

Police Aviation News

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Number 208 August 2013

PAR



MALTA DECIDES AW139

WALES SAYS NOT NOW

END IN SIGHT FOR UK POLICE 145
... maintenance

SCOTLAND SAY NO *... to the volunteers*

Give with Confidence

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POLICE AVIATION AUSTRALIA

SOUTH AUSTRALIA: South Australian police are reported to be buying small unmanned craft to undertake covert operations. The stealthy miniature UAS will be equipped with still, video, and infra-red cameras.

SAPOL will open a tender process to purchase four off the shelf craft that have been described as quad copters. Their uses will include surveillance of bkie fortresses, finding drug crops, and gathering intelligence.

Civil libertarians have protested the use of such devices saying they effectively mount to 'Big Brother in the sky' and could be used to monitor law abiding citizens in situations such as political protests.

The cost of the UAS, along with pilot training and CASA licensing, is expected to be about \$200,000.

About 34 organisations across Australia are certified to use UAS for activities including aerial photography, surveying and power line inspection. [[Herald Sun](#)]

BOLIVIA

AIR FORCE: Bolivia plans to buy two Mil Mi-17 helicopters to fight drug trafficking and is expected to receive a Russian governmental commission in Bolivia to discuss issues related to the purchase of helicopters in the coming month.

Bolivia needs helicopters in the wake of the United States announcing the shutdown of the Bolivia Anti-Drug Office. Bolivia, Colombia and Peru are among the world's largest cocaine producers.

In the country coca growing within the set limits is not considered a crime, as coca leaves are traditionally used as a stimulant that appeases hunger, gives strength and improves well-being of residents in the highlands. Under the Latin American country's constitution adopted in January 2009 coca leaves are Bolivia's cultural heritage. [TASS]

Cover: it has been a good month for AgustaWestland in the Mediterranean Region with Frontex stumping up money for both the Italian Police and Malta to buy in some AW139s. A far cry from the European Union trying to stop AW being the only supplier of helicopters to the home market. That issue seems to have gone away!

[Image ©AgustaWestland]

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Emergency Services First



CHINA

WUHAN PROVINCE: Police in China's Wuhan Province have now gone live with their new Eurocopter EC135P2e. Pioneers in law enforcement aviation in China by many years, Wuhan started helicopter operations with an Enstrom 280FX back in 1994. Increasing demands of the tasks has meant that they needed a much more able aircraft, hence the upgrade.

The Enstrom - serial 2062 - is now retired from duty and likely to be sold within the country. The new Eurocopter EC135P2e - serial 1095 - is now flying in its white and blue livery carrying the registration 42012. [via Helihub]

ITALY

POLICE: AgustaWestland has announced the on-schedule delivery of the first two AW139 helicopters to the Italian State Police. These helicopters will be operated by the 1st Aviation Unit of the Italian Police and based at Pratica di Mare, close to Rome. Additional aircraft will be delivered to the customer in the coming months. The contract, which was signed in July, last year, includes a total of eight AW139 helicopters.

The AW139 was chosen after a comprehensive evaluation process of competing bids, proving the AW139 to be the best value solution to meet its demanding mission and safety requirements. The replacement of old helicopter models with AW139s, partially funded by the European Union Frontex programme, supports the fleet modernisation plans of the Italian Police.

The contract signed by the Italian Police will bring the total number of AW139s chosen by all of the Italian state law enforcement agencies to 31, covering the widest scope of public utility roles including law enforcement and homeland security, patrol, special operations, search and rescue, government/VVIP transport, disaster relief and command and control. The Italian Police AW139 configuration includes a high definition FLIR, satellite communication system, searchlight, rescue hoist and a cabin mission console. [AW]



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KENYA

POLICE AIR WING: In Nairobi, the Police Service has commenced a process to buy a new single engine helicopter to enhance operations in the country and replace an earlier loss. The tender invited sealed bids to reply by August 2.

The process, prompted by a report on police reforms, is aimed at increasing the number of operational aircraft in the fleet against a background of the crash of the Eurocopter AS350 helicopter last year that killed six including Internal Security Minister and his assistant.

The force continues to be poorly equipped with five of eight helicopters and four of seven Cessna fixed wing aircraft unserviceable. Kenya has been using Mil MI-17 helicopters from Russia, which were favoured by a former Commissioner of Police, Mathew Iteere

It is reported that the unit has at least ten helicopter pilots, thirteen fixed wing pilots, eighteen engineers, forty-eight technicians, and seven 'cabin crew members' – presumed to mean TFOs. [Standard Media/PAR]

MALTA

AFM: The long drawn out saga of replacing the elderly Sud Alouette 3 fleet has finally culminated in an initial order for modern replacements.

AgustaWestland has announced that the Armed Forces of Malta has signed a contract for one AW139 helicopter plus two options, to perform maritime border patrol and SAR missions. The plan foresees the acquisition of a total of three aircraft by 2015 including an Integrated Logistic Support package and the training of 10 pilots – including four ab-initio students – as well as 20 technicians. The first helicopter will be delivered in June 2014.

The order is part of the ongoing plan to strengthen the capabilities of the Armed Forces of Malta, who benefit from the European Borders Fund Programme and who have been cooperating for decades, with excellent results, with the Italian Armed Forces.

The AW139 will be equipped with a state-of-the-art equipment package for maritime patrol and SAR missions that includes a high-definition FLIR system, search/weather radar, cabin mission console, naval transponder, search light, satellite communication system, a 4-axis autopilot with SAR modes, external rescue hoist and four bag floatation system. [AW]



*The venerable Sud Alouette III fleet have given sterling service in the SAR role over many years.
©AFM*

SOUTH AFRICA

MILITARY: The South African National Defence Force (SANDF) is increasingly using sophisticated unmanned aircraft systems as part of measures to keep the border under surveillance. The technology has been employed to reduce costs, given the sheer extent of terrain that would otherwise be covered by vehicle patrols. South Africa has a border with six countries, and 2,798km of coastline. The defence force is also adding its capability to existing private measures used to combat rhino poaching in the Kruger National Park. [via UASV]

UNITED KINGDOM

NPAS SOUTH WEST: The transfer of the south western area of England may have gone quite well but the same may not be said of southern areas of Wales. Under the original published plan the south west region — covering South Wales, Dyfed-Powys, Gwent, Devon and Cornwall, Dorset, Avon and Somerset and Gloucestershire forces with operational bases in Winfrith, Exeter, Filton, Pembrey, and St Athan were to launch together last month.

Within hours of the transfer date it became clear that the Welsh were publicly revolting and were not going to meet the predicted schedule! The South Wales Police Commissioner, Alun Michael declared that South Wales would only give up its helicopter and join a national service when it gets guarantees about the level of service.

Without explaining the conundrum NPAS [West Yorkshire Police] simply announced that the launch had taken place and ignored the awkward Welsh issue and then announced that the remaining police forces in England and Wales will join NPAS by January 2015. Not the original plan.

The Welsh are not the only dissenters over joining NPAS but little has been heard about the nay sayers. West Yorkshire simply claims that since the launch of NPAS there have been many successful air operations and the benefits of NPAS are already being realised. As a result of borderless tasking and due to more informed tasking, NPAS is already seeing a 10% reduction in the number of flying hours used by forces. There has also been increased aircraft availability under NPAS as reserve aircraft have been utilised during times of scheduled maintenance and in support of large policing operations.

A significant reduction in flying hours might be a positive outcome but no-one in NPAS has explained why it is positive and not just a reduction in service – a very easy alternative viewpoint to arrive at.

According to the news stories emanating from Welsh news media both the joint South Wales/Gwent and the Dyfed-Powys helicopters were to be *axed* as the National Police Air Service (NPAS) took over from the aircraft previously operated by the individual police forces. Not really a true statement however you look at it. Both of these closely located aircraft have a finite end game but neither is being unceremoniously dumped in the immediate future.

The Pembrey based Dyfed-Powys aircraft, the only AgustaWestland AW109E Power in UK police service, will eventually depart mainly because it is a non-standard airframe and may eventually be replaced by a fixed wing – although that would be an addition to 'Plan A' which saw no aircraft at Pembrey. The St. Athan base of the South & East Wales airframe, a Eurocopter EC135T2 is seen as secure. The airframe is on a lease from Bond Air Services that may not be renewed simply because NPAS owns other airframes that can re-

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place it and the current crews use the different airframe. As owned assets these can be brought up to a common operating standard that can operate anywhere in the NPAS regions. So neither aircraft faces 'the axe' as an immediate threat, existing contracts will run their course as planned.

Dyfed-Powys



The only AgustaWestland AW109E in UK Police Service. ©PAR

The original proposal to ACPO Chiefs' Council did not have an aircraft based in D-P and was accepted by the then Chief Constable. Meanwhile it was considered that the addition of a fixed-wing aircraft would enhance the cover from surrounding helicopters at Rhuddlan, Halfpenny Green and St Athan. This led to the trial of the Tecnam MMA which was reported on at the time. The results of the trial were seen in a different light by the Police Authority and they effectively overturned the original acceptance. They had a slightly different agenda in that they were

potentially embarrassed by the high level of recent expenditure in completing the new A109E base at Pembrey. Dyfed-Powys is reportedly the only Force to have said "no" to NPAS [although there are others delaying the decision]. At the moment Chris Salmon (the PCC) is taking a more reasonable line and a proposal for Dyfed-Powys to join NPAS next April 1 with a range of options being considered – these range from no aircraft based (the cheapest) through to that with the highest cost option of retaining a helicopter.

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The Dyfed-Powys Police Commissioner Christopher Salmon has said his force area has "specific and unique" needs and, as recorded, he is still in those negotiations to maintain access to a helicopter for what is claimed as the second largest force in the UK. That too is simply not true. The area it covers is huge but it is remote and sparsely populated and historically the high specification airframe has been massively under-used and has been one of the airframes that exhibited the low level of availability that led to NPAS being created in the first place. As recent major crime cases proved, a lack of financial resources meant Dyfed-Powys were unable to undertake a significant role in their own back yard and had to call in assistance from other bordering police forces – the core mutual aid concept that NPAS is built upon.

Those with long memories will recall former Dyfed-Powys Chief Constable Ray White causing a furore over airframes, ordering an EC135 and then cancelling it, then swapping that to an A109E that had to meet the highest specification of all-weather SPIFR capability and range only to be unable to financially support the chosen type as a 24/7/365 resource [like many other UK police operations prior to NPAS].

South Wales and Gwent

Although separate Forces they are linked through their current consortium. As their service is a 'turn key lease' from Bond their savings on joining NPAS is minimal and based on leaner staffing initially. Lease operations are rare in the NPAS takeover and partly as a result the unit has a number of different working practices when compared to the 'standard' model. The unit has been running using five additional reserve observers [Tactical Flight Officers TFOs] that have not appeared on the books. This has allowed the regular staff members to take leave as and when they want – a unique situation. In addition, the Gwent officers get paid travelling from their Force into the Base - again a unique situation that has added to the difficulties in the negotiations.

The number of regular observers choosing to second from South Wales and Gwent to West Yorkshire police is significantly lower than had been anticipated. At the moment only two officers are transferring and more will have to be trained up. An interim arrangement, retaining the current pay and conditions, will cover the period up until the new officers are trained.

Because of the historical details on capability, pay and conditions Commissioner Alun Michael, has said he does not think the NPAS provides a level of service as good as the current arrangements.

Mr Michael has said that NPAS is a *coalition government* decision which has been imposed on police services in England and Wales. This is not exactly true either as the plans were in train long before the government changed and the decision on the final form of the reorganisation was nominally made by ACPO not a politician.

Regardless of the detail Mr Michael sees the current level of air support in South Wales as being superior to what is being offered by NPAS and will therefore only go into the national service if, and when, a guarantee of service can be arrived at.

Negotiations continue!



G-WONN a Bond owned EC135T2 is the only leased aircraft ©PAR

England

There have been detail 'problems' with the English side of the set-up but nothing major.

The joint Wiltshire police and ambulance operation continues as before. Wiltshire police join NPAS on January 1, 2015 and the joint Police/HEMS aircraft contract with PAS expires. There may be some cross border activity in the meantime but nothing is planned.

The NPAS Base at Filton, Bristol will continue to operate from the existing building within a fenced compound until the new shared facility is built.

NPAS Exeter, the base move from the police HQ to the airport is expected to have taken place as these words are being read. Although there were plans to continue almost as before it has not been possible to take over the Devon Air Ambulance part of the operation due to EASA transition issues which are still a work in progress. The Devon Air Ambulance Trust [DAAT] was due to apply for its own AOC last month although the police [D&CC] will continue to hold the AOC until the end of his year or until relieved by the DAAT AOC.

Dorset Police had their MD902 Explorer based at their HQ at Winfrith and it was always considered that this location was too far West to satisfy the needs of NPAS but the negotiations relating to securing a new base at Bournemouth Hurn Airport are still ongoing. In the interim the aircraft is using the Army Air Corps base at Middle Wallop as its Forward Operating Base. It is currently expected that a move to a permanent base will take place in 6-9 months.

NPAS ENGINEERING: Not unexpectedly NPAS is getting out of in-house engineering. The latest sector to be closed down is the Eastern Counties operation, a Part 145 maintenance operation set up in 2007 at Wattisham in Suffolk [ECPM]. The plan was support at cost not profit.

When operating at capacity ECPM supported the helicopters of Cambridgeshire, North Midlands, Suffolk and Essex and serviced in turn the Eurocopter AS355F2, the EC135 and MD902 Explorer. During the period the AS355 was withdrawn and the MD902 started operations supported by the supplier [PAS in Staverton] under the first year of guarantee before going to Wattisham. In recent months the 902 has been retired from Cambridgeshire and moved as an NPAS spare and so has been supported by PAS, leaving the Wattisham



The former maintenance facility at RAF Wattisham used Cold War vintage hardened shelters for cover. The EC135P2 based there will be moving. ©PAR

operation supporting three EC135s.

With the number of aircraft under their care now dwindling the Wattisham operation has been shut down from the end of July and the new owner, NPAS, has decided that support of the airframes should be temporarily handed to Eurocopter UK.

On the horizon are other in-house engineering operations that can be seen as future targets. The service operating out of the Devon & Cornwall Police facility supporting police and Devon Air Ambulance Trust operations was launched as independent but has actually been kept going with EC UK engineers for most of its existence – only the pilotage and logistic support has been truly independent. The D&C operation supports one EC145 and one EC135 but the engineers are seconded from EC UK and can therefore spend their other time supporting a wider range of airframes. The other support operation covering engineering, pilotage and logistics has been operated unchallenged from Lippitts Hill by the Metropolitan Police since 1980.

Meanwhile a new tender process is in train for the support of the whole of the NPAS fleet. This will [or should] be activated from next April. The easy expectation is that this process will hand all the Eurocopter work to EC UK and all the MD work to PAS. Whatever their drawbacks they are probably the most efficient options. It is for them to prove that their offer from April 2014 is unbeatable for there are bound to be other largely unproven groups offering their services in what is likely to be a price led process.

Both EC UK and PAS have been operating high capacity support services for decades where any alternative option would be new and untried and facing a challenging working up period. Bearing in mind the amount of back room bickering that has taken place about the creation of the new NPAS it seems unlikely that a new operation would prove anything but troublesome.



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SOUTH YORKSHIRE: The police MD902 Explorer helicopter G-SYPS has been grounded for five months due to "substantial mechanical faults", the force has said.

South Yorkshire Police said the helicopter was undergoing extensive repair work at PAS in Staverton, Gloucestershire. The force said it also needed to recreate the aircraft's logbook which had gone missing.

The new National Police Air Service (NPAS) has moved in a temporary replacement aircraft, when available, believed to be the former Cambridgeshire MD902 G-CMBS, into Sheffield since it took over air support on April 1.

Much has been made of the situation in the UK national press – mainly to ridicule South Yorkshire for 'losing the log book' as it is described. The police say the missing book is not the reason the rotors blades are not turning, they are said to be waiting for parts and maintenance – a not unusual situation in relation to the Explorer.

It was a big fight to keep an aircraft based in South Yorkshire; the original plans were to close the base but that plan collapsed somewhat after the in-house maintenance organisation crumbled through a lack of staff and a resignation.

Meanwhile South Yorkshire Police and their police and crime commissioner Shaun Wright say they are confident NPAS is providing a good service. Not everyone agrees.

Under the final version of the agreement the South Yorkshire helicopter is supposed to provide cover across the county for ten peak hours a day, with off-peak and supplementary cover provided by neighbouring NPAS bases in West Yorkshire, Humberside [not yet joined] and Derbyshire [join 2 October 2013]. The fact that the prime aircraft has not been in the air since 28 January does not negate the plan but it does make a mockery of the original economics.

According to Superintendent Simon Verall the problems were discovered at its annual service.

"When we went to NPAS in April we were required to give them a serviceable helicopter, so we are still responsible for the repair of the aircraft," he said.

"We have to get all the parts from America and some of the parts have had to be sent back to America to be repaired."

No-one has publicly linked the demise of the in-house maintenance arrangements, the 'missing' airframe records and the extended repair process but they have said that the documentary shortfall was not delaying the aircraft's return to duty.

And then there is Humberside. They remain outside the grouping but have agreed to join. NPAS faces a difficult set of negotiations aimed at unravelling the contractual position relating to the aircraft and its base. Basically they are not acceptable to NPAS but will remain until the problems are sorted out and a new arrangement is put in place. They may finally join in 2016. No-one is rushing this process as there is plenty of work to be undertaken associated with the major sections of NPAS.

Ed: There has been some finger pointing in the media at both PAS and South Yorkshire Police relating to the long winded annual maintenance process – all of which suggests a continuance of the 'no spares at MD' syndrome. I have been assured that this is not the case with this aircraft. The parties involved [PAS/NPAS and SYP] decided, in order to keep the cost down, to repair, rather than use replacement parts, as many as possible of the defects found on the aircraft on handover. That repair process has delayed completion where simple substitution of parts, if available, would be faster. When it was handed over to PAS it was part-way through an annual inspection. Development of the repairs has taken time, but a return to service should take place in a matter of weeks.

The matter of the Logbook is now the subject of a criminal case and therefore sub-judice for a while. A police officer and a civilian have been arrested.

Also in the background to this case was a recent court case in the Netherlands. It was suggested that PAS and MD were part owned by the defendant, Joep van den Nieuwenhuijzen, and RDM Holding and might be financially liable.

It transpires that RDM has not had an interest in the SAS group for ten years now. It ended in 2002/3. Elite Holding owned the group for some time until 2004/2005 when it changed hands to private ownership by another Dutch national.

Joep van den Nieuwenhuijzen remained on the board of directors until September 2007 when the Dutch government initiated legal action against him. He relinquished his position at that time and all ownership or financial relationship or influence is said to have ceased at that point.

SCOTLAND: The newly consolidated Police Scotland has been condemned for its "baffling" decision to axe the use of civilian volunteer pilots who have been providing the Sky Watch Civil Air Patrol [CAP] service in missing people searches and other potentially life-saving operations across the country.

The volunteer pilots of the CAP have been providing aerial support to the emergency services since being originally formed in Yorkshire more than a decade ago.

Scotland has two operational units, the Highland Civil Air Patrol with aircraft based at Inverness, Kirkwall, Lossiemouth, Peterhead and Plockton, and the Lowland Unit which is centred on Perth airfield but also has aircraft operating from Leuchars, Fife, Kingsmuir and East Fortune airfields.

The volunteers have now been told that their services are no longer required by the new national police force in Scotland as the air support unit previously operated by the Strathclyde force is now available nationwide on a 24 hours a day, 7 days a week basis.

www.scotland.police.uk
In response Tony Cowan the former RAF pilot who acts as the President of the UK CAP [below] told PAN that the decision by senior officers in Police Scotland not to use the CAP to supplement their own aircraft in air search activity was a great surprise as CAP had anticipated that the existing MOUs with the previous police forces in Scotland, for example Northern Constab-



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lary, Grampian Police etc., would be rolled into one MOU for Police Scotland. Other members of the voluntary sector share CAPs surprise and members of the Scottish Parliament are now taking an interest into what Police Scotland are up to. Their idea of covering the whole of Scotland, particularly when searching for missing person, with the one police helicopter based at Glasgow simply beggars belief!

CAP is listed as an additional resource in the 'Framework Agreement for Search and Rescue in the United Kingdom of Great Britain and Northern Ireland' and this led to the volunteer group being closely involved in the recent G8 Conference of world leaders in Northern Ireland

So far, the police haven't told CAP direct why they have come to their decision not to engage with the voluntary sector in the UK which CAP believe may be contrary to the Civil Contingencies Act 2004.

UNITED STATES

ALASKA: The Alaska State Troopers rolled out their new helicopter - Helo 2 Thursday, July 11, 2013. The craft is a Eurocopter AS350B3e N49FA and is temporarily stationed in Anchorage. Helo 2 will eventually be stationed in Fairbanks. The Department of Public Safety will take possession of another Eurocopter (Helo 1) next winter, which will be stationed in Anchorage. [AEC]

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TEXAS: Harris County Sheriff's Office operating on the fringes of Houston may soon be operating a helicopter to add to their fixed wing.

Harris County operate a 1993 Maule MXT-7-180 airplane donated in 2008 by a local group and has a modest past history of air support in the 1970 and mid-1990s.

The Department of Defense is donating a nearly \$800,000 Bell OH-58A helicopter to the department pending approval by Commissioners' Court. It should be operational by year end.

The Maule cannot support an infrared camera, the plane can only be used for daytime patrols, mainly providing security for the Port of Houston along with the port's Maritime Unit. A helicopter is more important than ever for the HCSO because HPD has curtailed its helicopter use at a time when the unincorporated areas of Harris County are growing. The patrol district is 30 miles wide. HPD helicopters operate in a more dense area population-wise with a smaller geographical area, Harris is an area that's bigger than Connecticut and growing.

For years, the sheriff's department has relied on the Houston Police Department's helicopters during emergency situations in unincorporated areas. As a requirement to use the helicopters, licensed deputies accompany HPD pilots on missions.

Harris has trained licensed pilots on staff and they fly with the occasionally loaned HPD or DEA, or DPS helicopters, their pilot flies the helicopter and the local officers sit in the other seat.

It will cost taxpayers nothing because seized assets will provide funding. Proceeds from the cash, drugs, and weapons – things confiscated from criminals go to things that will help us catch more criminals.

Taxpayers would not be responsible for any maintenance fees associated with the helicopter after the initial one-time cost of \$400,000 to outfit the plane and an annual maintenance cost of \$250,000. The helicopter would be stored in the HCSO existing hangar at Hook's Airport.

If the helicopter is accepted, its use will be limited to 50 hours a month for the first year until a cost evaluation can be completed, said Bernstein.



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AIR AMBULANCE

CAYMAN ISLANDS

In the wake of a report from the Auditor General stating that all was not well with the provision of air ambulance services in the islands new moves are underway to find a local solution. He concluded that the existing system exhibited many flaws and that the operator was not licensed or authorised for ground handling services for air ambulances at the airport.

A Cayman Airways pilot is in discussions with health chiefs over his bid to establish the territory's first on-island air ambulance service.

William Bodden, CEO of Cayman Islands MedEvac, says he has financial backing from investors in Grand Cayman and in the US.

Mr. Bodden is in the process of purchasing planes for the project, which he says would save insurance companies money and simplify the process of flying patients overseas for medical treatment.

Mr. Bodden held talks with government officials, insurance companies and health service chiefs and there was interest in the concept with his firm being the main provider of air ambulance services for the bulk of transfers from the Cayman Islands.

UNITED KINGDOM

AAA: As part of the continuous drive to further improve standards in the operation of air ambulances, the majority of air ambulance charities and ambulance services in the UK have signed up to a new Code of Conduct.

The Code, which harnesses already established standards not consistently used across the sector, now makes them mandatory, ensuring a consistent and focused level of activity. These rules govern standards of medical care, civil aviation practices and fundraising activity, requiring air ambulances to meet the standards set by UK regulators, the Care Quality Commission, Civil Aviation Authority and Fundraising Standards Board (FRSB).

The UK's air ambulances are mainly provided through charitable organisations across the UK. Each charity works closely with its local ambulance service to deliver the best possible critical care to ill patients. The new Code provides a high benchmark for medical care, civil aviation practices and charity fundraising standards.

Clive Dickin, National Director of the Association of Air Ambulance's commented:

"Each air ambulance charity or ambulance service is subtly different. With the use of the Care Quality Commission, Civil Aviation and FRSB standards linked to the Association's rules, the air ambulance community can now measure performance, collaborate and continually improve fundraising, air operations and clinical performance of the 35 air ambulances in the UK."

As part of this agreement, air ambulance charities will now be obliged to meet best practice standards for fundraising and to display the distinctive "FRSB Give With Confidence" tick logo on donation materials and appeals.

The association is keen to see the new Code become the minimum standard of operation for all air ambulance operations in the UK and encourages donors and patients to look out for the AAA and FRSB logos, which will give confidence that the best possible care is being delivered through a professional and ethical charity.



The Association has welcomed the results of an independent audit that shows 20% more patients are now surviving severe trauma since the introduction of Major Trauma Networks in 2010. Air ambulances are the principle way a very seriously injured patient will be treated at the scene of the incident and then conveyed to the Major Trauma centre which forms part of the network.



Association of Air Ambulances

Currently across the UK 35 rotary air ambulances attend on average 70 incidents a day, some requiring the specialist urgent care to life threatening and limiting trauma at one of the Major Trauma Centres. Patients who have been involved in a serious road traffic incident, injury at work (farm, construction, etc.), assault or other critical injuries now have a 20% greater chance of survival. These patients first receive care at the point of the incident through a network of highly trained Pre-Hospital Care Doctors or Critical Care Paramedics delivered to scene by an air ambulance in support of the ambulance service. These expert clinicians stabilise the patient and then convey them to the nearest Major Trauma Centre. Regional Trauma Networks were first introduced in 2012 to enable the rapid and safe transfer of patients to the 22 designated Major Trauma Centres throughout the country as few district hospitals in England have the capacity to provide comprehensive care for these patients. The networks were developed by doctors, nurses and allied health professionals including paramedics and physiotherapists, to ensure that the patient receives the best possible care from the scene of the accident through to their rehabilitation at home.

There are 19 air ambulance Charities and 11 Ambulance Services serving the UK.

Depending on local arrangements, the UK's 19 air ambulance services employ different models of funding. Some receive limited, indirect support from central Government, others receive none at all and there is no form of national lottery funding. However, each one is dependent on charitable donations to provide the lifesaving service.

On average, an emergency air ambulance takes off every 10 minutes in the UK, flying 365 days a year. Put another way, during every hour of everyday 7 air ambulances are attending incidents of various types including medical trauma. Check out the AAA Website for further information www.associationofairambulances.co.uk

CHANNEL ISLANDS: Guernsey and Jersey have signed a joint air ambulance agreement that ensures that anyone who needs treatment in the UK will be flown over on a dedicated aircraft usually based on the mainland at Exeter, Devon.

Jersey was already using Capital Air Charter for its existing service. The new service will cost Guernsey and the UK Government half a million pounds a year, which is said to be a saving of £200,000.00 on the current annual cost.

The dedicated plane will take approximately 40 minutes to get to Guernsey in event of an emergency.

DORSET & SOMERSET

Three life-like SimMan dummies have been bought at a cost of £40,000 by Dorset and Somerset Air Ambulance to train its paramedics in the classroom and for outdoor lessons.

Two dummies are based on adult males and the third is a four-week-old baby offering a variety of eye movements, such as pupil dilation, breathing and abnormal breathing sounds and vascular access.

A second manikin - called Crash Kelly - is a more robust dummy which can be placed in tricky situations such as being trapped under a car. His head and body can be moved about for this purpose.

Newborn Anne measures 21 in (53cm) and weighs 7 lb (3kg) and has been designed to focus on how to resuscitate a baby.

Life-sized human dolls have already been used to train NHS staff in other parts of the country but this is the first instance of an UK air ambulance charity using them.



©SimMan

EAST ANGLIA: Trakka Corp Pty Ltd has announced that the A800 Trakkabeam Tactical Searchlight has been successfully installed and operated on the first UK Air Ambulance cleared for full night operations. The aircraft installation from Bond Air Services for the East Anglian Air Ambulance EC135 aircraft marks a first for UK HEMS operations. The searchlight's primary use for a HEMS aircraft is to survey a potential landing zone prior to the aircraft touching down in cases where a helipad or airfield cannot be used.

"Trakka is proud to have been selected by Bond Air Services to provide its industry-leading tactical searchlight to support the East Anglian Air Ambulance aircraft," said Martyn Kemel, General Manager, Trakka Corp Pty Ltd. "This partnership reflects the recognition that the Trakkabeam has become the benchmark in aviation searchlight technology, due to its sleek, aerodynamic characteristics, low power draw, low weight, superior mission functionality and reliability."

The searchlight is a fully automated multi-mission searchlight system, with an integrated pan and tilt that can be remotely positioned in both elevation and azimuth.

It incorporates the only internally integrated filter wheel on the market, which enables the installation of a range of filters including infrared, visible red, amber and white light. These filters can be changed remotely in less than 1 second.

The A800 can be installed on existing searchlight mounts and can be used for airborne surveillance, SAR, CSAR, HEMS, Police Operations and covert security applications.

KENT, SURREY & SUSSEX: The air ambulance service has announced the arrival of its new MD902 Explorer aircraft will replace Kent, Surrey and Sussex Air Ambulance's existing helicopter based in Redhill. The replacement, a former Calstar machine from California, will be ready for night-flying by the end of the summer.

In preparation for 24-hour operation, the charity's specialist doctor and paramedic crew have already begun to deliver a medical service using an emergency response car through



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the night.

Kent, Surrey and Sussex Air Ambulance has two helicopters, one at Marden, Kent and the other at Redhill, Surrey.

The helicopter at Marden will continue to fly during daylight and is expected to be replaced with an aircraft capable of flying at night within the next 18 months.

GREAT WEST: The charity says it needs to raise additional funds for a modern helicopter to replace their current BO105 or it will not be able to land on the new a new £500,000 helipad being built at the Bristol Royal Infirmary [BRI]. The regulations relating to landing on a rooftop helipad differ to those allowed for ground level helipads, the Bolkow BO105, under certain conditions of aircraft weight, air temperature and altitude, may not be able to always meet these additional requirements.

After launching the charity air ambulance service with a modern airframe poor fundraising resulted in the operation downscaling onto the BO105 and since that time the charity has been playing 'catch up' with its funding.

The Great Western Air Ambulance is the last air ambulance charity in England to rely exclusively on the Bolkow Bo105 helicopter, the new Scottish charity air ambulance also has one.

The charity has currently raised £170,000 towards their target and is hoping to have the funds in place to upgrade the helicopter by the first quarter of 2014.

The landing site has been funded with £500,000 from the Helicopter Emergency Landing Pads Appeal (Help) and is part of a £110M revamp of the BRI.

The BRI redevelopment will mean specialist paediatric services will be centralised at the BRI.

A new extension will house children's burns and neuroscience services - meaning the majority of air ambulance transfers will be for children and infants. [GWAA/PAR]

SCOTLAND: To reflect the operational experience built up over 61 operations in the few weeks the service has been operating the have been changed.

Until now the helicopter had been flying up to 10 hours a day between 08:00 and 18:00 from its central base at Perth Airport but the vast majority of deployments happen later in the day and the resultant operational times are now two hours later - from 10:00 to 20:00.

Since launching at the end of May, there have been no calls for SCAA assistance before 09:00 and only three between 09:00 and 10:00 but on several occasions they have been flying after 18:00, over-running SCAA's normal operating period.

SCAA only operates during daylight hours and the hours will be pushed back gradually as the evenings darken.

YORKSHIRE: MD Helicopter's say they have resolved the reported flexbeam shortage that grounded a Yorkshire Air Ambulance MD902 in February.

The supplier of the part, Kaman, had adjusted its production schedule to compensate for an increase in demand for the part over forecast levels and that new flexbeams are now available. MD provided one to Yorkshire in May and that helicopter has been returned to service a few months earlier than originally expected.

The bearingless, composite flexbeams are life-limited parts that attach the Explorer's five main rotor blades to the forged aluminum hub and provide feathering and flapping motions. The design has long been praised for its ability to smooth out vibration; however, older flexbeams must be monitored for cracking. Newer flexbeams are manufactured differently and do not have this issue, according to MD. [AIN]

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UNITED STATES

CALIFORNIA: A former Northern California news helicopter pilot has been arrested for flying without a proper licence and for lying to federal officials.

John Dial worked under the fake name Thomas R. Cuni while making 265 flights in the San Francisco Bay Area thanks to him providing false information to the Federal Aviation Administration for years. He worked as a pilot for an air ambulance service in Susanville and as a news helicopter pilot in Sacramento and San Francisco.

He faces up to five years in prison. [Contra Costa Times]

SEARCH & RESCUE

BANGLADESH

NAVY: The Bangladesh Navy is procuring two Z-9C is the naval helicopter developed by the Harbin Aircraft Manufacture Co. (HAMC) for shipborne anti-submarine warfare (ASW) and search and rescue (SAR) missions. It is based upon the Z-9B air frame, which is a copy of the Eurocopter AS365N Dauphin II. The Bangladesh Army already operates two Eurocopter AS365N3+ utility helicopters.

For undertaking search and rescue missions the Z-9C helicopter is fitted with a 250 kg capacity hoist winch and a scoop fitted externally above the starboard side cabin door, one FLIR unit and a search light.

CANADA

COAST GUARD: Last year the Canadian government launched a tender process aimed at replacing current Coast Guard helicopters comprising: fourteen MBB BO-105s, three Bell 206L LongRanger's and six Bell 212 twin-Hueys. The replacement buy has been structured as two competitions: one for sixteen light helicopters, another for up to eight medium helicopters. A further competition may relate to two or three different helicopters for use aboard Canada's new Icebreaker after 2017.

It is suggested that the light helicopter competition has been soured by an apparent intent on having a show competition that has resulted in AgustaWestland and Eurocopter walking away with suggestions that they will seek remedial action via the courts. Eurocopter says it withdrew from the process after concluding it had no chance of winning.

The Bell 429 was selected as sole source late in June. The type has all the right credentials in meeting the general technical scenario and being locally produced. That selection has woken up the politicians and there are stirrings in the wings.

The type expected to operate from the new polar icebreaker is thought to be either the Sikorsky S-92 or the AgustaWestland 101.

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Bell Helicopter has a major manufacturing facility in Quebec, and have offered the new twin-engine Bell 429 for the light helicopter segment. There is now a suggestion that the Transport Canada decision to give the 429 a 500-pound weight overage beyond the Part 27 standard's 7,010 pound limit for helicopters of its class, was in order to add extra fuel and safety equipment. Bell have made much of the fact that twelve regulatory authorities had allowed the weight increase in the face of reticence from both the US FAA and Europe's EASA. The two potential competitors reportedly saw this Canadian exemption as an unfair advantage over their own certified offerings, hence their no-bid decision. Eurocopter calls the weight exemption an "unfair competitive advantage" and is currently reviewing its response. [Defense Industry Daily/PAR]

FRANCE

GRENOBLE: In the French region of the Alps they are operating a small unmanned craft on operations designed to assist in fair weather search and rescue. With rotary wing flying time costing around €2,000/\$2000 each hour only the most prestigious ski resorts have a helicopter on stand-by. Assuming the weather is favourable the light quad rotor unmanned craft has proven to be a cost effective and highly useful tool in the mountains. The low cost solution craft is already on test with the rescue services in the Isere it should see more widespread deployment in ski resorts from next winter.

The Grenoble based company Delta Drone sees mountain search and rescue as a growth market and has adapted their Delta-Y for this environment. The UAS has a camera that is connected to the operator via a wireless link. There is an infrared option for cloud, fog and night flying. The images are analyzed by a computer in real time for shapes, colours and changes in density. It can also carry equipment to detect avalanche transceivers but with a more powerful antenna to work over a wider area than ground based rescuers.

To fly in the thin mountain air the company had developed longer rotor blades. The aircraft can fly to 3,500 meters altitude, operate in temperatures from -30°C to +45°C and wind speeds to 125 km/h. The cost is between €2,500 and €5,000 depending on the configuration.

The company has the intention of installing a UAS close to the summit of Mont Blanc, where it could make regular patrols of the summit ridge or go to the aid of stricken climbers. It has a loudspeaker and can "speak" multiple languages including French, English and Russian.

Delta Drone has 5 patents and delivered 190 UAS in 2012. [on piste]

INDIA

Ever since flash floods struck a mountainous area of Srinagar, Uttarakhand, northern India last month, 60 Indian military and civilian helicopters were navigating fog, rain and treacherous Himalayan valleys looking for survivors and recovering bodies as part of the biggest airborne rescue and recovery operation in the history of the Indian military.

The operations launched 1,400 times and rescued more than 12,000 people, many of them Hindu pilgrims visiting holy shrines in the state of Uttarakhand, one of the worst-hit areas. The flooding, which began June 16, triggered by monsoons, has killed at least 1,000 and possibly many hundreds more.

But the rescue operation brought its own hazards and one of the military Russian-made Mi-



17 air force helicopter's crashed into a mountain, killing 19 aboard — 5 airmen and 14 paramilitary members — while returning from a mission and a week later another helicopter crashed in the same area, although no one died.

In addition to pulling out the living the operations have supported tradition and the authorities also prepared to facilitate the cremation of the bodies of hundreds of victims of the floods by sending wooden logs on air force transport planes to be used in a mass funeral and cremation.

NORWAY

The Ministry of Justice and Public Security has honed down the four original bidders for providing a replacement for the Sea King fleet to just two companies:- AgustaWestland and Eurocopter.

Norway intends to procure up to 16 new SAR helicopters with an option for additional 6. The project target is that the contract will be awarded by the end of 2013 and the last Sea King phased out by end 2020.

The process for the acquisition of new SAR helicopters commenced in October 2011 by an invitation to a pre-qualification process formally announced on the public Doffin/TED system. The Invitation to Tender (ITT) was released a year ago and offers received from four bidders last December.

On June 7 the four was reduced to two bidders with the highest overall results for further negotiations. The other bidders are set aside but might be recalled to bid if difficulties arise with the remaining two.

UNITED KINGDOM

SAR: At a ceremony held in London last month AgustaWestland and Bristow Group signed a contract for eleven AW189 helicopters that will be used to deliver SAR services in and around the UK.

The contract was signed by Mike Imlach, Director of European Operations, Bristow Group and Geoff Hoon, Managing Director International Business, AgustaWestland, in the presence of Patrick McLoughlin MP, Secretary of State for Transport.

In addition to the aircraft, AgustaWestland will provide related training, maintenance and support services. The 11 AW189s will be built at AgustaWestland's Yeovil facility and operated by Bristow in the UK, with a phased introduction to service between 2015 and 2017. The overall programme value to AgustaWestland, which was announced in March 2013, is in excess of €275M.



INDUSTRY

Aviation Industry Corp. of China, the country's biggest aerospace company, agreed to buy Thielert Aircraft Engines GmbH, focusing the insolvent German supplier fully on powering private aircraft and away from American UAS.

The Chinese manufacturer's AVIC International Holding Lt., has already acquired Minnesota-based planemaker Cirrus Aircraft and engine producer Continental Motors Inc. of Alabama and ends five years of insolvency proceedings and restructuring for Hamburg-based Thielert.

Thielert remained profitable in its three German sites and just over 200 employees because of orders mainly from San Diego-based General Atomics Aeronautical Systems Inc. to power UAS but they had already led to a crisis and engine substitution at Diamond.

General Atomics indicated interest in Thielert, but AVIC made the better offer. [Bloomberg/UAS Vision]



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It is enough to warm the cockles of your heart. Every day US law enforcement agencies undertake a range of pretty pointless **Homeland Security** visits to allegedly vulnerable objects – buildings, utilities and bridges in the main – but now it seems that the media has blown all the precautions apart in finding that the FAA has written a report that admits that it has still not actually nailed down the known and demonstrated area of threat to the USA – you know the one that might potentially slam aircraft into buildings at high speed.

At this time, and despite a major programme of re-registering all aircraft which is aimed at sorting the wheat from the chaff, US registries of pilots and aircraft has been found to contain incomplete information that may interfere with the hoped for easy screening for terrorists and investigations of aviation accidents.

The Transportation Department's inspector general found about half of foreign-owned aircraft registered with the FAA didn't list required information such as the owners, and pilot registrations often contain incomplete addresses, making it difficult for the Transportation Security Administration [TSA] to locate people for security screening.

Auditors found over 100 instances where planes were registered multiple times to different entities, making it difficult to identify the owner, it is a small number in a registry that contains 350,000 aircraft of all types but it is now a recognised flaw.

It is estimated that 5,600 of 10,292 foreign-owned aircraft in the FAA registry [54%] lacked information that enabled the FAA to identify an aircraft's owner. There are 43,000 people out there who never provided a permanent address and half that number who were never vetted as to suitability by the TSA. Many used business or flight school addresses. Again the numbers are less daunting when it is realised that the FAA had 614,000 registered pilots in 2008. [Bloomberg/PAR]

Increasingly the pages of PAN are being invaded by credible unmanned news stories. The technology is creeping up on us even if it may be some way off realising the expectation of every public department operating them.

Almost unnoticed was a flight by the BAE Systems Jetstream unmanned research aircraft. This publication has carried items on this aircraft before – notably last summer when it appeared at the Farnborough Air Show in the UK.

The flight in April this year saw the BAE Jetstream fly from Preston in Lancashire, England, to Inverness, Scotland and back. This 500-mile (805 km) journey wouldn't be worth noting if it weren't for the small detail that its pilot was not on board, but sitting on the ground in Warton, Lancashire and that the uninhabited plane did most of the flying itself under the direction of the ground based pilot and NATS (National Air Traffic Control Services) air traffic controllers.



Jetstream Airliner—accompanying pilots not required. ©BAE

The flight was part of a series of flight trials designed to prove the technology needed to allow the safe and routine flying of unmanned aircraft in UK airspace being conducted under the £62M Industry led ASTRAEA (Autonomous Systems Technology Related Airborne Evaluation & Assessment) programme.

The work focuses on the technologies, systems, facilities, procedures and regulations that will allow autonomous vehicles to operate safely and routinely in UK airspace.

Andrew Chapman, NATS' Unmanned Air Vehicle expert, said: "NATS ensured that this test flight was held without any impact on the safety of other users of airspace at the time. Although there is still work to be done it would seem that, on the basis of the success of this flight, a UAV could operate in different classes of airspace."

The Jetstream, an original Handley Page airliner design, is an alteration of a standard commercial passenger carrying plane into an Unmanned Aerial Vehicle (UAV) rather than a purpose built UAV and that places it in a different class to 'standard' unmanned craft. Airliners have been flown unmanned and remotely before but they have usually been abandoned by a pilot in the air and flown to crash in the desert on tests. Does this presume to suggest that one day passengers will offer their lives up to fly in airliners without a pilot up front? Probably not in our lifetime. [BAE/PAR]

Two Diamond DA-42 aircraft registered to **DO Systems** the international surveillance providers based at Old Sarum Air Field near Salisbury UK, have been noted in Kenya but the company have not announced any contracts in the country. Two examples of the DA-42MPP [G-DOSB and G-DMPP] were recently noted inside a hangar at Nairobi/Wilson airport.

DO Systems has a proven track record in delivering airborne surveillance solutions for a variety of high profile and high value projects for government operations and corporate surveillance clients, and is a specialist in Intelligence, Surveillance and Reconnaissance (ISR) operations.

DO Systems favours the use of the DA42 aircraft in the airborne surveillance role, it is painted with a reflective paint and includes a tactical exhaust system venting above and behind the engines in the propeller wash giving it a very low infra-red signature. It is virtually inaudible 3000ft above ground level and virtually invisible above 10,000ft to the naked eye. Its diesel engines use Jet-A1 fuel – MOGAS being difficult to source in the region. [A-B/PAR]

Powervamp Ltd, one of Britain's leading manufacturers of aviation ground power systems and related products, has established an on-the-ground presence in Australasia and the Pacific region through a new company based in New Zealand.

Aeromarsters Powervamp Ltd, based in Auckland, is a successor to an existing company, Aeromarsters NZ, which supplied and supported a wide range of aviation-related products to customers in the region.

Powervamp had previously worked alongside Aeromarsters on joint projects in New Zealand, and the new company has been formed to cement the relationship and create an enhanced presence in the region, drawing on Aeromarsters' established market presence and local knowledge.

Aeromarsters Powervamp will supply and support the Powervamp range of aviation products in Australia, New Zealand and the South Pacific region. These include 28-volt DC battery packs, DC carts, transformer/rectifier units and 400Hz solid state frequency converters.

The new company will also continue to supply a wider range of aviation-related products appropriate to its market from other specialist suppliers. In the past these included aerial rescue and fire fighting equipment, aerial pest control equipment and instrumentation.

Already the company has won the support of major US-based hose management system and PCA manufacturer Twist Inc, and of Australian company Beak



©Powervamp



Engineering, a supplier of diesel ground power units.

Tony Marsters, founder of the original Aeromarsters business (hence the unusual company name), is general manager and a major shareholder of the new Aeromarsters Powervamp company. The rest of the former New Zealand sales team have also remained in place to help build up the new company. It continues to operate from the existing premises in Airport Oaks, Auckland.

Powervamp's factory and head office are in Weston-super-Mare, near Bristol in the south-west of England. The company's aviation products are sold worldwide, and it has a presence in every continent through distributors, agents or associated companies.

The deal with Aeromarsters Powervamp is the second significant expansion move announced by Powervamp this year. Earlier in the year it unveiled the creation of Flywell Powervamp, a UK-based joint venture, reinforcing its presence in ground power systems manufacture and air show ground support activities (a field in which it is now one of Britain's leading players).

The Powervamp group also includes Effekta UK, a specialist in emergency lighting inverter systems and static frequency converters.

Alongside its aviation division, Powervamp has an automotive division manufacturing engine starters and battery packs for vehicles of all sizes; and a racing division producing specialist automotive batteries and supplying a range of ancillary equipment.

It seems to be official, the UK is no longer in Europe!

The announcement that **European Unmanned Systems Training Academy (EUTA)** is the only institute in Europe to offer a training programme for operators of Unmanned Aircraft Systems (UAS) seems to fly in the face of the already established UK operation that has been offering UAS training for a year now!

EUTA is a joint venture of AEC Air Support and the National Aerospace Laboratory of the Netherlands (NLR), with financial support provided by Midpoint Brabant, a regional development organization. Midpoint Brabant has also made accommodation available for EUTA at Gate2, the home of its Aerospace & Maintenance Cluster in Gilze-Rijen, the Netherlands.

The Academy will train UAS operators for a variety of applications including professional aerial surveillance; inspections of wind turbines, high-voltage pylons and petrochemical installations; road markings; and aerial photography and video. Although EUTA will initially focus on civil UAS operations, in future its scope may be extended to include military training.

The first class of eight UAS operators will start in September 2013. For practical training purposes EUTA will use its own unmanned aircraft, which is currently being constructed in the United States. The Academy is attracting interest from professional pilots, petrochemical companies, companies offering aerial surveillance, photography and video services, and many others. Applications from dozens of students have already been received.

Ed: The compilers of the news story from the Netherlands appear to have let their enthusiasm get the better of them. There are indeed a number of competitors in this field across Europe and the forgotten UK operation is still run by LRTT Ltd., an EASA Part-147 Approved Basic Training Organisation that came on stream last year with a UAV training course based at Cotswold Airport, the former RAF Kemble. www.resourcegroup.co.uk

All Metal, a global leader in the design and manufacturing of solution driven custom "safety first" maintenance stands, hangar equipment and specialty tooling, unveiled its newest product last month, a lightweight portable maintenance ladder designed for field use.

The PF-01 Maintenance Ladder is designed to be stored inside the aircraft at all times, providing access to the ladder at any time. The ladder takes up very little room and goes unnoticed but provides immense convenience.

The PF-01 model extends up to 10 feet and weighs under 30 pounds, and is an affordable tool to assist with emergency maintenance in the field, pre-flight checks and light maintenance in the hangar. Details of this and other products can be found at

www.allmetalms.com

During a recent demonstration at NAVAIR, **Lockheed Martin** monitored and controlled multiple types of unmanned aerial systems (UAS) from one integrated command and control system. The demonstration was executed in support of the Navy's upcoming Unmanned Carrier Launched Airborne Surveillance and Strike System (UCLASS) and Common Control System programmes and is seen as an important step to fulfilling the Navy's requirement for a Common Control System that utilises multiple architectures from varied operational systems.

Visitors to last month's Royal International Air Tattoo (RIAT) were treated to the first public appearance of the newest Devon Air Ambulance (DAA), an EC135 G-DAAN, which is due to go into service in Devon on September 1.

Devon Air Ambulance Trust (DAAT) the Charity which has funded the purchase of the new aircraft, which will replace the Bond leased helicopter, based in North Devon, agreed to manufacturers Eurocopter UK taking the new helicopter, to take part in an emergency services role demonstration involving not only the DAA EC135 but also the Police and Fire & Rescue Services.

The section in the event programme was supposed to demonstrate the speed and effectiveness of the UK's airborne emergency services in responding to a simulated car accident incident using the resources of the National Police Air Service (NPAS), London Fire Brigade (LFB) and Devon Air Ambulance (DAA), operating three Eurocopter helicopters.



Taking their first public airings at the recent RIAT were the EC UK demonstrator Eurocopter EC145 G-JESP [Photo Geoff Bakewell] and the new Devon Air Ambulance Trust Eurocopter EC135P2 G-DAAN [Photo EADS | Jean-Vincent Reymondon ia DAAT]



Northrop Grumman Corporation has been selected by the Metropolitan Police Service (MPS) to provide its CommandPoint™ application as the core solution for the MPS' new command and control requirements. Currently, the MPS handles between 12,000 and 15,000 emergency and nonemergency calls per day. There are more than 2,000 operators employed to answer calls and dispatch officers to incidents.

The CommandPoint™ system is the latest evolution of a command and control application for public safety dispatch of the emergency services, including real-time resource management, geographic information systems and secure mobile information capabilities. Northrop Grumman has been providing command and control for public safety for more than 40 years and through four generations of systems, serving hundreds of customers including several of the largest U.S. cities (Chicago, Houston, Philadelphia and Boston), and international customers (Montreal, National Police Service of Ireland and the London Ambulance Service). The London Ambulance Service successfully implemented CommandPoint™ last year as its new computer-aided dispatch system and brought it into operation before the 2012 London Olympics and Paralympics. www.northropgrumman.com

Air Methods Corporation have announced it has entered into an agreement with Appareo Systems to purchase 150 Vision 1000 flight data monitoring (FDM) devices. These devices will allow Air Methods to capture a variety of critical flight data and then analyse the data as part of its FDM program. The Company currently has 41 aircraft equipped with Appareo flight data recorders.

The Vision 1000 system captures event sets such as time, date, longitude, latitude, altitude, ground speed, vertical speed, heading, pitch and roll attitude, pitch, roll and yaw rates, as well as normal, lateral, and longitudinal acceleration. The data is stored on a crash-hardened memory module as well as a removable secure digital card. These incoming Vision 1000 systems are slated to be installed on Eurocopter AS350, EC130 and Bell 407 aircraft already in the fleet. In addition to these 150 units, the Vision 1000 system is already standard equipment on all new-delivered AS350s. In December 2012, Air Methods committed to purchasing six new AS350s. Installing flight data recording devices and establishing a structured flight data monitoring program were items included in the 2009 National Transportation Safety Board (NTSB) recommendations to public Helicopter Emergency Medical Services operators.

Schiebel has successfully concluded a series of flight trials with EADS Astrium's Pseudolite-based Local Positioning System "DeckFinder", expanding its automated launch and recovery capability for operation where access to GPS has been denied.

Schiebel integrated the DeckFinder Receiver Segment into a CAMCOPTER® S-100 and deployed the DeckFinder Ground Segment at the Schiebel Testing Grounds close to Vienna, Austria, earlier this year, enabling a joint team to conduct a week-long flight campaign with the goal of testing and evaluating the capabilities that DeckFinder adds in terms of highly accurate automated operations.

"By feeding the position data generated by the Astrium DeckFinder System directly into the avionics of our CAMCOPTER® S-100, we are now able to operate fully automatically, independent from Global Positioning Systems (GPS) during hovering, approach and landing, enabling us to launch and recover in environments that no-one has been able to perform before", Hans Georg Schiebel, Chairman of the Schiebel Group, explains.

DeckFinder is a Local Positioning System consisting of a ground segment of six Radio-Frequency-based Transmitters (Pseudolites) and a corresponding airborne receiver.

Based on GPS-independent range measurements it provides the CAMCOPTER® avionics with highly accurate and relative 3D position information that allows the S-100 to navigate with an accuracy better than 20 cm over the landing zone, placing Schiebel's customers in a unique position to operate the CAMCOPTER® with high degrees of autonomy during periods of GPS denial from small vessel decks under demanding environmental conditions, a scenario that we see increasing in the future.

INCIDENTS & INCIDENTS

11 June 2013 Draganfly X4-P light Unmanned craft. Royal Canadian Mounted Police. The craft was being utilised in the area of the Yellowknife Shooting Club, approximately 1.5 miles west of the Yellowknife airport tower, in support of an emergency response team training exercise. The UAV was being flown under the authority of a Transport Canada Special Flight Operations Certificate (SFOC), by a trained UAV operator. While manoeuvring at approximately 170 feet above ground the UAV incurred a mechanical malfunction that resulted in a loss of lift and a hard landing. The canopy and rotors sustained substantial damage. There were no injuries and there was no risk to the general public at the crash site. The UAV and the flight log are being sent to the manufacturer for detained inspection to identify the nature of the malfunction and for repairs. [TSBR#A13W0077]

28 June 2013 Bell 206L-3 N868H. Fire fighting training, owned by Hillcrest Aircraft Company of Lewiston, Idaho. The helicopter practicing bucket drops in the Clark Fork River crashed into the water upright and partially submerged in 3 feet of flowing water near to the Wagon Wheel Trailer Court, Big Flat Road northwest of Missoula, Montana. Aside from water damage to the lower fuselage airframe damage was confined to the tail and the main rotor. While in the process of demonstrating water drops, pilot made a shallow approach with the long line bucket attached, and when the bucket entered the water something didn't feel right; The helicopter sustained substantial damage to its tail boom, tail rotor drive shaft, and undercarriage. The two crew members were unhurt. [NTSB]

9 July 2013 Bell UH-1 PNP-345. National Police of Peru. Three police officers died when the helicopter they were using to make a night time training flight crashed five kilometres (3m) northwest of the city of Tingo Maria in Peru's central jungle. Pilot named as Ronald Helbert Vargas Terán (34), and crew were Amadeo César Loayza Mercado (33) and Carlos Alberto Cercado Pinares (42). The aircraft had taken off from Tingo Maria at 8 p.m. on a flight to train the crew in the use of night vision goggles and other equipment. The wreckage was found in the Huanuco jungle. [LatinoFox]

11 July 2013 Eurocopter EC145 N145HH. Air ambulance of LifeStar - Hartford Hospital, Connecticut, USA. Vendor: Air Methods. The medical crew was completing their shift pre-flight equipment check when they observed the IV pump (IVAC) charger to be sparking and smoking. All external electrical sources were removed and the charger was pulled from the wall. The charger continued to smoke and black soot was noted on the aircraft wall below the electrical outlet. No damage or contributing equipment was identified.

23 July 2013 Bell N233JP. Las Vegas Metro Police. A police officer, David Vanbuskirk, 36, who was rescuing a hiker stranded in an off-limits area of a mountain northwest of the city died after falling from a helicopter hoist line.

After landing, Vanbuskirk attached a safety harness to the stranded man, who was hiking alone. He signalled to the four rescue workers in the helicopter above to hoist them both up from the craggy ledge, but then somehow detached from the line in midair and fell a "non-survivable" distance to the ground below. [Media/PAR]

Officer Vanbuskirk hosting a media SAR demonstration at the 2013 HAI Heli-Expo earlier this year. [PAR]



26 July 2013 Oklahoma Highway Patrol aircraft crashed in Pottawatomie County whilst undertaking air support manoeuvres at low level near State Highway 9, about two miles east of State Highway 102. The pilot, Trooper Dennis Dickens, was assisting troopers and other law enforcement officials with a search for a crash victim that left the scene of an accident near Bethel Rd. Dickens was found out of the aircraft which was burning but it is uncertain whether he crawled clear or was ejected from the aircraft at impact. He was flown by a EC130 medical helicopter to an Oklahoma City area hospital as in serious but stable condition. Aircraft burned out. [Media]

27 July 2013 Let L-200 Morava Ministry of Emergency Situations, Russia. Written off in unknown circumstances near Ukhta. [ASN]

29 July Helicopter. Kentucky State Police Cannabis Suppression Branch crashed in eastern Kentucky. The crash was at Breathitt County near the Magoffin County line. Other reports stated that it was a DEA helicopter working with the marijuana suppression team and that a spotter and pilot have non-life threatening injuries. [Media]

FLIGHT SAFETY

Members of the International Helicopter Safety Team (IHST) will lead a number of safety workshops at HeliTech International Expo and Conference taking place in September at ExCel in London. The event usually attracts nearly 4,000 participants within the rotorcraft industry from 60 countries.

IHST members will provide the following workshops:

Training Safety or Training Safely?

Training Safety is using training tools to develop a "safe attitude" in pilots, be they students, commercial pilots or instructors. It is the pilot in command's responsibility to use all available tools for assessing the risks, executing the flight and returning everybody in a safe and relaxed manner. Training Safely is the idea that both instructor (or examiner) and student pilot have a stake in safely conducting the flight.

12 Classic Accident Pitfalls

Based upon the IHST issued 12-point list of dangerous things to do in flight, this is a fast moving dynamic presentation involving defining the wrong things to do, illustrating how they can be dangerous by discussing actual accident situations, and presenting alternative methods to get the mission done without resorting to unsafe practices.

International Helicopter Safety Team Maintenance Toolkit

Doing it Right the First Time.

International Helicopter Safety Team Health Usage Monitoring System Toolkit

Members of the IHST HUMS Project Team will provide a brief introduction to helicopter vibration, vibration analysis, the concept of Condition Based Monitoring, as well as the history of its use. More importantly, the presenters will reveal why Condition Based Monitoring is an essential part of a maintenance program, how to properly manage the program and how it can positively impact the safety culture of an organization.

Breaking the Accident Chain - Avoiding Controlled Flight into Terrain (CFIT)

This interactive course will define CFIT with the latest statistics and challenges in regards to wire strikes, obstacles and terrain avoidance. Participants will be guided through a real-world CFIT case using the latest HTAWS technology.

For more details on these and all other safety workshops, go to the HeliTech International Expo web



INSIGHT DESIGN

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

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

Telephone: 01628 666337
E-mail: commin@btinternet.com

PEOPLE

Tributes have flooded in to mark the unexpected passing on July 16, 2013 of Andrew Griffin the long standing sales representative of FLIR Systems in the United Kingdom. Very well known within the European sector of the industry Andrew had sold camera systems for the company since before FLIR stepped in and purchased Broadcast Surveillance Systems [BSS] 15-18 years ago and had represented the company at events across the world.

He was a much loved and highly respected friend and colleague to all he met; business followed as a natural consequence.

For FLIR, he consistently delivered bookings, ensured customers had access to the latest and greatest product development news and achieved for them significant market dominance of 90% in the UK Police Air Support Unit sector. In 2001 he secured the SKMSS (UK SAR Sea King) contract, up to then the biggest ever contract for FLIR UK, and that led to other significant contracts including multi-million dollar sales this year into Libya, for a long time considered the most elusive of emerging markets.

He was fiercely proud of his family, and never losing an opportunity to talk glowingly about his wife Gill and his daughter Rebecca, opening their house to all who visited, with true and genuine hospitality.

Andrew was his sparkling self at this years PAvCon in Austria and that was the last time The Editor saw him. Since then he had continued his full schedule of shows and was in Madrid six weeks ago at Cuatro Vientos Airport showing demonstrating his sensors and meeting up with people that PAvCon enabled. One of those in Madrid was Joseba Mendizabal, the Basque Police and ALEA Europe Representative designate, who said of that last encounter "God bless PAvCon for letting us share such a small and great business!"

The funeral is at 2pm on August 1, 2013 at Sutton Cemetery [Alcorn Close, Sutton, Surrey SM3 9PX] with a wake nearby afterwards. The family have expressed that they do not wish to receive flowers, but to make a donation to two chosen charities very close to Andrew's heart – The Royal Marsden Hospital and The Children's Trust at Tadworth. <https://www.facebook.com/AndrewGriffinTributes>.



©Griffin Family

STOP PRESS

30 July 2013



Off for a short holiday in Germany is the larger part of EC145 G-MPSB after routine maintenance at Lippitts Hill found that the mounting brackets (a significant part of the chassis of the airframe) needed replacing at the factory. ©MPASU

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MOVE ALONG THERE PLEASE

Roads policing professionals have said they will carefully examine a decision by the Information Commissioner's Office after a force's use of **Automatic Number Plate Reading** [ANPR] was declared unlawful.

A system of police cameras that logged the comings and goings of people living and working in the small Hertfordshire town of Royston has been found to be "unlawful" for collecting "excessive" information, the UK's data watchdog ruled.

The local police ANPR scheme had been dubbed "the ring of steel", after the cameras "made it impossible for anyone to drive their car in and out of Royston without a record being kept of the journey," the Information Commissioner's Office said.

Although that instance may be excessive even for the UK where simple surveillance cameras abound there are similar thoughts being expressed in the USA.

ANPR is not new – PAN carried a recent story about the length of time the authorities took to agree to the technology being used to catch speeding motorists in Spain [April 2013] – but according to *USA Today* the Civil Liberties sector in the US has just woken up to the possibilities of them getting publicity by complaining about ANPR [and dozen's of other bits of police technology].

Police across the USA use ANPR to register car identities in the fight against crime and the American Civil Liberties Union [ACLU] do not like it one bit.

The ACLU say the data could be used to 'track innocent drivers whereabouts and private lives, including where they worship' [the latter not seen as an issue in the UK it seems].

In the USA the equipment is said to be mounted on the rear or roof of police cars and parking enforcement vehicles and road bridges – and that 71% of the police agencies questioned use them. In the UK the units tend to be on clearly marked vans as well as aircraft.

The biggest issue is that few have a policy about deleting the records created so that innocents could have their lives profiled – similar to the UK issue in Royston.

In the San Francisco Bay Area a CBS media station reported that the California Highway Patrol (CHP) recently discovered a number of fake road signs in the Bay Area that read "Speed Enforced By Drones."

The mysterious signs, which feature a graphic of a UAS launching a missile, closely match the construction of actual highway signage which led the CHP spokesman to deny operating any UAS. [Laughing Squid]

LETTERS

Dear friends,

I've waited for the beginning of ALEA's annual event for writing you some words. This mail will be read all over Europe from Spain to Norway and I think that it's a real interesting one.

As you well know we have met at different PAvCon editions and we have shared lots of beer and police aviation talking (they both go together!).

PAvCon 2013 Austria clearly showed that police aviators should meet, talk, share and drink no matter where we come from. We all have the same problems, same aircraft, same everything and it's time for us to get together.

Pace is dead and ALEA can finally offer a European region for us. How can we do it? The answer is PAvCon. Bryn and Gareth have kept European Police Aviation alive and have also put together police aviators from all over the world. Huge effort and great job.

I'm sure that ALEA's European Region will be discussed during this year's ALEA's annual event and I strongly encourage you to join ALEA and send a European message to our US friends.

We could have our own safety seminars, meetings, etc., and we could all share a beer and a professional event under the PAvCon/ALEA umbrella.

Everything's to be written, talked and discussed but once again I kindly ask you to join



ALEA and let them know that here in Europe, we, Police Aviators are ready to take the chance and do it.

I must apologize for my English and even though my "*combat English*" is usually inaccurate I'm sure that you have all perfectly understood the core and essence of my mail.

Please, tell me what you think, talk about it, send this mail to everyone and let me thank you for your kind attention and friendship.

2014 is waiting for us to take off and start flying.

Thanks again my friends and see you very soon!

Joseba Mendizabal [EC135T1 pilot for the Bilbao Police]

PS. The beers are on me!

[JOIN HERE](#)

EVENTS

HELITECH

Russian Helicopters has confirmed its presence at Helitech International 2013 alongside other headline manufacturers which include, but are not limited to; AgustaWestland, Bell Helicopter, Eurocopter and Sikorsky. This impressive roll call of exhibitors reflects the show's position as the pre-eminent international, dedicated helicopter exhibition in Europe and is set to make 2013 the most successful edition in the event's 27-year history.

The East Anglian Air Ambulance (EAAA), in conjunction with aircraft operator Bond Air Services, provides yet another example of the innovation which will underpin this year's event. The charity is the first dedicated air ambulance to be granted permission to fly helicopter emergency medical services (HEMS) at night in the UK. Consequently EAAA has been incorporated into a busy Helitech International conference programme, which has been expanded to engage with an international audience and attract experts from across the rotorcraft industry.

Frasca International will use the exhibition to extol the benefits of its flight simulators. The company recently announced that Bristow Helicopters, Aberdeen, Scotland had received dual qualification for their Frasca S76 Full Flight Simulator (FFS). The S76 FFS is the third certified helicopter device under JAA with both Level B FFS and Level III FTD approval. The two others are Bristow's S92 FFS and EC225 FFS, also built by Frasca, and both qualified in 2011. The S76, EC225 and S92 FFSs are being used at the Bristow Academy in Aberdeen to support training requirements for Bristow's global fleet of helicopters. All three units feature 6 axis electric motion base, TruVision™ Global visual system with custom databases and wrap around display system. With these devices, Frasca demonstrates the ability as an industry leader in simulation, to provide cost effective, value added solutions to meet training needs in a demanding environment. This project involved thousands of man hours of intensive research, gathering of aerodynamic system data, programming and manufacturing a high-fidelity replica of the cockpit.

Spidertracks - a New Zealand based company - decided to exhibit at ExCeL to gain better coverage within the European helicopter market and will display its three models of aircraft tracking devices; the Spider S3, Spider S4 and the newly released Spider S5. All Spiders are completely portable with no external antenna and run on auxiliary power. One of the key features of spidertracks is the Watch system. With Watch turned on when using the Spider (the press of a button or set it to turn on automatically) the website waits for the position reports to be received. Should the website stop receiving position reports due to an incident the website automatically sends out SOS messages to any number of support people setup in the account. So unlike an ELT, which requires the ELT to survive a crash, the spidertracks system does not need the Spider to function after an impact for the SOS to be raised.

HAI Heli Expo 2016. It has now been officially announced that the 2016 edition of Heli-Expo is to appear in a fresh site in Kentucky. The world's largest helicopter trade show is landing in Louisville at the Kentucky Exposition Center.

The Helicopter Association International's trade show and convention have been booked into the expo center March 1-3, 2016, attracting more than 20,000 exhibitors and aviation industry representatives, including helicopter manufacturers, owners and operators, and representatives of government agencies and helicopter industry product suppliers.

Association president Matt Zuccaro said the exposition center's flexible space and proximity to Louisville International Airport, as well as Louisville's reputation helped solidify the deal.

In addition to the 2016 event, event managers have an option to add an additional year to the contract.

The annual event has been previously held in Anaheim, Houston, Orlando, Dallas and most recently in Las Vegas. It is to be held in Anaheim in 2014 and in Orlando in 2015.

The recent Las Vegas event drew nearly 20,400 attendees and 736 exhibitors that set up in nearly 1 million square feet of space. Officials said about \$3 billion in business was transacted at the convention and trade show.

Kentucky State Fair Board spokeswoman Amanda Stormont said about 60 helicopters are expected to be flown into the fairgrounds for the 2016 show and then to be on display. The helicopters will be able to land in expo center parking lots, she said.

DIARY



12-15 August 2013 AUVSI Unmanned Systems 2013. Walter E Washington Convention Center, Washington DC. Melissa Bowhay bowhay@auvsi.org +1 571 255 7790 This event includes a special afternoon on Monday August 12 from 1300-1730hrs where all credentialed law enforcement personnel will have complimentary access to a session designed to attract police to the technology. Reserve your place by e-mailing Elton Sinoimeri at sinoimeri@auvsi.org www.auvsi.org

24-25 August 2013 Wings & Wheels 2013 at Dunsfold Park in Surrey. A spectacular weekend of aerobatic and motoring thrills which will entertain thousands over the August bank holiday weekend. www.wingsandwheels.net.

3 September 2013 ALEA Regional [Western] Napa, California www.alea.org

4-5 September 2013 Police Aviation 2013 Kuala Lumpur. www.tangentlink.com

17 September 2013 The ninth UK Business & General Aviation Day - BGAD13 - will take place on Tuesday September 17th at our regular venue of Cambridge Airport. The floor plan for BGAD 13 has now been finalised, it enjoys the same layout as last year, following the popular move to Cambridge Airport's newest hangar. Booth costs and packages have also been maintained at the same price as 2012. You can download it directly at this link - <http://www.bgad.aero/pdf/bgad13floor.pdf> BGAD 13 will also see the return of free to attend seminars, which will this year take place in specially constructed rooms with the hangar. This will help to maximise attendance while also keeping attendees on site throughout the day. Once again, we anticipate a fine static aircraft display directly outside of the BGAD13 venue, this key feature of the day attract the best airborne and ground transportation options. BGAD exhibitors can also bring aircraft or other equipment to display at no extra charge. There are varying sponsorship options available, we are delighted that AirOps Software Ltd have chosen to sponsor the high quality BGAD carrier bags for the third year in succession. There are some exciting plans in development to bring more aircraft to BGAD13.

