

Police Aviation News

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PAR



JAPAN SELECTS EUROCOPTER

NIGHT VISION AWARDS

Call for entries

SCOTLAND'S CHARITY GOES LIVE

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

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LAW ENFORCEMENT

BELGIUM

FEDERAL POLICE: The Federal air support unit has been celebrating its 20th anniversary with the creation of badges and key rings. One of the badges is for the exclusive use of unit personnel and another generally available to the public.

The badge available to the public carries no police logo on it. This might be brushed aside as a security measure intended to reduce the availability of police insignia but it turns out that it was a mistake and the unit have been offering pre-release purchasers their money back.

Readers who collect such items can mail the unit at marc.arys.6029@police.be to check on availability. The badge is available for €7 and the key ring for €5. Shipping costs are €1 for a single item and €1.5 for two.

Profits from these sales will be fed into a forthcoming event on September 21-12, 2013.



BRAZIL

RIO DE JANEIRO: It was widely reported across the world as a 'shocking video' and it showed images of Rio de Janeiro police in a helicopter firing on a moving car in a street. The images clearly illustrated the inaccuracy of firing automatic weapons from an aircraft with clear signs of bullet strikes hitting anywhere but the target vehicle.

Although much of the impact of the images was downplayed by describing the area as a

COVER IMAGE: Eurocopter Japan recently signed contracts with the National Police Agency [NPA] in Japan for four helicopters including this the first EC155 B1 to be taken by the 'Agency'. Upon completion this will go to Hyogo Prefectural Police in 2015. © Chikako Hirano Eurocopter Japan.

'populous slum' [as if the unintentional killing of the poor is of no consequence] the incident has sparked a probe. The footage of the high speed chase with a difference emerged a year after it happened, but the shock effect was as if it were new, raising concerns over the excessive use of police force.

The video of police camera footage released by Brazilian media outlet *Globo Noticias* showed how officers tracked Marcio Jose Sabino Pereira – known as 'The mathematician' – through the Coreia slum in western Rio.

The suspect, a drug dealer, got into a car and drove off, and during the pursuit police opened fire on the moving vehicle with an automatic weapon. The crossfire from the shoot-out struck the road around the car and the surrounding buildings. Perreira was found dead in the vehicle the next day on May 12, 2012.

Rio police chief Martha Rocha described the use of force by police as "*disproportional*," and said that a probe had been opened into the incident on April 30. The officer who piloted the helicopter and was in command of the operation, Adonis Lopes de Oliveira, faced questioning by magistrates.

Perreira was wanted on 26 charges of drug trafficking, conspiracy to traffic and homicide. Since 2003, Rio police have killed more than 11,000 people in connection with the drug trade.

At the heart of these disclosures – clearly not that unusual – are concerns relating to security in Rio for the 2016 Summer Olympics. There is pressure to clean up the city in time for the arrival of the event.

GERMANY

RAILWAYS: It has been reported that the railways in Germany [Deutsche Bahn DB] are to use a fleet of small helicopter drones mounted with thermal imaging cameras to thwart would be graffiti-spraying gangs on the railway network. The drones, which fly at an altitude of 130m, will be used at graffiti "hot spots" such as Berlin, Leipzig, Cologne and Hamburg. The use of drones against vandals is the latest indication of the growing civilian market for unmanned aerial reconnaissance. More than 400 drone systems were being developed by firms based in Europe, according to an EU report in September.

The DB drones are manufactured by the German firm Microdrones, which also markets the machines for landscape photography, analysing traffic accidents and monitoring crops. They will be painted in Deutsche Bahn's red livery.

Privacy considerations means that the DB craft will not be used near stations, where members of the public might be filmed. [SA Times]

JAPAN

NATIONAL POLICE AGENCY: The national police service continues to renew the aircraft fleet with a mixture of aircraft types. In recent times there has been evidence that the buyers were selecting AgustaWestland types but more recently the orders have been for Eurocopter products. The latest tranche of orders relates to three distinct aircraft types so there is no fleet standardisation in place.

Eurocopter Japan signed contracts with the NPA for a total of four helicopters spread across the EC135 P2e, EC155 B1 and AS365 N3+. The new acquisitions will be deployed to Hyogo Prefectural Police (EC155), Hiroshima Prefectural Police (AS365), Osaka Prefectural Police (EC135) and Fukuoka Prefectural Police (EC135), replacing existing airframes.

The new EC155 B1 from Eurocopter's Dauphin family will be the 'Agency's first acquisition of this helicopter type. Incidentally, it is also the first Eurocopter rotary-wing aircraft to be operated by Hyogo Prefectural Police, with delivery planned for 2015. Hiroshima Prefectural Police's AS365 N3+ will also be delivered in 2015; while Osaka and Fukuoka will receive their EC135 P2e in 2014. [EC] Ed: See cover image.

SOUTH AFRICA

PORT ALFRED: Drones, unmanned craft, may have their place where the skies and landscape are less crowded with humanity. A family in Port Alfred have been spending large sums on unmanned helicopters to try to save the African rhino from poachers.

It started as a hobby and the attachment of a digital camera to a remote-controlled helicopter flown by businessman Anton Kieser but progressed to a larger project undertaken with Leon and Kees his brother and father respectively.

Other anti-poaching initiatives in South Africa are also using unmanned craft to try and save the rhino from extinction, the Keiser project is bringing in helicopters rather than the fixed wing craft previously used.

The drones are imported from the United States and required the family to undergo background checks before they were released to them.

SOUTH KOREA

Hopes that a new breed of commercial drones can be easily integrated into civilian airspace have been damaged after it was revealed that the loss of the technology at the core of the system – automatic GPS navigation between waypoints – led to a fatal accident last year.

A year ago in Incheon, South Korea, a Schiebel S-100 Camcopter drone, a 150-kilogram rotorcraft capable of 220 km/h flight crashed into its control truck killing one of the company's engineers and injuring the two remote pilots. The S-100 has been used by the South Korean authorities since 2008 to police major events – such as the 2010 G20 summit in Seoul.

It has now been confirmed that loss of the aircraft's GPS signal was an initiating event in the accident. But in preliminary findings ahead of an official report from the Aviation and Railway Accident Investigation Board in Seoul, drone maker Schiebel of Wiener Neustadt, Austria says that the GPS outage should not have led to loss of control of the aircraft, alleging that the remote pilots had reacted erroneously when GPS was lost.

In the period immediately following the accident it was rumoured that North Korea was jamming GPS in the border region between 28 April and 15 May and that was the suspected as the primary cause for the mishap. The South reacted angrily to the jamming, which interrupted navigation on more than 600 civilian flights – and it has been likened to a form of terrorism by regional media.

Schiebel says it's S-100 should have coped in any case because GPS can be lost for many reasons, such as an inability to access the positioning satellites due to obstruction by high buildings.

The experienced Schiebel aviation engineer who died was assisting two remote pilots working for one of Schiebel's South Korean partners. He was not in control of the aircraft.

The ongoing Korean investigation is said to be focusing on the cause of the GPS denial and e-forensics on the charred remains of the control electronics, little of which survived. [Paul Marks, *New Scientist*]



TURKEY

POLIS: Sikorsky Aircraft has signed a contract to provide two VIP S-92[®] helicopters to the Turkish National Police (TNP) for service to the Turkish Prime Ministry. The new helicopters will support the Head of State function currently served by one S-92 helicopter operated by the TNP since 2005.

The new S-92 helicopters are expected to be delivered this year. [Sikorsky]

UNITED KINGDOM

NORTHERN IRELAND: This month sees the G8 Meeting, representing a major security headache for the authorities in the province. The aviation fleet has been bolstered in recent weeks by the delivery of a new Eurocopter EC145 and a new BN Defender fixed wing twin, these displacing older aircraft types in service.

Meanwhile, despite its shortcomings at last years Olympics in London, the G4S group secured a contract to provide security for the G8 summit. The firm will supply 450 staff members to provide security at the event. Alongside the firm's security service there will be armed forces personnel and police officers drafted in from the mainland.

There have, unsurprisingly, been concerns regarding the firm's ability to deliver on the deal following the Olympics debacle last year. Secretary of state for Northern Ireland, Theresa Villiers, said: *"The G8 is considerably less than the numbers that were required for the mammoth operation at the Olympics"*.

The event will involve leaders from around the world, and it is anticipated that there will be thousands of protesters at the event.

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UNITED STATES

NATIONAL: The Night Vision Awards selection committee are now taking nominations for the 2013 Night Vision Awards Show to be held in Orlando at the Airborne Law Enforcement Agency's (ALEA) annual conference. Awards will be presented to recipients on Thursday, July 18th at an awards reception from 4:30-6 p.m.

"The last awards held at ALEA last summer was a great event and ended up being standing room only," said Aviation Specialties Unlimited Director of Sales and Marketing Hannah Gordon. "We had record attendance and a great field of recipients. We hope attendees from ALEA will come out and help us honour the winners at this show."

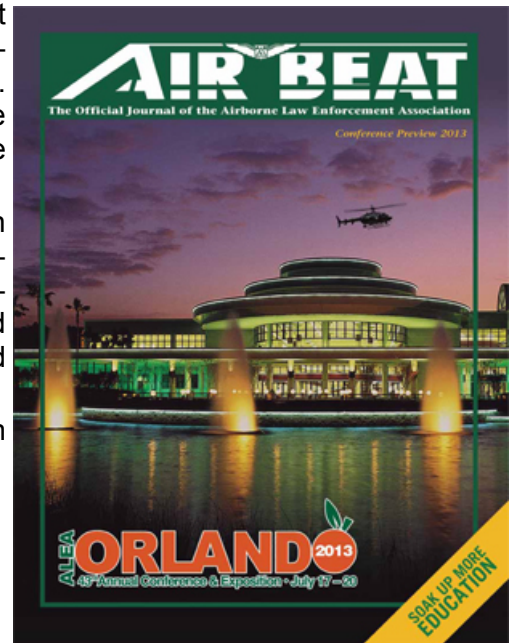
The Night Vision Awards are an awards series with recognition events held throughout the year hosted by ASU, Night Flight Concepts, Vertical Magazine and RotorCraft Pro Magazine. The purpose of this event series is to promote operational leadership and excellence in the use of Night Vision, in North America and around the world.

Additional awards will be presented at NightCon 2013 in Dallas in September.

Night Vision Awards will be given for the following categories:

- 5-year service award
- 10-year service award
- Community Awareness award
- Mark of Excellence award
- International Advancement Award

Nominations are currently being accepted for ALEA award show. 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 ALEA in order to be eligible for entry for the awards. 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. A full list of previous winners and award description can be found on nightvisionaward.com. [B]



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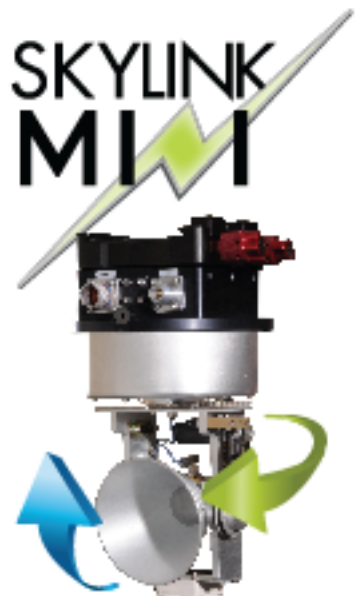
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MARYLAND: The Department of Justice is holding a UAS Pre-Flight Briefing Conference from June 11, 2013 to June 13, 2013 in Annapolis, Maryland. Information on the conference can be found at: <http://srtbrc.org/uas/> Alternatively you can contact Don Roby the ALEA Training Program Manager at droby@alea.org

TENNESSEE: After nearly six years on the ground, the Hawkins County Sheriff's Office's [HCSO] Bell OH-58 Kiowa helicopter was transferred to the Jackson, Tennessee Police Department by federal order. This is believed to be N129HC a Bell OH58A c/n 40350 69-16129.

The HCSO acquired the helicopter as federal government surplus in 1996, and for nearly a decade it patrolled the skies over Hawkins County mainly looking for marijuana grow sites.

The HCSO operation was able to show some success in its operations with seizures averaging 10,000 to 12,000 plants per year. Eventually the success rate waned as – it is claimed – the growers went elsewhere to grow their crops away from the peering eye in the sky. In the final year [2006] only about 1,300 marijuana plants were seized.

The helicopter was grounded in the 2007-08 fiscal year as part of budget cuts and never returned to the sky. Federal rules require that if any aircraft donated to a local agency by the federal government isn't used it must be reallocated. Hence the recent move to Jackson of the airframe and the residue of spare parts. Additional equipment on the helicopter that was purchased with HCSO drug fund money over the years was paid for by Jackson.

The Jackson unit has a base at McKellar Field and has been operating with similar surplus aircraft since late in 1998. At the time there was dissent as to why a town with just 50,000 people needed a helicopter but thanks to similar reallocations of airframes from other areas it has maintained its operations. [Media/PAR]

AIR AMBULANCE

CANADA

ORNGE: Ontario's troubled air ambulance service has sold two helicopters for \$20 million that will be used to pay down its debt. They're among the 12 helicopters Ornge bought for \$144 million from Italian company AgustaWestland.

The organisation, which receives about \$150 million a year from the government, is currently under a criminal probe for financial irregularities.

Ornge bought 10 AW139 helicopters in 2008 and bought two more for US\$11 each, and had been looking for a buyer since the government cleaned house at Ornge and installed new leadership.

Despite the apparent windfall of the funds being clawed back Ornge has dashed hopes that some had of extending the service into the night hours on the grounds of cost.

EUROPE

GERMANY/DRF: At this year's annual meeting of DRF Luftrettung's chief medical doctors and chief paramedics DRF Luftrettung awarded its research prize for the second time. The prize is meant to promote research and strategic planning in pre-clinical emergency care. The winner is chosen by the DRF Luftrettung medical and scientific advisory board.

The €5,000 prize was awarded to Dr. Jan Wnent, who works at the Schleswig-Holstein University Hospital. On behalf of the German Resuscitation Registry, he had submitted a study on the question of how the choice of hospital affects the survival of patients who had suffered a cardiac arrest outside of a hospital. The DRF Luftrettung medical and scientific advisory board.

sory board was of the opinion that the study represented an important step towards structured and standardised care of patients suffering a pre-clinical cardiac arrest in Germany. Taking care of this patient group presents a major challenge both for the ground-based and air-based emergency services in Germany. In the meeting of the medical and scientific advisory board in advance of the annual conference, the participants dealt with the new Emergency Medical Services Act and its significance for emergency medicine in Germany.

DRF Luftrettung marks its 40-year anniversary this year. In March of 1973, the first DRF Luftrettung helicopter took off from Stuttgart to provide quick medical help at a traffic accident. Today, DRF Luftrettung uses helicopters in 31 locations throughout Germany, Austria and Denmark for emergency services and the transport of intensive care patients between hospitals, at eight locations even around the clock.



Caption: Presentation of the research prize to Dr. Jan Wnent. Left to right: Steffen Lutz, Director of DRF Luftrettung, Dr. Jan Wnent, Priv.Do. Dr. med. Erik Popp, project manager research prize on the DRF Luftrettung medical and scientific advisory board, Prof. Dr. med. André Gries, chairman of the DRF Luftrettung medical and scientific advisory board, Dr. Hans Jörg Eyrich, Director of DRF

TURKEY

In future the Eurocopter EC135 will perform the majority of medical airlift duties throughout Turkey with a fleet of 17 helicopters to be flown by the Turkish Aeronautical Association's THK Gökçen Aviation commercial arm.

Operations are to begin this August with an initial five EC135s, followed by a build-up to the full complement of 17 rotary-wing aircraft. The EC135 was selected for these life-critical services by the team of THK Gökçen Aviation and Saran Holding – which won a five-year air ambulance service tender from the Turkish Ministry of Health.

In 2008 Kocoglu Aviation was awarded a government contract to provide EMS helicopters. This fleet grew to consist of an EC145, ten EC135s and eight A109E Power type helicopters, each with a crew of two pilots, one doctor and a paramedic, on duty and waiting for missions during daytime at their respective bases.

A mixed fleet of seventeen ambulance helicopters and four ambulance aircraft are currently

in the fleet of the Ministry of Health.

Last year air ambulance services were provided mostly to patients in the provinces of İzmir and Antalya. Patients with cardiovascular complaints benefited most from these ambulances with 27% of all medical emergencies, followed by traffic accident victims at 17%, newborn babies at 11% and patients with neurological problems at 9%. Air ambulances also transported donated organs 332 times last year.

UNITED KINGDOM

EAST ANGLIA: After almost a year of crew training, a brand new state of the art helicopter and logistical ground preparations, the East Anglian Air Ambulance (EAAA) has announced that it is now available to be tasked to incidents on their dedicated air ambulance during the hours of darkness.

The Charity says it has the funds, the people and the aircraft in place to run the service and the Civil Aviation Authority (CAA) has approved EAAA to fly helicopter emergency medical services (HEMS) during the hours of darkness.

Within the new strict guidelines the Charity can now fly to an incident single pilot and using night vision aids land at unknown and unlit sites immediately adjacent to patients, so that their enhanced emergency care team can begin their work without the delay that results from having to travel by road.

The East Anglian Air Ambulance is the first and so far only night capable UK EMS helicopter to operate a dedicated night time air ambulance service in the East of England.



The first night capable EC135T2 produced for Bond Air Services was launched on its training programme last September at the Cambridge Airport BGAD event. [PAR]

Last month an EC135T2 operated by the OAMTC in Austria provided a backdrop to a television interview of Captain Glenn Daley [ALEA, New York Police Department, Retired] by local broadcaster ORF at the annual PAvCon Police Aviation Conference held in Wiener Neustadt, Austria. The thread of the interview related to the 9-11 attacks although this year Glenn did not include that subject in his presentations. A separate report on this years event will be published.



SCOTLAND: The charity ambulance [SCAA] is now operational and despite the existence of two helicopters being operated for the Health Service the newcomer has been busy since its official launch on May 22.

As well as air response using the BO105 G-CMBS the charity uses a land vehicle during adverse weather conditions and to attend incidents in the immediate vicinity where it would be quicker to respond by road.

Honda is providing the SCAA with a new CR-V as a land support vehicle. The CR-V is fully funded by charity and crewed and tasked by the Scottish Air Ambulance Service.

Over the past four years the Honda CR-V's outstanding reliability, practicality and interior space has helped it build a solid reputation supporting the emergency services as a paramedic response vehicle. Speaking at the launch of the new air ambulance helicopter at Perth Airport on May 22, Gavin Davey OBE, Chief Executive of Scotland's Charity Air Ambulance commented:

"We are hugely grateful to Honda (UK) for providing this proven workhorse to augment this charity helicopter air ambulance. It will be a lifeline for many in need and will strengthen the service that we provide to communities across Scotland."

The CR-V's car-like dynamics and intelligent all-wheel drive system mean it can access the most remote locations quickly, while the torque and fuel-efficient 2.2-litre i-DTEC diesel engine makes it quick under 'blue light' conditions. The British built CR-V is already a popular choice for the Scottish Ambulance Service with over 100 models already on their fleet.

The new emergency response resources will operate alongside the two existing helicopters and fixed wing aircraft already on the Scottish Air Ambulance Service fleet.

All the aircraft operate with paramedics on board and fly just over 3,500 missions every year.

Scotland's Charity Air Ambulance was established in 2008 to save the lives of those in Scotland by supplementing the resources available to the Scottish Air Ambulance Service. They will be providing, free of charge to the Scottish Air Ambulance Service, the Bolkow complete with pilot and paramedic crew. The cost is met through community fundraising across Scotland. The helicopter will be fully integrated in to the Scottish Air Ambulance Service and will be routed as part of the 999 Ambulance Control Centres. [Honda/PAR]



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YORKSHIRE: Paramedics and doctors at Yorkshire Air Ambulance (YAA) have helped design their own medical kit bags that are now being used to treat patients both on the ground and in flight.

The medical teams have worked with manufacturers to produce the revolutionary pouch design bags already attracting interest from other helicopter emergency services.

The new bags, which have taken nearly 18 months to design and pilot, address several key infection control and patient care issues identified by the Yorkshire helicopter medics.

These include the need for kit bags to be totally wipeable, tear and rip resistant and to provide easy access to equipment that can be kept in sterile packaging until it is needed.

YAA worked with Wirral-based manufacturer Openhouse Products to redesign the bag and designer Philip Sim said: "It has been an enjoyable and challenging design roller-coaster.

"After visiting the YAA Base and seeing the conditions in which Tony and his team had to work in it was clear that the traditional split open bag design was just not suitable.

"The challenging aspect of this project was not only giving the user the best access to the equipment once inside the aircraft but to fully encapsulate all the items that must be carried at any particular time and for any eventuality.

"With all of these factors in mind and a few initial designs later Tony and I decided that the front loading; almost shelf-like design with interchangeable modular inserts gave the user not only the best access from their position within the aircraft but also full control over the contents."

YAA's two helicopters now carry the new kit bags as does the emergency response vehicles located at the service's two bases at Leeds Bradford International Airport and RAF Topcliffe, near Thirsk.



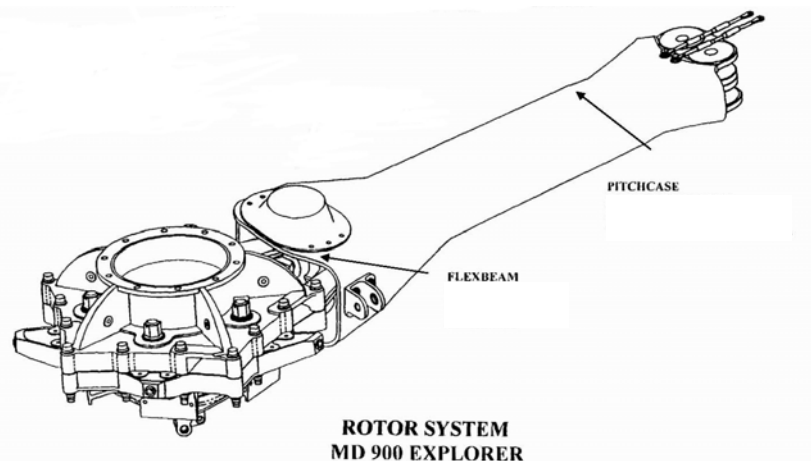
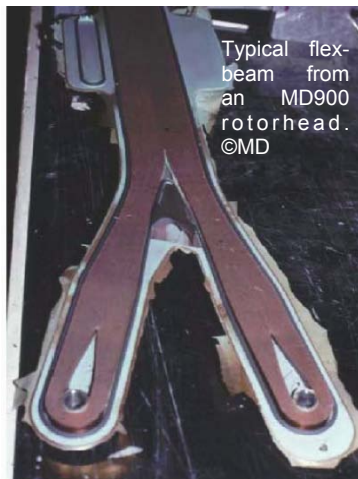
Picture caption: (From L to R) Openhouse Design Technician Philip Sim, Yorkshire Air Ambulance paramedic Tony Wilks and Openhouse Design and Commercial Manager Rob Smith with the revolutionary kitbag now being used by YAA crews. Alongside MD902 Explorer G-ESCI. © YAA

Meanwhile YAA say they are facing increased daily running costs. Until now they needed £7,200 every day to keep its two MD902 Explorer helicopters running, but see a need to find an additional £2,790 each day, taking the new daily running cost to £9990 – an annual equivalent of £3.6M.

The price hike can be put down to a general rise in overall costs – finding converting and staffing new bases included – and fuel and maintenance but a significant amount of the increased load can be placed at the door of the helicopter operated.

Although the Explorer has proven to be the almost perfect HEMS airframe for YAA and many other UK ambulance operators its maintenance has been stretching the patience of the operator.

With the calendar based annual service both aircraft have to undergo mandatory servicing that sees each offline for 4 to 6 weeks. Given the vast topography and area of Yorkshire, they cannot operate with just one helicopter for that length of time, so have had to budget to



hire in a relief aircraft during these periods. They have costly agreements in place with both Medical Aviation Services at Staverton and Multiflight in Yorkshire to provide a spare MD902 and an AS365N respectively.

The poor availability of parts recently has resulted in a longer than usual downtime for one aircraft in need of a main rotor flexbeam and that disrupts spare aircraft availability. With a relatively small fleet to support MD Helicopters buy in their parts in batches and it seems they got the numbers wrong and so have run out of spare parts early.

MD Helicopters say they are dealing with an increase demand that exceeded forecast orders. The supplier is expediting the next batch of parts but even so they are looking at a 'cure date' of July [which is an improvement on the original quote of October].

Back in February at the HAI Heli-Expo in Las Vegas Lynn Tilton told a gathering of the media that her company was moving 'From the darkness to light' and erroneously claiming that the company was not suffering any AOG issues. That instance did not go so well [we argued in public] but more importantly the 902 AOG problem has not gone away.

At some point the replacement of the oldest YAA helicopter, G-SASH will be necessary and a designated fund has been set up for this major purchase. At present, to replace G-SASH, the charity would be looking at something in the region of £6M to 8M – a huge amount of money that is further complicated by the lack of the still preferred MD aircraft on the production lines of Mesa. Every available used airframe is being snapped up by MAS at Staverton and existing operators are being forced to update the airframes they have to the modern standards.

The charity now operates both its own helicopters through their own Air Operators Certificate which also allows it to employ its own pilots, which has lead to an increased number of available and actual flying hours for both of the helicopters. Their two air support units are equipped with state of the art technology and infrastructure, which enable the crews to respond to incidents in the quickest possible time

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This summer the charity will relocate from their current base at Leeds Bradford Airport to a new improved base at Nostell Priory near Wakefield. This will enhance the service across the region; improve flying times to remote areas in West and South Yorkshire and will create an operational overlap in the busiest areas. The new base will compliment the existing Northern base at RAF Topcliffe near Thirsk [that was taken on after they had to give up Bagby].

The Explorer G-SASH went in for its annual in mid March and remains grounded awaiting its flexbeam. To cover for SASH YAA leased in G-ESCI from Medical Aviation Services, but a few weeks later that too was out for its own annual. The next day YAA's other Explorer G-CEMS was grounded after damage from a heavy landing was noticed by an engineer and that was only put back in the air after the landing skid from SASH was swapped over.

The day after G-CEMS was grounded a major fatal road accident on the M62 motorway occurred in their area and YAA had no helicopter to respond with. As a result it was two AS365N Dauphins from Great North Air Ambulance, two EC135s from North West Air Ambulance and an Explorer from Lincolnshire/Nottinghamshire that responded responded on YAA's behalf.

YAA have wet-leased in the spare Multiflight Dauphin to enable a full two-aircraft operation but that brings with it additional pressures in that the Yorkshire pilot's cannot fly it and the interior is smaller and laid out in a different manner.

It might be thought that the easy answer would be to change aircraft type, but YAA are reticent. Compared with the available Eurocopter and AgustaWestland alternatives the Explorer provides a larger, more crew friendly cabin, and can cost less to own and operate. The Dauphin for instance has a gearbox that costs many times more to repair/overhaul than the one in the MD product and that resulted in a long period of grounding for one airframe operator as cheaper options were sought. [YAA/PAR/MD/Multiflight]

UNITED STATES

ALABAMA: Huntsville Hospital trauma patients being transported by air now have an enhanced survival rate after the facility's air ambulance service began carrying blood on board every flight last month.

MedFlight, the hospital's air ambulance, is the first helicopter in the state of Alabama to carry blood on every flight. It is one of only a relatively small number of air medical programs in the USA to do so.

MedFlight is the world's largest provider of air medical services and began operations at Huntsville Hospital in 1984. It is owned and operated by Air Methods Corporation and has been serving the Tennessee Valley for over 29 years.

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INDUSTRY

DART Aerospace has announced that the Rear Locker Extender™ that increases the baggage compartment capacity by 21" is now FAA and TCCA approved for Bell 206A/B/L/L1/L3/L4 and 407 (including 407GX) aircraft.

Constructed from a high quality, rugged composite, the rear locker extender is a perfect lightweight solution to stow extra sets of golf clubs, long-handled shovels or other awkward items that are normally impossible to stow. The DART rear locker extender is up to 15% lighter than other available options making it the best alternative for operators.

Cobham plc has announced that it has acquired the entire share capital of Axell Wireless Limited, a privately-owned supplier of wireless communications for commercial and public safety markets, for a total consideration of up to £85M on a cash and debt-free basis. Cobham has paid an initial £60M for the business, with a further conditional cash consideration of up to £25M in total being payable during 2014 and 2015.

Axell is a leading global provider of Distributed Antenna Systems (DAS) and wireless solutions for the public safety and cellular markets, with a specific focus on communication systems for buildings and critical infrastructure applications. It has supplied coverage solutions for some high profile global infrastructure projects including the London 2012 Olympic Stadium, the Beijing and Singapore metros, the Burj Khalifa in Dubai, the Brisbane Airport tunnel and the Shard in London.

A final assembly line for the new generation AW169 helicopter will be established at its **AgustaWestland** Philadelphia facility located at Northeast Philadelphia Airport in the United States of America.

The first Philadelphia built AW169 helicopter

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will be inducted into the final assembly in May 2014 and will be delivered to the first customer in early-2015. The new production line will ramp up to produce around 20 aircraft per year by 2017. Incorporating a lean advanced manufacturing philosophy, the new AW169 production line will be scalable to accommodate production escalations based on market demand. Also AgustaWestland's facilities in Vergiate (Italy) and Yeovil (UK) will play major roles in the manufacturing activities for the AW169 programme.

The Arms Acquisition Process in **India** has been slowed to a crawl due to a series of scams, the most recent of which is that involving AgustaWestland. By 1990, the entire Indian arms inventory obtained from the former Soviet Union had become due for replacement but much of it has stalled in the face of corruption enquiries.

The military has yet to select a light helicopter type to replace the locally produced French Sud Alouette derivatives after the intended replacement competition became mired in controversy after the Eurocopter AS350 was selected. That failure to proceed reflects on police air support aspirations as civil law enforcers would equally like to fly a modern locally produced type rather than the Alouette. Eurocopter continues to complain about the delays.

The now stalled delivery of the AgustaWestland EH101 is also seen as a scam in India as the Anglo-Italian company is widely assumed to have taken advantage of an Indian predisposition to accept a little palm greasing to achieve sales into the region. In truth most of the region is so predisposed to help such contracts along so all parties, the winners and the losers, are unlikely to have expected to act differently just because the Indian Government has now decided to change its ways. Nearly every defence deal has seen these scams surface after every defence purchase.

The AgustaWestland deal was worth €560M, of this nearly 10%, €51M is alleged to have been creamed off in fees paid to a number of those involved. It is claimed that €30M in fees went to India and €10M was given to Italian politicians to secure Giuseppe Orsi's promotion in Finmeccanica. Generally these bribes or commissions amount to 2-3% of the overall cost of the deal so it may just be the percentage that sticks in the throat.

Bell Helicopter has worked with Astronics Corporation to help integrate the Max-Viz-1500 enhanced vision system as an option for new Bell 429s as well as for retrofit installations.

Astronics' Max-Viz-1500, a dual optical field of view enhanced vision system with patented image software, permits pilots to see much farther than the unaided human eye while offering an added degree of safety and situational awareness in conditions with obscured vision.

Providing the Max-Viz-1500 as an option for the Bell 429 gives customers the opportunity to access the latest in real-time enhanced vision. Combined with the Bell 429's state-of-the-art single-pilot cockpit, IFR and WAAS approach capabilities, the enhanced vision system will permit operators to maximise visibility and performance in obscure conditions.

The Max-Viz is available as an option on new Bell 429 helicopters from the factory and also offered for retrofit at the Bell Helicopter Service Facility at Piney Flats, Tennessee. [BHL]

Serco has been awarded a contract extension by AgustaWestland Ltd to assist them in maintaining the fleet of Sea King aircraft for the Ministry of Defence under their Integrated Operational Support Contract. The extension, which will run from April 2013 until December 2015, is worth over £7m for the two and a half year period



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After some very quiet months a series of deliveries has again led Eurocopter to further extend its lead in Britain's private/VIP market and once more confirmed the company's role as Britain's civil helicopter hub. Two sales relate to the AS350 B3e one being G-ECUK, the third is an EC120 B G-PERF [both in the image above].

The design and customization activities for these aircraft were performed in the UK, with the **Eurocopter UK** subsidiary applying its onshore expertise in work ranging from avionics integration to interior design and outfitting, as well as installation of other customer-defined systems such as radar altimeters and iPads.

A fleet of 314 turbine helicopters is operated by private and business aviation customers across the UK, which represents the largest market of its kind in Europe, and is ranked third worldwide. With close to 40% of this fleet in Britain, Eurocopter provides more than any other helicopter manufacturer.

The single-engine EC120 B G-PERF and AS350 B3e G-ECUK completed by Eurocopter UK offer versatility, affordability, high safety standards and minimum life cycle cost in the lightweight rotorcraft category.

Overall, 4,900 Ecureuil/Squirrel/AStar helicopter's have been delivered in 98 countries worldwide for approximately 1,600 operators. These aircraft have cumulated more than 22 million flight hours. [EC]

In Donauwörth, Germany, Eurocopter officially opened its new **Systemhaus** helicopter development centre in the presence of Bavarian Prime Minister Horst Seehofer.

The facility, which provides workspace for some 900 employees, offers complete system capability for the global helicopter market leader's production activity at its German location – a key aspect of the company's worldwide innovation strategy.

This new centre allows Eurocopter to manage the entire life-cycle of its helicopters at one German location, covering all aspects from research, development and prototype construction through manufacturing and final assembly – along with training, maintenance and product improvement. Approximately 900 employees are moving from an existing operation in Ottobrunn near Munich, bringing the Donauwörth location's total workforce to a staff of some 6,500.

The US Department of Defense has decided to stop buying **EADS UH-72A** helicopters for the Army from next year.

The global fleet deliveries of **Pilatus** PC-12 aircraft has now reached nearly 1,200 and the accumulated fleet hours has now passed 4,000,000 flight hours since the first aircraft was delivered in October, 1994. The highest time PC-12 has logged over 24,000 hours in opera-

tion as an air ambulance with Air Bravo in Ontario, Canada.

The PC-12 fleet now adds 1,000,000 flight hours every two years.

In the 19 years that the PC-12 has been in production, it has also earned a reputation as one of the safest business aircraft on the market with an accident rate of the US and Canadian fleet of PC-12s being less than half that of the fleet of twin turboprop aircraft.

The Ka-226T, developed by the **Russian Helicopters** company took part in test search and rescue missions as part of preparations for the Winter Olympic Games in Sochi, 2014.

The test flights of Ka-226T which was equipped with a medical module took place in the Krasnaya Polyana region near Sochi in early Spring 2013. Flights were conducted with medical personnel from the Southern Regional Center for Emergency Medicine, the rescue service of "Rosengeneering Operation" which provides services for the maintenance and operation of the organization of ski resorts, as well as senior engineers from the flight test facility of the Russian Helicopters.

The worldwide community of **Lockheed** Martin C-130J Super Hercules operators recently surpassed a landmark 1 million flight hours milestone, logging this time through numerous combat, special operations and humanitarian missions.

Thirteen countries operating C-130Js, and members of Lockheed Martin 's Flight Operations and the U.S. Government 's Defense Contract Management Agency (DCMA) teams contributed to this achievement. Hours were tracked beginning with the C-130J's first flight on April 5, 1996, through the end of April 2013.

With **Diamond Aircraft** in Wiener Neustadt, Austria having just hosted the 2013 edition of the PAVCon Police Aviation Conference it is perhaps time to mention them.

The company continues to struggle financially although sales are good. As delegates were able to witness during the factory tour at the start of PAVCon the factory is efficient and modern but the owner Christian Dries has been quoted as stating that the workforce is expensive and as a result the singles produced are inefficient and costly. Where labour costs

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for the HK36 and DV20 Katana singles amount to 55% of value the twins represent a more acceptable 15%. Dries is said to be considering transferring single production to China.

The DA-42 twin is the main surveillance platform, the singles are rarely selected, but sales are not furious. The main problem continues to be the engines. There is nothing wrong with them but the Austro Diesel's converted from Mercedes-Benz automobile power plants have yet to attract widespread acceptance. The TBO of the engines is growing but they have yet to meet the levels enjoyed by existing power plants. The potential customer's are simply held back by their perceptions.

The next new product is to be the DA52, the seven seat development of the DA-42 twin. It is flying but the first production standard airframe is not expected to fly until next month with a view to being available for customers in a year's time. The company will offer it as the next generation surveillance platform as the larger interior overcomes some of the criticisms levelled at the four seat DA-42. [DAC]

Dart Aerospace has announced that the Rear Locker Extender that increases the baggage compartment capacity by 17" is now EASA approved for Eurocopter AS355E/F/F1/F2/N/NP aircraft.

Dart has also announced that the Full Emergency Litter Kit is now ANAC approved for AS350/355 aircraft. DART's emergency litter kit transforms any AS350/355 aircraft for emergency evacuation in less than five minutes and 4 easy steps. This kit can easily be stored in the cargo compartment so it doesn't interfere with normal operations.

Last month **Sikorsky Aircraft Corp.** announced that the S-76D™ helicopter has been awarded Type Certification by Mexico's civil aviation authority, the Dirección General de Aeronáutica Civil (DGAC). The Federal Aviation Administration (FAA) awarded Type Certification of the S-76D model in October 2012, and the helicopter continues its envelope expansion as the first models move through final modifications for customer deliveries in 2013.



FLIR Systems, Inc. has received a \$23M order to support the US Coast Guard's commercially developed military qualified Talon 9-inch stabilised multi-sensor gimbal system. The ESS systems will be deployed on the Coast Guard's H-60 and H-65 helicopters.

Work under this order is expected to be performed out of FLIR's facility in Billerica, MA, with shipments expected to be completed by the end of the year.



North American Surveillance Systems USA, Inc. (NASS) has introduced an enhanced cargo door for the Cessna Caravan 208 Series aircraft. The sliding, air operable door turns any C-208 into a multi-role aircraft requiring no modification to the aircraft and installs in place of the standard two piece cargo door in approximately one hour. The air operable feature enables parachute and bundle drop operations.

The new door assembly weighs approximately 45 pounds. With the door installed, the aircraft

maintains the same OEM exterior profile including the same windows. www.nassusa.net

As **Eurocopter** continues to wrestle with the problems with the EC225 more Airworthiness Directives are issued by the aviation authorities. The text of the latest variation of the AD to be issued refers to the Emergency Lubrication (EMLUB) system of the helicopter. This system was designed to guarantee 30 minutes of continued safe flight in the event of total loss of the dual oil lubrication system of the Main Gearbox (MGB).

Investigations on the EMLUB system have revealed an area of the flight envelope in which the emergency lubrication Glycol pump's performance is different to that assumed during certification.

Although the likelihood of using the EMLUB is extremely low the fact that continued safe flight of 30 minutes is not guaranteed in the whole flight envelope, and still awaiting an effective Eurocopter modification to the Glycol pump and EMLUB pressure switches, an immediate landing or ditching is required as soon as the EMLUB system is activated.

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ACCIDENTS & INCIDENTS

15 April 2013 Eurocopter EC145 N262MH. Air ambulance of Cleveland Metro Life Flight, Cleveland, Ohio operated by Metro Aviation Inc. The helicopter was on short final to hospital helipad when they aborted the landing after experiencing a large torque split, which didn't seem to respond to the trim actuator control (beeper trim). The pilots identified the emergency, took corrective action, levelled off and climbed without exceeding any aircraft limitations. A safe precautionary landing was made at Cuyahoga County Airport in Cleveland. [Concern]

25 April 2013 MD600N XE-AAF Air ambulance of Ambulancia Aerea Oaxaca, Oaxaca, Mexico operated by Gobierno Oaxaca. After picking up a neonatal patient and his father, the helicopter was returning to the Capital city of Oaxaca and approximately 5 miles short of the airport it crashed killing all four on board at Rio Seco, Guerrero Cuilapam. The dead included the pilot of the aircraft, Captain William Chavez Medina, the aeromedical technician Paul Hector Vicente, the new born baby and its father, Pedro Martinez, about 20 years old. It was reported that the flight was in torrential rain. [Media]

5 May 2013 Survival Flight, University of Michigan Hospital, Ann Arbor, Michigan. Two external programs (Program A and Program B) were simultaneously en-route to the University of Michigan Hospital, and the main helipad had both landing zones available. Both pilots had been notified of one another's destination and ETA. In the 10 minutes prior to arrival, Program A's aircraft did not maintain two-way radio communication with the University of Michigan Survival Flights communication center. Multiple attempts were made by Survival Flight communications staff, on all available frequencies, to contact this aircraft without success. On final approach, Program B's aircraft had to take evasive manoeuvres to avoid a collision with Program A. A review of the transcripts of radio communications and telephone conversations between the University of Michigan communication staff and the flight crews demonstrated that proper frequencies were provided and initially utilised. [Concern]

6 May 2013 Mil Mi-8 RA***** Russian Emergency Ministry helicopter with nine people on board crashed in eastern Siberia. Two bodies were found nearby but the fate of the others is unknown. Three crew members, five rescue officials, and the region's acting emergency situations chief, Stanislav Omelyanchik, were aboard the aircraft. The helicopter belonged to an aviation company called Angara. Company officials say the aircraft had almost two tons of explosives aboard, used to blow up ice on frozen rivers. [Alexei Anishchuk/Liberty]

7 May 2013 Eurocopter EC135 N911ET. Air ambulance of Air One ETMC based at Tyler, Texas. On approach to the ETMC Tyler helipad the crew heard a loud thump. After landing the pilot inspected the aircraft and found evidence of a small bird strike located near the pilot's right foot area on the lower chin bubble. The aircraft was thoroughly inspected with no damage identified. [Concern]

16 May 2013 Eurocopter EC135P2 D-HLDM Air ambulance of ADAC German Rescue, Christoph 18. Helicopter landing at an incident landed partially on top of a parked car on the parking area for the railway station in Ocksenfurt, Bavaria. The lower section of the right vertical fin pierced the windscreen of the car causing damage to the car but none obvious to the helicopter. The latter was taken by road for inspection at the ADAC base at Hangelar, Bonn. [Mainpost]

17 May 2013 Helicopter. Federal Bureau of Investigation. Two FBI agents died while train-

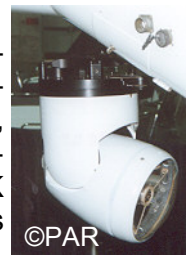
ing off the Virginia Beach coast. They fell to their deaths when a helicopter had trouble during a maritime counterterrorism exercise. Special Agents Christopher Lorek and Stephen Shaw were members of the bureau's elite hostage rescue team that was participating in an exercise involving helicopters and a ship. Whilst fast roping both fell from the aircraft onto the ship. It is unclear whether the incident took place in Chesapeake Bay or the Atlantic Ocean.

23 May 2013 Eurocopter BO105 PNB-8302. Venezuelan Police. Crashed in a forested area east of the Capital Caracas whilst pursuing suspects in a kidnapping. All five people aboard, the pilot, co-pilot, a technician and two police officers were killed. Bad weather was mentioned. Before joining the chase, the **helicopter** had been on a surveillance mission as part of a new anti-crime initiative launched by President Nicolas Maduro, who was elected in April to succeed the late Hugo Chavez. The police helicopter fleet includes the Bell 427 and the BO105. [Media]

25 May 2013 Piper PA-34 Seneca N31743 Air ambulance of Angel Flight Northeast crashed in Garoga, New York State killing at least two of the occupants and likely the third. The aircraft took off from Hanscom Field in Bedford, Massachusetts bound for Rome, NY and crashed about 60 miles from its destination. Witnesses reported seeing the aircraft, minus a wing, drop into a reservoir next to a camping ground. Two bodies were recovered and the third was believed to be trapped inside. Angel Flight Northeast did not identify the occupants of the aircraft or the nature of the purpose of the flight, although the normal mission is to deliver patients in need of far-flung medical care to the facility that can provide it.

FLIGHT SAFETY

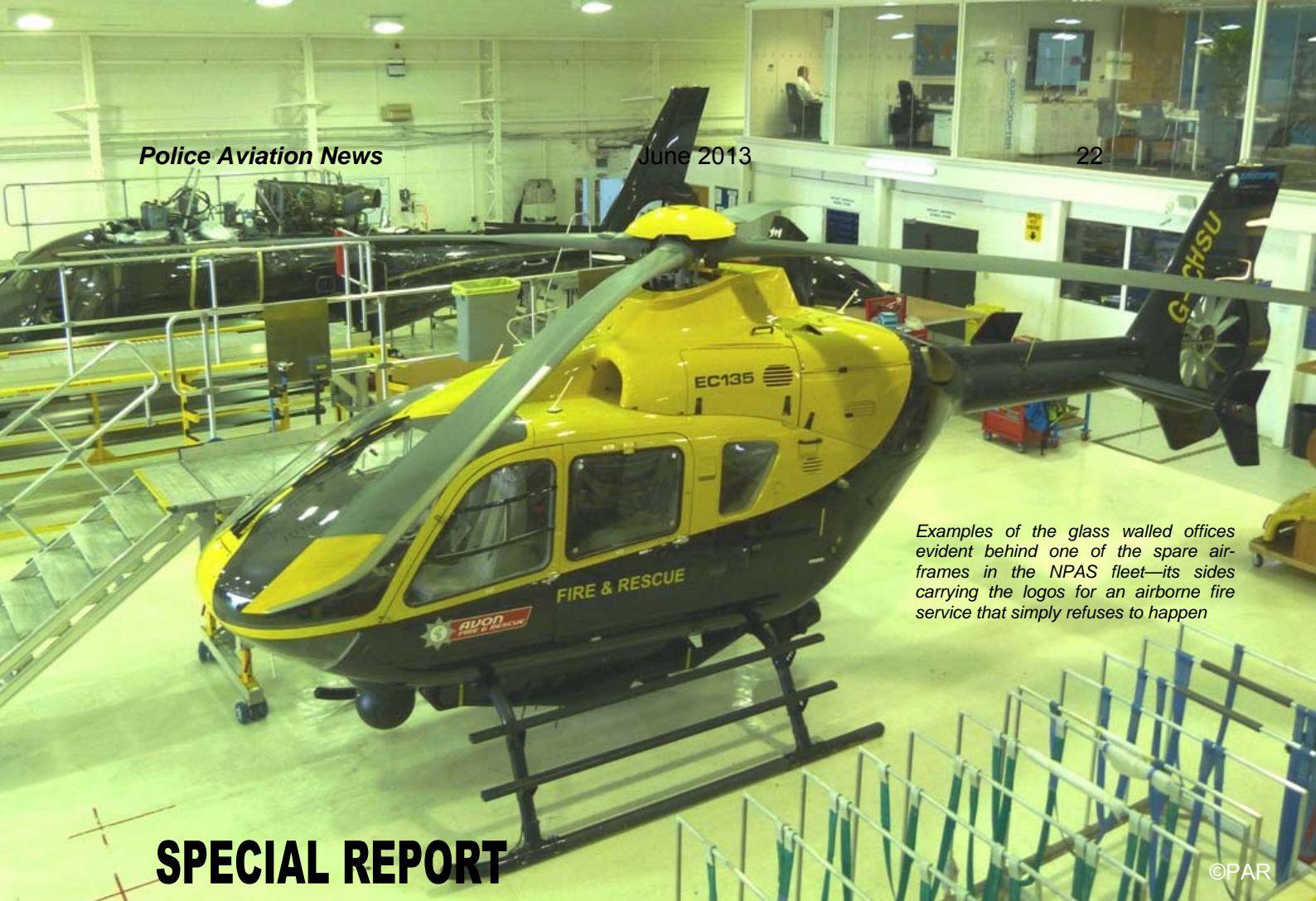
The FAA is adopting a new airworthiness directive (AD) for a certain Spectrolab Nightsun XP Searchlight Assembly (searchlight) installed on, but not limited to, Agusta S.p.A. (Agusta) Model AB139 and Model AW139 helicopters, Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, and Eurocopter Deutschland GmbH (Eurocopter) Model EC135 and Model MBB-BK 117 C-2 helicopters. The document reflects an existing EASA directive and is applicable from June 20.



This AD requires, before further flight, inserting information into the Normal Procedures section of the Rotorcraft Flight Manual (RFM), a daily check of the searchlight, and at a specified time interval or if certain conditions are found, modifying any affected searchlight gimbal assembly. This AD was prompted by a report of a searchlight vibrating and an investigation that revealed that the gimbal azimuth top nut was loose. A loose nut, if not detected and corrected, could result in a gap between the rubber edging of the top shroud and the gimbal frame, leading to degradation of pointing accuracy and stability performance of the searchlight and excessive vibration. If the nut were to entirely disengage, the searchlight could disconnect partially or totally from the helicopter, resulting in damage to the helicopter and injury to persons on the ground.

The actions of this AD are intended to ensure that the searchlight remains firmly attached to the helicopter.





Examples of the glass walled offices evident behind one of the spare airframes in the NPAS fleet—its sides carrying the logos for an airborne fire service that simply refuses to happen

SPECIAL REPORT

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It will not have escaped the notice of many readers that there is a recession on and that times are hard. A few will have noticed that sales of new aircraft are not booming.

It is against this background that Eurocopter UK based at Kidlington Airport, Oxford [the so called London Oxford Airport] recently threw open its doors to the media to show off recent improvements to the facility and their service to the customer.

EC UK have been as hard hit by the downturn in the economy as any, new sales have been so scarce as to be near invisible. Fortunately it is a fact of life that you can make a living without new sales, a bit like super cheap printers, the profit can be in the consumables [the refill inks].

After the dearth in sales there are signs that new aircraft are starting to be ordered in sufficient numbers to be noticed but the sales are not recovering across the board and personal use types such as the EC120 remain more difficult to move than utility types.

I have visited the facility many times in the past two decades – first seeing it as a base for the long departed Thames Valley Police Air Support Unit, then of McAlpine Helicopters, and more recently as the base for Eurocopter UK - and from time to time the place has had facelifts, a bit of paint here and there and a new bit of cladding or a paint booth that never found favour. The latest of these facelifts has transformed the whole facility at significant cost and dragged it into the modern age. There were plans to rebuild the Eurocopter plant on a green field site a few hundred yards away but, if not dead, they are a long way off realisation now.

From the outside very little has changed to the building, it is the interior that has received a series of major makeovers, a mix of the cosmetic and the significant structural.

The number of new glass walls means staff members are more evident and that in turn suggests that there are more of them. I am assured that the number today is no higher than when Eurocopter UK was McAlpine Helicopters. Despite reports that the former regime had been 'outlawed and expunged' the McAlpine era has not completely gone. Here and there remain stamps and stickers proclaiming that bit of history is not quite dead – yet.



EC135T2 G-PSNI being prepared for G8 this month. ©PAR

EC UK do not operate aircraft, they leave that to others, what they do is prepare for service and support with maintenance and spares every civil airframe from the Alouette to the EC225 but no-one expects to see either type in the Oxford hangars any day soon. Although EC UK can obtain the spares for both types one would be uneconomic to maintain and the other rightly belongs in Scotland close to the oil fields it supports when not grounded!

Notwithstanding the problems with the EC225 late in the day Eurocopter lost out on the UK SAR contest. The main contender airframes from the manufacturer – the EC225 and the EC175 – were simply not chosen by the contenders, the winners were Sikorsky and AgustaWestland.

All things can have a positive side and everyone smiled when Markus Steinke the Eurocopter UK CEO put a great deal of spin on the situation by announcing that in the wake of the SAR result Eurocopter's market share had actually gone up! His cheeky thought process was accurate as well – there may be a handful of new Sikorsky's and AgustaWestland's arriving but around seventy Westland's are being deleted!

With sales of new airframes being difficult the core of the Eurocopter business at the moment is support and spares. Until the economy turns around keeping that sector of business is all important and doing it efficiently is at the centre of recent improvements in the infrastructure at Oxford.

An 'annual' that can be taken without a set dateline, for low time aircraft this can easily be 15 months between major maintenance but some high time aircraft it might require two periods of major maintenance downtime in a year. That needs managing to allow for what is a very flexible service and the systems in place greatly assist in that task without significantly increasing the number of staff in the facility.

One area that was not open to view is the UK end of the rebuild of the RAF fleet of Westland Puma's. That activity continues unabated despite rumours about it being abandoned. The RAF

quietly grounded the Puma HC1 fleet last year and meanwhile deliveries of the rebuild's are taking place. Last month the fourth rebuilt HC2 airframe was delivered to Oxford from Romania via Wiener Neustadt [see left] and Donauwörth.



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RAF Puma HC2 ©PAR

PEOPLE

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today that Anthony Moreland will return to Bell Helicopter as managing director, North America. In this role, Moreland is responsible for all sales and marketing activities in the United States and Canada.

Midlands Air Ambulance Charity (MAAC) responsible for funding and operating three air ambulances, has announced the appointment four new Trustees to the Board. They are Ian Graves, from Claines near Worcester, Nicholas Whale from Walton in Warwickshire, Tim Rice from Winchcombe in Gloucestershire and Robert Fulton from Stourbridge in the West Midlands. Fulton currently holds the position of Director European Legal Affairs at UTC Aerospace Systems, providing advice on general commercial and legal matters and most recently on the sale of UTC's Power Systems business and supporting the sale of the 50 per share in the Engine Controls joint venture with Rolls-Royce plc. Rob is also a member of the Product Safety Review Board, Chief European Counsel - Goodrich Corporation, solicitor at TRW Limited and in 1990 supported the divestment of the TRW Aeronautical Systems business to Goodrich. Between 1992 and 1996 he was a Solicitor for Lucas Aerospace Limited and acted on a number of acquisitions and divestments including the acquisition of the engine controls business of Dowty Engine Controls.

Brendan Connor, Chairman of MAAC, commented: "I am absolutely delighted to welcome the four new trustees onto the Board of MAAC. The trustees will introduce a huge amount of expertise and knowledge to the charity, particularly in areas that will aid our future success.

The Zorneding, Germany based company "Wolfgang Leitner EDV-Beratungs-GmbH" will now operate under the new name "LTB400 Aviation Software GmbH". This change is purely a name change. The company CEO Christian Brunnbauer Assures customers that the move has no influence on any other company related data such as address, bank account, tax identification number and trade registration number. LTB Aviation Software has a web site at www.ltb400.com

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MOVE ALONG THERE PLEASE

In Marion, Ohio the world was 'treated' to yet another example of how the unmanned craft is letting itself down almost on a daily basis.

An unwanted modern addition has flown into the arms of a Lady Justice statue that presides 100 feet up above a county courthouse in north-central Ohio.

The 9-inch, remote-control unmanned quad-rotor craft into the clutches of the statue on the Marion County Courthouse on April 27 and refused most efforts to retrieve it from resting on the hilt of her sword. The small craft belonged to a local video producer was using the \$1,500 camera-equipped craft to shoot a promotional video for the city when it was caught by an unexpected gust of wind and ended up embraced by the symbol of justice.

Huffy county officials said they would not pay to remove it or risk anyone's life getting it – they were talking about hiring cranes or getting a helicopter to hover above the building to grapple the machine from the sword and also loudly saying they were not going to pay.

Fortunately there were other people in town with a more measured outlook on life and they proved that the task of retrieving the craft was fairly cheap and simple as long as it was not a public servant at the helm. Someone opened a window and successfully used a pole to reach out for the craft.

Simple Eh?

The owner of the errant machine having feared he had lost it forever ordered and taken delivery of a new one before the first was rescued. Now he has two and that is not necessarily a good idea in view of his past record!

It seemed like a reasonable suggestion, it was time to attract delegates to an event called OPV Africa to be held in late August this year on the coast at the Sheraton Four Points, Victoria Island, Lagos, Nigeria. OPV is the Nigerian Navy Summit set up to address the growing crisis of maritime insecurity in Africa, especially the Gulf of Guinea.

It is all about criminal activities, drug smuggling and protecting offshore oil assets in the region. The Nigerian Navy, security forces, oil and gas companies, and many international organisations have teamed together to deliver *OPV Africa* which will include presentations by the senior figures in the naval arms of Nigeria, Ghana, South African, Pakistan and Djibouti as well as others. Clearly the event was shunning a safe location like London for one in the thick of the action.

Unfortunately that same day came news that Nigerian militants had killed no less than 46 police officers in an ambush in the north central state of Nassarawa, Nigeria. It may have been hundreds of miles away but hardly attractive for outsiders to attend. It was not clear if the militants in the attack were linked to Islamist sect Boko Haram which has waged an insurgency in northern Nigeria for three years.

Human Rights Watch state that attacks by Boko Haram have killed more than 3,000 people since 2009, based on figures from Human Rights Watch.

I guess that is going to be one summit that is going to struggle to find delegates!

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As the USA debates school safety in the aftermath of the tragedy at Sandy Hook Elementary, two jurisdictions and one company were not satisfied to sit around and wait for an answer. Both elementary schools in Simpsonville, South Carolina and in Jordan, Minnesota, the elementary, middle and high school have moved officers inside. Several other schools have put ballistic whiteboards in the hands of their facility. All of these solutions are designed to put measures in place right now to help protect the nation's schoolchildren.

The lightweight, 18-inch by 20-inch bulletproof whiteboards are designed to absorb multiple magazines of ammunition from any handgun or shotgun without ricochet or injury. The 3.7-pound boards are light enough that even a small teacher could hold on to it. "It's the same weight as a 9-millimeter Berretta.

Ed: Nothing new there, I recall being issued with a similar pointless defensive device [right]. That was a far smaller, 12-inch by 8-inch, and designed by some idiot to protect unarmed police on the streets of London. How you were supposed to work out where the bullet was so you could 'swat' it out of the way no-one explained then or now.

Surprisingly it seems the flawed concept remains in its modern slightly larger format. Perhaps someone should suggest the alternative for the unarmed — throw the shield at the attacker and run away!



EVENTS

UPCOMING EVENTS

ALEA Annual Conference

The Conference Preview Issue of *Air Beat* can be read online now at <http://www.mydigitalpublication.com/publication?i=158458>.

The show, to be held July 17-20 in Orlando, FL, will include a dynamic exhibition floor displaying the latest technology available to public safety aviation units and an extensive educational programme. *Air Beat* will help potential attendees to navigate the floor and plan a track through the event, which includes a special presentation on the history of airborne law enforcement and multiple educational tracks. The tracks are Fixed-Wing Operations, Legal & Regulatory Issues, Night Operations, Helicopter Rescue Tactics & SAR, Unmanned Aircraft Systems, Safety Management Systems, Patrol Tactics, Marketing, Grants, Budget & Finance, Unit Management, Aviation Training, Homeland Security & Special Ops, and Aviation Physiology.

Air Beat will also include information on the Pre-Conference Courses to be held July 15-17. The schedule, as well as registration and lodging information, can be found at <http://www.alea.org/events/2013Conference> now.

Last month at the NEC in Birmingham IFSEC International, FIREX International and the FACILITIES Show ran to a reduced audience. Whether this is a result of the hard times or diminishing interest remains to be seen. Next year from 17-19 June 2014 the multiple event IFSEC International, FIREX International, FACILITIES Show, SAFETY & HEALTH Expo will be moving south from the NEC to ExCel, Docklands, London. It remains to be seen whether this will halt the slide. Organised by UBM.

www.PoliceAviationNews.com
A wealth of on-line resources



Later this month 24 - 25 June [and therefore head to head with Paris Air Show] at the Queen Elizabeth II conference centre, London Securing Asia 2013 will once again bring together the Asian security sector to London in a two-day conference and exhibition as the next step towards creating a forum for Asian nations and global security suppliers. Contact Ms Iba Jaggi (Head of Operations UK) Email: iba@globalenergy.net.in Tel: +44 207 7994009

Booth spaces are now available at this year's UK Business & General Aviation Day - BGAD13 - which takes place at Cambridge Airport on Tuesday September 17th.

This will be the ninth time that EBAN had partnered with Cambridge Airport to bring you the best of business aviation in a single day. The successful formula is unchanged - a dedicated exhibition area, excellent static display of aircraft and free to attend meetings. This year's BGAD seminar programme will be jointly presented by BBGA and BACA, and details will be released shortly. Full event details, including a floor plan showing booth spaces available can be downloaded from the BGAD web site - www.bgad.aero

DIARY

- 4-5 June 2013 Police Aviation Middle East, Dubai, UAE. Contact the Organisers, Tangent Link +44 1628 660400 www.tangentlink.com
- 17-23 June 2013 50th Paris Air Show, Le Bourget, Paris. www.paris-air-show.com/
- 17-19 June 2013 GPEC Asia 2013 Putrajaya, Malaysia www.gpecasia.com.my
- 19 June 2013 Essex & Herts Air Ambulance Trust Aeromedical Conference to take place at Ford Dunton Technical Centre, Laindon, Essex. There are two themes this year: Are we ready for the next Terror Attack? Clinical Innovation. Contact Wendy Marcon on 0845 2417 690 or 01787 226110 (Direct dial) wendy@EHAAT.uk.com www.ehaat.uk.com
- 19-21 June 2013 IFSEC South Africa, Gallagher Convention Centre, Johannesburg, South Africa. www.ifsec.co.uk
- 24-25 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 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. Event organised by Security Watch UK, 1 Queen Anne's Gate, Westminster, London SW1H 9BT +44 20 77994009 F: +44 20 77994255 www.securingsasia2012.com www.securitywatchindia.org.in



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(Subject to change)

Fri. Nov 8	Set-Up	0800 - 1400
Fri. Nov 8	Reception	1600 - 1800
Sat. Nov 9	Trade Show	0800 - 1600
Sat. Nov 9	Cocktail Reception	1600 - 1800
Sat. Nov 9	HAC "After Hours" Off Site Networking Event	1900 - 2300
Sun. Nov 10	Dismantle	1400 - 1700

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