting the customer feedback.

Similar to the MX-15 training course, the MX-10 and MX-20 eLearning courses are designed to teach the detailed operation and maintenance skills required to maximise system performance. The courses cover theory, operations and maintenance topics in an interactive, scenario-based format. Specific system operations and maintenance tasks can be accessed quickly, making each course a powerful reference tool capable of providing an estimated 70% saving over traditional in-class courses.

Modular in design, each course takes an estimated 12 hours to complete and includes modules with knowledge checks that allow students to apply the newly acquired information. The courses are available in both stand-alone and Sharable Content Object Reference Model (SCORM) formats, ensuring easy integration into most learning management systems (LMS). At the end of each course, a completion certificate is supplied. [www.wescam.com](http://www.wescam.com)

Although the FAA and, by default, EASA rejected Bell Helicopter's last attempt to gain acceptance of the higher gross weight **Bell 429** the company has appealed the decision. The resultant 148 page document is long and detailed and cannot be accurately reflected here. A flavour can be given however.

Bell designed the 429 as a "Category A" JAR 27 helicopter, and chose to add further safety enhancements that have effectively resulted in a machine that should, by weight, require certification under the Transport Category JAR 29.

Although the 429 is claimed to meet 97% of the latest requirements of Part 29 the regulators have not so far budged on moving the regulations to meet their needs. The 429 is certificated for 7,500 pounds external load, but is limited by regulation in the United States to 7,000 pounds for internal load.

Twelve nations have already validated an exemption that permits the weight increase but the all-important major certification authorities – the FAA - declined Bell's request.

Bell claim with some substance that the decision seems to have been strongly influenced by the objections of other helicopter manufacturers and the FAA cited that the exemption would be unfair to competing manufacturers.

Bell are tackling the appeal on the grounds that the closest Part 29 models are "grandfathered" on old type certificates, and claim that the FAA has already waived more of the current Part 29 requirements for those helicopters than the Agency would effectively waive for Bell in granting the Model 429 exemption. The Bell 429 meets far more of current Part 29 than its nearest "transport category" competitor, the Eurocopter EC145 grandfathered from the BK117.

Bell hopes that the FAA will reach different conclusions with more complete data. A complete review of the US light twin market would reveal that competing models are certified under much older and less rigorous standard. It is also clear that Eurocopter currently dominates the US light twin market, delivering 74% of all helicopters in this class over the past 6 years. The document can be read at [www.regulations.gov/#!documentDetail;D=FAA-2012-0123-0063](http://www.regulations.gov/#!documentDetail;D=FAA-2012-0123-0063)

*Editor: Interestingly Bell seems to have added weight to its technical argument by citing the spectre of the European helicopter explosion in the USA by making mention of lost US based jobs as its "public interest" fall back position. It is noteworthy of course that Bell helicopters have hitherto been using a production line in Mirabel, Canada so until very recently they were not serving US jobs over generously themselves.*

*Now the Bell 429 is manufactured in the United States and Canada by Bell's 12,000 US and Canadian employees. Arguably, because Bell were themselves slow in addressing the needs and aspirations of their customers, almost all light twin helicopters sold in the United States over the past six years were manufactured in Europe and many are now assembled in the US.*

*If the technical position Bell is presenting is so strong why would they see fit to even make mention of the highly political US jobs angle?*

Bell Helicopter Textron Inc./**Aeronautical Accessories** has announced the release of its new website <http://www.aero-access.com>, a redesigned internet presence that provides current and prospective customers access to numerous tools and technical resources and simplified purchasing options. The website offers an expanded search capability of Aeronautical Accessories' electronic catalogue of more than 4,000 unique parts and accessories and 360 STCs. The site also offers a new, easy to use quoting functionality to assist customers in their purchasing decisions.



The Bangladesh Army has taken delivery of the first of its **Eurocopter AS365N** helicopters acquired to undertake VIP and rescue sorties.

© Eurocopter South East Asia, Photographer : Kiw Hui Bin.

THE **Royal Flying Doctor Service** is treating people in remote parts of Australia with the help of a lightweight camera which has interchangeable probes for sinus, dermatology and other inspections. The camera which became available earlier this year allows doctors to connect the device to a computer to show photos and videos to a distant specialist.

Mike Harman, founder of Inline Medical and Dental believes the Flexicam Mobile's compact size was a big factor for doctors and nurses. Many professionals had struggled to carry the energy hungry monitors, cables and recording devices of earlier technologies to remote locations where the Flexicam can be powered by a car battery.

The device has seven cameras: otoscope, sinus, general, dental, dermatology, endoscope, ophthalmoscope and cost \$18,000 (plus probes)

**AirSatOne** has released their SatCom airtime price guides, on their website, for companies who are planning their 2013 budgets.

Customers can download and view SwiftBroadband and Iridium service pricing on their website at: [https://www.airsatone.com/satcom\\_airtime\\_price\\_guides](https://www.airsatone.com/satcom_airtime_price_guides).

As most companies won't post prices without having to go through a salesperson for pricing options the company see this move as an advantage in the market. The complex list prices include Broadband, Internet, Voice, Datalink, AFIS/ACARS and FANS 1/A. AirSatOne claim to offer the most flexible airtime solutions in the industry.

AirSatOne LLC, 567 Bell Avenue Suite 206, Chesterfield, MO 63005 +1 302-327-9999 ext. 1 [www.airsatone.com](http://www.airsatone.com) [jkremsreiter@airsatone.com](mailto:jkremsreiter@airsatone.com)



**Tiger Tugs** has introduced their new model 8.0B helicopter transporter designed for the Bell 429. Special outrigger arms reach out and down to gently lift the 429 using the ground handling wheel bolts. The transporter offers a wireless remote control system. The model 8 is designed to lift helicopters weighing up to 8,000 lbs. [www.tigertugs.com](http://www.tigertugs.com)



# ACCIDENTS & INCIDENTS

**19 October 2012 AgustaWestland A119 Koala N207CF.** Air ambulance of Tristate Care-flight, Bullhead City, Arizona. During the late evening the Koala responded to a multi-casualty accident. The aircraft landed on the shoulder of the northbound lanes of the highway. After an hour the aircraft was released by the incident commander to return to base without a patient. Before start up a request was made with law enforcement to hold traffic until the aircraft departed. After start up but before lift off the traffic was suddenly released onto the highway at which time a box truck passing by struck the main rotor disc. The aircraft was shut down and damage was noted to the tips of each main rotor blade. [Concern]

**3 November 2012 Hughes OH-6A Cayuse N368PD.** Atlanta Police Dept., Georgia. Helicopter undertaking a missing person search for a 9-year old boy crashed into a parking lot for CVS Drug Store near junction of Martin Luther King Jnr and Hamilton E Holmes drives killing two police officers. The two officers were pilot Richard J. Halford, 48, of Lithia Springs, who had been with the department for 26 years, and Shawn A. Smiley, 40, of Lithonia, a tactical flight officer who joined the department two years ago. It was reportedly flying low to improve search ability in the dark and that it hit power lines. Aircraft burned out. [Media]

**3 November 2012 Bell 206L LongRanger N.** Air ambulance Pafford Air One based in Bienville, Louisiana undertook an emergency landing after bird strike. There was a patient on board. Either LongRanger 4 N1813 (52335) or LongRanger 3 N3180L (51055) [Helihub]

**15 November 2012 Bell 407 N7160V.** Air ambulance of Classic Lifeguard of Classic Aviation of Page, Arizona, USA. The helicopter out of Wood Cross, Utah was travelling from Casper to its Riverton, Wyoming base made a hard landing in rural Fremont County after hitting power lines about 43 miles east of Riverton. The helicopter came down north of the Gas Hills Highway along the Dry Creek Road. The wire cutters successfully cut the cables but some incidental airframe damage was reported and the Bell landed upright shortly afterwards. There were three people on board, none of them a medical patient. Only minor injuries were reported. [Media]

*Ed: Subsequently the company issued a statement saying that the 407 had been flying at an en-route altitude of 80-100 feet above ground level, thereby acting outside the scope of their employment and in violation of Federal Aviation Regulations, company operational specifications and policies. The pilot's employment has been terminated and disciplinary action taken against the medical crew as willing participants. The installed wire strike protection system is credited for averting death or injury of the crew. [Concern]*

**17 November 2012 Bell OH-58A N96BM.** Law Enforcement Pasadena Police, California

**17 November 2012 Bell OH-58A N911FA.** Law Enforcement Pasadena Police, California. The helicopters collided over a helipad, leaving five Pasadena officers and a civilian with minor injuries and both airframes apparently damaged beyond repair. In the collision the main rotor blades of the helicopters struck each other as one was landing and the other taking off. Both aircraft remained up right with serious damage to the upper fuselages, windscreen and tail boom. One helicopter crew was on routine patrol and the other was assigned to monitor traffic from a football game in cloudy conditions with light rain. The two pilots are Officer Carol Eldridge and Officer Markus Mendenhall, the commanding officer on board was Lt. Michael Ingram and others involved Lt. Randell Taylor, Officer Ryan Smith and an unidentified civilian contractor. [Media]

**17 November 2012 Piper Cheyenne II N.** Cal-Ore Life Flight, Brookings, Oregon, USA. On the return leg of a patient flight (pilot and medical crew only) and after cancelling IFR to land at Jack McNamara Field (KCEC) in Crescent City, CA, the landing gear failed to extend

under the normal operating procedure. The pilot utilised the back-up hand pump system. The gear immediately extended to the full down position and the pilot made a normal landing. It was found that an aluminum hydraulic line had developed a small crack from chaffing against the airframe inside the left nacelle, allowing fluid escape. The design only allows a fixed amount of fluid to escape leaving a reserve amount for manually pumping the gear down. [Concern]

**22 November 2012 Mil Mi-8** Russian Border Guard. Aircraft force landed after bird strike on the main rotor blade in Uglegorsk district, Sakhalin Island 26km from Yuzhno-Sakhalinsk, Russia. [LifeNews/Helihub]

## FLIGHT SAFETY

On May 22, 2007 a Eurocopter AS350 N851BP operated by the US Customs and Border Protection crashed in a residential area during a routine patrol along the Mexican border killing the pilot and critically injuring the agent acting as observer. The helicopter came down into a yard and hit a pickup truck. Robert F. Smith, a 16-year veteran with the agency's air unit, was pronounced dead at a local hospital. Steven Takacs, a Border Patrol observer who had been with that agency four years, was in the intensive care unit in stable condition.

*Last month contrary to the findings of an NTSB report a jury in El Paso, Texas found a defective flight control component caused the crash. The two-week trial centred on claims by the pilot's family and the injured crewmember that a manufacturing defect in a flight control servo made the aircraft uncontrollable and caused the crash during a routine border security mission. Based upon the official crash report [here](#) the defendants, Eurocopter and Goodrich, contended that the accident was caused by the pilot entering vortex ring state.*

## PEOPLE

Bell Helicopter has added **Ryan Denton** and **Will Fulton** as regional sales managers in North America. In these roles, Denton and Fulton are responsible for sales activities within their respective regions in North America.

Denton will manage commercial helicopter sales for the North Central United States region, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, North Dakota, South Dakota and Wisconsin. Since joining the company, he has held positions throughout Bell Helicopter's Commercial Business and Supply Chain segments.

In his role managing the Pacific Northwest region of the United States, Fulton will oversee sales in Alaska, Washington, Oregon and Nevada. He joined Bell Helicopter in 2008 and has since held positions within Commercial Business and Engineering.

The Great Western Air Ambulance Charity has appointed a new public relations and media officer at its headquarters in Bristol. **Keri Beckingham** joins the charity at a significant time, with the recently launched Movin' On Up appeal, which is aiming to raise £250,000 for a new helicopter to replace the current BO105. Since graduating from the University of Gloucestershire in 2011 with a BA in marketing, advertising and communications, Miss Beckingham has worked within the finance and education industries. She can be contacted on [PR@greatwesternairambulance.com](mailto:PR@greatwesternairambulance.com)

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Onboard Systems has announced that their UK-based salesman, **John Templeton**, left the company on November 30th. John worked with the company for more than eight years. While Onboard Systems is considering options for a replacement salesperson to serve customers in Europe, India and Africa, work will be channelled through the US office. In the first instance contact Karsten Lemmon VP Sales & Marketing on [Karsten@onboardsystems.com](mailto:Karsten@onboardsystems.com)

The fallout from NPAS continues. Shortly many Unit Executive Officers will become redundant and in some cases the incumbent UEO is jumping ship early to ensure that they slot into a suitable post out there in the 'real' world of daily policing. Many officers are wary of being seconded to NPAS due to the Winsor report, so most are looking for front line roles but the UEO role is simply going.

One of the latest to leave is **Helen Scothern** the popular UEO of South Yorkshire police. The unit faces a massive cut in its current staffing levels and potentially the loss of its in-house maintenance as part of the deal thrashed out for its survival alongside NPAS from next April.

Sgt Mark Sorsby (DUEO) is now the UEO until the transfer to NPAS in April.

## BOOKS

*Catch the Sky: The Adventures and Misadventures of a Police Helicopter Pilot*, the first in-depth look at the life of a law enforcement officer who flies a helicopter, is now [available on Amazon.com](#) in paperback and Kindle formats, with 37 pages of photographs included.

Darryl Kimball always wanted to fly. *Catch the Sky* is the story of how he accomplished his dream. As a helicopter pilot with the elite air support unit of the San Diego Sheriff's Department, Kimball has hunted for missing children, extracted captured drugs and other contraband out of cramped locations, medevac'd injured hikers from valleys thick with boulders and brush, directed deputies during gun battles, and tracked carjackers as they tried to escape pursuing officers through heavy freeway traffic.

*Catch the Sky* is the story of how a small town country boy found his way to California and eventually into the helicopter unit of one of the largest sheriff's departments in the country. "In many ways it's a success story," says Kimball, "a story of perseverance—one that says when the odds seem to be stacked against you, or when your mind tells you that you're not smart enough or good enough, or tells you to quit and go home, you don't listen. You stick it out, you move forward . . . and you persevere."

ISBN: 978-0615699431 Softcover, 6" x 9", 352 pages, \$24.95 eBook for Amazon Kindle, \$9.99

Published by Duffin Creative, available through Amazon.com

[Link to Amazon.com for purchasing Catch the Sky](#)

About the Authors DARRYL J. KIMBALL, a sergeant and helicopter pilot with the San Diego Sheriff's Department, came to California from his hometown of Oktaha, Oklahoma. After 15 years on the patrol beat, he joined the department's air unit, ASTREA (Aerial Support to Regional Enforcement Agencies), in 2005. Darryl runs the popular blog [policehelicopterpilot.com](http://policehelicopterpilot.com).

ALLAN T. DUFFIN is a writer/producer based in Los Angeles. A veteran of the U.S. Air Force, he is the author of *History in Blue: 160 Years of Women Police, Sheriffs, Detectives, and State Troopers* and co-author of *The "12 O'Clock High" Logbook: The Unofficial History of the Novel, Motion Picture, and TV Series*. His website is [www.aduffin.com](http://www.aduffin.com).

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## EVENTS

### EMERGENCY SERVICES SHOW

Leamington

Many commented that the overt police presence at this annual event was muted. Yes there were uniformed police on site but they were few in number. Nonetheless it was as usual a busy emergency services event crammed full of manufacturers and agents ideas for how the line-up for future operator equipment should look.

This year there seemed far less new material than in the past [last year the show warranted a Special Edition of PAN] but in general there were areas of interest and plenty of people to meet. The aircraft industry still does not seem to be greatly interested in the venue, last year AgustaWestland turned up for a solo appearance and this year Bond Air Services, unfortunately also for a solo appearance. In the future perhaps NPAS may decide to attend to exhibit and promote itself alongside the fire and air ambulance fraternity but currently it is too early in the life cycle of NPAS to be promoting what is an evolving service. Perhaps then AW and BASL will be both back on site.

Mainline air support may have been missing but fortunately others saw fit to be there and be seen. Skywatch CAP, still failing to get through to mainstream UK air support that they are not a threat, were on site with their Northern Ireland based unmanned aircraft.

It is simply a lump of expendable Styrofoam with wings and an engine that can transport a camera into places where it is either uneconomic, unsafe or simply boring for manned craft to fly. The package that has been put together by Paul Trimble includes the basic hand-launched and retrieved Styrofoam fixed wing craft, a vertical lift quad rotor and the controls. The latter are nominally simple but actually complex in practice. A Panasonic Toughbook laptop computer is allied to a controller familiar to the average hobby flyer in style, the whole being man portable in a harness. The dismantled system packs away in a large Peli case.

Either of the two examples of the unmanned craft – Skywatch prefer to use ‘drone’ as the generic term - is flown by a trained pilot on the ground but it is anticipated that in the near

**Paul Trimble** of Sky Watch in Northern Ireland is developing a package of low cost unmanned craft for local search and surveillance tasks.



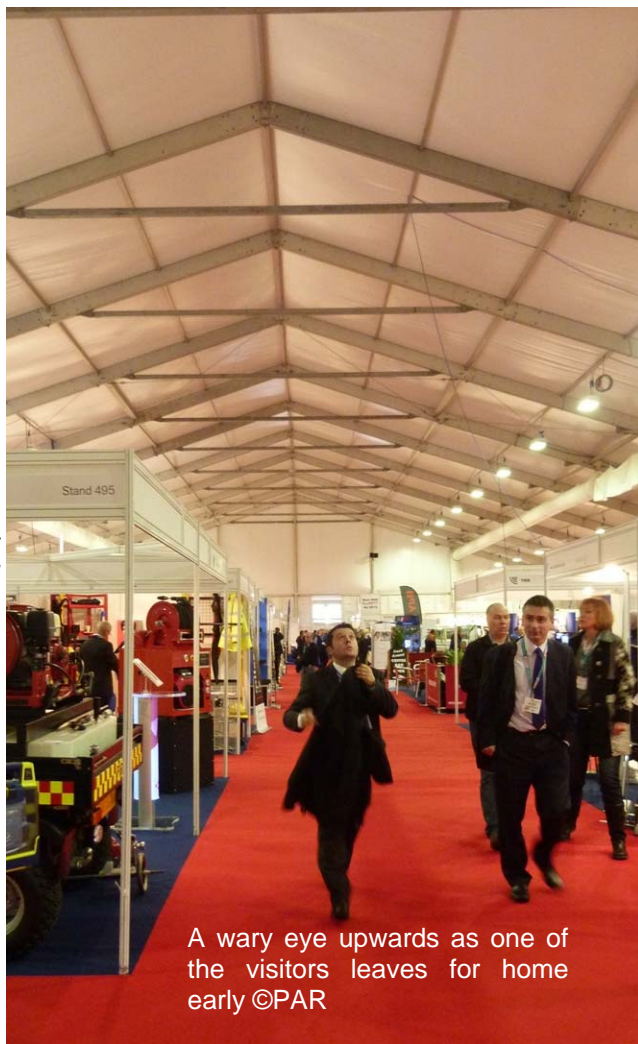


future the search patterns will be flown more or less 'hands off' fed by satellite navigation coordinates using an onboard system.

The commercial package includes training, the pupil operator is tested and certified independently. At the present moment the Civil Air Patrol are 'streets ahead' of other organisations that are developing drones that are in the same category as large model aircraft. While some sections of the US law enforcement sector are now trying to embrace the low weight technology and being driven to employ much bigger systems the police in the UK [who actually started way ahead of their US counterparts] have exhibited very limited success. There are very few groups in the UK voluntary sector matching even the limited NI experience.

*Ed: Many sections of the industry still see 'unmanned' as a threat to jobs. Just how this can be true when that same industry faces the prediction of a massive shortfall in pilots across the world I have not yet grasped. Perhaps when the missing '21,000' pilot jobs have been filled there may be a threat from the UAV!*

It was perhaps unfortunate that part of the Emergency Services Show should prematurely grind to a halt in its final hours thanks to an emergency all of its own. Hall 3, the one mainly housing charities and small rescue organisations, was evacuated two hours before the official end of the event after Health & Safety considerations ruled that the giant tent it was housed in had become unsafe in high winds. The structure was said to be certified to 75mph and the winds were a fraction of that. There was no subsequent report of the structure failing and it might be assumed that it was more about the noise than an actual failure.



A wary eye upwards as one of the visitors leaves for home early ©PAR

## UPCOMING EVENTS

**12-14 March 2013 Caribbean Basin Coastal Surveillance and Maritime Security Summit**, Hyatt Regency Curacao Golf Resort, Spas & Marina, Porta Blancu, Nieuwpoort, Curaçao, Dutch Caribbean. Defence IQ's inaugural Caribbean Basin Coastal Surveillance and Maritime Security Summit includes a mix of military and civil air and surface input and billed as a crucial gathering of influential local Chiefs of Defence, international diplomats and experts.

With the EU publishing its Joint EU-Caribbean strategy, the USA strengthening security along this major drug route and Brazil and other Latin American nations increasing efforts to secure this crucial export route, the Caribbean Basin is a market that many cannot miss out on. [www.cabsecevent.com](http://www.cabsecevent.com)

### BAPCO 2013

Next year the British APCO [BAPCO], the Annual Exhibition regularly featured in this magazine in the past, will be held at Manchester Central [the former GMex] 29-30 April 2013. Now in its 15<sup>th</sup> year this, the leading European multi-agency forum for Public Safety Communications, has embraced a new agenda to drive knowledge exchange and future systems harmonisation.



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tion. The theme for the next event is 'maximising technology for smarter partnerships' and the familiar workshops and exhibition will offer a platform for presenting local and global technologies and applications. The exhibition caters for a wide range of platforms and applications, from TETRA technologies to newer applications and services associated with 4G broadband. In a shift from the former conference programme format, the 2013 event moves to free-to-attend Professional Development Workshops focusing on a number of key themes.

British APCO [BAPCO] is a trade-only event organised by Brintex Events on behalf of the British Association of Public Safety Communications Officials. The event is open to all professionals in the arena of civil contingency or emergency response and public safety communications. The event is free to attend. Further information can be found at [www.bapco.co.uk](http://www.bapco.co.uk)



The 2013 edition of this conference and exhibition organised by Police Aviation Research is to be held on 21-22 May 2013 at Wiener Neustadt, Austria.

Regular attendees to past PAvCon events will see the 2013 event as yet another variation on the type of host. In the past the venues have been a hotel, an air show and, twice, police aviation units. This year the hosts will be industry.

Wiener Neustadt [literally Vienna New Town] this year's location has an airport that is home to leading Austrian aviation companies and a base for ÖEAMTC the local air ambulance operator. The event will be held within the privately operated Flugmuseum Aviaticum as the guests of Ms Claudia Cunia and her team. This magnificent museum, although independent, is clearly in the middle of the Diamond Aircraft factory and this event will naturally reflect that background and bring rotary wing to fixed wing where last year fixed wing were visiting the wholly rotary wing Eurocopter equipped Federal Police in Germany.

Already planned for attendees are factory floor visits, technology and flight demonstrations in addition to the popular police aviation presentations from an array of world experts and practitioners.



Part of the reason Vienna was chosen is its proximity to Eastern Europe and the ease that it presents for operators there to travel to the event. The organisers will seek to make available funds designed to assist access to the event by police air units

The location was selected last month so conference guides and application forms have yet to appear on-line at the event web sites [www.pavcon.org](http://www.pavcon.org) and [www.policeaviationconference.com](http://www.policeaviationconference.com)

The information and booking documents will be prepared in the coming month with a view to all the information being on line by January. Meanwhile please contact the Editor with specific enquiries.



**17-18 June 2013 Securing Asia 2013.** QEII Conference Centre, Westminster, London. Securing Asia is the only Asia focused interactive platform where representatives of Asian nations and Western security suppliers can meet and address vital issues and business opportunities related to Homeland Security and Counter Terror measures.

Securing Asia 2013, aims to create "profit from participation" for all its partners and will once again attract the international security and intelligence communities comprising of governments, academia, research and industry professionals who will share their experiences, knowledge and expertise in tackling the various problems currently faced by Governments and Agencies around the world and also provide a neutral platform to explore and sign new business deals and partnerships.

Securing Asia 2012 witnessed participation from Defence, Police, Military and Para-military forces of over 22 countries including Bangladesh, Brunei, Georgia, India, Japan, Jordan, Myanmar, Nepal, Oman, Poland, Saudi Arabia, Somalia, Taiwan and UAE among others.

Over the course of two days (17th and 18th June 2013), the Summit will encompass a conference, a business exhibition, numerous networking opportunities and access to specialised concierge and business facilitation services. Attendees will exchange knowledge and technical know-how in order to arrive at customised security solutions.

The sector focus for 2013 is: Aviation & Transport Security, Critical Infrastructure Protection & CBRNe, Cyber Security & Forensics, IED Detection & Counter Measures and Maritime Security & Anti-Piracy. Event organised by Security Watch UK, 1 Queen Anne's Gate, Westminster, London SW1H 9BT +44 (0) 20 77994009 F: +44 (0) 20 77994255 [www.securingasia.com/home.aspx](http://www.securingasia.com/home.aspx) [www.securitywatchindia.org.in](http://www.securitywatchindia.org.in)

#### HELITECH – A saga continues

Since its launch in October Helitech International, organised by Reed Exhibitions, has seen a broad spectrum of companies commit to the new format that is taking the exhibition and conference to a more international audience on a yearly basis. To date, nearly 90 exhibitors have signed up to exhibit, translating into 67% of the total floor space with 10 months still to go before the exhibition opens. Encouragingly, 40% of exhibitors who have committed have increased their stand space, resulting in an additional 1000 sq m within ExCel, London, clear evidence of industry's support for the event's new positioning.

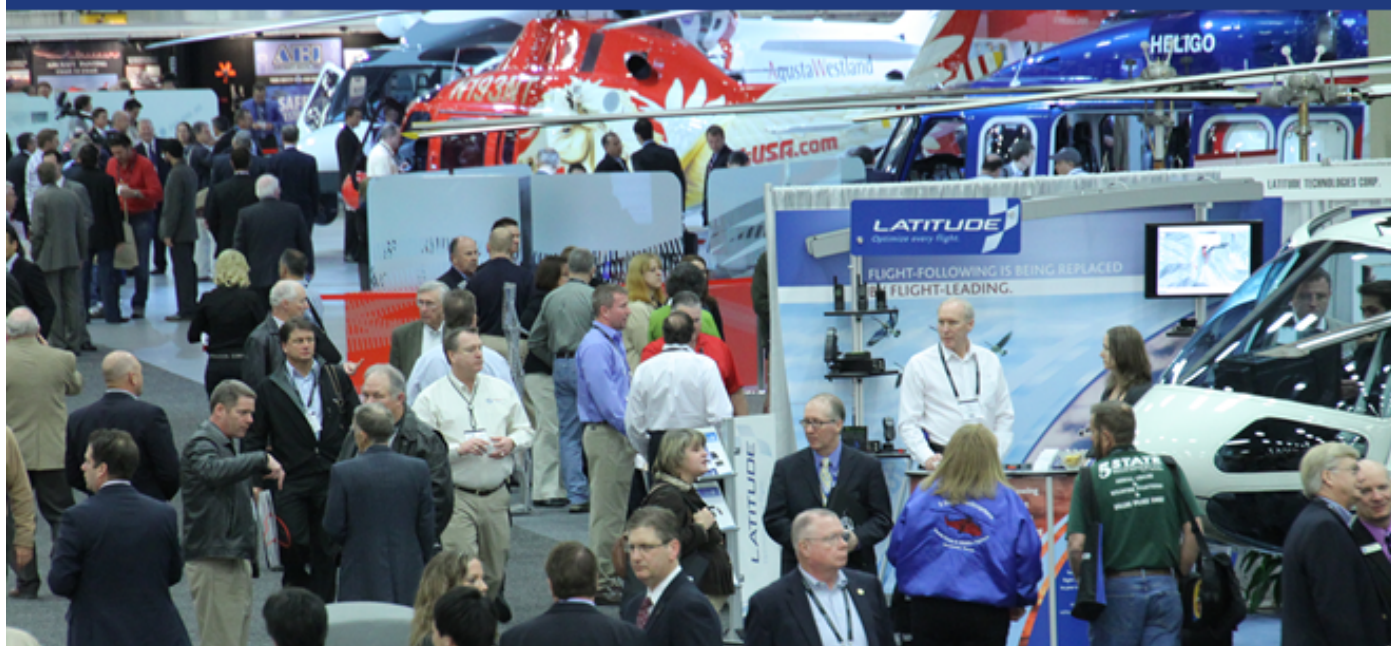
Taking place between 24 – 26 September 2013, Helitech International is being supported by airframe manufacturers AgustaWestland, Eurocopter, Bell Helicopter and Sikorsky; engine manufacturers, including Rolls Royce, Pratt & Whitney and Turbomeca; training and simulation providers, including CAE; and maintenance, repair and overhaul specialists such as Vector Aerospace.

In period prior to Helitech International an event already established there - DSEI 2013 – will take place at ExCeL London from 10 – 13 September 2013. For more information please visit the DSEI website: [www.dsei.co.uk](http://www.dsei.co.uk)

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