

Police Aviation News

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Number 202 February 2013

PAR

EASA STC Trakka on 135

NPAS Stage 2 live

NIGHT FUEL UK

Where can you get it when you want it?

UK SAR down to two

HELI-EXPO - preview

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LAW ENFORCEMENT

AUSTRALIA

VICTORIA: The railway authority serving Melbourne, Metro Transportation Services, hired a helicopter equipped with an infrared camera to monitor Melbourne's rail network following a 270% increase in copper theft.

Victoria State Member of Parliament for Polwarth, Terry Mulder, Minister for Public Transport & Roads said thieves are only taking about 200 dollars worth of copper at a time but the cost of delays and repairs is up in the millions. [Media]

BOLIVIA

POLICE: The Bolivian Government is reported in the local press as stating that the national law enforcement agency "Policía Boliviana" are to receive two Robinson R44s for use in the state of Santa Cruz.

Due to the altitudes involved in Bolivia, the pair will not be able to fly around the capital La Paz, which lies between 10,650 and 13,250 feet above sea level, hence the pair being intended for the low lying state of Santa Cruz. [Helihub]

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Police Aviation news is the monthly news journal for the airborne emergency services industry from Police Aviation Research (PAR).

Despite the title, Police Aviation News, we cover news about every aspect of emergency services including, but not limited to, fire, police, ambulance, and search and rescue.

A wide range of police law enforcement aviation in the United Kingdom and other countries enables PAR to maintain a close working relationship with the providers of law enforcement aviation through over thirty years of intensive operations.

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COVER STORY: ESG Elektroniksystem- und Logistik-GmbH has received an EASA STC for the integration of Trakbeam® A800 searchlight systems on Eurocopter EC135 helicopters. The cover image is of the searchlight fitted to a Brandenburg Police EC135. Full story under Industry later in this issue.

BRAZIL

MINISTRY OF JUSTICE: FLIR Systems has received an order from Brazil's Special Secretariat for the Security of Major Events (SESGE) valued at \$12.5 million for StarSAFIRE® 380 HD and StarSAFIRE® 230 HD Systems.

These advanced imaging systems will primarily be used to support the security plan for the 2014 World Cup and 2016 Olympics sporting events as developed by the SESGE, a commission set up by the Brazilian federal government under the Ministry of Justice, which includes a mission to provide state-of-the-art airborne surveillance. [FSI]

FRANCE

SECURITE CIVILE: The 'other' law enforcement aircraft provider in France is disposing of four AS350 Ecureuil helicopters on the open market. Three AS350B2 and one of the pre-production prototypes are being disposed of for the Directorate General of Civil Defence and Emergency Management through the government sales website www.ventes-domaniales.fr with a closing date for bids of February 6. All four aircraft are currently in store in St Maurice, south east of Paris.

The four have been in service since the late 1980s and include the oldest F-ZBEA c/n 1003 the 3rd pre-production example, F-ZBBN c/n 1951, F-ZBFC c/n 2109 and F-ZBFD c/n 2114.

The AS350 first flew in 1974. [GABuyer]

Ed: This item is simply about Securite Civile selling surplus aircraft; not all operations can actually do that with ease. One of the upcoming issues in Europe will be new rulemaking within EASA. Several police forces face difficult times in meeting quality control issues that stop them from selling on their surplus aircraft. Among the affected are some of the former military Gendarmerie operations that have since been civilianised, some taking up pseudo civil registrations and other a separate State Aircraft register. The certification support services have not all



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caught up with the civilianisation process resulting in the current inability to sell on airframes. EASA intend to standardise the fleets across the region and many will need to play catch-up. It is hoped that this subject will be addressed at the 2013 PAvCon in Austria.

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NIGERIA

POLICE AIR WING: At a time when the Nigerian Government has caused some problems for the richer members of the population by suspending the importation of all private airplanes, helicopters and other lighter aircraft into the country, pending a new policy being agreed and implemented the flow of aircraft for government purposes, including the police, does not appear to have slowed down.

Two Bell 429 helicopters arrived in Nigeria last month, the first marked up in the colours of the Nigerian Police. Still lacking blades, boom and with plenty of packaging still in place, the helicopter was photographed out in the open at Lagos Airport pending a short land trip to the Police hangar read for preparation and test flying. The helicopter concerned is serial 57084, test flown with the FAA registration N446AB. The second Bell 429 in the shipment was an orange one destined for NEMA the National Emergency Management Agency.

Late last year the Nigerian Police added two more Bell 412EPs to bring their fleet of the type to six and recently acquired a Cessna Citation XLS jet. [HeliHub.com/Punch/Superspotters]

NORWAY



POLICE: Eurocopter EC135T2 LN-OCB [the former Merseyside Police airframe G-XMII] returned to Eurocopter UK in Oxford last month for the fitting of additional equipment. Although it is later than expected, the return was scheduled when it departed for Oslo last May.

Meanwhile the Norwegian military released a related story involving the 135 in police service. The Nobel Peace Prizes were awarded on December 10 and in aviation terms security was shared between the police helicopter and three military Bell 412 normally stationed at Rygge.

The Nobel Prize Medal, Nobel Prize Diploma and document confirming the Nobel Prize amount from King Carl XVI Gustaf of Sweden. In Oslo, the Nobel Peace Prize Laureates receive their Nobel Peace Prize from the Chairman of the Norwegian Nobel Committee in the presence of King Harald V of Norway. An important part is the presentation of the Nobel Lectures by the Nobel Laureates. In Stockholm, the lectures are presented days before the Nobel Prize Award Ceremony. In Oslo, the Nobel Laureates deliver their lectures during the

Nobel Peace Prize Award Ceremony. The Oslo event attracted 21 World leaders presenting the police with a large security task alleviated by military assistance.

There was historically a closeness between the police and the nominally military SAR organisation but over time the degree of mutual training reduced. Lessons learned after the Anders Behring Breivik killings of July 22, 2011 led to the reestablishment of closer cooperation between the police and the military and to the sourcing of the UK EC135 as a second helicopter. There is now a huge demand for training in tactical flight to assist police operations with the military now called when police resources are considered to be insufficient. The military supply the logistical support and the police aircraft provide the aircraft with sensors.

Ed: Anders Behring Breivik killed 77 people and injured hundreds with a car bomb in central Oslo and mass shootings in Buskerud.

PERU

NATIONAL: The Ministry of the Interior announced last month that it has ordered four Eurocopter EC145 helicopters, to be delivered to the National Police by the end of this year. The order is said to be valued at more than \$36.7M.

The fleet is to be used for a variety of roles including SAR, border patrol, transport, command and control and surveillance. [TL]



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UNITED KINGDOM

NPAS: The delayed incorporation of the North West Region police air support group should have taken place as these words are read. Scheduled for the start of 2013 the event was put back to the end of January.

North West includes one fixed wing aircraft and a number of helicopters. Two EC135 helicopters are based in North Wales, one EC135 at Warton, Lancashire and an MD902 Explorer and a Defender in Greater Manchester.

Ed: You may notice from some of the later UK specific stories that follow, disquiet continues among the rank and file and in some areas that is being reflected by politicians. One aspect of disquiet was the recent proposal that police aviators should not be classified as front line staff. Downgrading them will cost most several thousands of pounds in wages and for many that is too high a financial cost so they are leaving the air units in droves to make sure they can avoid being trapped in post.

Such a move pre-supposes that the crews do not come into contact with the public because they are flying at 1-2,000 feet and discounts the probability that they will land on and arrest people. Clearly this is an office bound decision from a source with no police background that has not been challenged by ACPO and its advisors. If there is no actual need to land, to arrest people, to insert firearms teams why are any aircraft fitted with external CS Gas canister holders for the crew and passengers [see right]?

Also announced last month is news that as part of the general realigning of pay and conditions, trainee police are to have their starting pay rate cut by several thousand pounds to £19,000, this is a different issue, but might be a further problem for the future.

If NPAS is a downsize of the existing operation you would expect a significant number of excess personnel, but it is clear the actual level of departures is so high that NPAS is having to hire new people. The number of highly trained personnel departing is becoming a problem even at a time when most units are being cut to the bone by planned reductions.

Overall there is precious little positive feedback is out there at the moment. Current feedback suggests that SE sector of NPAS is not working well and that the aspect that every naysayer predicted 'Command & Control in West Yorkshire' lies at the core.

As a Yorkshireman by birth I well recall listening dumfounded to some unintelligible accent



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in my youth that was broad Yorkshire. Even today there are plenty of times when I cannot understand English because of a heavy regional dialect. Why ACPO continue to believe that people in every corner of England and Wales can speak intelligibly to each other in an emergency I really do not understand.

Already West Yorkshire Police has started advertising for replacement police officers. A sergeant is required at the only current NPAS operation in Redhill.

Applications are being invited from substantive Police Sergeants for a Base Manager post within NPAS at Redhill Aerodrome, Surrey. The selection procedure will include an Application Form, Assessment Process, Flight Testing, Interview, Basic Fitness Test and Medical. Initial training comprises a five week TFO Foundation Course beginning on the 7th May 2013.

In addition applications are being invited from Police Constables to create a succession plan within the National Police Air Service (NPAS) for future TFOs. The notice states that [despite all the displaced manpower as a result of NPAS] vacancies are expected to occur during 2013/14 at NPAS bases.

The selection procedure is similar to the sergeant post with the greater number of candidates being allocated space on courses beginning on the 7th May or 9th September.

Awareness days were held at NPAS bases during January to enable all of the prospective candidates the opportunity to find out more about the role. The Assessment Process will be held during the week commencing the 11th March. Candidates who are successful in the assessment process will be required to undergo a flight test in April, this being followed by interviews later the same month.

NPAS The changeover plans, dates and base Locations

South East Region (Commenced NPAS Operations 1st October 2012)

RAF Benson, Oxford. Boreham Airfield, Chelmsford, Redhill Airfield, Surrey. Wat-tisham Airfield/RAF Honington, Suffolk.

North West Region (Commences NPAS Operations 29th January 2013)

Barton Airfield (Manchester), Hawarden Airport (Nr Chester), Rhuddlan, North Wales and BAE Warton, Lancashire.

North East Region (Commences NPAS Operations from April 2013)

Durham Tees Valley Airport, Humberside Airport, Newcastle Airport, Sheffield Heli-port and Wakefield (Carr Gate)

South West Region (Commences NPAS Operations from July 2013)

Bournemouth Airport, Hurn. Exeter Airport, Filton Airfield, Bristol, Pembrey Airfield, MoD St. Athan, Barry, Cardiff.

Central Region (Commences NPAS Operations from October 2013)

Birmingham Airport, Husbands Bosworth Airfield, Ripley (Derbyshire Police HQ), Wolverhampton (Halfpenny Green Airfield)



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MINISTRY OF DEFENCE: Fifteen years ago PAN reported upon a near miss collision between a police helicopter and a military aircraft over Wookey, Somerset. At the time it was said that the military aircraft was devoid of a TCAS collision avoidance system and that there was an urgent need for it to be fitted. PAN is now able to report that after a fatal accident the type involved has actually been fitted with the equipment.

On the afternoon of September 10, 1997 the police helicopter, a leased Eurocopter AS355F1 G-PASE was hovering in daylight and clear conditions undertaking police work when it was struck by a Shorts Tucano T1 ZF164 from below. The vertical fin of the Tucano hit the rear 'stinger' of the AS355 tearing it off and damaging the top of the military aircraft's fin. A couple of inches higher would probably have been fatal for both crews but in this instance the 'heads down in cockpit' RAF crew did not notice the encounter. Both aircraft featured conspicuous light/dark paint schemes.

A year later Dyfed-Powys Police held a half day TCAS awareness event in Wales at which the audience was reminded about a string of relevant fatal RAF v civil incidents. The RAF stated that the fitting of a collision avoidance system was an 'urgent project' that had been active since setting up a concept study in 1991-92. The earliest project date for service entry for the system on the fast jet fleet was given as 2004. There were no plans to fit such equipment to trainers such as the Tucano, effectively all hot air and promises, nothing was done. Most fast jet military aircraft were fitted with a system but it was quite normal for elements of a formation to fly with the transponder inoperative which negated most decision making by a TCAS system.

Twelve years after the police incident, in February 2009, two teenage air cadets and two pilots flying from RAF St Athan, near Cardiff were killed in the accident above the Kenfig Nature Reserve. A subsequent RAF enquiry found that the RAF pilots did not see each other "until it was too late".

The same enquiry addressed the problem of Conspicuity and that overall white was a poor colour for visual avoidance. That brought forth was that they could not use the black and yellow schemes because the plastic in the aircraft could not be coloured – a situation that affects all plastic aircraft. It is noteworthy that white was a common camouflage in the 1939-45 war.

Late in 2011 the RAF upgraded all 119 of its Grob Tutor T1 aircraft to TCAS - it cost just £2.8M – and I now understand that a year later the whole of the Tucano fleet has finally been upgraded in a project started in 2005. None too soon! [PAN31/BBC]

METROPOLITAN: The use of Twitter as a modern means by which the local population can be kept up to date with the activities of the local air support operation, many of them have attracted a massive following of the day to day minutiae of operations. Twitter tends to be more relevant than the web site based information services that launched the principle of letting the taxpayers know what air support was doing a few years ago. A growing trend has been to include competitions in the banter – the prizes varying from nothing more than a mention of the winner upward.

To mark the first full year of Twitter use last month the Metropolitan Police ran a simple competition – what are the registrations of the three EC145s they use – and the multi-recipient prize was an exclusive weekend visit to the unit base on the 26-27 January. From the large number of winners under twenty were selected to visit the historic site over the two days. The Met, with over 30,000 followers, can be followed on [@MPSinthesky](#) but no word yet as to when the prize will be repeated. The word is though that something like it will be. [MPASUEO]



NORTHERN IRELAND: A new fixed wing aircraft for the Police Service Northern Ireland [PSNI] is believed already in service in the troubled province. The airframe is reported to be a Britten Norman BN-2T-4S Defender c/n 4019. The aircraft flew from Lee on Solent as G-CGTC last summer. [BNH]

Ed: The Defender replaces an earlier BN-2T G-BSWR acquired 20 years ago but the situation in the province has deteriorated in recent months. The police force, with its staffing levels much reduced to meet the political needs of the so called 'Peace Process' may well require the services of the older aircraft for a while longer.

SOUTH & EAST WALES: Last month we reported on performance figures issued by Suffolk Constabulary and highlighted that the report they released made a point of keeping secret the endurance of the EC135P2+ helicopter G-SUFK. [page 7 January 2013]

A guide to the endurance of the latest versions of the EC135 equipped for the UK police role can be deduced from fairly the recent experience of the S&EW Eurocopter EC135T2+ G-WONN. The aircraft has now received the latest engine upgrade modifications that have provided an extra 50kg [110lbs] payload. With the availability of the extra payload allowance the helicopter was able to stay on station for just short of 3 hours last year, whilst maintaining the usual reserves, although in that instance some role equipment – including the Spectrolab SX-16 lamp – was removed. The three hour sortie in support of the Olympics was in any case about the comfortable physical limit for the crew so it is not expected that the feat will be repeated too often.

Ed: Officers from S&EW are expected to speak on their Olympic experiences at the 2013 PAvCon Police Aviation Conference in May.

SOUTH YORKSHIRE: A Member of Parliament for part of Sheffield, David Blunkett, has raised concerns over the crime-fighting capability of South Yorkshire Police when the force loses its own dedicated helicopter.

His comments came as the police released details of how many incidents the helicopter crew dealt with last year. It made 1,140 flights, was directly responsible for 255 arrests, helped locate 36 missing people and helped in the apprehension of another 391 suspects. Helicopter staff also located 148 stolen cars and property worth £2.7M.

South Yorkshire is set to lose most of the capability of its own dedicated service when NPAS takes over in April. Already staffing levels have fallen as officers get out of the unit to ensure their own futures. The MD902 Explorer will remain for the time being but its hours and staff numbers will be reduced with NPAS providing additional coverage from Derbyshire, Humberside and West Yorkshire - response times will inevitably increase during part of the day.

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WALES: The recently appointed police commissioners of both Dyfed-Powys and South Wales have already highlighted their concerns about access to helicopters being lost from this July.

The South Wales Evening Post claims to have seen a copy of a report into the NPAS prepared for the now defunct South Wales Police Authority which raised serious questions about the level of service the new arrangements would provide. Because the 'Authority has now gone the report was never made public.

The report claimed that the nearest 24-hour air base would be in Birmingham and that the number of flying hours would be cut from current levels but that costs would rise. It also raised the issue of transit times.

The police in Gwent, South Wales and Dyfed-Powys will be part of the South Western region of the service which also includes the Avon and Somerset, Devon and Cornwall, Dorset, and Gloucestershire forces. Aircraft will operate from bases in Bournemouth, Exeter, Filton, Pembrey, and St Athan.

South Wales Police's Labour commissioner, Alun Michael, said the helicopter operated jointly by South Wales Police and Gwent Police as South & East Wales [S&EW] from St. Athan an MoD site near Cardiff was 'outstanding.' He questioned the point of nationalising the service if the change fails to deliver air support that is effective and fit for purpose. Unlike Dyfed-Powys the aircraft used by S&EW operates significant hours around 1,000pa.

The Dyfed-Powys Police commissioner, Conservative Christopher Salmon, said he was in favour of the national service "in principle", but that wanted to keep his force's helicopter. [TISW]

WEST MIDLANDS: As their time for incorporation into NPAS looms the West Midlands Police are letting everyone know how they fared when allowed to operate on their own. More than 500 people were arrested in 2012. The helicopter, currently identified by its call sign 'Alpha Oscar 1', undertook 1,362 sorties last year and was involved in 3,698 incidents, racking up 1,175 flight hours. The aircraft is financed to fly up to 1,400 hours every year.

Through the last 12 months, the team has been updating residents across the West Midlands about their activities via a dedicated Twitter account - [@WMP_Helicopter](#).



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UNITED STATES

CALIFORNIA: Becker Avionics are to supply the Riverside County Sheriff's Department the DVCS6100 digital airborne audio control panel system to upgrade their four Eurocopter AS350 AStar helicopters and single Cessna 182P surveillance fixed wing platform.

During the next few months the aircraft will undergo avionics upgrades, to include Becker's Digital intercom technology-replacing older, legacy analogue systems.

The DVCS6100 design provides the customer with ability to match a wide range of operational requirements with only one system. The built-in scalability and flexibility reduces not only the cost and time requirements for constant re-engineering and certification for a tailored system solution, but also reduces the learning curve for integration, maintenance and troubleshooting time. Through software programming options, the system is both easily and quickly configurable to individual customer requirements, thus saving time and money.

The product offers up to 8 communication transmit (TX) and up to 8 receiver (RX) channels, an integrated warning tone generator for up to 8 different signals, an amplifier for 2 cockpit speakers, as well as interface capability for 2 Cockpit Voice Recorders (CVR), and a Public Address Amplifier (PA). It is also the only commercial digital audio product available that can provide simulcast capability on 8 channels, along with a radio relay function, and emergency and slaved mode operation.

Riverside County is the 4th-largest of California's 58 counties in both population and sheer land mass. It has consistently been among the fastest growing counties in the country, serving across more than 7,200 square miles and policing 17 of the 28 cities in Riverside County. Riverside is the 2nd largest Sheriff's Office in California. <http://www.riversidesheriff.org/>

DISTRICT OF COLUMBIA: The media has reported the antics of a low flying helicopter in the US Capital City. The low-flying helicopter is searching for evidence of gamma radiation. They are not searching for a bomb at the moment but the activities of the helicopter are related. They are mapping existing radiation.

If a dirty bomb were to go off in the capital or the authorities were forced to hunt for a nuclear weapon in the city, an established baseline of radiation sources throughout the capital would be important. Radioactive material naturally occurs in soil, water and vegetation. Low levels of uranium, thorium and their decay products are found in cities and the countryside.

An accurate map of naturally occurring harmless radiation sources throughout the city means it would be easier to locate anomalies like nuclear or radiological weapon.

As part of the National Nuclear Security Administration's security and emergency preparedness procedures, the flights measured this naturally occurring radiation between late December and mid-January.

The authorities announced the activities of the helicopter as its flight profile meant that it would raise concerns from the population. Flights were conducted during daylight at 150 feet or higher above the ground at a speed of approximately 80 miles per hour.

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MICHIGAN: The Monroe County Sheriff's Office has added a second military surplus helicopter to its aviation unit that will relieve the load on the existing machine operated since 2004.

The 1969 Hughes OH6A came from airframes stockpiled with the Kansas City Police Department, at no cost.

Monroe operates its air unit on a core budget of \$45,000 intended to cover parts, maintenance and fuel. Drug forfeiture funds also are used to fund the unit, which includes \$3,800 a year for insurance.

The Hughes will be used during the daylight hours while the existing machine, a 1969 Bell OH-58 Kiowa N580SD, which is equipped with cameras and other equipment, will be used at night. Monroe County state that the basic Hughes is 1,000 pounds lighter than the Bell and uses 20% less fuel, is 50 mph faster reaching speeds of up to 170 mph. Monroe had two helicopters a few years back but the second 70-155616 '61G' was for spares retrieval. [Media]

NEW JERSEY: The township of West Windsor has trained two of its police officers to be pilots even though it has no police aircraft and never had any intention of getting any.

An arbitrator has ruled against the township in a battle over who should pay for helicopter flying lessons taken by two police officers, saying that a wrongly worded, over generous, document is at fault.

Owing to the badly worded contract the officers were able to go to helicopter training school and bill it all to the township. The contract document stated the officers could be reimbursed with money available to help them achieve a higher academic standing, but it didn't specify that the courses had to be job related.

It was ruled that the contract language was clear enough and that the township must reimburse the officers for the \$38,112 in helicopter tuition for 2012. The township has already

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repaid the officers \$14,860 for flying classes taken in 2011.

The educational improvement scheme was put in place some years ago and it was designed to allow officers to take any college-level course they wanted. Officers have been allowed full cost reimbursement for courses leading to academic degrees, in 2011 the overall scheme cost \$107,000.

The language in the document has since been rewritten to prevent similar occurrences in the future. [Media]

TEXAS: A civil liberties group The American Civil Liberties Union of Texas has asked the Attorney General to compel the Texas Department of Public Safety (DPS) to comply with open records requests about a DPS shooting of unarmed persons last October 25 that resulted in two fatalities. A sharpshooter fired several shots from a helicopter while in pursuit of a moving vehicle.

So far the DPS has failed respond to the requests, citing confidentiality and law enforcement privilege even though some of it is common knowledge to news media and elected officials and the latest is that the FBI is on the case. [aclutx]

AIR AMBULANCE

AUSTRALIA

NEW SOUTH WALES: The aeromedical charity CareFlight has been selected by the NSW Government to fly medical teams from the Newborn and Paediatric Emergency Transport Service (NETS) from next year.

Starting on 1 January, CareFlight will provide two helicopters to fly the NETS teams and patients from all over NSW to leading metropolitan hospitals in Sydney, Newcastle and Canberra.

The 24-hour operation will be located at the NETS helipad adjacent to the Children's Hospital at Westmead.

CareFlight operates a fleet of helicopters and aeroplanes across Australia. Under the four and a half year contract for NETS CareFlight will operate a new Bell 412EP, probably VH-LWI, supported by a BK-117.

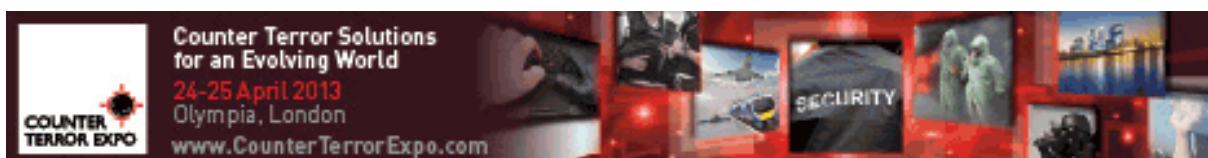
CareFlight is a national aeromedical charity which has been established for 26 years. It started with one helicopter based at Westmead Hospital in NSW. One doctor was on duty each day, transporting an average of four patients per month. CareFlight will now operate five helicopters, six turbo-prop aircraft and charter two jets and operates over 400 missions each month.

QUEENSLAND: Increased funding for community-based emergency helicopter operators has been granted as the incumbent government considers plans for lasting change in their financial support.

To meet rising costs the government has agreed to fund flight hours over and above those contracted at an enhanced rate. The move effective July 1, will see the hourly rate rise from \$3,500 to \$3,950.

Queensland Health began work on the review of emergency helicopter aeromedical operations in February 2011 and took heed of concerns voiced by emergency helicopter service providers about funding arrangements for some time.

It is hoped the basics of the new arrangement will ensure the sustainability of the emergency helicopter operations over the next decade.



AUSTRIA

ÖAMTC: The air ambulance provider has supplied details of its operations in 2012. On average, every 34 minutes an emergency physician of the ÖAMTC Air Ambulance was treating an injured and ill patient. The emergency helicopter launched to 15,589 operations utilising more than 500 specially trained paramedics, Red Cross staff, the mountain rescue and the Vienna Ambulance service, 48 pilots ensured the delivery of the medical assistance from the air.

Nearly a quarter of the missions were flown in Lower Austria (3,287 operations), followed by Tyrol (2,774) and Styria (1,768). The busiest unit was the Viennese doctor helicopter Christophorus 9, it flew 1,731 rescue flights. The Wiener Neustadt helicopter Christophorus 3 flew 1,341 missions.



BERMUDA

CHARITY: Bermuda's air ambulance service based on a Cessna Citation S2 jet was grounded through a lack of funding in late 2011. It remains grounded and many are looking to the Government to provide funds towards the £1M now needed.

The air ambulance was set up in 2004 and undertook 500 trips taking patients for medical help overseas before it folded. Eloise Bell, the nurse who set up the service, said the Bermuda Air Medivac plane suffered declining customer numbers and competition from cheaper US services.

The US registered plane which ran the service, which was purchased with a charitable donation, remains in New York and may eventually be sold. [Media]

CANADA

ORNGE: The redesign of the interior of the new fleet of AW139 helicopters is reported to have cost Ornge dearly and the matter is far from resolved.

It has been an embarrassing experience for Ontario's provider of air ambulance and related services, and they are now fitting a new interim solution that will require ripping out in a year or so. Importantly it will allow paramedics to perform CPR at any time during flight.

Aerolite, the Swiss-based company, was the successful bidder in a recent request for proposals to build the new interim interiors. The interiors, similar to the medical interiors used in other AW139 helicopters around the world, are being installed and will enter service this month.

It is expected that the interim interior will be in place while a permanent solution is procured, designed, installed and tested. [Times]





The Capital Helicopters EC135P2 ©ECA/Capital Helicopters

CHINA

BEIJING: On January 15th a new Eurocopter EC135P2+ was handed over to Beijing Capital Helicopter for use in a variety of roles including passenger transport, tourism and emergency medical services operations.

This twin-engine helicopter joins Beijing Capital Helicopter's current fleet of five Eurocopter AS350 B3 Squirrels; they are the largest operator of this helicopter type in China.

"Beijing Capital Helicopter has played an important role in developing China's business aviation sector, and the addition of its EC135 P2+ will further enhance the company's ability to grow with the market," said Norbert Ducrot, Senior Executive Vice President for Asia Pacific. [ECA]

GERMANY

BERLIN: The HDM air rescue helicopter serving Berlin, 'Christoph Berlin,' has been upgraded with the fitting of a digital radio system. The new digital radio is encrypted and therefore secure against eavesdropping, offers improved voice quality by suppressing ambient noise. The HDM Luftrettung profit GmbH is part of the DRF Air Rescue operating 50 helicopters from 31 stations in Germany, Austria and Denmark.

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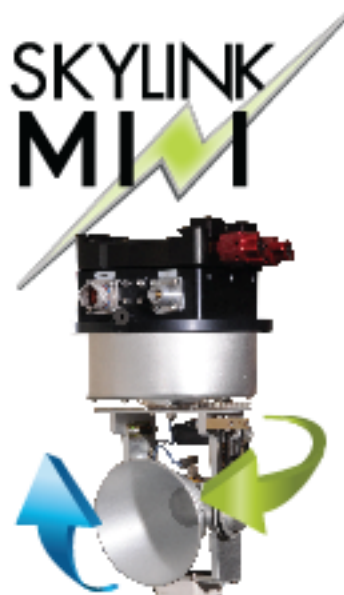



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The Bundestag passed a law on the Establishment of a Federal Agency for Digital Radio of authorities and organisations with security tasks in August 2006 and continues to work on building a nationwide digital radio network. A uniform nationwide wireless network for emergency and security forces remains an aim rather than reality as the DRF Air Rescue organisation gradually re-equip their helicopters with the new technology.

"Christoph Berlin" is used for inter facility air transport as well as reacting to emergencies in addition to existing resources on 15 minute standby 24 hours daily. Within 15 minutes the helicopter can reach any destination within 50km - primarily for use in Berlin and Brandenburg, but also in Saxony-Anhalt and Mecklenburg-Vorpommern. [Media]

ADAC: Last year the rescue and intensive care transport helicopters of the ADAC air rescue flew a greater number of missions than any previous period. Overall 49,243 flights led to approximately 47,000 operations, an increase of 4% compared to 2011.

The busiest operation last year was at Aachen, Christoph Europa 1, they completed 2,238 missions. The next busiest was Berlin, Christoph 31, with 2,175 missions. [ADAC]

RUSSIA

KRASNODAR: At the end of last year UralHelicom took delivery of a medical configured Eurocopter EC135T2. The ultimate customer is the Regional Government of Krasnodar setting up facilities for the Winter Olympic Games 2014 in Sochi.

The EC135T2 will be used in the emergency room and routine sorties for major hospitals of the Ministry of Health of the Krasnodar Territory. Before and after the Olympic Games, the helicopter will be at the service of physicians from regional clinical hospital № 1 and Children's Regional Clinical Hospital.

The bright yellow helicopter has a medical role fit including infusion pumps, defibrillator and ventilator.

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SPAIN

GRANADA: It has been reported that at least 40 employees the Spanish public health emergency organization '061' staged a protest in Granada last week at the opening of four disciplinary cases. Two EMS workers, a doctor and a health and safety representative are said to being disciplined for highlighting some safety issues in the operation of the helicopter based at Baza, in the province of Granada.

The action centres on the reporting of loose gas bottles and other items on an aircraft as a potential danger that was not remedied by the 061 authorities. They also add that the 061 authorities have now removed or altered records.

The employers are claiming that the four were not competent to assess and report the matter and to subsequently immobilise the helicopter. [Helihub]

UNITED KINGDOM

CHANNEL ISLANDS: The governments of Jersey and Guernsey are planning to fund a cost-saving joint air ambulance.

Guernsey currently makes use of the local airline Aurigny Air Services for medical emergencies and Jersey has its own air ambulance service provided by Capital Air Services based at Exeter Airport, Devon.

Capital Air Charter also provide the Isle of Man with its air ambulance requirements utilising a fleet of Beech King Air 200 and six PA31 Chieftains. [ITV]

CHILDREN'S: It has been reported that representatives of The Children's Air Ambulance Service [TCAA] have contacted UK police air units seeking sources of 24hr fuel.

The base of The Air Ambulance Service [TAAS], Coventry Airport has limited fuel availability and this will seriously hamper the proposed 24/7 operations in the future. Fuel availability at the recently reopened Coventry is 0700 to 2400, fine for daylight operations but not good for the proposed night operations.

The staff from TCAA are trying to find out just how police aviation works and whether individual units are operating as 24 hour bases, and that leads onto the possible need for a further approach to then gain access to the on-site fuel.

It seems that these approaches have been falling on stony ground – partly due to the history and perception of TCAA – but there are logistic problems relating to supply of the fuel and the locations of police aviation units open 24/7.

Ed: The preliminary approach reported was to a unit currently outside NPAS so even if some arrangement were to be concluded it would require renegotiation as soon as it was put into place. NPAS were unaware of the approach. They confirm that police ASU policy has always been to support HEMS operations, where operationally necessary. Very occasionally this has included the supply of fuel on a full repayment basis. Although Police Forces do not have to pay VAT themselves, under agreement with tax authorities, they are registered for VAT and charge/claim VAT as for other businesses. It is not envisaged that this will change in the future.

The problem appears to be availability of the fuel. Few air units are available 24/7 and even so there are no maintenance staff to refuel visiting aircraft as the crews are trained and insured to refuel their own aircraft. It would appear that the only viable alternative would be for TAAS to acquire its own fuel supply and join those very few units affected by VAT. VAT is mainly payable by the few units having their own fuel supply. Uplift of fuel from an airfield bowser or within a lease contract is not affected by VAT.

Getting fuel in the hours-of-darkness is an industry wide problem, most sources close at night which will effect long transits by short range aircraft like helicopters; even having their own fuel supply will be of little use to the plan of the TCAA to roam across the country 24/7. If out-of-hours fuel does become an issue for the units intent on moving operations into the night hours it might make the current VAT campaign even more important than it is.

It appears that the whole operation [The Air Ambulance Service] based at Coventry cannot get fuel most of the night as Coventry Airport closes Midnight to 0700 so they are probably trying to source fuel for night transfers etc. that might be cheaper than other commercial sources.

Two new to the UK MD902 Explorer arrivals have been registered G-KSSA and G-HMDX to Police Aviation Services at Staverton, Gloucestershire in December.

Both of these 2007 airframes were previously with medical aircraft operator Calstar in California, Readers may recall the operator was disposing of its mixed fleet of helicopters in favour of a one type solution [in their case the EC135]. Negotiations to acquire the Explorer's in the mixed fleet have been going on for months; good examples of the type now being difficult to find and production in Mesa is stalled.

G-KSSA for the Kent Air Ambulance Trust [KAAT] covering Kent, Surrey and Sussex was previously N902CS Serial No.:900-00123

G-HMDX previously N902RN Serial No. 900-00121 now going to MAGPAS [see below]

LONDON: The Charity announced the appointment of Graham Hodgkin to the role of Chief Executive Officer. He will lead the service through its next stages of development and growth.

In addition to enhancing the current service, Graham will seek to secure additional funding to transform the scale and impact of the charity's operations including the critical acquisition of a second helicopter.

Commenting on his appointment, Graham said: *"I am incredibly excited about the opportunity to use my skills and experience to benefit this superb charity, which not only saves people's lives daily but also leads the way for other air ambulance services globally. I look forward to the challenge that lies ahead and in particular to delivering a much needed second helicopter for London."*

Graham is a former Managing Director at Deutsche Bank, where he led a variety of client facing businesses, as well as being heavily involved with its Corporate Social Responsibility initiatives.

London's Air Ambulance is seeking to appoint a Chief Pilot and is advertising for a new incumbent for the post. The applicant must have a valid JAA CPL(H)/IR and must have minimum of 3000 hours flying time with at least 2000 hours multi engine helicopters, 1200 hours of which P1 multi engine helicopters, 150 hours night flying with 100 hours actual instrument flight, MD902 type rating preferable but not essential.

MAGPAS: Quietly the Cambridgeshire based Magpas Helimedix has been operating an MD Explorer in support of its air operations. The group were set on their own after the Cambridgeshire Police helicopter unit was shut down in preparation for NPAS last year.

They have been flying the former Lincolnshire HEMS aircraft [right] with G-ESCI leased in from Belgium as back-up. The latter will return there shortly, its task now being undertaken by the recently imported former Calstar machine G-HMDX c/n 900-00121.

Magpas Helimedix say they are now getting ready for the launch of night operations across the East of England, whilst working with Medical Aviation Services at Staverton. The Magpas Helimedix Base in Wyton, Cambridgeshire



The MD902 Explorer G-LNAA
©PAR

will be using G-HMDX as the primary helicopter with G-LNAA as back-up.

Magpas Chief Executive, Daryl Brown says, "Magpas is very much looking forward recommencing our night time Air Ambulance. Our volunteer medics will be on call night and day, as we have been for the past 40 years, caring for those whose lives are in danger following a severe medical emergency. Many of the Magpas Helimedix are already familiar with night flying, thanks to our 15 year partnership with Cambridgeshire Police, so this fountain of knowledge and experience will be fully harnessed and utilised. We are proud to continue offering this service thanks to the excellent support from the Medical Aviation Services and the people of the East of England who continue to raise money to keep this essential medical service running".

SCOTLAND: Bond Air Services Limited [BASL] has announced that one of the two helicopter air ambulances it operates on behalf of the Scottish Ambulance Service (SAS) has reached 10,000 flying hours. The aircraft, a Eurocopter EC135T2i G-SASA reached this milestone transferring a maternity patient with abdominal pains in January.

Meanwhile a multi-million pound contract has been signed between BASL and the new charity air ambulance to be based in Perth for the supply of a Eurocopter BO105 for the operation.

The charity (SCAA) raises funds to cover the cost of both the helicopter and paramedic crew and it is hoped it will be operational by the spring.

SCAA Chairman John Bullough said that Bond, who currently have the contract for the Scotland's two government-funded helicopter air ambulances, was "the perfect fit" for the charity.

He said: "The Bolkow 105 helicopter has operated in many roles across Scotland for decades and it enjoys an excellent safety record.

A source has reported that BO105 GBUXS was at Perth late in January but it is thought that this was simply on site as a PR exercise. [BASL/BBC]



YORKSHIRE: After 5 years sponsoring Yorkshire Air Ambulance SICL has committed to a further 5 years and increased the donation.

SICL has provided the YAA Charity with corporate sponsorship including free-of-charge IT support, services and infrastructure for the last five years but it has now re-committed until 2018 and increased the level of sponsorship.

The YAA has long been SICL's chosen charity but back in 2006 it decided to do more to support the independent charity, choosing to offer IT support, services and equipment free of charge, over five years. In total, this has saved the Charity over £125,000. With increased levels of IT in the charity the new agreement is now worth in excess of £170,000.

As part of the five year sponsorship deal, the SICL logo will feature on both YAA's helicopters G-SASH & G-CEMS.

www.sicl.co.uk



UNITED STATES

OHIO: Nationwide Children's Hospital is expanding their critical care transport services by establishing a fully dedicated helicopter for neonatal and pediatric transports. The state-of-the-art EC145 helicopter N145NC, Monarch 1, features the best in size, performance and technology allowing for the safe transportation of critically ill patients. Approximately 30% of all neonatal admissions to Nationwide Children's requiring a drive of more than an hour, the addition of this aircraft allows the hospital's dedicated neonatal and pediatric transport team to initiate specialized critical care services more quickly. The helicopter will primarily transport neonates, but will also be available for hospital transports of pediatric patients.

From February 4 the helicopter will serve as an addition to the existing ground-based and air transport options offered by both Nationwide Children's and MedFlight. Although the two operate independently, MedFlight and Nationwide Children's will continue their collaborative relationship. MedFlight provide centralised dispatch support and tracks helicopters from both operations in flight. Metro Aviation will operate the Nationwide Children's helicopter.

Nationwide Children's Hospital provides 24 hour neonatal and pediatric critical care transport services via mobile ICU, helicopter and jet aircraft to more than 1,800 patients each year, with more than half of those being newborns. The award-winning team is one of the few in the country capable of transporting neonates on nitric oxide therapy and high-frequency oscillation at the same time. The team is comprised of 68 RN's, respiratory therapists and transport technicians (all EMT-P certified), and EMT-drivers with an average of 14 years of critical care experience. [HeliHub]

SEARCH & RESCUE

AUSTRALIA

NEW SOUTH WALES: THE number of rescue helicopters covering NSW could fall from 15 to 12 under cost-saving recommendations in a report commissioned by the state government.

The state is serviced by five different types of helicopters but the review recommends reducing the fleet and moving to two models of identically configured helicopters. It also calls for the number of back-up helicopters to be reduced from six to three.

However, even with those potential savings, the report, by accountants Ernst & Young, found the state government will need to find another \$7.3 million a year by 2020 to fund the cost of medical helicopters.

If that investment is not made, mission response times in Sydney could deteriorate by as much as a minute over the next 10 years.

At present the average helicopter response time for the Ambulance Service of NSW in Sydney is nine minutes during the day. If the projections are correct, this could extend to 10 minutes.

The government will release its response to the review once the formal submission period closes in February. [SMH]

UNITED KINGDOM

NEW SAR: The UK SAR contest has been reduced to a race between two operators, after the government threw out a bid that would have cost the taxpayer a fifth more than at least one other.

The Department for Transport told British Columbia-based CHC Helicopter that it was no longer in the running after it was underbid by 20% by a rival – Bond Offshore Helicopters, based in the UK, or New York-listed Bristow. The tender rules state that this big a difference triggers dismissal.

NORTHERN IRELAND: A substantial counter flooding exercise is due to take place in Northern Ireland on Saturday, 16 February. The Fire & Rescue Service of Northern Ireland is the lead agency for other responders from Northern Ireland, units from the Republic of Ireland, members of the fire and rescue services in Merseyside and Greater Manchester and the RAF with transport helicopters. The Civil Air Patrol will be there with its light observation aircraft and its drones. [TC]

INDUSTRY

The City of Los Angeles has chosen **PRISM Solutions** of Cincinnati, Ohio to supply their custom Safety Management System (SMS). PRISM was able to take the unique needs and requirements of their three departments; police, fire and aircraft maintenance covering a 25 aircraft operation. The system is web based and compatible with iPad (for hazard reporting). More information on PRISM can be found at <http://www.aviationresearch.com/PRISM2.aspx>

Kawasaki Heavy Industries has achieved a total of 1,000 aircraft deliveries of the helicopter they still refer to as the KB or BK117 in marketing. The versatile twin-engine helicopter known as the Eurocopter EC145 in Europe is the product of co-production that started with MBB Messerschmitt-Bolkow-Blohm thirty years ago. The first delivery was achieved in May 1982. [KHI]

ESG Elektroniksystem- und Logistik-GmbH has received an EASA STC for the integration of Trakkabeam® A800 searchlight systems on Eurocopter EC135 helicopters. The STC covers several configurations of the system to give customers a choice of how to install and control the searchlight in their EC135. The system can be controlled by pilot via a DZUS mounted control panel or with fourway switches on the helicopter's collective control. A movable grip controller can be installed for crewmember operation. ESG's STC also includes a laser pointer option and all the interfaces for slaving the Trakka A800 system to a variety of EO camera systems.

ESG worked together with the Brandenburg police helicopter squadron for the trial installation and certification flight tests of the new system. Initial deliveries of systems covered by the new STC started in December 2012.

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Night flights are challenging. Visual information about the flight environment is greatly reduced as compared to daytime flying and is largely dependent on the amount of celestial illumination encountered throughout the flight. It is therefore of significant importance for the night pilot to know exactly when darkness falls, and if some level of illumination in the form of moonlight can be expected. Although the availability of celestial illumination is also highly dependent on the prevalent cloud cover, the first step should always be to find out at what time the sun will set, the moon will rise, and what percentage of the disk of the moon will be illuminated. Especially pilots utilising Night Vision Goggles (NVG) depend on the latter piece of information.

The newly created free access website <http://www.flyatnight.info> is designed to help the pilot with this task by automatically consulting the official US Naval Observatory's sun and moonlight databases, and by merging datasets from different tables into just one convenient, printable, calendar style overview in PDF format with minimal user input.

The author of the website, **Markus Huettner**, is an active Emergency Medical Services (EMS) helicopter pilot flying for a well-established aeromedical program in North Carolina, and is a Board member of the National EMS Pilots Association (www.nemspa.org). He holds US and European Commercial Helicopter Pilot licenses, Instrument, Certified Flight Instructor and Certified Flight Instructor Instrument licenses, and is certified to fly missions at night by use of Night Vision Goggles.

Chongqing Helicopter Investment Co., Ltd (CQHIC), located in Chongqing, China has acquired Enstrom Helicopter Corporation, moving from one foreign owner to another. Chongqing is the fourth largest metropolitan area in China. CQHIC is focused on helping Enstrom expand its reach into China and the rest of the world.

Bell Helicopter/Aeronautical Accessories, announced it received FAA/STC approval for an HF Antenna for the Bell 407 helicopter model.

The HF antenna is designed to interface with many types of HF radios, thereby increasing reception in remote areas, improving safety and communications. A "towel bar style," the HF antenna runs the full length of the underside of the tailboom.

Additional information on the 407 HF Antenna Kit is available on Aeronautical Accessories website, aero-access.com, or contact the Aeronautical Accessories sales team at 1.800.251.7094 or sales@aero-access.com

Mid--November saw Switzerland's largest emergency call centre enter operation at Zurich Protection and Rescue (SRZ). A new network now serves a large part of the north of Switzerland and is one of the most technically advanced in the world. Frequentis systems are in use at the new SRZ facilities.

The largest emergency call centre in Switzerland entered operation on November 12th, 2012 at Zurich airport; operated by Zurich Protection and Rescue (Schutz & Rettung Zürich - SRZ).

This network serves the medical needs of a large part of Switzerland's northern region and SRZ now manages an area containing some 1.6 million inhabitants within the Cantons of Zurich, Schaffhausen and Schwyz (excl. the Küssnacht district), and emergency fire service calls from the Canton of Zurich.

The new centre uses the ICCS 3020 communication system (Release 2.5) and the DIVOS log3 voice recording system (Release 2.5). The old working positions in the city have been

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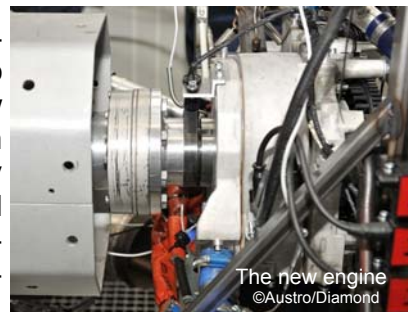
21-22 May 2013

retained for redundancy and training purposes. The new control centre is the result of a joint multi-year project involving the Canton of Zurich's Department of Health, the Canton's Gebäudeversicherung (institution dealing with building insurance and fire services), and the Zurich Police Department. As such, it is another important reference project for **Frequentis** for both the Swiss and global markets. www.frequentis.com

The **Austro Engine** works in Wiener Nuestadt has announced the AE80R a new light sport engine. Compared to the AE50R (55 PS Austro Engine rotary engine) the new engine has a no loss lubrication system which results in an extremely low oil consumption. A dual FADEC (Full Authority Digital Engine Control) controlled fuel injection system will keep fuel consumption on the lowest possible level. The engine is designed to power small manned or unmanned aircraft.

According to Christian Dries, Chairman and Owner Diamond Aircraft, the AE80R has the potential to become a leader in the extremely weight sensitive market of LSA (Light Sport Aircraft) and ultra-light aircraft. "The engine has no vibration and therefore it is ideal to power UAVs (Unmanned Aerial Vehicles) with highly sensitive equipment" he added.

Ed: This engine, and a number of others, will be viewable at the Austro Works during a factory floor tour planned as part of the forthcoming PAvCon 2013 in May.



The first **Viking** Twin Otter for the Vietnamese Navy has been completed and painted and entered into its role equipment phase late last year. The first airframe is currently configured as a landplane. [AFM]

Lockheed Martin **Gyrocam Systems** plans to lay off 57 people and shut down its Sarasota manufacturing plant. Lockheed announced the number of employee positions to be eliminated within the company was between 35 and 40.

The general manager has stated that the layoff of staff at the plant at 16th Street East, Sarasota FL is scheduled for closing on March 15. Lockheed will move all work from the Sarasota plant to its Missiles and Fire Control facilities in Orlando and Ocala by the end of March. This will better integrate the company's portfolio of stabilised sensors and engineering expertise to meet demands.

Twenty of the positions affected will be transferred to facilities in Orlando and Ocala while the remaining employees will be obliged to apply for jobs elsewhere within the company. [Tampa Bay BJ]





Robinson Helicopter production for 2012 was 517 helicopters, (286) R44s, (191) R66s, and (40) R22s, a 45% increase over 2011's production of 356. As in previous years, the majority of those sales (70%) went to foreign customers.

Based on the backlog of new orders, Robinson anticipates 2013's production numbers to surpass 2012's. The current production rate is set at twelve aircraft per week and with its workforce numbering more than 1300, the company is well positioned to increase production later in the year.

Demand for R66 upgrades specifically floats and a cargo hook has been greater than expected, prompting Robinson to make certification of these options a top priority for 2013.

In the UK **Diamond Executive Aviation** (DEA) have purchased a third DA42 MPP (Multi Purpose Platform) Guardian aircraft. The new aircraft will support the current MPP fleet in an ever widening series of operations for DEA's existing partners and will also act as the lead aircraft for the proof of concept and deployment of a new DEA partner to be operational next month. The aircraft was completed by Diamond Airborne Sensing based in Wiener Neustadt, Austria.

"The new MPP, a DA42 GUARDIAN equipped with AE300 diesel engines, is a low conspicuity version that is painted in low reflectivity paint, has a low infra red signature design and special over the wing silencers to reduce noise and heat signatures further," says Peter Bondar, CEO Diamond Executive Aviation.

As with all of DEA's DA42 MPPs, the aircraft is intended to be multi-role, that is, being able to be re-roled to support different DEA partner's requests as required. Initially it will be adapted to provide an ultra high resolution surveying capability for the new customer. The aircraft hand-over, complete with its new mission equipment, will be February. The airframe is expected to operate around 1,000 hours annually.

The aircraft has been earmarked to support DEA's bid for a European Space Agency (ESA) programme to address the needs for a low cost, rapid response solution to the needs for airborne situational awareness



and command control capabilities in the event of man made or natural disasters.

DEA, headquartered at Gamston Airfield, Lincolnshire, England operates the world's largest commercial fleet of Diamond DA42 Twin Stars under its world wide EU-OPS based Air Operators Certificate (AOC) approvals issued by the UK CAA.

The **Turbomeca** (Safran) Arriel 2E engine, has been certified by the European Aviation Safety Agency (EASA). With a take-off power of 950 shp the engine will power the Eurocopter EC145T2 helicopter. The first engines entry into service is scheduled end of this year. This follows the certification of the Arriel 2D in May 2011, to power the EC130T2 and AS350B3e Eurocopter helicopters.

The Arriel 2E benefits from new technology (new axial compressor, new blade material, etc.) in a proven engine. This new engine offers better performances with lower specific fuel consumption, resulting to lower operating costs.

Its modular design, combined with a higher TBO (Time Between Overhaul), up to 4,000 hours at entry into service, then up to the goal of 6,000 hours at maturity, allow a simplified maintenance at low cost.

Since 1978, Turbomeca has been producing over 10,000 Arriel engines. The Arriel family flying records total 37M flying hours with 1,300 customers in 110 countries.

C-Aviation presented themselves in the Static Park at Farnborough Air Show last July with their new Vulcanair P68 Observer 2 G-SVEY. The company offers specialist surveillance to the public safety and security sectors with airborne video surveillance and communications along with staff experienced in maritime surveillance and frontier & border protection.

Less than a month after the Farnborough show the company made its expected relocation from Gatwick in the south to the Midlands located Coventry Airport. The new base is seen as an ideal position to serve UK customer needs, as every major city is within short transit distance for overland surveillance and coastal areas are easily accessible.

The second Observer 2 was already in production at the time of the move to Coventry and in December it was delivered from the Vulcanair aircraft factory near Naples registered as G-SRVY.



SkyQuest International, LLC, along with Fayard Enterprises, LLC, has announced their appointment as authorised dealers for the Quest Kodiak. SkyQuest Kodiak Sales Africa, LLC is the exclusive dealer for Africa, and SkyQuest Kodiak Sales USA, LLC is the exclu-



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The Quest Kodiak N500KQ on display at last year's ALEA event in Reno, Nevada
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sive dealer for the US Mid-Atlantic states of North Carolina, Virginia, West Virginia, District of Columbia, Maryland, Pennsylvania, Kentucky, and Ohio. In addition to these geographical areas, SkyQuest will serve as the sole authorized sales representative for skydiving applications.

SkyQuest is headquartered in Winston-Salem, North Carolina dealing in aircraft sales and remarketing, acquisitions, appraisals, management and consulting since 1999.

The Kodiak is a ten-seat utility turboprop for personal, commercial, and amphibious use and everything in between, this ruggedly-designed aircraft combines a resilient aluminium construction with superior STOL performance and high useful load.

It can take off in under 1,000 feet at full gross weight and climb at over 1,300 feet per minute. It requires only 705 feet to bring the full 7,305 pounds of gross weight to a stop, even on the roughest strips; no airport required. A comprehensive set of performance options includes oversize tyres, cargo drop package, external baggage compartment, and parachute options, to name a few. The aircraft is easily equipped for humanitarian, air ambulance and surveillance missions.

SkyQuest currently has four 2012 models available including the example displayed at the 2012 ALEA Conference in Reno, Nevada. www.skyquestinternational.com

Embraer and **AgustaWestland** have signed a memorandum of understanding aiming at establishing a joint-venture which could lead to the production of AgustaWestland helicopters in Brazil to be marketed for both commercial and military use in Brazil and Latin America.

Bell Helicopter Asia in Singapore has received a Part 145 Maintenance Organisation Approval certificate from the Civil Aviation Authority of Singapore (CAAS). This certification allows Bell Helicopter to complete comprehensive repair, completion, maintenance and customisation solutions for its expanding fleet of helicopters in Asia.



Bell Helicopter Asia opened its doors in July last year in partnership with Cessna Aircraft Company. The service facility is 160,500 total square feet and equipped with hangars for Bell Helicopter and Cessna products, a paint booth, warehouse, overhaul and maintenance shops, offices and a 77,000 square foot ramp. The state-of-the-art facility offers parts sales and distribution, in addition to customization and completions, major refurbishment, maintenance, repair and overhaul and training.

GKN Aerospace's display at Aero India, 2013 focused on developments across two of the company's market-leading businesses: fuel systems and emergency flotation systems.

The display will include a model of the for the AW101 helicopter fitted with a GKN Aerospace emergency flotation system; the type has been procured by the Indian Government. GKN Aerospace is an authority on the specification, design, manufacture and qualification of complete emergency flotation systems, designed to FAR / JAR 27 and 29. The company also continues to develop new materials and fabrication techniques to meet vital requirements for lighter weight equipment with extended performance and reliability - offering improved safety for crew and passengers. www.gknaerospace.com

Cobham's Digital Audio Control System (DACS) has been selected for Life Flight Network's fifteen new AgustaWestland AW119Kx single-engine helicopters. Life Flight Network of Aurora, Oregon – one of the world's leading air medical transport providers – is the first customer for the AW119Kx and will be taking delivery of the aircraft during 2013.

Cobham has also been granted an STC approval for its HeliSAS™ Stability Augmentation System and Autopilot by the European Aviation Safety Agency (EASA) to allow installation of HeliSAS on a significant new range of Eurocopter helicopters, including: AS350B, B1, B2, B3, BA, D, and EC130B4 models across the European Union.

With more than 100 systems installed in the United States, Australia, and South America, HeliSAS is making safer rotorcraft flight possible around the world. The two-axis, attitude hold/attitude command flight control system significantly reduces pilot workload and allows pilots to perform many cockpit functions hands-free.

The Civilian Aviation Administration of China (CAAC) has granted an STC allowing installation of HeliSAS on Bell 407 helicopters in that country. [Cobham]

ACCIDENTS & INCIDENTS

15 December 2012 Bell 407 N247SM. Air ambulance of St. Mary's LifeFlight, Evansville, Indiana, USA operated by Air Methods. LifeFlight lifted from Richland Memorial Hospital with a patient on board enroute to Deaconess Hospital in Evansville, IN. The aircraft was operating at 2000 feet MSL with the pilot under NVGs. At 21:24 CST, the aircraft experienced a birdstrike with two ducks entering the cockpit on the pilots side of the aircraft. The pilot was hit in the helmet and left shoulder with the impact. LifeFlight aborted the flight due to a bird strike and landed at the closest landing area which was the helipad at Wabash General in Mt. Carmel, Illinois. The damage was only to the cockpit window. [Concern]

15 December 2012 Eurocopter AS365 Dauphin N625CF. Air ambulance of CareFlight Air and Mobile Services, Miami Valley Hospital, Dayton, Ohio USA operated by Air Methods. While conducting a hospital transfer, the aircraft was in cruise flight at 2,000' and 140knt. The aircraft began to experience a 1 to 1 vertical vibration with feedback being felt in the cyclic. Transitioning through a Class C airspace, the pilot declared an emergency and executed a roll-on landing to Runway 18 at Dayton International Airport (KDAY) without incident. It was found that the pitch chain link lower bearing was disconnected from the rod end. [Concern]

21 December 2012 Cessna 550 Citation N753CC. United States Customs Service. Impacted terrain while on approach to runway 17L at the Will Rogers World Airport (OKC),

near Oklahoma City, Oklahoma. The pilot was uninjured and the co-pilot sustained minor injuries. The airplane sustained substantial wing and fuselage damage. [NTSB]

24 December 2012 Bell 407 N489AE. Air ambulance of Air Evac EMS, Inc. operating in McAllen, Texas. The Bell 407, was lifting from its base en route to another facility for patient pickup with three crew aboard. While stabilised in the hover at three feet [1 metre] altitude the pilot initiated a pedal turn to prepare for departure. During the pedal turn, the pilot experienced a vibration and simultaneous uncommanded right yaw. The pilot closed the throttle and landed. It was found that the tail rotor had struck the main rotor blade of a parked Bell 407 adjacent to the helipad.

29 December 2012 Bell 407 N534MT. Air ambulance of Aerocare, Texas. An emergency landing by the air ambulance resulted in injuries to a nurse aboard. The flight started at Fort Stockton, where a 51-year-old male Marathon resident was loaded onto the 1997 Bell heading for San Angelo's Shannon Medical Center, the aircraft had mechanical issues that forced an unplanned hard landing at the airport in Big Lake. Flight nurse Beth Hooper of San Antonio was the only person injured in the event. The patient was not injured but was transferred to an AirMed helicopter for transport to Shannon. [Media]

29 December 2012 Eurocopter AS350 PP-BRJ Rio de Janeiro Fire Department. The helicopter went down off Copacabana Beach opposite Copacabana Palace Hotel in the southern section of Rio de Janeiro, as its crew tried to rescue a swimmer who was struggling to make it ashore. As the helicopter slowed to the hover with a crew member on the right skid it settled upright in the water and sank until the MRB hit the water and disintegrated, No one was seriously injured. [Media/Utube]

31 December 2012 Bell B206L N465AE. Air Evac Lifeteam. Undertook emergency landing in a field owned by Aquinas College near St Thomas Hospital off Harding Pike, Nashville after incident whilst undertaking a landing at hospital. No injuries and no damage. [WKRN]

2 January 2013 Bell 407 N445MT. Air ambulance of Mercy Air-Med North operated by Med Trans Corp out of Mason City, Iowa crashed in a field at 260th Street and Balsam Avenue near Ventura, Cerro Gordo County near Clear Lake killing all three persons aboard. Occupants were given as a nurse Shelly "Shell" Lair-Langenbau; a paramedic, Russell "Russ" Piehl; and Gene Grell a pilot with Med-Trans, the helicopter service. The helicopter had been en-route to Emmetsburg to pick up a patient in conditions reported as Fog, Mist, 27°F, a 10-15kt wind, overcast and dark. The pilot was reported to have 2,700 hour pilot. [Media/Pprune]

2 January 2013 Eurocopter EC130 N334AM. Air ambulance The Mediflight helicopter suffered a hard landing in a field shortly after leaving its base at Seminole Municipal Airport, Oklahoma. The pilot cited engine failure. The pilot, a nurse and two medics were injured and the airframe suffered collapsed landing gear a broken tail boom but otherwise remained intact and upright. [NewsOK]

3 January 2013 Bombardier Dash-8 C-???? Air ambulance from Quebec was forced to make an emergency landing in western Labrador after a fire warning led to an engine shutdown. The aircraft put down at the Wabush airport which was its intended destination. The plane had been heading to Wabush to pick up a patient from neighbouring Fermont, Quebec. [Media]

3 January 2013 Eurocopter EC135 N. Air ambulance of Mercy Medical landed in East Main Street Marshalltown, Iowa after arriving at Marshalltown Medical and Surgical Center to find the helipad was already occupied by another helicopter. It landed on the road, East Main, but suffered a technical failure and was unable to leave. [WHOTv]

4 January 2013 Eurocopter EC120 N. Baltimore Police Department. The helicopter made an emergency landing in Reedbird Park after facing technical difficulties. The helicopter was able to fly back to its helipad shortly after making the landing, Davis said. [Baltimore Sun]

4 January 2013 Eurocopter EC135T2 G-KRNW. Cornwall Air Ambulance. The helicopter had to make an unplanned landing at a football pitch, Warfelton Field in Saltash. It was grounded for two hours and flew away after an engineering check. [Herald]

4 January 2013 Eurocopter AS350B2 N577AM. Air ambulance of King's Daughter's Medical Center in Ashland, Kentucky force landed on a highway near Grayson, Kentucky, USA. [FAA]

10 January 2013 Bell UH-1 N7247J. c/n 69-15533. Department of Homeland Security. Came down in a field off Espinoza Road, La Paloma, San Benito, California while carrying State Legislators. Not apparently on an operational mission. [Fox]

14 January 2013 Bell 206B JetRanger N. Florida Fish and Wildlife Conservation Commission. The helicopter made a forced landing in Sunrise, Broward County, Florida. The FWC chopper touched down in an empty field near 3333 Northwest 90th Terrace after the pilot, Lt Chris Colon, noticed some smoke coming into the cockpit. [Sun]

PEOPLE

Pete Barnes a pilot who had flown with a number of police and air ambulance operations died flying a AgustaWestland A109E over London in fog. His helicopter crashed onto a London street after turning on finals to land at Battersea Heliport. He hit the jib of a construction site crane.

Pete had racked up 10,500 flight hours over a 25-year career and was highly regarded as a person and for his piloting skills.

In addition to the emergency services flying he had worked on a number of movies including the James Bond hit Die Another Day and other Hollywood blockbusters but most of his flying had been as an 'aerial chauffeur' ferrying celebrities, sports stars and world leaders around Europe.

The Thames Valley and Chiltern Air Ambulance has announced the appointment of **Mark McGeown** as its new Chief Executive. He takes up the appointment on 11th February and will assume all responsibility for the day to day activities of the charity behind the service - the Thames Valley and Chiltern Air Ambulance Trust (TVACAA).

Mark was brought up in Northern Ireland and educated in Belfast and at Cambridge University before joining the RAF as a pilot. During his time as a RAF officer he served as a helicopter pilot in UK, Germany, Central America and the Gulf, he was the deputy base commander of RAF Benson (now the TVACAA operating base) and chief executive of the training base for all the Armed Forces' helicopter aircrew. He completed his service career in a diplomatic role in the British Embassy Moscow. Most recently he has been working as a business consultant in the aerospace sector and as a volunteer with a youth support charity and the Great Western Air Ambulance in the Bristol area.

The TVACAA reached another important landmark, flying its 14,000th mission to attend to a fallen horse rider out on the Lambourn Gallops.



This landmark figure represents the amazing support the charity receives from the local communities who support us across the three counties we serve, Berkshire, Oxfordshire and Buckinghamshire including Milton Keynes, 365 days a year.

The charity has achieved other notable enhancements, to include the provision of on-board doctors on a regular basis and in December the helicopter became only the second in the country to carry blood.

EVENTS

UPCOMING EVENTS



HAI's Heli-Expo is already the biggest helicopter-only convention and trade show in the world, and this year that's truer than ever as they have reported a new record for the number of exhibitors. Seven hundred exhibitors will be on hand in Las Vegas, Monday-Thursday, March 4-7, 2013 (exhibit halls open Tuesday-Thursday, March 5-7).

The HAI Heli-Expo in Las Vegas is a little over a month away and it is unclear what the highlights may be. One company that may provide some interesting discussions is probably Sikorsky. Already questions are unanswered from last year in relation to the former Schweizer company products – the S300 and 434 but this year there is added interest in the recent announcement that UTC, the parent company of Sikorsky, reported its fourth quarter and full year results and admitted that *"earnings per share [of parent UTC] of \$1.04 were down 27%"* and of that, *"results included a \$0.12 charge recorded at Sikorsky related to the Canadian Maritime Helicopter program"*. The Canadian Maritime Helicopter contributed nearly a third of the deficit [\$0.12 of the \$0.38 drop] in group earnings per share and yet in a good year Sikorsky only contributes 11.8% of UTC's turnover.

The question remains [and we seem to ask it every year] will MDHI relaunch the MD902 Explorer into the market place? In the UK, where the type remains very popular operators seeking newer airframes have been obliged to trawl the world looking for suitable second hand examples.



Eurocopter may have delivered another very strong performance in 2012 but it has its dark areas with the continuing problems with the oil industry EC225. The latest is that the type will be back in service without restrictions in April but that represents a major slippage in the previously notified remedial timeframe and clearly can slip further.

In terms of overall performance though they can point to an all-time record turnover of 6.3 billion euros. The company's second high record in bookings value marks a return to pre-crisis levels. This places Eurocopter in a strong position to benefit from its broad helicopter

portfolio evolution, along with the expansion in services and a growing global footprint. A strong growth in services and the 475 rotorcraft delivered last year generated the new turnover high that was 15% more than in 2011.

Since 2006 the average growth rate for the group has been 9%.

Last year sales were led by the Ecureuil/Fennec/EC130 family with 249 bookings and the EC135/EC145 families with 144 bookings.

The middle of next month sees the 19-21 March 2013 Search & Rescue Europe, Action Stations, in Portsmouth on the south coast.

A programme drawing upon the experience of speakers from a diverse range of SAR resources is being orchestrated by IQPC Ltd. www.sar-europe.com



Key Presentation highlights include:

Steps towards developing European SAR integration: Squadron Leader Jonathan Heald , OC ARCC, Royal Air Force.

Developing techniques for maritime emergencies in and around offshore wind farms and offshore renewable energy installations: Roly Mckie, Staff Officer SAR Operations, MCA shares insight into the UK's experiences in wind farm and offshore renewable energy SAR matters

Coordinating a multi-agency response to the 2011 Norwegian terrorist attacks: Two of the On Scene Commanders from Oslo police share first hand insight into Search and Rescue activities on the day

Planning and improving response for Mass Rescue Operations: Join the Mass Rescue Focus Day led by the IMRF on the 19th March to explore international efforts to improve mass rescue response.

For more information about sessions and the speaker line-up, simply download the event brochure at <http://bit.ly/W8gt0u>, email enquire@iqpc.co.uk or phone +44 (0) 207 036 1300.

To register your interest of attending the event, please visit www.sar-europe.com/req.

In April it is time for **Counter Terror Expo** in London. This event will include an element from the Tall Buildings Group with sessions for senior professionals who own, manage, and design security and fire safety within tall buildings. Tall buildings dominate the skyline of all the major cities in the world and present their own unique security risks. The world has drastically changed since 9/11 yet how do tall buildings balance the need for robust security against the highest level of fire safety?

As was found with 9-11, managing fire safety in tall buildings will always lead to a conflict between security and fire evacuation. This session will explore the current best practice for getting the balance right. Speakers will cover topics including: evacuation management, use of lifts, access systems and fire evacuation, and CCTV.

To conclude the event on Thursday 25 April the group will explore the lessons learned from recent tall building fires and explosions in the session "*Firefighting in Tall Buildings in the event of another '9/11'*"

The Tall Buildings Group is a member's only group although non-members are welcome to attend by application and peer review. Visitors interested in attending should contact russ.timpson@horizonscanbcp.com for further information.

Counter Terror Expo will bring together 400+ exhibitors, 9,000+ international attendees, 5 conference streams, 12 workshops, VIP delegations, a networking reception and behind closed door meetings across 2 days of educational, innovative and strategic content between 24 – 25 April 2013, Olympia, London. More information at www.counterterrorexpoawards.com



PAvCon – POLICE AVIATION CONFERENCE 2013

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

PAvCon can make a difference.

After seeing a presentation on rescue by a US Officer pilot at one of the PAvCon events attending members of the South & East Wales helicopter unit in the UK went out and purchased equipment that might assist them in a future event.

UK air units are not supposed to get involved in SAR – especially over water – but the unit famously rescued a woman from the sea in 1997 and there remains a likelihood that something similar might happen again. The PAvCon presentation highlighted the fate of a man struggling in icy water and of the detrimental effect of the helicopter downdraft on him and rescuers in a light boat when an attempt was made to rescue him. The acquisition of a simple 'Jon Buoy' light rescue device 'just in case' will allow surface crews more time to get to the person in distress if they can get the floatation device to them. The selected gear is clamped out of the way to the support post for the rear observers work station. www.jonbuoy.com



Details of the PAvCon event this year can be found on the website www.pavcon.org but they will be highlighted here and in direct mail from time to time.



A number of elements have still to be added to the web page but as of the time of writing you will be able to find on the website General Information on the venue, a site plan and booking forms. Currently four exhibitors have signed up but a total of twenty have given verbal intention to attend. Last year there were 28 exhibitors and it is confidently predicted this number will be matched or exceeded. Police from Australia, Belgium, France, Germany, Spain, UK and USA have so far confirmed they are attending.

Later in the year there is **Securing Asia London** from June 17-18. Reports estimate that the market potential of airport security and especially that of Perimeter Intrusion Detection Systems and Access Control Systems in the Asia Pacific Region will reach around \$26 billion by 2015.

Whilst most of the economies of the Asia Pacific region will be spending a considerable amount of money on upgrading their airport security systems, China and India are expected to be the major purchasers in the market given the size of their economies and the level of integration of the global economy. The other key Asia Pacific markets for airport security equipments include South Korea, Japan, Singapore, Hong Kong, Malaysia and Indonesia. Apart from Perimeter Intrusion Detection Systems and Access Control Systems, the market for Full Body Scanners is also expected to grow considerably in the years to come. According to the market research company *MarketsandMarkets*, the demand for Full Body Scanners in airports of the Asia Pacific Region is expected to rise from \$14.4 million in 2012 to \$243 million by 2017. Similarly, the Asia Pacific market for Explosive Trace Detection Systems and hand-held devices for detection of chemical and explosives is also expected to see phenomenal growth as terrorists devise new methods, which are impossible to detect through conventional metal detectors, for getting bombs on-board aircrafts.

Aviation Maintenance Magazine has announced the details of the inaugural **AVM Summit USA** to take place in the United States for the global aviation maintenance community.

The Royal Plaza Hotel located at Disney World in Orlando, Florida will be the site of the 1st AVM Summit on November 21-22, 2013, an event designed to help those running maintenance operations hone their focus on continual improvement.

Following the success of the AVM Summit Europe, Aviation Maintenance Magazine, organizers of the AVM Summits, have recognized the need for an MRO conference in the U. S. that will target developments in MRO products, systems, technologies and software and will look at how organizations can harness the power of aviation maintenance developments to help users grow revenues, reduce costs and improve regulatory compliance.

The event will address the current issues, topics and regulatory framework facing the aviation maintenance industry.

The AVM Summit USA is being organised in collaboration with PAMA (Professional Aviation Maintenance Association) who are relaunching their Annual Symposium.

Further details on the AVM Summit USA can be found at www.avm-summit.com/usa.



DIARY

12-14 March 2013 Home Office Security & Policing Security Exhibition, Farnborough, Hampshire, UK. You may have known it as the PSDB Exhibition in the past. The event is aimed at police, law enforcement and security professionals who are tasked with security, civil protection and National Resilience. Security & Policing showcases world leading products and services, taking advantage of the unique opportunity to bring together people with operational needs with companies that have the relevant solutions, all within a secure environment. You can see everything in this exhibition at a host of exhibition venues but the brains in the Home Office have decided that if you see them together at this venue it's going to be *secret, secret, secret*. How laughable. Who do they think invents this stuff? Well, fortunately it's not HO Civil Servants. www.securityandpolicing.co.uk +44 207 0917835



26-30 March 2013 LIMA 2013 ASEAN Regional commercial aviation, naval and coastguard meeting event. Langkawi International Maritime and Aerospace Exhibition (LIMA) brings together the latest technology and products from the aerospace industries. LIMA is now established as one of the major airshows in the world. The Langkawi International Maritime and Aerospace Exhibition is the premier destination for aerospace and maritime manufacturers targeting the Asia Pacific growth markets from the defence, enforcement, civil and commercial sectors. For nearly 25 years. LIMA has been serving exhibitor needs by assembling key decision makers and specifiers from across the region for this biennial 5 day event. Held at the purpose-built Mahsuri International Exhibition Centre, the exhibition combines the adjacent Langkawi International Airport and a neighbouring cruise jetty as part of its overall facilities. The half-day ASEAN Coastguard Forum will attract a community of Directors of Coastguards from the ASEAN region, along with selected out-of-region coastguards requested by the MMEA to encourage deeper ties in the regional community. Three separate forums in Malaysia. Contact the Organisers, Tangent Link +44 1628 660400 www.tangentlink.com

