

Police Aviation News

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PAR

A black EC145T2 helicopter is shown in flight, angled towards the viewer. The helicopter has "T2" and "SAFRAN" markings on its side, and "EC145T2" is visible on the side of the cabin. The background is a clear blue sky.

EC145T2

ON SHOW

EUROPE PREPARES FOR CHANGE

RULE CHANGES IN THE EU

SEPARATE PUBLIC AIRCRAFT

BELGIUM: STATE AIR SUPPORT IS 20

ALL CHANGE IN SAR WORLD

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POLICE AVIATION

ALGERIA

UASN: Now ten years old the Algerian Police Air Wing [Unité Aérienne de la Sécurité Nationale, Gendarmerie] operates four Eurocopter AS355N and ten AgustaWestland 109LUH helicopters in a range of police air support roles and has plans for extending its operations from daylight only into 24/7 using the addition of NVG technology to the existing fleet. The only immediate addition to the helicopter fleet is likely to be a number of AW139s to better meet transportation needs.

The operation has been keen to embrace technology and was operating Sagem sensor pods early in its development. These have now largely given way to the superior Wescam 16SS units on a couple of the AS355N and eight of the AW109s. The unit is working around ANPR technology which ground units employ but currently find it unworkable from the air; they use ECS digital downlinks. The crewing is two pilots and a rear observer/TFO.

Currently the operation employs twenty-seven pilots, eleven TFOs and sixty technicians but each of these groups will grow in meeting the new plans. Round the clock operations will put operations into a three shift pattern and require more pilots and support staff – around thirty extra pilots – and the setting up of in-house pilot training along with two regional bases.

For many years the pilots have been trained in the United Kingdom at Oxford at a rate of ten each year, this arrangement will not stop abruptly but they hope to phase more training into Algeria in the future. [PAC]

AUSTRALIA

QUEENSLAND: The Queensland Government's emergency helicopters, police and fixed wing aircraft will be brought together and operated under one combined service.

The decision to establish the new Government Air Service comes after an extensive review

FRONT COVER: *In the run-up to last month's Helitech Exhibition at ExCel, Docklands, London Eurocopter set aside two days to demonstrate a EC145T2 [BK117D3] to prospective customers unable to be flown during the event. The first demonstration day was to members of the UK Homeland Security [or Resilience] fraternity, the second to prospective business buyers and the media. The picture shows the helicopter arriving at Oxford after a journey greatly delayed by bad weather in Germany and Belgium.*

examined what was the most effective and efficient way to operate the government air and helicopter services.

The review assessed three different options including keeping the status quo, outsourcing the entire service, or retaining all air crews under a single department and leasing aircraft.

Police and Community Safety Minister Jack Dempsey said the Government had decided to retain all air crews under his portfolio, with the changes to be finalised by March 2014.

Some of the State Government's current air assets will need to be replaced in the medium to long term, and leasing the assets from a private contractor would be considered. A review will also consider future maintenance options for the fleet. [Media]

BELGIUM

Last month the unit held a celebration of its 20th year of existence with an Open House event in Brussels, surrounding countries sent air assets for display.

Next year it is expected that the unit will host the June 2014 PAvCon Police Aviation Conference at their unit. [PAR/BP]



Images of the police air support aircraft on the day supplied by the unit.



CANADA

RCMP: The 'Mounties' are well known as operators of light unmanned air systems [UAS] but what is not widely known is the extent of those operations. The RCMP currently operate a fleet of around 35 UAS. The fleet all consists of light craft either petrol [gas] or electric powered as an 'on-demand' capability with strictly limited areas of availability. The centre of operations is based on the Province of Saskatchewan where flying started and the RCMP are aware of the likely public sensitivities over their activities. Although it is probably the largest police UAS capability in the world they seek to avoid all possibilities of being associated with spying – looking into the private lives of citizens.

The RCMP mainly use the UAS to assist in the investigation of Motor Vehicle Collision Investigation, Major Crime Scene Investigation, Search and Rescue and in support of Emergency Response Teams.

The primary operational type is the Draganfly but ranges across the Gauil [mainly used for initial training], the Chaos and both the T-Rex 500 [electric] and T-Rex 700 [gas] each carrying a mix of light sensors offering FLIR, low-light and standard digital/video cameras providing an encrypted downlink to the line-of-sight controller. The average cost of each system is around CAN\$25,000 so the whole RCMP fleet cost significantly under \$1M.

For the future the RCMP is assessing the Aeroenvironment UAS as a possible future craft to further increase the total number of miniature airframes under their command.

A typical call-out time for the officers assigned to the UAS operations might well be around 2 hours but there are times that it is considerably less and each time should be compared to the equally slow response times of full size air assets across some areas of the vast country. [PAC/RCMP]

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CHINA

SHANGHAI: After being present for more than 45-years in China Eurocopter continues to lead in deliveries to country and this was the company message at the China Helicopter Exposition held September 5-8 in Tianjin where they displayed an EC120 and the EC135.

The latest delivery of this helicopter type was the EC135 P2e for Wuhan Police in July – a multi-role helicopter equipped with an electro-optical FLIR (forward-looking infrared) camera, searchlight, loud speakers, rappelling ropes and hoist.

The sixteen EC135s already in service across China represent this country's largest fleet of light, twin-engine rotorcraft, with their users benefiting from the helicopter's cabin size and interior configuration flexibility. They are utilized by police forces in Shanghai, Guangdong, Chongqing and Wuhan; as well as in emergency medical airlift missions; rescue operations and for business aviation.

Meanwhile down in Malaysia one of the users was a guest at the 2013 Police Aviation event in Kuala Lumpur promoting their currently all-Eurocopter fleet.

Operating as the *Shanghai Police Air Force* they were represented by a team led by Chen Qi the Deputy Director Shanghai Municipal Public Security Bureau Aviation Force. He showed images of the existing fleet and stated that expansion was underway with a Kamov to be delivered before year end and plans to acquire at least one EC120 later.

The presentation showed that the unit has used an Oregon based MD500 N1600Q for training, this being part of their existing offshore training packages that include sending their pilots to be trained by Bristow in the USA.

Currently the strength of the unit is given as three helicopters, two EC135 and one EC155B1, flown by 27 pilots, 13 TFO, 25 engineers flying 1,200hrs pa. This is seen as modest pace of development and will lead to a gradual increase to 6 or 9 helicopters by 2020.

The Wuhan Police new EC135P2 was c/n 1095; it replaced an Enstrom they had been operating for some years [PAC/PAR]

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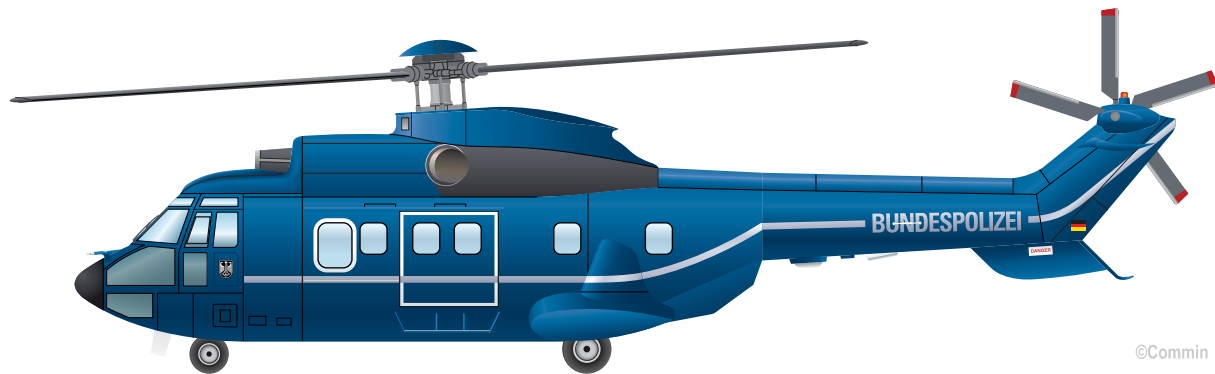
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EUROPE

Under EASA regulations a number of major changes will affect police air support operations in the coming months and this fact has generated some significant international cross-border discussion. Effectively EASA is distancing itself from police air operations as we know them and they will continue to be administered on a national basis with the costs being met [or absorbed] nationally. With larger operations [as now applies to the UK NPAS] these significant costs can be spread but with smaller fleets the cost per airframe is likely to be a major factor in decision making.

Police and similar air operations are deemed to be 'State Activity' and, according to the 'Basic Regulation' (EU Regulation 216/2008) and the 1944 Chicago ICAO Convention, the rules to be followed by police air support lie outside the civil scope for 'Commercial Activity' – hence the reason for EASA divesting itself of responsibility.

Historically and with national rule development since World War II, a number of EU police operations from EU member states moved from being State Operators to follow civil rules for air operations.

In the coming months leading up to October 2014 the regulations will undergo further alteration, tightening of the flying rules, but they will not affect what we now accept as normal police flying – the elements that require easements [fast roping, rooftop insertions, low flying, landing away from certified sites etc]. One significant change will be that police aircraft will no longer be able to undertake HEMS operations, although Casevac remains acceptable.

There is an expectation that the individual activities of the national authorities will result in widely differing outcomes. Such differences are already evident, most of Europe can be seen fast roping, winching but some nations do not undertake such activities. Some believe that these differences may lead to a reduction in the level of aviation safety.

Another issue that has been touched on before in PAN is the standards of the upkeep of the airframe under state aircraft operations place the need for such as Part 145 maintenance as an option. The fate of airframes without the correct paperwork is at least a low residual value due to a lack of appropriate airworthiness history. At an operational level, cross-border operations and the temporary use of 'Civil' aircraft for covert police activity, will be made more difficult.

There is an expectation that the member states will choose to follow the majority of EASA rules to ensure a good level of safety and interoperability with each other and the civil aviation environment. It is a two way street, industry has no wish to be developing separate production lines and certification standards for state aircraft operating under a variety of differing regulations.

A working group comprising representatives from across European police aviation is now talking among themselves and with the EU Commission and EASA to try and ensure that the first stage of this process in a year's time provides both the flying units and industry with an acceptable Europe wide solution.

The final form of these talks is a few years away [2017] but the initial divergence between the State and Civil aircraft starts next October. [PACE]

GERMANY

FEDERAL POLICE: Frasca International has announced the qualification of the new Bundespolizei Fliegergruppe (German Federal Police Air Support Group) FTD 2 FNPT III EC155 Helicopter Flight Training Device (FTD).

The device joins an existing training device used for the EC135 at the Fliegergruppe base located in Sankt Augustin, Germany. The EC155 FTD will be qualified under EASA regulations to FTD 2 FNPT III MCC and will later be joined by a 3rd Frasca device for Eurocopter AS332 training. [Frasca]

MALAYSIA

POLICE AVIATION OPERATIONS: At this year's Tangent Link Police Aviation event held in Kuala Lumpur, Malaysia it was announced that twelve months on from the last event not a great deal has changed in so far as no contracts have been signed that will advance the aspirations of the regions police aviation unit.

The expectation last year was that Eurocopter was in line for the order but those waters have now muddied and the front runner may now be the Bell 429.

In his keynote address to the conference the Director of the Department of Internal Security & Public Order at the Royal Malaysian Police, CP Dato Sri Salleh Bin Mat Rasid was giving away nothing other than the intention for the operation to grow more and embrace technology. They are seeking 21 helicopters by 2020 and equipping more of them with EO/IR sensors, the remaining airframes in the current fleet of AS355N helicopters will be assigned to training but will undoubtedly remain an asset that can be called upon operationally.

Ed: Aviation in the region is being pulled in many directions and these aspirations of more assets under police control have to jump many hurdles so there remains a very strong possibility that [as is the case with India and its military light helicopter] nothing will be any different this time next year. Politics and status are cherished by all sides of the argument and there is a tussle for 'power' between the police, the military various other air components in the country.

When Major Mohamad Daud Bin Sulaiman of the RMAF stood up and gave his presentation on the Regulatory Dilemmas facing police aviation in Malaysia you could cut the air with a knife. If the presentation had been given by a police officer it would have been a tough subject but with the speaker as someone from the Air Force it was fighting talk. He was interrupted from the start!

What he was proposing was effectively a police air operators manual and his basis for calling for it was similar to those that led the UK to create their own 20 years ago. The two are closely allied in that Malay aviation law came from the UK CAA rules. Fortunately the UK proposals [which are still criticised to this day] came from the police and CAA not the air force! It was a highlight of the day in that many sat up and paid attention but few in the audience interjected as the 'argument' was very much centred between a senior figure in the police and the Major.



PANAMA

SENAN: The repercussions of the court enquiries in Italy and India continue to reverberate across the globe. When the Servicio Nacional Aeronaval de Panama [SENAN] took delivery of the first of their AgustaWestland AW139 helicopters the country's President Ricardo Martinelli and cabinet members stayed away from the unveiling.

Officials with the national air service Senan unveiled the aircraft on September 6, at rain soaked Tocumen. They are part of a controversial contract signed in 2010 for \$250M, which also included the purchase of radars and digital mapping.

In August 2008 the elements of the existing armed forces were combined to create SENAN with tasks including transport, SAR, medical evacuation, counter terrorism, border patrol, and anti-narcotics. At that time the helicopter fleet was a mix of old types including former Israeli Bell 212 obtained and sent to Canada for overhaul in 2011.

In the absence of the more senior delegation the helicopters were presented by Alejandro Garuz, director of the National Security Council. at the Captain Juan Delgado Air Base in Tocumen.

The reasons cited for Martinelli staying away was that the president of the Finmeccanica consortium is facing charges of bribery in Italy, and Walter Lavitola an Italian go-between who had close contact with Martinelli and his son, is in prison in Italy as further investigations into worldwide bribery continue. [AFM/PAR/NewsroomP]

PHILLIPPINES

NATIONAL POLICE: At last year's Police Aviation event held in Kuala Lumpur, Malaysia it was predicted that signatures were impending on contracts for single engine helicopters for the police. Such a move was expected as a natural progression, after all the PNP had been using locally manufactured BO105s for years.

Well so much for what was expected, it seems that the order actually went to Bell and the deal is that both the police and the Coast Guard both having far larger and more capable Bell 412s.

In fairness to the PNP when Police Senior Superintendent Joselito F Salido spoke last year he did mention that the PNP was seeking six twin engine light utility helicopters with ten seats but the nine single engine 7-8 seat helicopters seems to have drifted offline due to a change in perception about single engine types. [PAR]

SWEDEN

The National Police rely upon a fleet of six EC135P2 helicopters without recourse to a larger type offering a significant transportation capability. A new arrangement with the military will in future provide the police with access to medium-heavy helicopter support. The money to establish the cooperation will be provided in the autumn budget with operations scheduled to be implemented from January 2014.

The military has already undertaken a series of support missions to the civil population including transporting personnel and equipment, fighting fires and searching for missing people but this formalises and extends that assistance.



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There is a public tender to replace the existing police fleet with seven newer helicopters.
[Nordic Rotors]

Ed: The type selected for the replacement programme is understood to be the Bell 429. The contract remains in limbo though as Eurocopter has protested through the courts.

UNITED STATES

CALIFORNIA: The City Council in Fontana has approved the purchase of a third police helicopter, an Robinson R-66, an action seen as both defending Fontana and preserving forward momentum in an unprecedented era of police cooperation.

While the votes to the two previous helicopters passed council by unanimous votes, the plan for a third machine passed on a less enthusiastic 3-1-1 vote with council members raising concerns about the additional \$200,000 annual costs that the third helicopter might pull out of the general fund.

The city pays nothing to acquire the helicopters, funding is provided by drug forfeiture money.

Fontana's two existing helicopters work primarily at night, while the Redlands airplane flies only during the day.

Fontana police expect to take possession of the third helicopter, a Robinson R66, either in December or January.

The signing of the contract for the new R66 took place at a Regional Meeting of the ALEA hosted by Fontana Police Department, their first, last month. More than a dozen pilots flew helicopters into San Bernardino's San Manuel Stadium for the event.

Fontana police presented a cheque to Robinson Helicopter during the event for the purchase. The \$900,000 aircraft, due in service next year will cost about \$1.2M role equipped and will patrol Fontana, Colton, Rialto and Redlands. Colton and Rialto police provide full-time police officers for the aviation unit.

Helicopter crews from Los Angeles, El Monte, Hawthorne, Riverside, Ontario, Pomona and Pasadena police, as well as the Los Angeles County Sheriff's Department and the California Highway Patrol in the Inland Empire and Fullerton flew in for the training. Robinson Helicopter Co. also brought a helicopter, and Fontana police parked its two helicopters in the stadium.

Leading the training was Los Angeles Police Officer Jack Schonely, a nationally renowned aviation trainer for law enforcement. He discussed crew resource management, pursuit and containment techniques, along with new technology.



The current Fontana R66 N166PD was shown at this year's Heli-Expo in Las Vegas. [PAR]

TEXAS: The State Trooper accused of recklessly shooting a man whilst flying in a helicopter has been cleared of culpability by a Grand Jury.

The trooper fired from a helicopter on a fleeing pickup truck on a remote South Texas road, killing two Guatemalan immigrants in the October 2012 incident.

Trooper Avila was aboard the helicopter and believed drugs were in the truck's bed when he opened fire during the pursuit near La Joya. Instead, there were nine Guatemalans, including six under the sheet, and the teenage driver. [SFT]

The Austin Police Department Air Support Unit recently added a third helicopter to its fleet. Metro Aviation completed the new Eurocopter AS350 B3e at its comprehensive completion facility in Shreveport, Louisiana.

The new Austin Police AS350B3 is equipped with a Bambi bucket for fire fighting capabilities to assist the Austin Fire Department, an EO/IR sensor system offering recording and downlink transmission, a moving map, a Tracker for following or locating stolen property or vehicles, gyro-stabilised binoculars, searchlight, air conditioning and a cargo hook. [AEC]

Editor: In June 2012 Austin PD put a funds request in to the City Council for \$3,745,000 to buy a new Eurocopter AS350B3. The paperwork submitted indicates that this is ostensibly to replace their 1969-vintage Bell OH-58A. The Eurocopter EC120 which is 11 years old and will now be out of service for a number of weeks having its 12-year overhaul completed.

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AIR AMBULANCE

INDIA

Recent reports suggest that the operation of new air ambulance services in India are proving difficult to sustain in some areas. Although there have been a number of high profile 'start-up' operations reported upon in the media [including PAN] the reality appears to be a lack of aircraft capacity in the face of high operational costs and heavy demand for those same aircraft to undertake charters for corporations and movie makers. Four operators were offering air ambulance capacity from Mumbai till a few months ago, but now just one operator and one aircraft are in the air ambulance sector to meet a need that is said to be averaging six requests daily.

In contrast Delhi has five operators and twelve aircraft available to fly air ambulance operations. [media]

UNITED KINGDOM

NATIONAL: The Association of Air Ambulances held a press conference at the Emergency Services Show in Birmingham on the 26th September 2013 to promote the National Air Ambulance Week (NAAW). The NAAW celebrates the great work of local Air Ambulances across the country between Monday 23rd to Sunday 29th September 2013. Thanks to some good planning the organisation was also able to maintain a member presence at the Helitech event held on similar days in London. www.associationofairambulances.co.uk

Nominations are said to be flooding in for the prestigious Air Ambulance of Excellence awards being held for the first time to honour those individuals who make a real difference in saving lives across the UK.

The nomination process was launched in July and represents the first opportunity for Air Ambulance charities, members of the public, patients and relatives to recognise those involved with UK based air ambulances. BBC Breakfast presenter Louise Minchin will join comedian and well know GP, Phil Hammond in hosting the evening.

An Association of Air Ambulances spokesperson said: "It's fantastic to see these awards generating such a great deal of interest with inspirational heroes and heroines nominated from all parts of the UK. There is still time to add to the number by nominating those who serve as an inspiration to us all."

The categories in this year's awards are:

Outstanding Young Person Award
Charity Staff Member of the Year
Air Ambulance Paramedic of the Year
Air Ambulance Doctor of the Year
Air Ambulance Pilot of the Year
Air Ambulance Campaign of the Year
Charity Volunteer of the Year
Special Incident Award
Lifetime Achievement Award

Nominations for the 9 categories will be accepted until 1st October. The winners will be announced at the awards ceremony to be held on 18th November at the Millennium Gloucester Hotel in Kensington.

Further details about the awards can be found at: www.associationofairambulances.co.uk



DEVON: Devon Air Ambulance has added the second Eurocopter EC135 to its helicopter fleet, enhancing the service provider's own airlift capabilities and further fostering the market presence of this rotorcraft type in medical missions throughout the United Kingdom.

The EC135 P2i version of Eurocopter's twin-engine workhorse helicopter family was delivered by the Eurocopter UK subsidiary, and performed a five-day tour through Devon – thanking the public for funds raised in line with the country's guiding principle to use private donations in financing air ambulances within the emergency medical service system.

It joins an EC135 T2 previously acquired by the Devon Air Ambulance Trust – both of which are fully owned by the Exeter-based charity.

Eurocopter EC135s perform more than 15,000 missions annually with critically ill patients across the U.K., being the helicopter of choice for the country's emergency air medical services. The EC135 P2i version acquired by the Devon Air Ambulance Trust incorporate enhancements that include software and hardware upgrades, with improvements in payload and performance capabilities.

Overall, Eurocopter has a 65% share of the United Kingdom's helicopter emergency medical services fleet. [ECUK]

MIDLANDS: Midlands Air Ambulance Charity, which covers six counties across the Midlands has moved its headquarters to new premises.

The move to the new offices at Hawthorn House, situated on Dudley Road in Stourbridge, took place in June and is testament to the continued success of the charity. Hawthorn House spans 2,000 square foot over two floors, more than double the office space at the former premises in Brierley Hill. The new facilities provide a much improved working environment for the fundraising and administration support team.



The move improves the charity's efficiencies as office costs will reduce by 50% and enable the organisation to continue to direct 90% of donations towards the life saving missions undertaken by the Midlands Air Ambulance.

The charity's new address is: Midlands Air Ambulance Charity, Hawthorn House, Dudley Road, Stourbridge DY9 8BQ. The telephone and fax numbers will remain the same, and in the short term post sent to the old headquarters will be redirected to the new offices.

The Charity is currently looking for new warehouse space to accommodate the generous donations made by the public for the organisation's charity shop, which include furniture, clothing, books and bric-a-brac. www.midlandsairambulance.com Tel: 0800 8 40 20 40.

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YORKSHIRE: Paramedics and doctors at Yorkshire Air Ambulance (YAA) have worked with one of the UK's leading safety companies to design new flight suits.

The customised salopettes and jackets have been produced by Arco, the Hull-based provider of workwear, personal protective equipment and workplace safety products.

The company's designers worked closely with YAA medics to ensure the new suits meet the need to deliver emergency medical care to trauma patients – often in very difficult conditions.

YAA paramedic John Baxter said: "The suits are lighter while still providing all the protection we need to be able to do our job safely and effectively.

"It has been a very good process. We went to see the designers at Arco and they have been out to our Air Support Unit to see at first hand the demands placed on the suits.

"As well as being flame and tear resistant, they have micro-bacterial layers to ensure that any blood and other body fluids can't penetrate. The knees have extra padding and the suits feature lots of pockets purpose-designed to fit what we need to carry."

Arco, who have branches across Yorkshire, is a major sponsor of YAA and supports the life-saving charity by providing advice and guidance on personal protective equipment. [YAA]

Caption: Yorkshire Air Ambulance paramedics John Baxter and Tony Wilks in the new flight suits. [YAA]

www.policeaviationnews.com



UNITED STATES

CALIFORNIA: Metro Aviation recently delivered the fifth Eurocopter EC135 to California Shock Trauma Air Rescue (CALSTAR). Metro will provide eight EC135's as part of a comprehensive fleet upgrade and standardization plan for the helicopter emergency medical service.

The Metro Headquarters in Shreveport, Louisiana is becoming a second home for most of the CALSTAR family, but the delivery of the fifth aircraft provided an opportunity for CALSTAR's Chief Financial Officer Mark Vincenzini to make his first visit to the facility. "Touring the facility and seeing the assembly line, paint, production and avionics was great," said Vincenzini. "It is an impressive place and I am extremely happy to be partnering with Metro for our aircraft."

CALSTAR is a non-profit stand-alone operation based in McClellan, California. Each EC135 is equipped with a single external LOX, air pump and medical seating for three. The aircraft will also utilize North Flight Data Systems' Light Aircraft Recording System (LARS).

"We are approaching 500 hours of operation on the first two aircraft we received from Metro in November of 2012," said Jim Arthur, Director of Operations. "The EC 135 and Metro's completion process have proved to be a reliable product that has exceeded our expectations. Metro Aviation is an integral part in helping CALSTAR deliver the safest and most efficient patient care to the communities we serve."

Metro Aviation is completing all eight EC135's at its completion facility in Shreveport, LA. The aircraft will replace the program's older fleet, making it an all-Eurocopter operator.

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FIRE

CHINA

Simplex® Aerospace has announced it received an order to develop a Fire Attack™ system for the Chinese manufactured AC313 helicopter. The development contract, signed between Simplex® Aerospace and the Changhe manufacturing facility in China, is the first development contract for Simplex® with a Chinese aircraft manufacturer. The newly signed contract includes the delivery of multiple Fire Attack™ systems through 2014.

The new tank for the AC313 will hold approximately 4,000 litres, nearly 1,050 US gallons, of water and will utilise the Simplex® Aerospace retractable hover pump. The retractable pump, which was purchased by Simplex® Aerospace from Aero Union in 2012, is currently in use on the existing Sikorsky Firehawk and the Eurocopter EC225. The new system will use a camera system integrated into a AC313 multifunction display instead of cargo mirrors providing enhanced visibility to monitor the hover pump and door operations. The tank also incorporates features like data event recording, fire fighting foam capability, newly developed level sensors, and Simplex® Aerospace's industry leading door system for wheeled helicopters.

The new Simplex® Aerospace high rise building water cannon, called Sky Cannon™, and featured in last month's edition of *Police Aviation News*, will be added to the AC313 in 2014.

www.simplex.aero

MALAYSIA

BOMBA: A new helicopter base is to be built for the Fire & Rescue Department at an as yet undisclosed location in Sabah. The base will house two helicopters.

The latest base would reduce the emergency response time at remote locations in Sabah and Sarawak and complement the existing bases in Subang., Selengor; Miri, Sarawak and Bertram, Penng.

Flight time from the three current bases can be up to one hour and the new base is expected to enhance this.

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Plans are also in the pipeline to increase the fleet from seven helicopters to nine which fits in with the additional basing project. [Straits Times]

UNITED STATES

CALIFORNIA: Most people swallow hard when repair bills run more than expected, and the Santa Barbara County Board of Supervisors is no different.

Last month they struggled to approve a \$320,599.54 repair bill for Helicopter 308, a Bell in the county's air squadron. They had approved the Sheriff's Department to spend up to \$200,000 to repair the helicopter.

When the board made that approval, the estimate to repair the grounded helicopter was approximately \$143,000. But when the final bill came due, it was more than double that amount.

The final bill of \$254,129.93 from Van Nuys-based Rotorcraft Support Inc. was separate from a bill of approximately \$66,000 the county had already paid.

The helicopter was sent out to the repair company because the county's own aircraft mechanic was not available. [Santa Maria Times]

Erickson Air-Crane Incorporated has signed a contract with Los Angeles County. The contract, which has an annual value of approximately \$2.7M, is for the provision of aerial fire fighting services and standby availability, along with the personnel, equipment, tools, material, maintenance, and supervision necessary to support operations.

The three-year agreement includes two optional years thereafter, and is for wild land fire fighting during a 120-day service period which was scheduled to begin August 15th, 2013. Erickson has met requests by both LA County and the US Forest Service to provide early starts to several helitanker contracts.

The greater Los Angeles area is one of the most populous and high-value regions in the United States, but also one of the most fire-prone.

Erickson will provide one S-64 helicopter equipped with the Company's proprietary, 2,650-gallon fire suppression system, a detachable water tank with multiple refill options and eight coverage levels for targeted fire suppression. Van Nuys airport will serve as the staging area for the S-64 helitanker, as well as an additional S-64 stationed for urban fire fighting on a contract with Los Angeles City, both of which will be available for fire suppression efforts at all times during the contractual service periods. [EAC]

SEARCH & RESCUE

BELGIUM

MILITARY: On September 2 Westland Sea King RS-02 completed its 3000th emergency operation from the base of Koksijde. The mission, an organ transport, was performed to UZ Gent in the face of an inability to find civilian resources.

The 40th Helicopter Squadron SAR has provided assistance to at least 1,635 people across Belgium, the English Channel and North Sea since 1976. Some 80% of the sorties took place at sea and occasionally resulted in the squadron providing SAR assistance to foreign countries including the UK.

In the future, the Sea King will be replaced by four NH90 helicopters. [Media]



KAZAKHSTAN

ALMATY: Russian Helicopters and Almaty Rescue Service have signed a contract for the supply of a Mi-8AMT helicopter, to be delivered in 2014.

The Mi-8AMT is planned to be used for rescue and medevac missions in urban areas and mountain regions in the Republic of Kazakhstan. The helicopter will be used in the mountainous and forested terrain that suffers from high winds. The Mi-8AMT is fitted with an anti-icing system and an SLG-300 cargo winch system; the cargo area has a suspension system for medical stretchers, and there are equipped places for medical workers and rescuers. The helicopter is straightforward to operate and can be stored outdoors.

In 2017 Almaty will host the 28th Winter Universiade. A key task for authorities will be to hold this major event at a high level, and to provide security for all participants and guests. For this reason, Kazakh special forces aviation detachments are already being supplied with equipment they need, in particular multirole helicopters. [RH]

SWEDEN

MARITIME ADMINISTRATION:

AgustaWestland has officially announced the delivery of the first AW139 helicopter at a ceremony held at the Vergiate plant in Italy on September 10th.

The aircraft is the first of seven AW139s on order which will be equipped for Search and Rescue (SAR) operations in Sweden and the customer is expected to receive the second helicopter shortly and the third aircraft by year end, with all deliveries to be completed within 2014. The Swedish Maritime Administration, the authority responsible for Maritime and Aeronautical Search and Rescue Services in Sweden, will operate the AW139 helicopters from 5 bases across the country.

The AW139s are equipped with a range of dedicated mission systems including the unique Full Ice Protection System (FIPS) allowing flights into known icing conditions and enabling all weather operations, when other types would be confined to the hangar.

Within days the first AW139 SE-JRH arrived at Skavsta Airport in Nyköping, Sweden after a flight from the Vergiate plant near Milan.

The new helicopters will replace the current fleet of Sikorsky S-76C+/C++ helicopters gradually. The Sikorsky helicopters were incorporated in the Swedish SAR system between 2002 and 2007, and they are covering all of Sweden through five duty stations - Ronneby, Visby, Gothenburg, Norrtälje and Umeå. [Nordic RotorsAW]



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UNITED KINGDOM

BRISTOW: Bristow Helicopters Ltd has appointed Balfour Beatty as its infrastructure delivery partner to support the development of its UK Search and Rescue service.

As the main contractor, the company will begin outsourcing various aspects of the building works to local contractors in the communities in which the bases will be established.

The contract, worth in excess of £40M will see Balfour Beatty delivering infrastructure projects at nine sites across the UK between 2014 and 2017 including the construction of seven new build search and rescue helicopter bases at commercial airports in Inverness, Manston, Prestwick, Caernarfon, St Athan, Humberside and Newquay, and the refurbishment of an existing facility in Stornoway. The ninth SAR helicopter base which will be used by Bristow to deliver the contract is an existing Maritime and Coastguard Agency (MCA) facility at Lee-on-Solent and a final tenth base shall be an existing Bristow facility at Sum-burgh.

At the forefront of sustainability, the new helicopter bases include a raft of environmental technologies including PV solar panels and rainwater harvesting systems.

Bristow Helicopters was awarded the ten-year UK Search and Rescue contract by the Department for Transport in March 2013 and is due to take over the service on behalf of the MCA from April 2015.

Construction is due to commence in early 2014 with developments continuing until early 2017.



At the recent Helitech event in London AgustaWestland were displaying an AW189 in Bristow colours but still sporting an Italian test registration [PAR]



At the recent Helitech Show in Docklands, London, FLIR Systems, Inc. announced that its Star SAFIRE 380-HD was selected by Bristow Helicopters for its fleet of AW189 and S-92 helicopters to be used in the United Kingdom's Search and Rescue (SAR) helicopter programme, due to commence in 2015. This comes after the UK Department for Transport awarded the UK SAR contract to Bristow Helicopters in March of this year. The UK SAR services contract, which Bristow Helicopters will fulfil on behalf of the Maritime and Coastguard Agency (MCA), has a phased-in transition period beginning in April 2015 and continuing to July 2017 with a contract length of approximately ten years.

Bristow Helicopters will provide eleven Sikorsky S-92 and eleven AgustaWestland AW189 helicopters that will be located at ten strategically located helicopter bases across the UK. Each SAR base will operate either two S-92s or two AW189s. In addition to the ten bases with 20 aircraft, there will be two fully SAR-equipped training aircraft that can be deployed to any base as needed. FLIR's Star SAFIRE 380-HD selection allows the latest generation of high-definition, multispectral imaging to be used by aircrew of both helicopter types in this demanding SAR role.

FLIR has been providing Star SAFIRE observation systems and product support to UK SAR operators for more than 20 years, and continues to achieve an operational availability greater than 99%.

SAR aircrew training will include familiarisation with the capabilities of Star SAFIRE 380-HD. The specific Star SAFIRE 380-HD configuration selected for UK SAR includes the latest high definition variants of infrared (IR), day-camera, and short wave infrared (SWIR) sensors, coupled with GeoLock high accuracy scene coordinate location and augmented image enhancement.

The Star SAFIRE 380-HD represents the latest state-of-the-art, airborne imaging solution, offering extreme stand-off observation capability. The sensor system is currently used in SAR operations, law enforcement, military and border surveillance missions worldwide. The Star SAFIRE 380-HD contains advanced payload configurations with multiple high definition sensors, including a full native high definition infrared camera, making the Star SAFIRE 380-HD the world's only commercial-off-the-shelf (COTS) airborne system to provide real high definition thermal imaging. [FSI]



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INDUSTRY

US Government lawyers have asked Lynn Tilton for information related to the recent hiring of a former US Army official.

The former Army official, Colonel. Norbert E. Vergez, headed a unit that awarded lucrative business to a helicopter company owned by Ms. Tilton's firm, Patriarch Partners. The civil arm of the Justice Department has asked Patriarch to provide it with documents related to Mr. Vergez.

The inquiry is expected to examine Mr. Vergez's government activities and his dealings with Patriarch. Until he retired late last year, Mr. Vergez ran a Pentagon unit that bought helicopters for the Army and United States allies. In 2011, Ms. Tilton's company, MD Helicopters, won a contract worth up to \$186M for over 50 helicopters to be used in Afghanistan, [although the actual deliveries are but a shade of that number – just a handful].

In a statement, Ms. Tilton said she and Patriarch were fully cooperating with the inquiry and she was confident that it would not affect her firm or any of its companies.

Bristow Helicopters took delivery at Aberdeen of the 200th Sikorsky S92 after it had been ferried from Prestwick Airport following airfreight from the US. Test flown as N200BV and now registered in the UK as G-GALC, the aircraft will join the North Sea fleet in the coming days. [HH]

L-3 WESCAM has received an acquisition and sustainment contract from the Danish Defence Acquisition and Logistics Organization (DALO) to provide a minimum of eight MXTM-15 electro-optical and infrared (EO/IR) imaging systems for the Royal Danish Air Force's (RDAF) EH101® aircraft. System deliveries are expected to be complete by 2014.

Spectrum Aeromed of Fargo, North Dakota has announced that they have been listed on the INC 5000 Fastest Growing Companies list for the third consecutive year. Spectrum moved up once again on the list this year with three-year revenue growth of 213%, and is ranked number one in the top 100 in the State of North Dakota and number 44 in the top 100 of manufacturing companies.

AgustaWestland is flight testing a number of aerodynamic improvements that will boost the performance of the AW609 TiltRotor. On 25th July 2013 AgustaWestland undertook the first flight of a modified vertical tail fin on AW609 TiltRotor prototype #2 at its Cascina Costa flight test facility in Italy. The modified vertical fin is one part of an extensive package of product improvements which also include a new, more aerodynamic, design for the engine exhaust nozzles and changes to the prop-rotor spinner cones. Together, these modifications reduce the drag factor of the AW609 TiltRotor by approximately 10%, as well as delivering a significant weight reduction, with a resulting performance increase.



An upgraded version of the PWC PT6 engine is being used on the AW609 and will include the latest in technological developments, providing the aircraft with increased performance capabilities as well as the latest safety enhancements.

Rockwell Collins is supplying a fully integrated cockpit for the AW609 TiltRotor based on its Pro Line Fusion system, allowing AgustaWestland to adopt the very latest in commercial aircraft cockpit technologies, including 14 inch (35.5 cm) touch screen displays, integrated flight management systems with satellite based navigation, synthetic and enhanced vision

systems and Head-Up-Display interfaces; all of which will be integrated with the aircraft's own avionics management systems. This cockpit suite will provide the crew with increased situational awareness and will reduce pilot workload.

BAE Systems is providing an upgraded Flight Control Computer at the heart of the AW609 TiltRotor's triple redundant fully digital fly-by-wire flight control system. The computer will include not only the AgustaWestland control laws and flight control software but also the digital engine control system.

AgustaWestland US subsidiary, AgustaWestland Tilt-Rotor Company, based in Arlington, Texas, is the Type applicant for the AW609 TiltRotor supported by an Integrated Development Team, based both in Arlington and in Cascina Costa, Italy. The first prototype is continuing with envelope expansion activities in the US whilst the second prototype is flying from Cascina Costa, with nearly 800 flying hours completed on these aircraft. A further two prototypes are under final assembly in Italy. [AW]

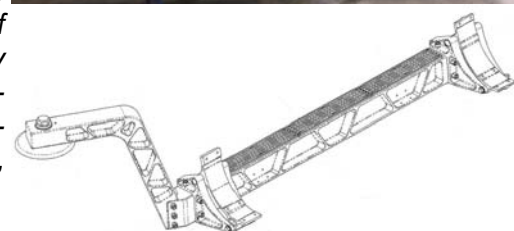
In Canada [and California] **Cal Meeker** is working on a solution to that long standing problem facing emergency services operators of the AgustaWestland helicopter line – shaking searchlights.

It has never been a factor advertised by the PR men in AW but it has been one of those annoying features that simply has yet to be designed away.

Currently the usual mount for searchlights and sensors on the side of the nose on legacy types such as the A109 and A119 has been a fairly flimsy tripod that fares badly under stress and can in the worst case shake violently – certainly to the point of being inaccurate – but there seems to have been no strong customer pressure to put the problem right over the last 20 years. The arrival of the pinpoint beam of the Trakka searchlight appears to have brought the matter to a head and Meeker is working on a solution with AW to remedy the problem, initially on the A119 which is of course built in the USA.

Compared to its predecessor [top image] it is quite a substantial piece of kit rigidly attached to the lower fuselage [lower drawings] but it will offer a good stable mount for both searchlights and sensors although with a weight penalty.

Ed: No word yet on when the development will be completed but it is tempting to make connections between the recent news that the Philadelphia Police Department Aviation Unit had launched a procurement process to find a new airborne law enforcement asset. The contract for a new helicopter to join the department's two Bell 206s already in service has attracted the interest of AgustaWestland, which operates a 275,000 square foot facility across from the Philadelphia PD unit base. The helicopter manufacturer has proposed the AW119Kx and made sure the local media got to know about the offer and got it out to the local voters, taxpayers and politicians. No undue pressure on a decision then.



Aerolite announced it received TCCA approval for HEMS interiors for the AW109S and SP models. The interior can be configured with one or two stretchers, up to four attendants in one stretcher configuration and up to two attendants in the two stretcher configuration.

The innovative multi-mission medical floor allows the integration of a swiveling/tracking medical seat as well as up to five passengers in pax configuration. Optional equipment such as oxygen system, suction unit, incubator platform and medical equipment integrations is also available.

Aerolite received its first EASA STC for AW109SP EMS interiors in 2010 and has AW109SP EMS interiors in daily operation with various operators in Austria, Italy, Japan and Switzerland. [Aerolite]

MASS has signed a teaming agreement with Unmanned Experts (UMEX) to deliver operationally-focussed and customer-centred training on the use of Unmanned Air Systems (UAS).

MASS is an experienced deliverer of training to UK and international customers in applications that include secure communications, electronic warfare and image analysis. MASS will combine this experience with UMEX's knowledge and skills in designing and delivering UAS training courses. Together they will provide a much needed service for a swiftly expanding market place that increasingly sees innovative uses of UAS in a number of demanding operational environments.



Schiebel and FLIR Systems Polytec AB have announced the successful integration of the Schiebel CAMCOP-TER® S-100 UAS with the CORONA 350 Airborne Sensor. This successful integration marked the first time that this airborne sensor was flown on board a UAV. The S-100 has carried out a series of successful test flights in Grossmittel, Austria, to fully evaluate the combined capability of both systems.

The Corona 350 is a non-ITAR four axis gyro-stabilised gimbal containing four different cameras including an ultraviolet camera for corona detection, a

thermal imaging camera for detecting hot-spots in power lines, a visual light camera and a digital frame camera.

What makes the Corona 350 unique is its ability to overlay its ultraviolet and colour TV video data to create a combined image that allows operators to detect and identify coronal discharges – areas of ionized air – that are known to damage power line insulators and other electrical components.

The combination facilitates quick and efficient aerial inspections for utility companies to perform inspection and maintenance without the significant restrictions imposed by the ITAR [U.S. Government imposed International Traffic in Arms Regulations that halt many nations access to the latest technology]. [Schiebel/PAR]

Improved safety in poor visibility conditions is an advantage that pilots at **Eurocopter** in Donauwörth are now able to enjoy. The onsite helicopter landing pad at Eurocopter's headquarters in Germany is the first helipad in Europe to make use of Localizer Performance with Vertical (LPV) guidance, a highly precise, GPS-supported instrument approach procedure.

The new procedure supplements conventional lateral guidance systems by adding the vertical component, which enables approach guidance to be displayed in 3D for the first time. This improved guidance relieves the strain on pilots and increases safety, since obstacles can be flown over safely even when visibility conditions are poor.

The license permitting LPV approaches to the helipad also means Eurocopter in Donauwörth can use the new procedure when testing and approving the latest navigation systems for use in its helicopters. Eurocopter is currently conducting these tests using its twin-engine EC135 and EC145 T2 helicopters.

The Group's international customers stand to benefit from these improved conditions for landing approaches, as they can now take off and land even in bad weather. Eurocopter also offers its customers training courses for the new system.

The LPV instrument approach procedure is based on the European Geostationary Navigation Overlapping Service (EGNOS) satellite-based format, which augments the Global Navigation Satellite System (GNSS) to allow three-dimensional positioning.

Use of the LPV approach is further testimony to Eurocopter's comprehensive expertise in cutting-edge helicopter landing pad technology. Even before LPV was introduced, the Group was already pioneering the use of innovative approach procedures. In 2008, for example, Donauwörth became the first European helipad to introduce satellite-based RNAV (area navigation) specifically for use by helicopters and recently, Eurocopter in Marignane successfully approved new landing procedures relying on augmented satellite guidance allowing lower sound level footprints.

Eurocopter's special on-site helicopter landing pad, which welcomes some 6,000 take-offs and landings a year, is one of the few helipads in the world to have been certified as suitable for all-weather operations in line with International Civil Aviation Organization (ICAO) requirements.

Sikorsky Aircraft Corp., faced with significant defence budget cuts and rising costs, has announced the cutting of 200 hourly jobs, most of them in Connecticut. The Sikorsky workforce — now numbering about 8,400 in Connecticut — was told of the reductions last month.

And the immediate future does not look too rosy for American Eurocopter in the USA either. Unions in France are in consultation with Eurocopter regarding the proposed transfer of production of fifty AS350 helicopters from France to Mississippi. Also included is the production of parts for a further ten airframes. This move is a result of the same budget cuts which are expected to halt the American Eurocopter UH-72 Lakota production line at least a year earlier than originally expected.

The US budget originally set aside funding for 31 UH-72 helicopters in Fiscal Year 2014 and 10 in FY 2015, but the proposed cuts would reduce the purchase to 10 in 2014 and none the following year.

The short-term answer to the expected standstill is the proposal by Eurocopter France to save many of the manufacturing headcount of 320 in Columbus by moving the production of fifty AS350s to the US plant. That, and other potential production transfer options, will not be popular in France.

Termination of the UH-72 will impact Eurocopter's factory at Donauwörth in Germany and Kawasaki's plant in Gifu. Every EC145/BK117C2 starts life in Japan, only about 30 reach completion in Japan with Kawasaki; every other cabin frame being shipped to Germany, where all EC145s other than the Lakotas are produced. Germany adds a small amount of work on a Lakota airframe before it gets shipped off to Columbus for completion and delivery to the US military. [Helihub]

Marshall Aerospace and Defence Group have purchased Beechcraft's flagship European MRO business, Hawker Beechcraft Limited based at Broughton, Chester Airport in North Wales. The site has provided a full range of maintenance, modification, paint and upgrade services to owners of Hawker and Beechcraft aircraft for over 50 years. The business will be known as 'Marshall Aviation Services.'

Marshall ADG will continue to provide a vital service and support role for Beechcraft throughout Europe, the Middle East and Africa and has been granted Authorised Service Centre status for Hawker and King Air aircraft.

Marshall Aviation Services also plans to broaden the range of aircraft types supported at Broughton and leverage its design and integration expertise to provide aircraft manufacturers, governments and specialist operators with innovative engineering and support solutions to satisfy special mission requirements.

The French OSAC (Organisme de Sécurité de l'Aviation Civile), on the behalf of the EASA, have awarded their Part145 agreement to **Helicopteres Guimbal**.

This new agreement complements their Part21-F and -G qualifications (Design Organization and Production Organization) and allows the manufacturer of the Cabri G2 helicopter to conduct maintenance and overhaul of their aircraft.

PDG Helicopters has retained its contract with Network Rail. A new five year contract starts on December 4, and contains an option to extend for a further five years. This extends the working relationship between the companies which began formally in 2006 after PDG won the work from Jarvis Rail - an infrastructure contractor who used PDG's flying services. Effectively, PDG have flown the Network Rail contract since 2001.

PDG will continue to use Eurocopter AS355F2 Ecureuil [Squirrel/TwinStar] helicopters, with the new equipment specification set significantly higher than the current one. The two aircraft currently in use have high hours so PDG have bought in two replacements with less than half the airframe hours.

Once the new contract starts, one of the existing aircraft G-NTWK will then be upgraded to the new equipment level to act as a spare aircraft for maintenance cover.

These aircraft are primarily employed in the engineering aspects of track monitoring from the air but associated roles have included the Transport Police use in flights reducing vandalism and theft - Network Rail report the cost to the company of cable theft alone as £19M. Under the new order the primary role for law enforcement will remain with NPAS.

At the recent Helitech event the use of the Squirrel fleet in service with PDG was celebrated by Eurocopter. The type has reached a combined flight time of 200,000 hours with PDG, demonstrating the rotorcraft family's reliability for the most demanding service and its flexibility across a full range of on-shore operations throughout Ireland and the United Kingdom.

Also the subject of comment was the decision by PDG to select the new Spectrolab SX-7 Starsun searchlight for the aircraft that will serve the rail contract. This is the first sale of the SX-7 into the United Kingdom.



Dick Richardson of Haddenham, Bucks based Luxopus was celebrating the PDG sale at last months Helitech [PAR]

Industry constantly reminds us that the future lies in **unmanned craft** and that is the way of cost cutting and removing boring tasks. Critics claim that all but the smallest of these craft are highly labour intensive. The main user of unmanned aircraft is currently the military and it seems they are not too happy about their unmanned stocks simply because their craft – which tend to be on the larger side – are too labour intensive.

A Pentagon planning document states that the US military have tasked a research agency

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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.

to find a cheap way to expand the fleet of unmanned surveillance aircraft by eliminating some of the people who operate them by developing advanced autonomy and collaborative operations for drones.

In short they want to remove the current need for 'one pilot one drone' and to reduce the teams of analysts to review the photos, video and other data the drones collect. [USA Today]

Bond Air Services presented a cheque for over £5,000 to the CLIC Sargent charity at Gloucestershire Airport last month.

Staff at Bond have raised a total of £5,353 through a variety of fundraising efforts over the course of this year. The principal fundraising feats were the Nightrider 100km cycle across London undertaken by Martin Bunce, the London Marathon run by Anthony Dowsing and Dave Malins, the Gloucester Dragon Boat Regatta and the proceeds from the company 'tuck box' scheme.

CLIC Sargent is the UK's leading cancer charity for children and young people, and their families. It provides clinical, practical, financial and emotional support to help them cope with cancer and get the most out of life.



INCIDENTS & INCIDENTS

28 August 2013 MDHI MD500E N922SD Law enforcement helicopter of Fresno County Sheriff, California. Emergency night landing in school field of the Washington Union High School, Easton after experiencing unusual rotor blade vibration. Attended to by engineer next day on site. Pilot named as Johnny Reyes [media]

28 August 2013 Bell 206L-1 N2018R. A helicopter leased by Arizona Public Service made an emergency landing 20 miles west of Payson in the Tonto National Forest, Arizona, injuring the pilot. The hard landing was in the area of Polles Mesa in the Mazatzal Wilderness area. Six people were on board the helicopter, including the pilot, according to the Arizona Department of Public Safety. One of those passengers was an APS employee. The flight was from Scottsdale Airpark to Flagstaff [AZ]. The fault was reported at the time as a power loss. The aircraft was extensively damaged with a collapsed skids and separated tailboom. [Media]

31 August 2013 Bell 412 VH-*** Air ambulance helicopter of Ambulance Victoria. A man died during a rescue mission in north-east Victoria after he fell from the helicopter as he was brought aboard. The man was injured while bushwalking, and was in the process of being rescued by winch lift when he fell 30 metres from the helicopter at Macs Cove, near Mansfield. He was at the open door when he fell. [media]

4 September 2013 Eurocopter EC135 N911ET. Air ambulance of Air One ETMC Tyler, Texas operated by Metro Aviation, Inc. On take off pilot heard a noise that sounded like something dropped in rear of aircraft. Aircraft handling and performance unaffected so flight continued. Post-flight inspection revealed remains of small bird on barrier screen for oil cooler inlet. No damaged identified. [Concern]

6 September 2013 Air ambulance operated by Beacon Health from South Bend made a precautionary landing 17 miles from Fort Wayne after noticing a non-standard smell in the cabin. The landing was made into a bean field off of County Road 600 South near State Road 205. The fault was traced to a broken air conditioning belt. [media]

7 September 2013 Bell 206L N721LL. Illinois /department of Public Transportation. A government helicopter from Illinois crashed just south of Amistad, New Mexico near SR 402 a few miles south of Amistad while en-route for maintenance/training. There were two people on board, but both only received minor injuries and walked away from the crash. [media]

9 September 2013 Bolkow BO105S C-GCFU Canadian Coast Guard. A helicopter operating with an ice breaker, the Amundsen, in the Arctic failed to return from reconnaissance sortie. Three bodies found in water some three hours after the assumed crash after subsequent search of the North West Passage. The location was The McClure Strait north of Banks Island on the opposite side of the island from Sachs Harbour, N.W.T. The men, who are said to have been in immersion suits, were: Marc Thibault, commanding officer of the CCGS Amundsen; Daniel Dubé, helicopter pilot; Klaus Hochheim, an Arctic scientist affiliated with the University of Manitoba. The Amundsen had recently departed Resolute on a research voyage. [media/CCG]

12 September 2013 AgustaWestland AW139 N. Maryland State Police. An air of mystery surrounds the grounding of one of the helicopter fleet in Baltimore. Media reports of the initial event were that it was grounded after a pilot found hole (possibly from a bullet) in a rotor

blade on pre-flight inspection. Subsequently the State Police refused to talk about the find. [Media]

12 September 2013 Sikorsky UH-60. California National Guard 129th Air Rescue Wing. A California outdoorsman who led crews of volunteers through the Sierra Nevada mountains repairing trails and cleaning up marijuana grow sites has died after falling from a helicopter. Shane Krogen of Fresno was being lowered in a harness to a remote cleanup site in Sequoia National Forest when he fell. He was the last one out. He was in the same harness everyone else had used. Krogen was initially alive but he did not survive. [Media]

13 September 2013 Sikorsky S-70A Firehawk N15LA. Los Angeles County Fire. Helicopter en-route to a brush fire in the city of La Verne undertook an emergency landing on hillside at the 11000 block of Little Tujunga Road, Sylmar. It was roaded out for repair. [CBS]

19 September 2013 Sikorsky Blackhawk. Mexican Federal Police. Went missing whilst undertaking a rescue mission in the remote mountain village of La Pintada, where a mudslide occurred. Three crew members. [Media]

19 September 2013 Eurocopter AS350 N810LE Air ambulance of MedStat was carrying a patient from Columbus to a Jackson hospital. The pilot made a precautionary landing in an open field on Barnes Road near Ratliff Ferry Road in Madison County, Mississippi and suffered a collapsed landing skid and detached tail boom. The only person injured in the crash was the pilot. [Media]

PEOPLE

The death has been announced of Wing Commander Ken Wallis a 97-year-old record-breaking autogyro pilot, who flew as a James Bond stunt double, but has pioneering police aviation in his background and was a past President of the Civil Air Patrol in the UK.

Long retired from his days in the RAF, Ken Wallis, who lived near Dereham, Norfolk, died on September 1.

Born in Ely, north of Cambridge, his first solo flight was in 1937. Thirty years later he doubled as Sean Connery's Bond for an explosive aerial sequence in *You Only Live Twice*. He built around seventeen Gyroplanes which he stored at home and the Wallis name still holds a dozen FAI world records for the Gyroplane.

He was an inventor of various items including a 25lb practice bomb used on the Canberra bomber, an electric model car race track designed before WW2 and still working 70 years later, a single shot 9mm target pistol, racing cars, boats etc.

His RAF career saw him flying with the USAF in the ten-engine, 400 knot Convair B36, the T-33 Shooting Star, the B-25 and the C-47 Dakota among many others.

A keen photographer, he combined his passion for images and flight to help police in aerial reconnaissance including the high profile search for Lord Lucan, a search for the Loch Ness monster and under contract to the Home Office a tedious series of flights in the 1970s that sought to identify burial sites of dead bodies using a complicated photography process.



Air search for grave of Lord Lucan

A HOME OFFICE scientist has joined the hunt for Lord Lucan, Scotland Yard said last night.

Experimental photographic techniques will be used to search the Sussex Downs near Newhaven, where the missing Earl abandoned a borrowed car.

This latest move is an

Honoured with an MBE in 1996, he piloted 24 wartime missions over northern Europe in Wellington bombers, before spending 20 years engaged in weapons research in the Royal Air Force.

In October 2012, at the age of 96, he was honoured by the Guild of Air Pilots and Air Navigators (GAPAN) for his lifetime contribution to aerospace. [BBC/DK/PAR]

Ed: The invaluable part Ken Wallis played in police aviation features in full in Chapter 10, page 146 of Police Aviation – the history on the PAN website [www.policeaviationnews.com]

MOVE ALONG THERE PLEASE

Unmanned aircraft dangerous? Yes and now there is stark proof of it. A young New York City youngster was killed early last month after being struck by a remote-controlled 'toy' helicopter he was flying in a city park.

Roman Pirozek, 19, suffered a number of severe injuries to his head, neck and shoulders at Calvert Vaux Park in Brooklyn. Witnesses included his father.

It seems clear that the deceased, Pirozek, was both an avid enthusiast of the remote-controlled miniature helicopters and a very capable operator. Videos posted by Pirozek on YouTube and photos on his Facebook page show him working on the machines and flying them at Calvert Vaux Park, an area designated by the city as a "Model Aircraft Field" for enthusiasts and very much wide open spaces with few people likely to be in danger.

The news reports ran away with the mechanics of his death – with some claiming he was decapitated, others that he was scalped and others that he suffered shoulder injuries. It seems clear that he had multiple fatal injuries caused by the carbon fibre main rotor of the craft - described as being a Trex 700 – an enthusiasts type [and not in any way a toy] used extensively by law enforcement agencies. The fatal helicopter is reportedly a Taiwanese model powered by petrol [gas] costing up to around \$2,000, is small but weighing a significant amount and as we now know capable of inflicting fatal injuries.

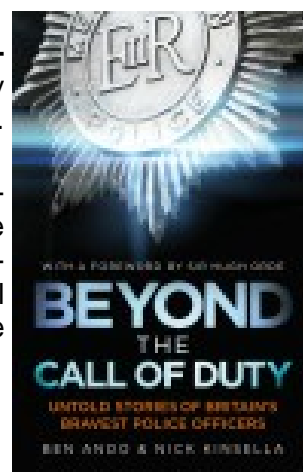
The cautionary tale here is that no matter how proficient the operator of this type of craft accidents will happen and that only operating the lightest form of such an unmanned craft [say a quad rotor] will mitigate any resultant injuries.



ON THE BOOKSHELF

BEYOND THE CALL OF DUTY – untold stories of Britain's Bravest Police Officers by Ben Ando & Nick Kinsella. Published by Constable & Robinson on September 5 in paperback £7.99. www.constablerobinson.com

A book to tug at the heartstrings of the police supporting public, retelling the brave acts by British Police in recent years. Among the tales is that of a crew of the North Midlands helicopter support operating in Derbyshire and retells their brave, foolhardy but successful rescue of a woman in a swollen river. Two officers jumped from the aircraft and left the pilot to his own devices.



EVENTS

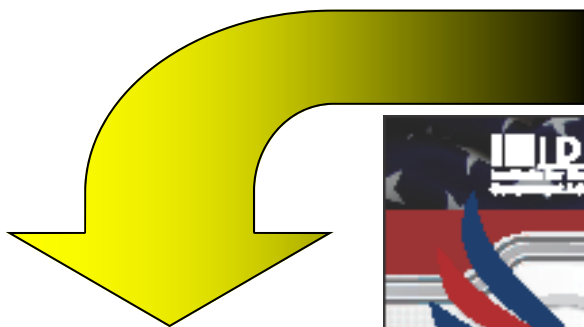
COUNTER TERROR EXPO 2014

Clarion Events, the largest independent event organiser in the UK, has appointed Singleton PR to handle the PR for Counter Terror Expo 2014 which is being held on 29th and 30th April next year at Olympia, London.

Counter Terror Expo was established to deliver a unique and secure environment in which professionals within the critically important counter terrorism and security arena could come together to share experience and gain knowledge. In the last 5 years, the event has grown dramatically to become a critically important, international gathering for leading experts from Government, the Military, the Intelligence and Security Services, the Police and the Emergency Services as well as the private sector. It has so far evolved as a security first event – door locks and barriers rather than aircraft – and early attempts by the aircraft industry to join in have so far been thwarted by a lack of audience.

In 2013, some 9254 people attended Counter Terror Expo, a 9% increase on the previous year. 91% of visitors met their objectives, 84% had direct purchasing power or influence over the purchasing process and 73% had projects planned for the following 12 months. In total, 82 countries were represented at the event.

The deadline for the organisers call for conference papers *passed last month*.



DIARY

21-23 October 2013 Association of Air Medical Services [AAMS] Annual Conference and Exposition. Location Virginia Beach, Virginia, USA. The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). www.aams.org

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FOR MORE INFORMATION OR TO REGISTER FOR YOUR FREE PASS, VISIT:
WWW.HOMELANDSECURITYEXPO.COM

- 29 - 31 October 2013 ALEA Regional [Canadian] Vancouver, British Columbia, Canada. www.alea.org
- 5-7 November 2013 ALEA Regional [Central] Dallas, Texas. www.alea.org
- 8-10 November 2013 Helicopter Association of Canada. 18th Annual HAC Convention and Trade Show, Vancouver Convention Centre, Vancouver, British Columbia, Canada. Canada's largest gathering of helicopters operators manufacturers and industry suppliers. Contact Barb Priestly barb.priestley@h-a-c.ca +1 613 231 1110 x 237 www.h-a-c.ca
- 13-14 November 2013 Transport Security Expo Olympia London, UK. Transport Security Expo's Aviation Security Conference brings together a team of eminent and highly skilled speakers who will share their thinking on how best to protect people and assets. This job critical conference will feature key note presentations, live discussions and over 25 international speakers will take part in the programme across the two days. If you are involved in any area of Aviation Security, this is your 'must attend' conference of 2013! The Keynote Plenary will launch Transport Security Expo conferences and deliver mission critical insight. Speakers from LHR Airport, Gatwick Airport, Home Office, SITA, Schiphol, Border Force, Border Agency. info@transec.com www.transec.com Twitter @trs_expo



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