

Police Aviation News

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Number 207 July 2013

PAR



ALEA CONVENTION

this month in Orlando Florida

NPAS EMBRACE THE WEST

ASIAN AIR AMBULANCES

SEA KING'S STAYING

as the replacements hit yet more delays

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POLICE AVIATION

BRAZIL

CONFEDERATIONS CUP: Brazil deployed two UAS over the stadiums of Rio and Brasilia during the opening and closing of the Confederations Cup on June 15 and 30. The craft were used for surveillance of the stadiums without interfering with the restricted air traffic allowed in the area.

The Air Force used some of its four Israeli-built, unmanned Elbit Hermes aircraft flying at an altitude varying from 2,000 to 5,000 meters (6,600 feet to 16,500 feet).

The unmanned aircraft systems (UAS) are fitted with cameras, radars and sensors to monitor the targeted area and the movements of people and vehicles.

The UAS were deployed last year to monitor the movements of dozens of heads of state during the UN Rio+20 summit on sustainable development.

There were a number of issues associated with this unpopular activity including the controversial temporary closing down of Brazilian air space giving the Brazilian Air Force the prerogative to shoot down suspicious aircraft without prerequisite presidential permission.

Although the Amazon Basin has a similar option over the main part of the country the destruction of objects without prior authorization by the head of state has been prohibited. The new scheme gives the air force autonomy one hour before and four hours after the Confederations Cup matches. To some this suggests that the security blueprint of the international soccer Confederations Cup was designed as a trial run for next year's FIFA World Cup, Pope Francis's visit this summer and the 2016 Olympic Games. [Vanguard/UAS Vision/PAR]

SPAIN

MADRID: On May 5 the police hangar survived a near miss when a preserved Saeta jet trainer crashed in a massive ball of flame immediately outside. A 35-years old pilot, the Deputy Defense Minister Peter Morenés, died in the accident during an air show at the Cuatro Vientos airfield near Madrid. The commander of the aircraft lost control and crashed against the helicopter hangar of the National Police. Eight people were treated for injuries of varying degrees caused by flying debris from the wreckage. Six vehicles parked in front of the hangars were destroyed.

COVER IMAGE: Flightways are offering this ex-police Cessna fully role equipped, The former Palm Beach County Sheriff's Office Cessna 206H Stationair N2461D is carries a high specification General Dynamics Axsys V14 MSII Camera. See Page 8 for details.

© Flightways

TURKEY

POLIS: There may be a degree of scepticism about the value of light unmanned craft among the world's police but that does not include the police in Istanbul. Last month in the city police allegedly shot down a light unmanned craft one protester was using to capture aerial video of demonstrations in the city, along with the activities of both police and demonstrators. The footage being shot by the four rotor craft and different footage showing the shooting down of the craft were subsequently posted on-line by the protesters.

The protesters in Turkey have accused the media of ignoring them and many Turks relied on social media and citizen journalism to learn about what was going on at protests in their country.

The video, taken in Istanbul by a protester named Jenk Kose on June 11, shows the white UAV being struck by gunfire and falling out of the sky. The camera failed when it was hit, but some of the earlier footage was saved and posted on line at <http://vimeo.com/68229603> The footage of the gunfire hitting the UAV is at <http://vimeo.com/68156381>

UNITED KINGDOM

NPAS: The next section of NPAS to go live is the west and south Wales from this month [July].

To mark the passing of their air unit from local control invited guests were invited to Filton airfield late last month to celebrate the work of the Western Counties Air Operations Unit (WCAOU). WCAOU is a consortium comprising of Avon and Somerset and Gloucestershire Constabularies; delivering police air support to their respective communities.



WCAOU disbands on July 3rd and joins NPAS the national collaboration programme for police air support in England and Wales providing air support to the 43 forces at 22 bases across the country with a national, borderless air service.

Chief Superintendent Caroline Peters said "This is a momentous day for police air operations in Avon and Somerset. Since its conception in 1995 the unit has been an integral part of operations providing proactive support to critical operations most notably search and rescue. The move to a more borderless way of working can only benefit the local communities and as we move forward I wish colleagues moving over to NPAS the very best."

The unit at Filton Airfield has served the communities of Avon & Somerset and Gloucestershire for eighteen years. It is anticipated that mutual aid requests will occur more often under the new management by NPAS as they will determine which helicopter team is best suited to a specific task and area which should create a more efficient service to the public. Filton Airfield, a BAE Systems site producing Airbus parts is slated for closure for fixed wing operations, but will remain a key site for South West region helicopters. The Great Western Air Ambulance (GWAA) is also located at this site and shares the facilities of the airfield with the Police Helicopter. Plans for the police unit to move to a different site at Colerne were abandoned. [Helihub/PAR]

NPAS NORTH WEST: After four months the high profile crime trial that set aside one helicopter each day for top cover prisoner escort duty is now over.

Dale Cregan, a drug dealer and multiple killer who executed two Greater Manchester police officers has been told he will die in prison for the murders of two unarmed policewomen, a father and his son.

Cregan, 30, was given a whole-life sentence at Preston crown court by Mr Justice Holroyde QC at the end of a trial which laid bare the sheer brutality of the Manchester underworld.

Cregan was already on the run for the murders of David Short, 46, and son Mark, 23, when he killed policewomen Nicola Hughes, 23, and Fiona Bone, 32, in a horrifying gun and grenade attack after luring them into a calculated trap for the sole purpose of murdering them in cold blood. [Media]



NORTHERN IRELAND: The much heralded G8 conference held in Northern Ireland went ahead over June 17-18, just as the Paris Air show opened at the exclusive and suitably remote Lough Erne Resort in Enniskillen, County Fermanagh www.loughernresort.com. As recorded in the pages of PAN in the past the PSNI undertook to boost the quality of their air support with recent deliveries of new examples of the Eurocopter EC145 and Britten-Norman Defender allowing them the throttle back on using leased in aircraft formerly used by Mainland UK forces. An undisclosed number of operational NPAS resources were assigned to the province for a period.

The news that an air ambulance had to be borrowed from the Scottish Ambulance Service for the period of the G8 underlined to some that rapid emergency medical care is cost-effective for the Scots, cost-effective for the G8, but not warranted for the population at large on a day-to-day basis. The effective requirement that any air ambulance needs to follow the charity mould – and finding the financial support in the area has not materialised – means that the resolution of that situation will not take place any time soon.

Despite the hand wringing prior to the event the massive security task paid dividends and the meeting of the great and the good passed off without a murmur.

Ed: The return of the older police airframes leaves operators such as Cardiff based Veritair with an abnormally large fleet of used BK117 helicopters to find work for. The former Devon & Cornwall BK117C-1 G-DCPA, on long lease to the PSNI, and the ex-Sterling air ambulance example G-RESC are now based in Cardiff. PAN hopes to visit the operator in the near future for an update on Veritair operations.

UNITED STATES

ALASKA: The Alaska State Troopers are adding a new Eurocopter AStar to their fleet two months after a failed search-and-rescue mission killed three Alaskans, including two troopers in a similar helicopter. The agency's addition will not replace the earlier AStar as it was purchased before the late-March accident.

The new 2012 American Eurocopter AStar AS350B3e will be delivered to Grand Prairie, Texas for completion with its final destination being Fairbanks, Alaska's third largest city located in the Interior. The aircraft cost the state

\$3.2M, an appropriation by the Alaska Legislature.

The loss of the first AStar has left the state without in-house SAR. The Robinson R44s also operated are considered incapable of fulfilling the task.



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ARIZONA: FlightSafety has been selected by the Maricopa County Sheriff's Office Aviation Division, based in Phoenix, Arizona, to provide training for the Bell 407 helicopter at its Learning Center in Lafayette, Louisiana.

FlightSafety's Lafayette Learning Center offers training for the AgustaWestland AW139, Bell 206, Bell 407, Sikorsky S-76C+/C++, and Sikorsky S-92. Highly experienced and well qualified instructors utilise comprehensive courseware and training equipment developed to meet the specific needs of helicopter operators. The equipment includes full flight simulators and other advanced training devices, as well as DeskTop simulators for classroom instruction, Graphical FlightDeck simulators used in systems integration training, and the SimVu simulator session debriefing system.

The simulators feature the latest advances in technology including the company's VITAL X visual system. It displays highly realistic scenes optimized for a wide variety of mission-specific training scenarios and low level flight operations. The system also offers increased scene content, vastly improved weather features, and enhanced levels of detail for optimum cueing.

Training is available at FlightSafety's facilities in Dallas, Texas; Lafayette, Louisiana; Tucson, Arizona; West Palm Beach, Florida; and at the Farnborough airport in the United Kingdom.

CALIFORNIA: In Modesto the Stanislaus County Chief Executive Office is investigating Sheriff Adam Christianson's use of the county-owned helicopter at a private fundraising event.

The Bell 206L-1 N206LW appeared at the Make Dreams Real fundraiser May 15 at the Saddle Creek Resort in Calaveras County, where a donor who apparently paid \$1,500 for the privilege dropped a bucket of golf balls onto the ninth fairway. In previous events a commercial helicopter was slated to fly the sortie.

The event raised more than a quarter-million dollars to send elementary school children to a week-long outdoor education camp.

Among those critical of the sheriff's decision is Tom Letras, a deputy sheriff who is running for Christianson's job next year. Although he says it is a great cause the sheriff should not be deciding upon the support of worthwhile causes using taxpayer's money.

He also says the flight broke local rules that prescribed what the law enforcement tool should be doing - law enforcement or emergency-related purposes.

At the centre of the unexpected row is the founder of the charity that has benefited school children for several decades, Carl Boyett, CEO of Boyett Petroleum in Modesto. Sheriff Christianson offered the county's helicopter after learning that a mechanical problem last year grounded a private helicopter scheduled to drop the golf balls.

There are suggestions that next year's election may be at the root of this row surfacing but the parties involved have denied that. [Media]

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It was only an exercise but helicopters including the Los Angeles County Sheriff's new Puma helicopter appeared amid a set piece that included a blaze of gunfire that echoed across the towers of downtown. The Police Department's counterterrorism unit demonstrated a response to a weapon-of-mass-destruction threat.

The late-morning demonstration began with an explosion of flash grenades, officers firing blank ammunition at pretend suspects, and police rappelling out of a county Sheriff's Department helicopter and onto a hotel bridge on Figueroa Street.

A red pickup truck carrying a barrel drove onto the scene shortly after, presenting officers with the challenge of neutralizing an improvised explosive device in the centre of a highly populated area.

The drill was planned in conjunction with the National Homeland Security Association's conference at the Bonaventure Hotel and was conducted by the Police Department's Counter Terrorism and Special Operations Bureau.

Some 1,800 people from 60 major cities attended the conference and most watched the demonstration. Representatives from the United Kingdom, New Zealand, Australia and Canada also attended. Some 50 officers took part in the annual demonstration and included Long Beach police, the Sheriff's Department and FBI in a water-borne scenario in San Pedro.



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FLORIDA: This month sees the members of the ALEA gathering in Orlando for their annual convention – a mix of instruction classes, conference, exhibition and networking. Coinciding with the event a former Palm Beach County Sheriff's Office Cessna 206H Stationair N2461D is being offered for sale

The 2007 Cessna is Specially Equipped for Law Enforcement & Border Patrol operations and has a total of 787 hours since new. The role equipped interior is reported to be in excellent condition and features a Soloy observation seat with seven locking positions and 45° angle stops for the rear observer. Other Soloy features include the rear observers Soloy Observation Window and the Soloy Headliner for Pilot and Co-Pilot Seat Belts with 4-point restraints adding an additional 5" of Headroom to the Observation Seat and a 20 inch by 30 inch observation window on pilots side.

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MICHIGAN: The recent storyline in PAN about the great work being undertaken by the State Police helicopter unit in the west of the state appears to have bowed out early with barely a whimper. Much was made of the air operation in US news media at the time but it seems it was something of a damp squib. One of only two Michigan State Police helicopters, the 1993 vintage Bell 206L3 N111SP, was briefly employed in the region from April 1 to assist area agencies with curbing violent crime. They were to continue at a low rate of ten flights a month through until June but local pressure groups soon scotched that plan. You may recall mention of some sections are up in arms about the perceived level of intru-

sion into citizens live – invasion of privacy and all that despite the tiny units efforts being spread over 57,000 sq mls of territory.

Michigan State Police authorities say they received complaints from Grand Rapids residents about excessive noise due to helicopter patrols on May 18. By May 21, the patrols had been ended. However, Lieutenant Chris McIntire is said to have put a brave face on the dismissal and claimed greater needs in other parts of the state. [mlive/PAR]

TEXAS: In a ceremony at Pilatus Business Aircraft's facility in Broomfield, Colorado on May 10 the Texas Department of Public Safety [DPS] took possession of the newest addition to their fleet, a new Pilatus PC-12 NG Spectre aircraft N243TX. The DPS Spectre incorporates a variety of mission-specific equipment in the versatile airborne platform. The aircraft accommodates up to two pilots



and seven passengers and integrates state-of-the-art communications, mapping, and surveillance systems controlled by the pilots and operational personnel on board the aircraft. Data gathered in flight may be transmitted in real time to authorities on the ground.

On May 23 the new PC-12 NG was commissioned at a formal ceremony in Austin. In that ceremony, the new aircraft was named in honour of the late Texas Ranger Bobby Paul Doherty, who was killed in the line of duty in 1978.

The "Bobby Doherty" will be stationed in San Antonio, with the primary duties of supporting local agencies along the Texas-Mexico border. The multi-purpose PC-12 NG will also be used for a variety of public safety missions across Texas, including transporting medical equipment, supplies and response teams during a disaster; aerial observation support; and serving as an aerial command centre.

The addition of the PC-12 NG brings the fleet of aircraft that the Texas Department of Public Safety operates up to 9 fixed wing aircraft and 15 helicopters. [Pilatus]

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VENEZUELA

Venezuela has launched a UAS produced with Iran's technical assistance in an effort to step up the fight against drug trafficking in the Latin American country. The UAS will be used to monitor Venezuela's borders.

In January 2012 it was announced that Venezuela had manufactured its first unmanned aircraft system (UAS), dubbed Arpia-001 (Harpy-001), in cooperation with Iranian experts. Reports claim that it has a 100-kilometer (60-mile) sweep and can fly solo for some 90 minutes and reach an altitude of 3,000 meters (9,000 feet). [FARS]

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AIR AMBULANCE

AZERBAIJAN

The former part of the Soviet Union continues to bring its air assets into line with Western standards. In 2012 it was announced by AgustaWestland that Azerbaijan Airlines has ordered ten AgustaWestland helicopters comprising a contract for eight AW139 and two AW189. Two of the AW139s are to be used for emergency medical services and another for search and rescue. Deliveries are expected to start in the second half of this year.

Last month CAE announced that it has sold an AW139 full-flight simulator (FFS) to Azal (Azerbaijan Airlines) as part of a wider package including simulators for the Embraer 190 E-Jet, Sikorsky S92 helicopter and AW139. The Azerbaijan Airlines (Azal) S92 and AW139 helicopter simulators are CAE 3000 Series models and they will be delivered in 2015. [CSE/PAR]

EUROPE: 40 years ago, DRF Luftrettung carried out its first rescue mission. Since then it has grown into a large and modern organization that operates 31 helicopter bases in Germany, Austria and Denmark for HEMS operations.

Last month as part of the ceremony to mark the landmark, 400 invited guests from politics, health insurance, hospitals and charities celebrated not only the successful development of DRF Luftrettung, but also the official opening of the newly built Operation-Center at Karlsruhe/Baden-Baden airport. The new building, which among other things includes a maintenance hangar with 11 docks, offers optimal conditions for efficiently repairing DRF Luftrettung's fleet of Eurocopter helicopters and Learjet fixed wing. In addition, DRF Luftrettung has expanded capacities



for its technical and flight operations training and continuing education programmes. Since 2004, DRF Luftrettung has been offering mobile simulator trainings for its emergency physicians and paramedics. Here, the rescue teams train realistic emergency scenarios with the help of high-tech dolls to improve team collaboration. So far, about 2,000 participants have been trained. No other air rescue organization in Europe has as much experience in this area.

With the use of night vision goggles, DRF Luftrettung was the first air rescue organization to initiate an innovation in Germany in 2009: it now uses night vision goggles in three of their 24-hour bases. Their use was previously not permitted by the authorities in Germany for civil helicopter operations.

DRF Luftrettung is getting ready for the future by investing in its fleet: starting in 2014, it will be using the latest generation EC 145 T2 helicopter for HEMS operations. DRF Luftrettung will successively replace its fleet of Bell 412 and BK-117 helicopters with this helicopter type, which is also ideally suited for night operations. Starting in the summer 2013, DRF Luftrettung will also be using a new air ambulance aircraft of the type Lear 45 for the repatriation of patients world-wide. [DRF]



INDIA

FLYING DOCTORS: Medanta announced a major expansion of its patient rescue service, 'Flying Doctors India' to the media on June 7.

The launch took place at the Indira Gandhi International Airport and was undertaken by Shri V.P. Agarwal, the Chairman of the Airport Authority of India and Dr. Naresh Trehan, Chairman & Managing Director of Medanta the operators of The Medicity one of India's largest multi-super specialty institutes located in Gurgaon, a bustling town in the National Capital Region.

Dr Trehan has been a pioneer in bringing medicine to the people of India, setting up the service via a number of charter operations but the new launch marks the point at which Flying Doctors India is launched using its own dedicated aircraft.

Medanta is the first hospital in India to have hospital driven service, exclusively designed tailor-made & well



equipped ICU dedicated chartered aircraft with medical assistance under the supervision of experts in medical emergencies even at a height of 30,000 feet for rescuing patients worldwide.

Flying Doctors India has a specialised team of 40 doctors to provide on board medical care support and already has experience of more than 500 evacuations in last 30 months.

Air evacuation has been at the forefront of Indian news stories in recent months with such as senior Congress leader VC Shukla, 84, surviving a Maoist ambush in Chhattisgarh's Bastar district that left him with three life threatening bullet wounds in an attack which left 27 dead and 32 injured in May. It was air evacuation which took him to specialists at Medanta in Gurgaon, more than 900 km away from Raipur, within hours of being shot.

Another high profile news story that received worldwide interest was that relating to Delhi's brutalised gang rape victim left hanging on to her life by a thread when Medanta's critical care team airlifted her to Singapore in the early hours of December 27 in 2012.

Six months later the plans for a new improved Flying Doctors India set to operate three Pilatus PC12 NG aircraft customised to function as flying ICU units giving critical care to patients while they are being evacuated to a hospital after a medical emergency is about to start. Currently, chartered airplanes are converted into air-ambulances chartered airplanes that are fitted with portable life-support.

The Pilatus PC-12NG aircraft will offer long range and rough field operation and a cost of ownership that is predicted to be lower than the lease airframes, allowing faster reaction and charges around 20% lower than the current rate of Rs.65,000/£750/ \$1140 hour of flying time. [NDTV/Hindustan Times/Medanta]

Ed: The story as promoted to the media did not reveal that the aircraft used as a backdrop to the story was not the dedicated air ambulance in the promotion. It showed all the signs of being dual purpose – medical gear is just too loose to fit the bill, a medic that got in a right tangle with the supposed plumbed in lines and seats far too plush for utility use. The aircraft used for the launch is VT-AVG is a 2008 PC-12/47 c/n 888 owned by Air Charter Services.



PAKISTAN

KARACHI: Pakistan's largest private jet service provider, Princely Jets, launched the first private air ambulance service in the country last month. The helicopter element of the service uses the Eurocopter BO105 with trained paramedics trained to provide treatment for burns, cardiac, respiratory problems, trauma and other emergencies. Princely Jets air ambulance service has started at its base at Quaid-e-Azam International Airport in Karachi offering a service that covers the southern sections of Baluchistan and Sindh provinces. It will be expanded to other parts of the country. [The Peninsula/PAR]



Ed: The Bolkow used as the prime airframe, c/n S-819, was formerly operating in the police and ambulance role in the UK as G-MHSL and G-PASG from 1990 until 2007. It was delivered from Staver-ton wearing its current air ambulance marks but has taken five years to reach operational status with its new owners. In 2008 Medical Aviation Services (MAS) entered into a support agreement to assist in the start-up of the Princely Air Ambulance.

MAS provided maintenance, technical support and type conversion training in the UK on the aircraft before it was exported to Pakistan. In addition MAS hosted representatives from the Pakistani CAA so they could endorse the EASA based training and to enable the aircraft, a new type for Pakistan, to be registered and operated there. Pakistan currently has ten civil registered helicopters of which three are BO105.



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UNITED KINGDOM

AAA: The Association of Air Ambulances, the body that represents the majority of air ambulance charities, ambulance services and the supply chain throughout the UK has reported on the latest developments in moves to remove the payment of Value Added Tax [VAT] on all air ambulance fuel.

Currently the majority of air ambulances are not paying VAT, in most cases the aircraft provider absorbs the tax, but in too many instances, especially when operating away from the home base, VAT is liable and cannot be reclaimed. In 2012 an online petition which reached over 150,000 signatures, led to a debate in the House of Commons. Since then pressure has continued to be applied on government to remove the situation where VAT is payable by the charities involved.

Last month the AAA supported a reception which was the first of its kind, bringing patients, charities, ambulance services and legislators together. The majority of UK Air Ambulances were represented.

At that June 11th event Lord Howe, Parliamentary Under Secretary for Department for Health, gave a speech to the All Party Parliamentary Group for Air Ambulances (APPGAA), that assured those present that the waste represented by the thousands of pounds of charity fundraising lost through the application of VAT on aviation fuel was being addressed and a potential solution was being considered.



Clive Dickin, Bill Sewright, Earl Howe and Guy Opperman.

A recent review looked at the varying treatment of different providers of services within the NHS. One of the recommendations of this review was that the Government should consider extending VAT rebates to services provided to the NHS by the charitable sector. Government has agreed that over the next few months it will be looking at whether this might be a feasible option. This is not solely about air ambulances, but they are the sort of charities that will be considered.

Jane Gurney, CEO of Essex & Herts Air Ambulance Trust, added: *"This event was a great opportunity for the Air Ambulance Community to come together and network with MP's from across the UK about real issues that affect individual charities and the wider issues often faced in the Air Ambulance world as a whole. It was a privilege to share this day with Policy Makers, Trustees and one of our very own airlifted patients Simon Stevens. The Charity team found the reception to be very beneficial and we look forward to continuing to engage with our local MP's over the coming months."*

For the Association web site please visit: www.associationofairambulances.co.uk

National Air Ambulance Week (NAAW) celebrates the work of local air ambulances across the country and takes place between Monday 23rd to Sunday 29th September 2013.



ESSEX



Last month the Essex and Herts Air Ambulance ran another edition of their occasional Essex & Herts Air Ambulance Trust Aeromedical Conference's 2013 on June 19 at Ford Duntun Technical Centre, Laindon, Essex.

The 'must attend' event included a half day session entitled 'Are we ready for the next Terror Attack?' chaired by Dr Gareth Davies, Chair & Medical Director of London HEMS, with keynote police and fire rescue speakers. The morning speakers during the Terror Section above were Andy Hayman, Former Assistant Commissioner of Metropolitan Police [left] and Vij Randeniya, President of the Chief Fire Officers Association, West Midlands Fire Service [centre] and Dr Gareth Davies [right] with Trustee Anni Ridsdill-Smith and Trust CEO Jane Gurney.

That was followed by an afternoon session in 'Clinical Innovation' with a wide range of speakers from HEMS and air ambulance services from around the UK. The sponsored, free to attend, event included a small exhibition by a range of aviation and medical companies.



In the UK quality landing places at hospitals are few and far between so the situation that has now arisen at Basildon Hospital is all the more dispiriting. Charity and hospital bosses were unaware that a controversial new housing development called Dry Street was to effectively obliterate the landing place used by the hospital.

The helicopter flies critically ill patients to the hospital by landing on land owned by South Essex College an average of once a month.

The development, including a primary school and shops, will cover the college site and neighbouring meadows at Dry Street, meaning the loss of the informal helipad, where the air ambulances are met by road ambulances for the final part of the journey.

In the planning process Basildon Council consulted health bosses about the impact of the influx of residents on hospital capacity and its ability to expand and the NHS raised no objections. The subject of the air ambulance was not broached.

Trust bosses are to now try to identify a new landing strip after the homes plan was approved last month.

EAST ANGLIA: First responders from across the East of England took part in a mock accident last month to test the newly permitted night-time use of the region's air ambulance. The test took place at Conington Airfield in Peterborough, where the region's police, fire fighters and paramedics were drawn together to work with the East Anglian Air Ambulance (EAAA) to tackle a staged road accident with actors and dummies.

Patients were cut out of their vehicles and treated at the scene before one was loaded in to the aircraft in order to be flown to hospital.

In May EAAA became the first dedicated air ambulance in the UK to be granted permission to fly at night. This will lead to the charity being available for 30% more incidents, thereby

helping 300 extra patients a year.

This is the first of many exercises that will be taking place around the region to prepare emergency services for air ambulance involvement in night time rescues. [EAAA]

MIDLANDS: Midlands Air Ambulance Charity's chief executive and the air operations manager recently attended a significant emergency services training exercise to test the organisation's response to a major mass casualty incident.

Chief executive Hanna Sebright and air operations manager Becky Tinsley joined representatives from West Midlands Ambulance Service NHS Foundation Trust and teams from eight other land ambulance organisations, plus fire and rescue services, police forces, the military and voluntary groups.

The training, named Exercise Amber 2, was held at Swynnerton Training Camp in Staffordshire and run by the National Ambulance Resilient Unit. The day included live role play of a major incident with 130 'casualties' who were played by paramedics and nursing students from Staffordshire University, the University of Worcester and Coventry University. [MAA]



YORKSHIRE: The air ambulance charity operating two MD902 Explorer helicopter's in the north east of England have airlifted their 5,000th patient after operating their service for 13 years.

The landmark mission by Yorkshire Air Ambulance saw badly injured musician Chris Parr airlifted to hospital after a head-on road accident.

Chris, a drummer with Huddersfield band State of Confusion, suffered broken ribs, a fractured breast bone and a fractured knee in the two-car smash at Marsden, near Huddersfield.

The 48 year-old was airlifted to Leeds General Infirmary after being cut free from the wreckage of his car by fire fighters. He is currently at his home where he is recovering from his injuries.



Yorkshire Air Ambulance paramedics John Baxter and Sammy Willis visit the charity emergency service's 5,000th patient Chris Parr.

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UNITED STATES

TENNESSEE: Wysong Enterprises, Inc., has completed Hospital Wing's first Eurocopter EC130 B4 helicopter.

Hospital Wing is a non-profit air medical transport organization, which provides inter-hospital transfers as well as emergency scene calls within a 150 mile radius of Memphis. This area includes West Tennessee, Arkansas, Mississippi, Missouri, Alabama and Kentucky. Staffed 24 hours a day, seven days a week, six of the seven aircraft are staffed by Hospital Wing with one utilised for paediatric specialties (Pedi Flight). Each month Hospital Wing transports an average of 200 patients with 60% of those being trauma related cases.

The EC130 B4 was delivered to Wysong as a green aircraft. Wysong equipped the aircraft with a full medical interior and several avionics and safety modifications. Some of those modifications include Cobham HeliSAS 2 Axis Auto Pilot, Garmin G500H EFIS System, an Aviation Specialties Unlimited Night Vision Modification, Avidyne Traffic Advisory System and a KRA-405B radar altimeter. Wysong also performed modifications to the airframe including dual search lights, LED scene and landing lights, Eurocopter Canada Airframe Fuel Filter, Eurocopter hinged door mod and a Donaldson engine inlet filter. The helicopter was painted to match Hospital Wing's corporate colour scheme.

INDIANA: Beacon Health System's Memorial Hospital of South Bend, Indiana recently received their new Eurocopter EC145. The aircraft was chosen for the larger cabin, payload and range as compared to their current EC135. The aircraft coincides with a rebranding of the air services to include Memorial Children's Hospital and a slightly different colour scheme.

The aircraft also includes an Metro Aviation STC equipment fit including Triple evaporator air conditioning, WAAS LPV capabilities, Radar and Storm Scope systems, Traffic Warning System, Stryker Pro Flex gurney, North Flight Data Systems' Light Aircraft Recording System.

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The programme converted from its previous operator to Metro Aviation on June 1. The EC145 as equipped meets the current NTSB recommendations including the requirement for enhanced flight following and dispatch.

OREGON: Angel MedFlight Worldwide Air Ambulance has added a Cessna Citation X jet to its fixed wing fleet. It was delivered to Scottsdale Municipal Airport last month.

The Citation X is the world's fastest civilian airplane reaching speeds up to Mach 0.935, which is just shy of the sound barrier. It boasts a range of 3,242 nautical miles and a seating capacity of 9 people, it is powered by two turbo fan Rolls-Royce engines and can climb to 51,000 feet, facets that are expected to facilitate travel to Hawaii, Asia, Africa and the Middle East and enhance the number of patients worldwide will be able to receive the air ambulance service by the end of the summer. [AMF]

SEARCH & RESCUE

BELGIUM

A delay in the delivery of four NFH NH90 helicopters to meet the Belgian search and rescue (SAR) requirement has compromised the government's plans to retire its fleet of ageing Sea Kings on-schedule.

In 2007 the Belgian armed forces ordered eight NH90s from NHIndustries - four in tactical transport configuration (TTH) and four in a NATO frigate helicopter version (NFH). Of the four NFH, two will be permanently embarked aboard naval vessels, with the remaining two dedicated to SAR missions.

Delivery of the NFH NH90s was slated to commence in 2011, however NHI pushed this back by two years. As a consequence, the planned phase-out of the 40-year-old Sea Kings is likely to be delayed till 2016.

CANADA

And the situation in Canada has not improved greatly in recent weeks as they too strive to get rid of their own ancient Sea King helicopters and move on to something more modern. The latest stories leaking out of Canada suggest that Sikorsky are a long way off resolving the major problems with their programme.

UNITED KINGDOM

MCA: Sea King replacement is the ultimate gain in Britain too and thankfully bar a few minor glitches that programme involving privatisation rather than a government led buy is going far better.

Bristow Helicopters restarted providing the SAR service from Sumburgh Airport in the UK's Shetland Islands from June. Bristow was the original holder of this contract from 1993, before CHC won it in 2007.

Over the last few years huge efforts have been put in to a new nationwide SAR contract with the UK Government handing over all SAR work to a commercial contractor for a 10+ year period, three quarters of the work being taken from the military.

Currently we are in the interim phase widely known as "Gap SAR" - which Bristow won the northern bases with four S92s, and CHC retain the southern bases with three AW139s. Bristow have now started to operate two S92s from Sumburgh, and will add a



second pair at Stornoway from July 1.

From 2015 Bristow will take over all civil SAR in the UK in a £1.6bn deal which ends 70 years of dedicated search and rescue from the RAF and Royal Navy.

Bristow will replace ageing RAF and Royal Navy Sea King helicopters with modern Sikorsky S-92s and the as yet uncertified AgustaWestland 189s. [Cornwall/PAR]



At last month's SAR Conference on the south coast in the Grand Hotel Brighton the subject of UK Search and Rescue was naturally on everyone's lips.

The event, run by Tangent Link but co-branded Shephard Media, saw the Maritime and Coastguard Agency put up two interesting presentations. The first was the Keynote presented, and read, by Sir Alan Massey KCB CBE the Chief Executive of the Maritime & Coastguard Agency was interesting in that it recited a similar 'bull in a china shop' scenario to that allegedly being implemented with the police NPAS.

It seems that as a new broom 'Sir Alan' [that has a familiar ring to it!] decided a couple of years ago that change was needed in the Coastguard service so a whole raft of measures including the closure of existing facilities was announced to the service. The edict from a man used to doing it the navy way was not taken kindly to and as a result the operation was beset by unhappy staff making it be known that they were not impressed. The significant difference between the RN [and the police] was that Coastguard's could strike. The 'major changes in quick order' process was halted and a more gentle, agreed, process of less drastic changes implemented over time. Sounds familiar.

Controversially, as with the Coastguard Sir Alan envisages further centralisation of resources across the emergency services. The centre of operations is to migrate from older operations centres, including the current National Maritime Centre [NMC] in the west, Falmouth in Cornwall, to a new NMC at Fareham, Hampshire and he mused whether there was indeed a need for the MRCC in Scotland, or Northwood or indeed the NPAS operational centre in West Yorkshire. It was all stated with levity but there is little doubt that empire building is on the agenda.

But has this been thought through? Probably not. A year ago fears were being expressed that intimate local knowledge of coastal locations would be lost with the closure of Coastguard stations and that has not changed. Furthermore the MRC has a very different standard of call-out times to that of the police and air ambulance they 'seek' to take over, 15





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minute readiness in daytime and 45 minutes at night may be fine for a sea rescue but does not sit too well with the 20 minutes 24/7 that the police think is rubbish anyway. That alone would exacerbate an already controversial area of argument among the police even if, thanks to the new technology the new fleet brings to UK SAR, the current average reaction time of 23 minutes is to be lowered to 19 minutes.

Throughout the process of changing from military SAR to wholly civil SAR the impression given has been that military and naval SAR operations were to be buried overnight and this Keynote speech continued that theme. It took some strident questions to actually get some admission that military SAR is not dead. There remains a need for a brand of SAR to be practiced, trained for and operated outside home waters. The training and aircraft resources will of course be based in the UK and therefore available to ad-hoc call-out for air ambulance and rescue work. It is the Westland Sea King's that are to go, and their crews offered to Bristow for potential employment in the larger civil operation – not the capability. So no large Sea King's in the hospital car park in the future – the craft might be a Chinook, Puma or a Merlin as Military Aid to the Civil Contingency - but nothing dedicated to the task.

After the Keynote came a presentation by the Royal Navy that quietly pretty much underlined this business as before but much smaller secret agenda that the MCA were not promoting.

Later in the day an MCA presentation specifically on the 'New SAR Helicopter Programme' was supposed to be given by the Director of Maritime Operations but he ducked out and left the presentation to John Morphew who despite his thirteen years in government service was a little lost when it came to deflecting the probing questions. It all started to go wrong when the jobspeak got into the script – I still do not understand what 'incentive stakeholder cooperation' means.

The new civil SAR operations to be operated by Bristow on the behalf of the MCA will operate from a mix of new and refurbished bases based on the current MCA new build design. It was decided quite early on that the existing RAF and RN facilities would not be used in the mix.

It was the end of presentation questions that brought forth an even greater sense of secret happenings surrounding the whole SAR scene. More than once 'Cannot comment' became the escape route and if it was difficult there is always 'risk mitigation' to fall back on.

There were simply no answers about who was going to be doing all those other little jobs that the current SAR boys lap up. Rescuing cows and horses and dogs for instance. Silly details but it is evident that they had not been thought through. I know that dogs are on Bristow's agenda, they were among the operators that developed special pouches for thrashing and biting mutts years ago but I have never seen any evidence of commercial cow rescue.

The questioners also wanted to gauge cross channel cooperation, what will happen in the Falkland Islands and similar details but there were no answers.

I was only present for Day 1 and missed the demonstration of winching from an AW139 in what were described as perfect weather conditions.

After a break in the series caused by Shephard Conferences going out of business Tangent Link [mainly made up of former Shephard people anyway] has taken up the SAR Conference again to good effect. Although the subject line is very militaristic and the central characters heavily in the Admiral corner this year at least day one was everything that might be expected in terms of getting the audience involved.



INDUSTRY

The trial of the former head of Italian defence group Finmeccanica began on in the middle of last month with **Giuseppe Orsi** facing corruption charges over a deal to sell twelve EH101 helicopters to the Indian government. Prosecutors have accused Orsi of paying bribes to intermediaries to secure the sale of the helicopters in a 560 million euro (\$749 million) deal in 2010 when he was head of AgustaWestland.

Bruno Spagnolini, the former chief executive of AgustaWestland - the division of Finmeccanica that sold the helicopters - is being tried alongside Orsi on the same charges.

The court, which decided to let India's Ministry of Defence and Italy's tax agency seek damages, said the next hearing will be held on July 11.

Eurocopter UK's role in maintaining the United Kingdom's military helicopter capabilities has been further expanded with the award of a three-year support contract for the fleet of 24 Royal Air Force Puma Mk2 helicopters being upgraded by the company to extend their life, enhance performance, mission capability and operational safety.

The contract – valued at approximately €60M – further reinforces Eurocopter UK's footprint as on-shore service provider to the UK armed forces. Eurocopter UK's support activity for the Puma Mk2 will be coordinated through its headquarters at Oxford, England, which is close to the RAF's Puma main operating base.



One of the rebuilt RAF Puma's en-route to the UK via Wiener Neustadt in May

©PAR

The 24 Puma Mk2 rotorcraft covered by this support contract are being upgraded under the Puma Life Extension Programme contract awarded to Eurocopter UK in 2009 by the UK Ministry of Defence. All 24 helicopters have been inducted into the programme, with the first aircraft deliveries from Eurocopter UK made in 2012. To date, eight have completed a process that significantly enhances the Puma's operational capabilities for the Royal Air Force in combat, troop transport, load movement and humanitarian operations, and extend these helicopters' operational lifetime to at least 2025.

Improvements for the Puma Mk2 include the use of new Makila 1A1 turboshaft engines that considerably increase performance; the integration of a full glass cockpit incorporating modern avionics and a flight management system; the implementation of a digital automatic flight control system; as well as the incorporation of a secure communications suite, defensive aids and ballistic protection for crew and passengers.

Additionally, greater onboard fuel capacity and lower fuel consumption improve the Puma Mk2's operating range. These upgraded aircraft are able to carry twice the payload over three times the range compared to the earlier version.

Thales's I-Master radar system has successfully completed flight trials onboard a Diamond DA42MPP Guardian aircraft configured for an airborne mission capability of 7-9 hours with a two-man crew.

Conducted in partnership with Diamond Aircraft Industries and Diamond Airborne Sensing at its facility in Wiener Neustadt, Austria, the week-long trial covered different radar modes at a range of altitudes and speeds. The demonstration included using the onboard payload to transmit full-resolution radar images and electro-optical/infrared (EO/IR) footage via a high-bandwidth line-of-sight data link to controllers at the ground station.



©Thales

I-Master is an all-weather, lightweight payload that is easily installed in a standard 15-inch gimbal outline. Its high-performance radar offers two modes: Ground Moving Target Indication (GMTI) and Synthetic Aperture Radar (SAR) imagery.

GMTI is used to detect moving targets – from high-speed vehicles to targets moving at a walking pace. Its 360-degree capability can scan a wide area, such as deserts, savannah, borders and road networks, and its use over time can help to build a 'pattern of life' situation awareness.

SAR is used for long-range stand-off image collection – both high-resolution spotlight pictures and extended 'strip maps'. It is deployed as an alternative to gathering images by camera; its long range enables aircraft to avoid dangerous situations, and it is unaffected by severe weather conditions or lack of light.

Aero Expo, at Sywell aerodrome in Northamptonshire, one of the UK's largest general aviation events, attracted thousands of aviation professionals, enthusiasts and members of the general public during three days of exceptionally fine weather.

The **Civil Air Patrol** [CAP] had its own chalet with display boards and leaflets on the inside and an autogyro belonging to the chief pilot of Cumbria CAP outside.

The autogyro proved to be a magnet to visitors, attracting a lot of interest from both the public and members of the emergency services.

Members of the public were attracted by the CAP autogyro belonging to Cumbria CAP. Local police officers with the CAP chairman, Tony Cowan and pilot, Andrew Lysser.



The Spanish Maritime Safety Agency (SASEMAR) is celebrating 20 years of activity on the island on Gran Canaria. Based in Las Palmas, the **INAER Spain** operated helicopter Helimer Canarias carried out more than 1,365 emergencies and successfully assisted more than 1,500 people.

To coincide with this milestone, INAER has begun renovating its facilities in Las Palmas to provide the space and equipment required to continue providing services to SASEMAR.

INAER will invest €1.2M in the construction and refurbishment of the hangar housing the Helimer Canarias, a Sikorsky S61, as well as a Casa CN235 for pollution surveillance. The new open plan area will measure 1,572 square metres.

The new facilities will also have a two-storey annex with a 145 square metre ground floor area consisting of warehouses and workshops, as well as an office area and lounge. The 140 square metre top floor will contain bedrooms as well as classrooms for SASEMAR crew training. The renovation is expected to take six months and will be completed later this year.

Israel Aerospace Industries (IAI) is developing a line of Hovering Air Vehicles (HAV's). Tethered unmanned craft are not new to the market but they are new to Elbit.

The first system in this IAI line is the – Electric Tethered Observation Platform (ETOP) designed for both military and civilian applications.

The Electric Tethered Observation Platform (ETOP) is a purely electric-powered, tethered airborne platform utilized for observation and other applications, which can be deployed from a static or moving ground vehicle or station. Under most circumstances, a HAV must carry an energy source, which can be extremely heavy, but the ETOP provides an innovative solution to this problem by simply leaving its energy source on the ground.

The platform is generated by electric-powered propellers, which can hover at a predetermined altitude above ground for long periods of time. Hovering time is limited only by the ground platform's energy storage capability.

The current ETOP can carry a payload of up to 20Kg at a maximum altitude of 100m and does not need an operator.

Somali militants who claim to have shot down a US drone during a gunfight with African forces have published photographs of what appear to be its mangled remains.

The **Camcopter S-100**, made by Austrian arms manufacturer Schiebel, crashed on May 28 in southern Somalia, where African troops are fighting Islamist al Shabaab insurgents.

Al Shabaab released the pictures through its English language Twitter account, boasting: 'This one will no longer be able to spy on Muslims again. So much for the empty rhetoric on the drone program!'

Alongside another picture, the militant group added: 'This one is off to the scrap yard, Schiebel! You are fighting a losing battle. Islam will prevail.'

Although the United States does not report its activities in Somalia, A Defense Department spokesman confirmed that a 'military remotely piloted aircraft crashed in a remote area near the shoreline of Mogadishu.'

The US has increasingly turned to drones in recent years to kill Somali and foreign al Shabaab fighters seeking to overthrow the Somali government and install Sharia rule. [AS]

No such thing as a bad press?



Aerometals announced that the company has received PMA approval for spiral bevel gears for the main rotor transmission of the MD500 helicopter. This is the first time the FAA has granted manufacturing approval to a company for transmission gears who is not the OEM.

In order to perform testing to meet the stringent requirements of FAA FAR part 27, Aerometals designed and built a test stand using a 500hp electric motor instead of a gas turbine. The MR transmission is rated for 425hp for up to 5 minutes, but Aerometals ran their PMA gears for 8 hours at 467hp to satisfy FAA testing requirements. As part of their testing, Aerometals' gears were also mixed and matched with OEM gears, and performed flawlessly. The PMA gears also incorporate new technology to impart a mirror finish to the gear teeth. "These gears will actually allow the transmission oil to run a few degrees cooler because of reduced tooth friction," said Kamphefner.

Immediately prior to the Paris Airshow it was announced that the **Eurocopter X3** hybrid helicopter attained a speed of 255 knots (472 km/hr) in level flight. Several days before this accomplishment, the X3 reached a speed of 263 knots (487 km/hr) during a descent.

These speeds are relatively important to the company but the unique configuration of the X3 means that whilst it surpasses the unofficial speed record for a helicopter it is not a direct comparison. It will be interesting to know whether there is a correlation between the predictable announcement that the Eurocopter X³ had more speed in it and the announcement of a further delay in the AW609 programme.

According to Flight International certification of the AgustaWestland AW609 tilt rotor has slipped to 2017 as the manufacturer faces up to a challenging development programme and uncertainty over how to approve a concept never previously used for civil applications.

The 609 has been around for a long time now and has had a number of ownerships, this leading to a decision to a modernisation effort that is partly to blame for the delay to certification.



Helisim last month celebrated the 100,000th hour milestone for flight simulator sessions with international customers, marking a key milestone in its training of pilots on Eurocopter helicopters that directly contributes to the safety of operators worldwide.

Helisim provides realistic flight experience in its ground-based simulators, enabling pilots to encounter even the most extreme operating conditions across a full range of civil, parapublic, governmental and military missions.

Helisim operates two full-flight simulators with motion systems that accommodate roll-on/roll-off Level D cockpits for the following rotorcraft: the EC225, EC155, AS332 L1 and AS332 Super Puma/Cougar, along with the AS365 N2 Dauphin/Panther. It also has a full-flight simulator for the NH-90 TTH tactical transport helicopter, along with one multi-cockpit Level 3 flight training device.

Situated nearby Eurocopter's headquarters and production facility location in Marignane, France, Helisim trains an average of 3,000 pilots annually – performing approximately 14,000 hours of simulation per year. Helisim is co-owned by Eurocopter and Thales, with 45 percent shareholdings each, and Défense Conseil International, which holds the remaining 10 percent.

Russian Helicopters launched the first demonstration flights of the light multi-role Ka-226T in Kazakhstan last month.

The demonstration tour is aimed at potential Ka-226T customers in Kazakhstan, including the airborne divisions of the Ministry of Emergency Situations, Interior Ministry, Ministry of Health and other law enforcement and environmental authorities, as well as commercial helicopter operators.

Flights were conducted over flat and mountainous terrain around Öskemen (Ust-Kamenogorsk). The new Russian helicopter demonstrated its external cargo mounting system and hoisting capability in flight. The Ka-226T also undertook a special flight at the request of

the Aviation Division of East Kazakhstan Province, hovering and landing at an altitude of 2,500 metres above sea level in a practice evacuation. The helicopter's coaxial rotors enabled it to take off with confidence and make precise landings in mountainous terrain on missions for government and commercial operators in Kazakhstan, who were all present to view the demonstration.



©Russian Helicopters

RSG Aviation, Inc. has a contract to support the City of Houston fleet of Bell 412 aircraft. RSG Aviation responsibilities will include all twin-engine helicopter component overhaul/exchange and repair services/support for the for a thirty-six month period. Houston PD air support division, with a fleet of 16 helicopters, has quickly become the second largest municipal police air support unit, just slightly behind Los Angeles PD.

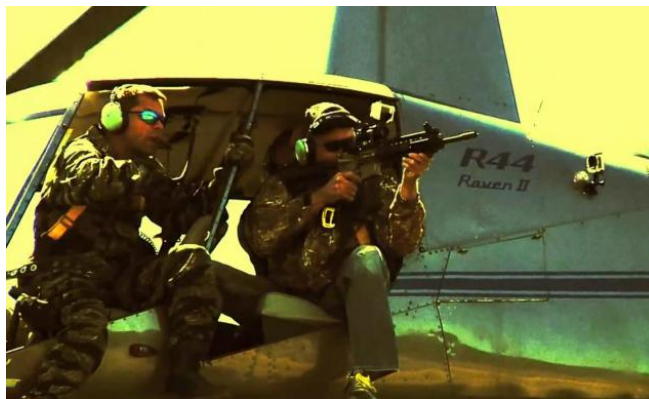
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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design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

A Texas company has taken target shooting to new heights. With rates from \$795 the Helicopter Sniper Adventure in Aubrey takes customers through an airborne obstacle course, giving marksmen the chance to take down targets from the air.

Armed with military-style, semiautomatic rifles, customers soar through the air and shoot at targets in building windows, in ponds and on the ground as the helicopter sweeps over the plains-like trees and scrub. The helicopter type used is not exactly militaristic – the web site illustrates N494SH a Robinson R44 Raven.



The activity is perfectly legal by FAA and local legislature standards and noise is not an issue as flights only go out every other week, for 15 minutes at a time but even so participants are encouraged to bring at least 500 rounds of .223 ammunition, the common calibre used in semi-automatic rifles. [NYDN]

In **Nepal Shree Airlines** has placed an order for eight helicopters from Eurocopter's Ecureuil family – comprising five AS350 B3e and three EC130 T2 – for use in search and rescue, aerial work, disaster relief missions and heli-tourism. With this major acquisition, Shree Airlines becomes the largest Ecureuil operator in South Asia.

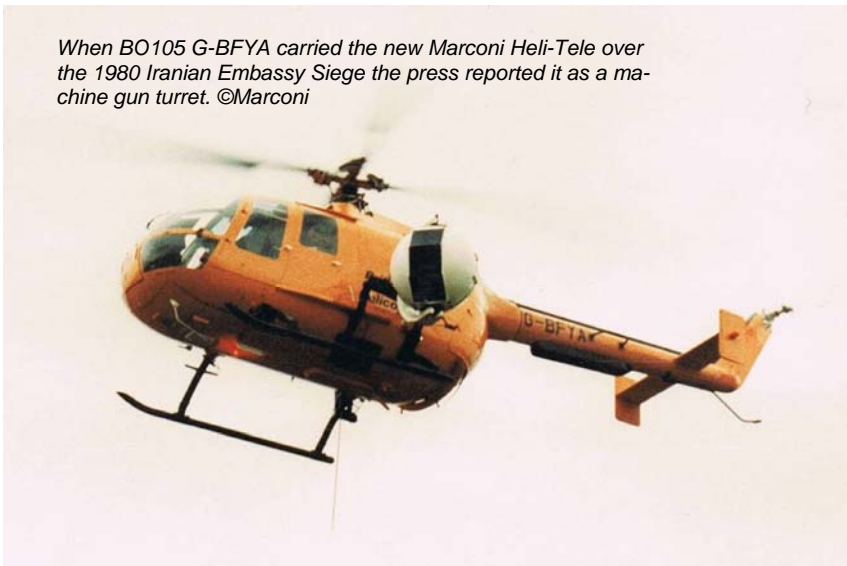
Shree Airlines, a leading helicopter operator in Nepal offering helicopter charter services, is increasing its fleet of Ecureuil helicopters after successfully operating one AS350 B3e which arrived in February this year.

The AS350 B3e will be used in search and rescue, aerial work and disaster relief missions. The EC130 T2 is to perform tourism operations. First deliveries of the Ecureuil family aircraft for Shree Airlines will begin from early 2014. The fleet will be completed and supported from the Eurocopter South East Asia subsidiary in Singapore.

Today, approximately 5,350 Ecureuils have been delivered in 130 countries to some 1,600 operators. These aircraft have accumulated close to 25 million flight hours. [EC]

Nearly two years after **Sterling Helicopters** went into liquidation, auction house Edward Symmons has put their two Eurocopter Bo105s up for auction. The pair are G-BFYA a 1977-build example with 8957 hours and airworthiness expired in May 2009 and BO105DBS-5 G-EYNL with 11,498 hours and airworthiness expired in December 2011. Both were former police helicopters and the latter operated as an air ambulance in both Norway and East Anglia in the UK. G-BFYA was one of the earliest UK based Bo105 police helicopter's and was used in the development of the airborne television system by Marconi in the late 1970s before operating with pretty much every UK police force in one role or another. [Helihub/PAR]

When BO105 G-BFYA carried the new Marconi Heli-Tele over the 1980 Iranian Embassy Siege the press reported it as a machine gun turret. ©Marconi



In Slough, Berkshire, to the west of London the council has spent £24,000 hiring a **UAV** equipped with thermal-imaging cameras to track down large numbers of immigrants who are believed to be sleeping in garages and converted coal bunkers. The targets are believed to be some of the 'flood' of immigrants from Eastern Europe that have entered the country. [UAS]

ACCIDENTS & INCIDENTS

29 March 2013 Eurocopter BK117 C-FKCM. Air ambulance of STARS, Calgary, Alberta, Canada. After landing at the sending hospital the safety pilot noticed a fuel puddle at the rear of the aircraft. Fuel was found streaming out of the aft engine deck. The aircraft was shut down without incident. The cause of the fuel leak was an O-ring which had failed on a fuel line which led to the fuel filter assembly. [Concern]

6 May 2013 Eurocopter EC135P1 N911SV Air ambulance of HELP Flight Billings, Montana USA. Operated by Metro Aviation Inc. On the return trip from Bozeman, MT, over Reed Point, MT, at an altitude of 1,200 ft and under NVG's, the helicopter experienced a bird strike to the right side chin bubble. The bird broke through the chin bubble with bird 'parts' entering the cabin. The flight continued to the company base at Billings airport. [Concern]

30 May 2013 Bell 407 N407HC Howard County Police Department, Maryland. Suffered a hard landing with damage to landing skids and tail boom. After a mechanical failure, the pilot used night vision goggles to land the aircraft on a football field of the Wilde Lake High School to the west of Columbia. Four officers were on-board including the pilot, a tactical flight officer, a flight officer-in training from Howard County. There was also a tactical flight officer from Anne Arundel County Police on board. [Media]

31 May 2013 Sikorsky S-76 C-GIMY Air ambulance of Ornge. Whilst undertaking a routine patient pickup in Attawapiskat in northern Ontario the aircraft crashed killing two pilots and two paramedics. The Sikorsky was flying out of Moosonee and crashed shortly after departure from Runway 6. It began a climb in an easterly direction, then began turning to the left to take up a northerly heading towards Attawapiskat. During that turn the S-76 began to drop, made contact with the trees and the ground less than a minute after they departed. From the initial contact with the trees to where the main wreckage came to rest, the crash site is between five and 12 metres wide and about 123 metres long. There was a fire after crash. The four killed were Captain Don Filliter, First Officer Jacques Dupuy, and Primary-care flight paramedics Dustin Dagenais and Chris Snowball. The helicopter, one of six such craft in the fleet, was built in 1980. Weather at the time was overcast, good visibility and only light rain. [Media]

3 June, 2013 Robinson R44 61011. Public Security Bureau of Xi'an, China. Two people aboard the helicopter died and another person was severely injured after the police helicopter crashed on a training mission in near the village in Lantian County, Shaanxi Province, NW China. [Agency]

6 June 2013 Bell 206L N114AE Air ambulance of Air Evac Lifeteam. Late evening accident in the grounds of Paces Creek Elementary School by the US 421 in Clay County, Kentucky, on positioning flight back to base in Manchester after delivering patient to London. Airframe destroyed and consumed by fire. Three fatalities named as pilot Eddie Sizemore, flight paramedic Herman "Lee" Dobbs and flight nurse Jesse Jones. Reports suggest that the helicopter encountered fog and was setting down for safety when it hit electricity lines outside the school [wymt]

The operator's fourth fatal in six years, and they've had SIXTEEN accidents since 1997!

11 June 2013 Eurocopter AS350B2 N935EM Air ambulance of Eagle Med crashed at a hospital parking lot in eastern Oklahoma killing one person and injuring three others. The helicopter was landing at the Choctaw Nation hospital in Talihina, 110 miles southeast of Tulsa when the incident occurred. All the casualties were aboard the helicopter. A patient that was being transported to a medical facility in Tulsa died, it's uncertain whether the pa-

tient died due to the crash or a previous medical condition. The flight nurse is listed in stable condition, the pilot and medic suffered minor injuries. *The crash is the third involving an EagleMed helicopter in Oklahoma since 2010.*

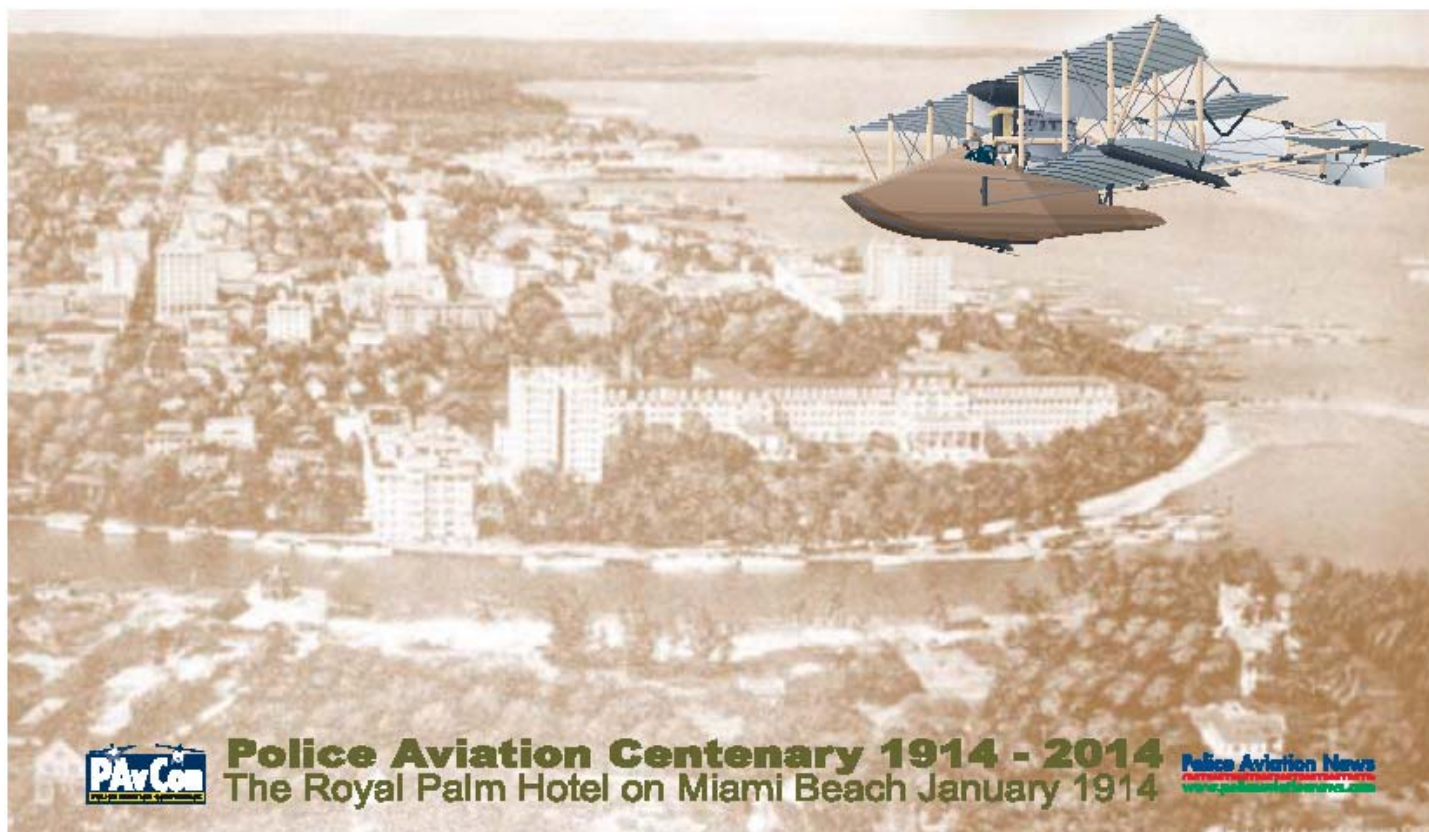
19 June 2013 Robinson R44 RP-2045 Philippine National Police A police superintendent, a police pilot and another police officer survived a helicopter crash landing atop the remote Mt. Bitulayungan, Tinglayan, Kalinga. Sr. Supt. Oliver Enmodias, chief of the operations branch of the Cordillera regional police command, the helicopter's pilot Chief Inspector Dexter Vitug and Police Officer 3 Jude Duque survived the crash believed caused by turbulent winds during a raid on marijuana plantations. [Media]

25 June 2013 Mil Mi-17V5. Indian Air Force. Military helicopter undertaking rescue operations crashed in poor weather in Gaurikund, state of Uttarakhand, India killing all 19 persons on-board. The Mil was conducting rescue operations around Gauchar, Guptkashi and [Kedarnath](#) and it was while returning from Kedarnath on the third mission of the day that it crashed. Among those killed were three IAF officers based at Barrackpore Air Force Station in West Bengal under the Eastern Air Command. [Media]

19 June 2013 Bell206L4 N467AE. Air ambulance of Air Evac Lifeteam auto-rotated to a hard landing at Jonesboro, Arkansas. [Helihub]

25 June 2013 MD Helicopters MD500E N34CT. Pinal County Sheriff Three Pinal County Sheriff's Office employees escaped injury after the helicopter they were in made an emergency landing after losing power south of Casa Grande, Arizona and just off Interstate 8. The MD Raven 1 was on a routine maintenance flight operation when the pilot began having engine problems. The pilot was able to make an emergency landing on a dirt field, missing nearby high-tension power lines. The chopper rolled as it touched down in the desert and broke up. The cabin of the MD 500E was on its side, rotors crumpled. The tail tore off the body of the helicopter, landing several feet away.

Those aboard were the pilot, a TFO and a mechanic. All three of them walked away from the crash, but were taken to a local hospital as a precaution. [Fox 10 TV]



FLIGHT SAFETY

Bryan Smith the Airborne Law Enforcement Association [ALEA] Safety Program Manager is investigating how ALEA can serve European members better, and at the same time help members everywhere benefit from the experience and knowledge of law enforcement aviators across the World. Bryan has been discussing with Kurt Frisz, the president of ALEA a new project to address the issues.

Bryan recognises that there are vast differences in how law enforcement operations are conducted in different locations. Even in the USA, west coast and east coast operations have significant variances that often are misunderstood by those operating in different US Regions.

Bryan needs information from people in each respective area, doing the job in that area in order to cooperatively address safety challenges there. He recognises that despite the differences there are many core aspects of the profession that are universal. Something that a pilot in Germany learned may help save the life of a pilot in St Louis, or Argentina, and vice-versa. Safety can only be effective if the information being used comes from a wider perspective than that of just a single person.

Bryan Smith the ALEA Safety Program Manager can be contacted at +1 239-938-6144 safety@alea.org

MOVE ALONG THERE PLEASE

In these days of selective education – school teachers only telling their pupils the bits they like rather than the whole story - history and truth tend to get a bashing. The most recent example was when Northrop Grumman triumphantly announced that they had created history by successfully catapulting the X-47B Unmanned Combat Air System (UCAS) demonstrator from the deck of the USS George H.W. Bush. The aircraft flew autonomously back to Naval Air Station Patuxent River where it landed safely. They said that catapulting the unmanned X-47B is an event as historic as the catapult of a manned aircraft, which occurred in November 1915.

All of which may be a surprise to real historians that are aware of an unmanned aircraft leaping into the air off an aircraft equipped warship by catapult whilst underway in the mid-1930s. To the British it was a variant of the Tiger Moth called a Queen Bee – it is further claimed that the 'modern' preferred term Drone came from its name. I guess there will have been similar projects by other nations – including some exasperated old soul in the US who is shouting at his TV that he too did it 75 years ago.

What the X-47B will do with modern technology – and that is to be applauded – is land the craft automatically on the ship. That is the real story!



Big news these days is that wars are being fought remotely and enemies are being executed by bombs dropped from drones. The technique is generally seen as new and is the cause of much anguish among the peace fraternity who blame the military for most if not all the development in this field.

Now a Mafia turncoat has revealed for the first time that Sicily's Cosa Nostra tested bomb-loaded remote controlled aircraft in the early 1990s – two decades before the USA began using Reapers to strike terrorist targets.

Former Mafioso Gaspare Spatuzza told a court that he was ordered by the Graviano brothers to buy and test radio controlled aircraft with explosives attached. The plan was to use them to commit murder. [DT/UASV]

In the wake of the high profile phone-hacking scandal that has dominated the agenda for the past two years News International has rebranded itself as News UK ahead of an impending split of Rupert Murdoch's global media empire.

The change of name will be seen as a sign that the group, which owns The Sun and The Times, wants to draw a line under the scandal. A few days ago the publishing arm, News Corporation, formally split off from the 21st Century Fox entertainment division in a move designed to show a coherent and logical identity for the new parent company. [WNIP]

EVENTS

RECENT EVENTS

The 50th Paris Air Show at Le Bourget, France was held from the 17th June 2013 and PAN was there reporting on what turned out to be an event showing weather extremes – lashing rain one moment and scorching sun a short while after.

The full report will follow later this month but the headline stories are a joint announcement from Bell Helicopter and SAFRAN/Turbomeca relating to a new aircraft that is to replace the venerable Bell 206 on the production lines. We hope to learn some more detail on that at the upcoming ALEA Conference in Orlando.



FLIR Systems Inc., [FSI] have rebranded all its HD sensor turrets as Star Safire. The range includes the original Star Safire but now also embraces equipment ranges previously marketed under the Talon [Inframetrics] and Polytech brands. The existing range is now the 380HD, 380HLD, 230HD and 260HLD. Across the range FSI offer a single wiring specification and hand control unit designed to allow the customer the option of having a fully interchangeable payload option – as long as it is FSI sourced of course! The mix of available sensor packages embraces both the ITAR restricted US built equipment and the wider market Swedish [Polytech] sensor. Arriving at that capability caused FSI some difficulties as according to the ITAR rules any component is restricted which nominally barred the common controller. That difficulty was overcome.



The Milspec all-digital high definition 380HD system provides superior image stabilisation, ultra long range imaging performance, and true metadata embedded in the digital video and the company did not want to give up that high level of capability in producing its new 'lighter/smaller' alternative.

Rather than follow the customary response by downsizing the overall size of the pod casing [i.e. 15inch to 10inch] FSI retained the 15inch casing but reduced its depth and weight to produce the 380HDC with greater ground clearance for nose and ventral installations.

The 380HDC offers a capability to carry the same range of highly capable sensors as the original 380 but the actual number carried at any one time is reduced all at a highly competitive cost comparison with the smaller competition.

UPCOMING EVENTS

ALEA Annual Conference to be held July 17-20 in Orlando, Florida, USA. The Conference Preview Issue of *Air Beat* can be read online now at www.mydigitalpublication.com/publication?i=158458.

The show will include an exhibition floor displaying the latest technology available to public safety aviation units and offer an extensive educational programme.

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 www.alea.org/events/2013Conference now.



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Summit Aviation invites you to come see us at ALEA to check out a new, low cost ISR platform customised for Law Enforcement Aviation. Stop by **Booth #364** for all of the details!

At the same time as ALEA is on in the USA Tangent Link are running an event called Civil ISR International 2013 at the IWM Duxford from 16-17 July.

With Civil ISR spending set to overtake Military ISR spending, discover & tap into the business opportunities available within this fast growing sector.

The conference programme will discuss recent ISR missions which have been undertaken by ISR operators in support of civil mission requirements.

Building upon the resounding success of the conference held back in September 2011, Helitech International (formally Helitech) has firmly laid down its intentions and commitment to create a truly international rotorcraft event by addressing key issues during its three day conference. Taking place at ExCeL, London between 24 - 26 September, the conference will run alongside the highly successful exhibition that has been running since 1986.

Organised by Reed Exhibitions, the Helitech International Conference will open on the afternoon of Tuesday 24 September with a session addressing 'The Future for the Rotorcraft Sector'. This session will include a keynote address followed by presentations on SESAR initiatives and milestones; Accessing the Single European Sky, specifically detailing the issues for the rotorcraft sector; The implementation of instrument flight rules and procedures for helicopter operations using GPS and EGNOS; Operator Experiences; and then concluding with a Q&A session.

On Wednesday morning, 25 September the conference will move onto the subject of 'Night-time Helicopter Emergency Operations'. With East Anglian Air Ambulance (EAAA) recently becoming the first emergency service operation to be granted permission to fly during the hours of darkness, it is pertinent to address the practicalities of obtaining CCA/EASA approval. The conference audience will

have the opportunity to listen and learn how the EAAA, its operations partners and the regulators fared on the path to achieving night-time missions.

The stage will then be handed over to discuss 'The view across Europe', where operators will compare and contrast experiences via a panel discussion.

The afternoon agenda will then switch to 'Rule-making - Open Issues', where EASA will present a paper on 'The medium term agenda'. This session will give an overview of the new operations and flight crew licensing rules relevant for helicopter operations. This will then make way for two presentations covering, 'The challenges ahead' with the first looking from the operator's perspective on flight time limitations and the second on public interest sites; the day will conclude with an 'Industry Discussion on the Way Forward'.

The final day of the conference will first address the topic of 'Business Challenges and Opportunities'. Targeted towards business leaders from manufacturing, supply chains and helicopter operators, this session will track the critical market trends, identify the challenges as well as the opportunities that look set to shape the rotorcraft sector over the next few years.

The conference will then close with a session looking into 'Financing the Future'.

This interactive session will present an ideal opportunity for operators' Chief Financial Officers and supplier sales directors to question some of the industry's top financing experts and gain an understanding of the money supply issues that will impact the rotorcraft sector going forward.

John Hyde, Event Director for Helitech International said, 'With the repositioning to Helitech International it is paramount that the conference reflects the direction we are taking the exhibition in, which is to focus on the rotorcraft industry from an international perspective. Our Conference Manager has been speaking to key industry players and researching the sector for over six months now and we are confident we have achieved our aim.'

For further information please visit <http://www.helitechevents.com/conference/>



Civil ISR International

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