

Police Aviation News

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CROATION POLICE EC135
MALAYSIAN DELIVERY FLIGHT
NPAS SEEK PROPOSALS
AAA AWARDS
DEATHS IN THE MED

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POLICE AVIATION

CROATIA

POLICE: In their first new helicopter acquisition for 23 years, the Croatian Police has taken delivery of the first of two Eurocopter EC135s to be based at Lucko. Previously they relied on three Bell 206s (one Agusta-built one dating from 1973) and one Agusta-Bell 212.

The first EC135 had a contracted price of around \$9.05M including pilot and technician training using funding from the local National Programme for Road Safety and probably additional money from the European Union. The figure may also include some spares.

Helihub has identified the airframe as c/n 0689 destined for Spain's Guardia Civil. The Guardia Civil never took delivery of the aircraft when it was built at the Eurocopter Spain plant at Albacete in 2008, and has been stored unused there for five years. On arrival in Croatia, a delivery flight of around 1,300 miles, it still only had 20 flying hours on the airframe.

The aircraft was repainted from the white/green scheme of the Guardia Civil into a more typical white/blue law enforcement scheme, similar to the Spanish Policia scheme. It was then test flown and delivered with Spanish test registration EC-032 and will fly with the Croatian Police as 9A-HBA.

At the launch event Health Minister Rajko Ostojic handed over an automatic external defibrillator (AED) indicating that each Policija EC135 will also have an air ambulance capability [Ed: as long as EU/EASA rules allow this].

On the day of the official presentation of the first aircraft, the police signed a contract with Eurocopter Spain for a second EC135 at a price of \$6.69M from the Spanish production line. It is suggested that this too is a pre-used airframe and potentially a former Spanish Policia aircraft also stored at Albacete. Local sources in Zagreb are suggesting the eventual acquisition of seven EC135s by the end of 2015. It is unclear whether these will be new or used aircraft but with a steady supply of good pre-used airframes in the market the latter seems likely. [Helihub/Boran Pivcic/PAR]

Cover: TriState CareFlight, an air medical transport service operating in the Southwestern United States, has reached a fleet milestone of 60,000 hours. The operator flies a total of 40 aircraft, including 22 AW119's and 10 AW109 Power's. The EMS configured interiors allow for the finest patient care environment within a cabin that exceeds basic standards in air medical transportation. [AW]

MALAYSIA

POLICE: Last month the RMP took delivery of a role equipped surveillance Beechcraft King Air 350 and ferried it over eight days from the factory in Wichita, Kansas to its new home in Malaysia. One of the pilots was Assistant Commissioner Sathiya Seelan, the Deputy Commander (Ops) of the police air unit and these words and images are taken from an on-line diary he kept on the flight.

As the new working week opened the ferry crew left their latest temporary home at the Marriot Courtyard Old Town and headed to the waiting aircraft to pack in their gear, fuel up and make final preparations. .

That Monday the first of what was to be eight stages in the flight set off north towards Canada for a short refuelling stop in Montreal before continuing the northerly track to night stop at Goose Bay, Newfoundland. The landing in Montreal was in daylight but faced with deteriorating weather conditions with the visual of the runway only being achieved at a height of 400 feet; that at Goose Bay was at night after a day's flight total of 6 hrs 40 minutes.

After the night stop at Hotel North 2 the crew lifted off from Goose Bay bound for Nasarsuaq, Greenland and Reykjavik in Iceland. The first leg to the challenging refuelling stop in among the mountains was 3 hrs 10 mins and the second to the Iceland night stop slightly less at 3 hours. That section of the journey was to be to the coldest region of mountains, icebergs and glaziers. The topography they were to cross in following days may have been equally as daunting but at least it was to get warmer.

Day 3 of ferry flight was to result in a single stage of 3 hours and 30 minutes to northern Britain. The Beechcraft departed Reykjavik for Edinburgh, Scotland and encountered fine weather throughout but during the overnight stay it turned to typical British showers.

They may have achieved a little less on the third day of the journey south but the following day they made up for it somewhat by reaching Corfu, in the Greek Islands for another overnight stop.

The following day they left Corfu and after an over-water flight of a few hundred miles made a landfall on the southern side of the Mediterranean before landing at the Hurghada International Airport on the Red Sea coast in Egypt for refuelling after 3½ hours. Hurghada is the second busiest airport in Egypt after Cairo and usually attracts tourists from Russia rather than transiting Malaysian cops. The next stage was largely overland to Muscat, Oman for a night stop - a five hour flight that boosted the days flight total to 8 hrs 30 mins an actual duty period of 14 hours for all the crew.

The extended flight time on day 4 was stretching attention spans as for the main part it was over featureless barren sand and rocks the alternatives being the shimmering but equally featureless waters of the Mediterranean Sea and later all too brief transit over the visually more welcoming waters of the River Nile and Red Sea.

On Day 6 of the ferry flight the 350 left the heat of Muscat, Oman for Hyderabad, India and arrived there after a flight time of 4 hrs 30 mins routing over the Arabian Sea and then over the sparsely populated state of Maharastra en route to Hyderabad in central India. Hyderabad has world class airport but the city is crowded and disorganised



Images from the Facebook blog of Sathiya Seelan

making the rooms and food offered at the Novotel Hotel a welcome oasis.

The following day the crew departed Hyderabad for the long over water stage eastwards to Bangkok, Thailand, initially flying over the Bay of Bengal close to the Andaman Islands, then crossing the Andaman Sea before making a landfall over southern Myanmar en route to Bangkok. The 350 landed at Don Mueang International Airport in Bangkok after a long 5 hrs 15 mins flight. This sector stretched the aircraft fuel endurance and upon landing the 350 had approximately 45 minutes of flight time left. Anyone attempting this route with a King Air 350 should ensure that some serious attention is paid in planning to the forecast wind.

The weather conditions faced by the aircraft on this route changed considerably during the handful of hours. On departure Hyderabad offered clear blue skies but as they approached Bangkok, the clear conditions had given way to towering clouds and high humidity.

The final leg of the ferry flight, Day 8, was to take them directly south into home territory and, in due course, the police base in the Special Military Operations Area in Sg.Besi.

They departed Bangkok, and set course across the Gulf of Thailand heading for Kuala Lumpur's former main airport, now the Sultan Abdul Aziz Shah at Subang where they were to undergo the formality of immigration clearance and thereafter fly on to Sg.Besi.

The cloud cover over the region removed the option of a straight flight into Kuala Lumpur and the course set was regularly altered to allow the Beechcraft to skirt the cumulonimbus storm clouds in the inland areas of Peninsular Malaysia. The alterations resulted in the flight over international waters occasionally leading to some unplanned border crossings.

The flight was met at the Subang Skypark by the Honourable Deputy Director II of the Internal Security Department, Hon. Commander of Royal Malaysia Police Air Operations Force and other officers.

Ed: The above was adapted from a Facebook blog of Assistant Commissioner Sathya Seelan, Deputy Commander (Ops) Air Operations Force, Royal Malaysia Police. He has 34 years in law enforcement including 27 years in aviation. He has logged some 4,000 flight hours in types including the Pilatus PC-6B2-H4 Porter and now of course the Beechcraft King Air 350. The editor and AC Seelen originally met at the Shephard Police Aviation Conference in London, UK and later at the PAC event in KL.

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TURKEY

POLIS: The Turkish Police received several Bell 429 during September, these being given Polis markings in the range EM-7091 to 7102 based upon their constructors number [57091 and 57102] [A-B]

UNITED ARAB EMIRATES

ABU DHABI: As part of a new road safety campaign that is a new departure for police in the region Abu Dhabi police have released a video showing a number of motorist violations, including a car speeding up a hard shoulder in heavy traffic and an SUV swerving dangerously between lanes.

The video, in Arabic and presented in TV news-style, was created by police to show violators that they can be caught from the air even if road patrols don't stop them. The footage was captured during a two week campaign and shows how helicopter patrols caught 100 tail-gaters, wannabe stunt drivers and speed freaks in just two weeks in September.



During the video the helicopter's on-board camera zooms in on a car that is swerving across several busy lanes after spotting a turn-off he was supposed to take. The video has been welcomed by a number of past victims of accidents and bad driving. You can view the Arabic-language video [here](http://www.adpolice-news.tv/ar/newsmore.aspx?newsid=1971).

UNITED KINGDOM

NPAS: The central region of police air support groups joined NPAS at the start of last month. Still to join to schedule are the Metropolitan Police in January 2014. That will leave the 'messy' left over's, Humberside who faced contractual problems with their base which precluded them fully joining and the two units in southern Wales who refused to join earlier this year. The last scheduled movement is for Wiltshire to shut down their joint police and air ambulance unit late next year, that area is already covered by an NPAS unit so it will effectively be the creation of a full time air ambulance charity operation that completes the process - always assuming that the problems in Wales and Humberside are resolved before then..

The Midlands based group joined NPAS from Wednesday October 2 and involved the police services in Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire, Staffordshire, Warwickshire, West Mercia and West Midlands one year after the organisation was itself launched on October 1 2012. The bases are located at: Halfpenny Green, Wolverhampton, Birmingham Airport, Birmingham, Husbands Bosworth, Leicestershire and Ripley, Derbyshire.

Once all Forces have joined NPAS, there will be 25 aircraft based at 23 strategic locations across England and Wales. Operations will be achieved through borderless tasking and making the use of the nearest available aircraft through the central Despatch and Flight Monitoring service in Bradford, West Yorkshire.

Visit the NPAS website for more information at <http://www.westyorkshire.police.uk/about-us/national-police-air-service/latest-npas-news>

The Eurocopter EC135 currently based at Durham Tees Valley Airport is to be rehoused in a new purpose-built hangar, Work on the new 320 sq metre facility is already underway as part of a new five-year agreement between the airport authority and NPAS.

Up to now the police helicopter had the use of a section of one of the airport authority main hangars, but now it will enjoy the benefits of a dedicated facility specifically tailored to its requirements. [Northern Echo]

There is a tender out for the upgrade of the engines in seven EC135T2 to the latest modification standard. The tender process, clearly related to the subject matter of the recent 'Bidder Conference' NPAS held at Ryton-on-Dunsmore [see PAN No 209 September 2013], closes on December 10.

As previously disclosed NPAS has identified that up to seven NPAS EC135T2 aircraft could have their flight performance improved specifically with regard to operation at higher maximum gross weight. NPAS require a supplier that can offer the NPAS a review of each aircraft to identify the key elements of the aircraft which require to be upgraded or exchanged to deliver greater performance in each of the EC135s.

The review will require an evaluation of all relevant elements of each aircraft (e.g. main gearbox, VEMD display, aircraft modification state) and identify the full cost of each element to permit NPAS to make an informed decision for each of the aircraft.

It will also require implementation of the necessary service bulletins on aircraft selected for the programme. www.bluelight.gov.uk/



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PSNI: A man who was seriously injured following a road traffic accident in the Foreglen area of County Derry earlier this year was reunited with the PSNI Air Support Unit and Ambulance personnel who helped save his leg, which was badly injured in this incident.

Caolan McCluskey was involved in a serious road traffic incident in February, one of three men seriously injured in the accident.



Police and ambulance crews were quickly on the scene. After paramedics assessed and tended to the casualties, two of them were transferred to hospital by road ambulance, however the injuries sustained by McCluskey were such that it was thought he might lose his lower left leg if he did not get to hospital quickly.

With the province still not having its own charity air ambulance service after several false starts the needs of the patient to be taken swiftly to hospital could only be met by the police helicopter and it was requested to undertake the airlift to Altnagelvin Hospital. [PSNI]

UNITED STATES

FEDERAL: Despite all the positive statements by the US lawmakers it seems that the expectation of an unrelenting insertion of unmanned aircraft into US airspace is unlikely to take place within the timescale they have suggested.

According to Keli Perrin the Assistant Director of the Institute for National Security & Counterterrorism, speaking at the recent Homeland Security event in Washington DC the FAA has no real desire to regulate unmanned craft even if the Government thinks it should.



Ms Perrin also believes that unmanned craft are going to face all the problems that have hampered the airborne use of daylight and FLIR cameras in the USA. Use of the images the unmanned craft collect is likely to be prohibited except in the case of Terrorist Incident, an Emergency, Hot Pursuit or the consent of those being observed.

In the case of a manned craft you will at least have recourse to the first hand evidence of the crew – but that effectively still amounts to nothing in the way of acceptable footage from a craft steered and flown by camera.

To further complicate the situation individual States and townships are making their own arrangements to 'ban' unmanned craft from the skies above them. In most cases they cannot legally do that but it indicates areas of likely costly friction for future developments, a situation that is likely to leave only the lawyers who will fight the court cases as the real winners in the process. [HS]



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CALIFORNIA: The City Council of Glendale has approved the disposal of the oldest MD520N in the City fleet, and its replacement with a new MD520N. Glendale operates a joint unit with neighbouring city Burbank.

The older aircraft [N272BP, serial LN040], is being replaced as planned - the expectation was set from the start that its life in this role was 20 years or 15,000 airframe hours, whichever was achieved first.

The city expects to realise a return of approximately \$450,000-\$550,000 on the sale of the old MD520N to defray the quoted cost of \$2,712,980 plus 9% sales tax but this quoted figure may be before role equipment is included.

This sale marks a minor turn-around for a helicopter type which has only built five MD520N helicopters since 2006. It is expected to be serial LN110 which was registered with the FAA as N4315W in October 2010 and remains in the name of the manufacturer. [Helihub]

Ed: Within a few days of this report one of the Glendale helicopters was involved in a precautionary landing on October 26.

OKLAHOMA: Tulsa Police Department sold one of its two Bell 206L4 helicopters in September and will be making do with a single airframe until next April when it is expecting delivery of a new Eurocopter AS350B2.

The Bell sold on to a dealer in Utah was N201TP c/n 52276 which was acquired in 2003. The remaining helicopter is N202TP c/n 52364 acquired in late 2008 and due for replacement in 2017 according to current plans.

For the next six months the town is likely to face being without an aircraft if a maintenance issue arises but the older Bell had to go to provide the deposit on its replacement.

The replacement Eurocopter will be role fitted with a searchlight, air-conditioning unit, a sensor pod and police radios before delivery, bringing the total cost to nearly \$2.5M.

The LongRanger disposed of started replacing an earlier fleet of MD500E from 2003

PENNSYLVANIA: Last month's report in PAN reporting on the Meeker sensor mount for AugustaWestland speculated that AW might be after improving their chances in gaining a sale to their neighbours the Philadelphia Police Department. That suggestion has now been squashed with the announcement that the Philly PD is to have two Eurocopter AS350 B2 helicopters. The AS350 design is now over 35 years old yet it is clear that Eurocopter is able to claim that with a total of 200 now in service its AS350 line is the most widely used brand of helicopter in U.S. law enforcement agencies. Other manufacturers are currently only denting that record with new sales – a situation that seems likely to continue until perhaps the Bell SLS enters service.

Logging approximately 1,000 flight hours annually, the Philadelphia Police Department Aviation Unit will utilise the new aircraft for general patrol duties, rescue missions and SWAT incursions. They will also be used for homeland security and port security missions. The two AS350 B2s will be delivered in the summer of 2014. [AEC]



AIR AMBULANCE

AFRICA

Hangar8, a UK listed aviation management and charter company, plans to add a new Bombardier Challenger aircraft to its aero medical business in Africa to meet what the company believes will be a substantial increase for this type of service. Hangar8 believes that its new aircraft will offer the longest range of medically dedicated aircraft in Africa – an important strength when many clients have to be flown to hospitals in South Africa, Europe, The Middle East and elsewhere.

In the six months to October 14, Hangar8 Aero-Medical's business in Africa has seen revenues increase by 300% against the corresponding figure in 2012. Hangar8 estimates that there are well over 15,000 aeromedical evacuations from Africa a year, which attract an annual value around £300M served by around 24 dedicated air ambulance aircraft based in the continent. [H8]

DENMARK

TENDER: There is no national air ambulance operating in Denmark but a competition was reported to be underway last month.

The same source states that Bond Air Services Ltd., Falck Air Ambulance A/S and a joint bid by Norsk Luftambulans A/S and Nordic Air Ambulance A/S are the last three contractors bidding for the tender contract the winner should be selected early this month [November].

The three tenders will now be assessed by the regions. The winner will be announced shortly. [Beredkabet]

Ed: There is currently a restricted cross-border air ambulance service operated in conjunction with Germany

AALBORG: Northern Star Aviation is a new Danish start-up aiming to launch operations in January 2014 that plans to focus primarily on the air taxi, air ambulance, training and freight markets from a base in Aalborg. It is expected that they will operate a fleet of three 50 seat Bombardier CRJ-200 in airliner/business and air ambulance roles but also fly three Boeing 757-200 airliners acquired and owned by a new investment group, Blauen-schild Holding. The CRJ200 aircraft is able to carry six stretchers for medevac/air ambulance services. [ch-aviation]

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SAUDI ARABIA

RED CRESCENT: The Saudi Red Crescent (SRC) needs 57 aircraft to be able to cover the Kingdom's area, the SRC Chairman Prince Faisal Bin Abdullah has said. "Currently, we only have 13 aircraft," he told Alsharq newspaper.

The SRC needs at least five jet aircraft to airlift the seriously sick or the badly injured cases to the nearest hospitals, figures drawn from a study conducted by an international specialized company which took into account the number of population, the Kingdom's geographical area and the distribution of the health services throughout the country. [Saudi Gazette]

UNITED KINGDOM

NATIONAL: This month sees the National Conference and Awards of Excellence of the Association of Air Ambulances [AAA]. The event is to be held on November 18 at the Millennium Gloucester Hotel in Kensington, London and is scheduled to include presentations from Alistair McLean the CEO of the FRSB, Chris Moran, National Clinical Director of the Major Trauma Network, Anthony Marsh, Chairman of the Association of Ambulance Chief Executives and Ollie Dismore, Flight Operations Director for the National Police Air Service.



The function will be a one day event and will be divided between a main speaker's room and two plenary rooms in which workshops and additional presentations can take place. Exhibitors will also be taking their place at an event where Networking opportunities are the prime aim for all attending.

The award recipients will be selected from: -

Outstanding Young Person Award, sponsored by Bond Air Services	Joshua Dudley Poppy Young
Charity Staff Member of the Year, sponsor Milestone Aviation Group	Janice Flower John Power
Air Ambulance Paramedic of the Year sponsored by Prometheus Medical Ltd	Graham Chalk Peter Sadler
Air Ambulance Doctor of the Year sponsored by Boundtree Medical	Dr Farhad Islam Dr Anne Weaver
Air Ambulance Pilot of the Year sponsored by Quadrant Events	Gerald Charlton Neil Jeffers
Air Ambulance Campaign of the Year sponsored by Lottery fundraising Services	Devon Air Ambulance Midlands Air Ambulance
Charity Volunteer of the Year sponsored by Donorflex	Jenny Ashman Keith Wilson
Special Incident Award sponsored by Eurocopter UK	Devon Air Ambulance; Dorset & Somerset Air Ambulance
Lifetime Achievement Award sponsored by Medical Aviation Services	Dr Gareth Davies Ann Ralli

Guy Opperman MP, Chairman of the Judging Panel commented on the significant number of nominations considered by the Judging panel:

"The standard of the nominees was extremely high and it was no easy task to shortlist for each Award as each and every one of them deserves recognition. However, we feel that we have selected nominees who represent the dedication and commitment of those involved in the excellent work carried out by UKair ambulance charities." [AAA]

ISLE OF MAN: the whole of the mainland United Kingdom is covered by one or more charity air ambulances. The gaps in coverage are the north of Ireland and many of the outlying islands, each of which makes arrangements to have in place a centrally funded fixed wing air ambulance primarily tasked with inter-hospital transfers to the mainland. They have no HEMS in place.



This lack of resources applies in the Isle of Man [IOM], in the Irish Sea midway between England and Ireland, except for a few days each year when the world famous TT Races are being held in the islands.

The IOM has an arrangement coming close to HEMS cover, but with limited availability for the Manx Grand Prix and that is part-funded by public donations that do not fall into the usual charity mould.

Ferry passengers travelling to the Isle of Man for the Festival of Motorcycling have raised more than £6,000 for the Manx Grand Prix Helicopter Fund, an annual fundraiser organised by Ben-my-Chree and Manannan crew members.

Two rescue helicopter ambulances, usually older AS355s, are leased in during the Manx Grand Prix practice and race days, both of which are funded by public donations at a current cost of about £100,000 a year.

Meanwhile the IOM government has announced a full review into the economic benefits of the Manx Grand Prix (MGP) motor sport festival; an event launched as the Manx Amateur Road Races 1923, and renamed as the MGP in 1930.

The festival is often seen as a stepping stone for riders aiming to qualify for the TT races in June. [Media]



MIDLAND: The Midlands Air Ambulance Charity is in the process of purchasing its first helicopter. The service currently leases three aircraft from Bond Air Services, but will be returning one aircraft to enable the service to purchase outright a brand new EC135T2e.

UK air ambulances buying their own aircraft are not a new development, but they do shift the balance against the traditional leasing companies and oblige them to alter their own business plans to take up new areas like maintenance, a development that some do not like.

(L to R): Midlands Air Ambulance Charity's chairman, Brendan Connor, air operations manager Becky Tinsley and chief executive Hanna Sebright at Eurocopter in Munich reviewing the build process. on c/n 1144

NORTH WEST: Gloucestershire-based Bond Air Services, a part of the Avincis Group, has announced the start of a new air ambulance operation for North West Air Ambulance in the Merseyside area. The new service will be provided by a Eurocopter EC135T2 aircraft, which has been modified for Helicopter Emergency Medical Service (HEMS) operations. The aircraft joins the existing fleet of two aircraft covering the North West, which are based at Blackpool and Manchester.

Avincis companies flew over 108,500 hours, conducted over 50,600 emergency health care missions, rescued more than 8,600 people at sea or on mountains, helped to put out over 7,800 fires and carried more than 175,900 passengers in the oil and gas industries. [BASL]

YORKSHIRE: Multiflight, the commercial supplier of air ambulances and other services to the Great North AA and the maintenance organisation for Yorkshire AA has a growing experience of medical aviation in North East Britain.

Last month they added the transport of children to their list of capabilities. They flew a four-month-old baby and his parents home after life-changing operation at Leeds, Yorkshire, hospital.

Multiflight received a request from a mother to fly her four-month-old baby home to Palma, Majorca, [Spain] after potentially life-changing surgery at Leeds General Infirmary.

The mother, Justine Murphy, wrote to Multiflight with the support of the Erb's Palsy Group, the UK-based organisation supporting families affected by Erb's Palsy, requesting the company's help following nerve graft surgery on four-month-old baby Seth.

Seth has severe Right Erb's Palsy, affecting the movement, sensation and function of his right shoulder arm and hand. This condition is likely to be life-long in Seth's case and will leave him with a significant deficit in the functional use of his right arm. Seth's care was transferred from Majorca where the family live, to a specialist centre in Leeds. Following an assessment in September he was booked in for urgent nerve graft surgery on October 7th.



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Specialist care was needed for the return to Majorca so soon after the operation and that was not available on a commercial flight. The family flew from Multiflight at Leeds Bradford Airport to Palma on Multiflight's Cessna Citation Excel jet. www.erbaspalsygroup.co.uk
www.multiflight.com [MF]

UNITED STATES

CALIFORNIA: REACH Air Medical Services has announced the expansion of their Southern California emergency helicopter service to include a fourth base in Oceanside, California. This aircraft will provide life-saving 24/7 emergency medical helicopter service in partnership with the City of Oceanside Fire Department. Initially the helicopter is responding from a base located at the Oceanside Airport. The base's final location will be at the Oceanside Fire Training Center. [REACH]



FLORIDA: US medical transport carrier Reva Air Ambulance said it has been approved as the organ transportation carrier for Cleveland Clinic Florida of Weston Florida. Reva said that its organ transport service includes a Learjet fleet and medical flight crews. REVA's fleet includes seven Learjet's and one Cessna 402, fixed-winged, medically equipped aircraft that are capable of both short and long range, international flights.

The CCF organ transportation contract, initiated in August, coincides with the completion of Cleveland Clinic Florida's first year as an Agency for Health Care Administration approved facility. Cleveland Clinic Florida will perform heart, liver, and kidney transplant services. Reva is the result of the merger of Aero Jet International, Inc., and Air Ambulance Professionals. Aero Jet International, Inc., the Air Carrier certificate holder (O2JA380KZ), and operates all flights, delivering quality transportation for more two decades from bases in Fort Lauderdale, Florida; San Juan, Puerto Rico; and Phoenix, Arizona. With 120 employees and offices in Fort Lauderdale, Arizona and Puerto Rico, REVA is the largest dedicated fixed wing air medical transport service in the Americas. www.flyreva.com

CALIFORNIA: California Shock Trauma Air Rescue (CALSTAR), located in McClellan, California continues to take delivery of its new EC135 fleet and to dispose of the mixed fleet it formerly owned. Metro Aviation is completing another EC135 scheduled to enter service with CALSTAR in December. The two aircraft are the fifth and sixth of an eight-aircraft CALSTAR purchase made in August 2012.

CALSTAR operates under its own certificate with nine full-time bases in northern and central California. It is the largest nonprofit air ambulance provider on the West Coast with a diverse fleet. Since its inception in 1984, CALSTAR has safely completed more than 51,000 transports with no injuries to patients or crewmembers.

The Eurocopter EC135 continues to hold its position as the first choice market leader for light twin-engine helicopters in the air medical transport industry with more than 200 now in service and the number continues to climb.

"Over the last 10 years, the EC135 has accounted for more than 80% of the light twin-engine helicopters delivered to the U.S. air medical industry," said Marc Paganini, American Eurocopter President and Chief Executive. "The continued support we see from operators across the country just reinforces what we already know: the EC135 has become the standard for twin-engine helicopters for the U.S. air medical industry." [Metro/AEC]

NEBRASKA: Midwest Medical Transport Co. of Columbus, Nebraska recently purchased an EC135 P2e helicopter. The new aircraft was slated to enter service with Midwest MedAir last month and will be based in Columbus.

As Nebraska's largest EMS transport company, Midwest Medical serves all of Nebraska and western Iowa. [AEC]

PENNSYLVANIA: The University of Pennsylvania Health System (UPHS) has updated its PennSTAR air medical services fleet with the addition of a new Eurocopter EC145.

Purchased in 2012, the EC145 was completed by Metro Aviation and placed into service over the summer, replacing a PennSTAR BK117. The all Eurocopter PennSTAR fleet consists seven aircraft: five EC135s, one BK117 and the new EC145.

The EC145 was selected by PennSTAR for a number of reasons including payload and range capacity, along with the large cabin and useful load ability allowing PennSTAR to transport medical teams and special equipment.

PennSTAR operates from six bases around Philadelphia, providing critical care air medical transportation within a 100-mile radius of the University of Pennsylvania Health System. Since the program began in 1988, PennSTAR has maintained a perfect safety record with no injury accidents or significant aircraft incidents, rendering care to more than 30,000 patients. [AEC]

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One of the existing Nagoya City Fire Bureau AS365N2 helicopters JA6779.

©Eurocopter Japan Chikako HIRANO

FIRE JAPAN

NAGOYA: Eurocopter Japan has signed a contract to supply an AS365 N3+ Dauphin for operation by the Nagoya City Fire Bureau as an upgrade for the service's existing AS365N2 helicopter resources. Delivery of this new rotorcraft is planned in 2015 to the Pacific Coast city of Japan, which is the country's fourth most populous urban area.

The Nagoya City Fire Bureau has been using Eurocopter products for over 40 years since introducing helicopters into its equipment inventory, and it currently operates two AS365s. The aircraft are used for firefighting, disaster prevention, emergency medical transport and rescue missions. [Eurocopter]

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SEARCH & RESCUE

KAZAKHSTAN

EMERGENCY SITUATIONS: Russian Helicopters delivered a Mi-171E built at the Ulan-Ude Aviation Plant to the Kazakhstan Ministry of Internal Affairs. The Ministry uses Mi-8/17s for routine patrolling and search-and-rescue missions, and for transporting personnel and cargo.

The Mi-171E has a number of features that give it an edge in Kazakhstan's extremes of climate - temperatures can range from plus 50 to minus 58 degrees Celsius - and geography, marked by extensive steppe and tall mountain ranges. [RH]



The ubiquitous Mil-8/17 ©RH

MEDITERRANEAN

MALTA: Malta's prime minister has said European waters close to Africa are turning into a cemetery, after another boat laden with migrants capsized. Joseph Muscat said Malta felt "abandoned" by the rest of Europe and urged the EU to take action.

Small boats have been setting off from North Africa heading for the soft underbelly of Europe – a land seen as a place offering good living and wealth to countless numbers of disadvantaged from Africa and beyond for many years and the severity of the annual death toll varies.

Malta and Italy launched a rescue operation after the latest boat capsized killing at least 30 people some 120km (70 miles) off Lampedusa, the Italian island where at least 300 migrants drowned the previous week. The death toll on that loss climbed beyond 360 as each day brought new bodies to light.

The latest loss of life renewed the debate within EU member states on migration rules but even the latest round of cash injections has failed to stem the losses.

In the latest incident the vessel with 200 aboard raised the alarm using a satellite phone – amply illustrating that they have the technology even if the quality of the boats they use are [intentionally] found to be wanting. A fully seaworthy vessel might be turned around and back to the African coast, a vessel with marginal buoyancy and many bodies aboard is far more likely to gain sanctuary on the nearest islands of Europe – typically Malta and Lampedusa.



The constant stream of would be migrants is straining the economies of those countries in the front line of the soft underbelly of Europe ©AFM

There is no typical boat and occupants they come from every nation on earth and for a variety of reason from seeking a better life to political asylum. A separate boat accident off the Egyptian port of Alexandria way in the east of the Med claimed the lives of at least 12 migrants. Egyptian security officials said 116 people, mostly Palestinians and Syrians, were pulled from the water.

The European Commission has called for the EU to launch Mediterranean-wide search and rescue patrols to intercept migrant boats but if the occupants perceive that the end result of

entry into Europe is simply being made easier it may provide even more incentive to make the journey.

The EU's Frontex border agency, set up in 2004, may have had its budget cut from €118M (£100M or \$160M) in 2011 to €85M in 2013 but it is still financing improvements in the resources operated by both Italy and Malta and financed the recent upgrade of Malta's helicopters.

Six EU Mediterranean states - Cyprus, Greece, Italy, Malta, France and Spain - have voiced opposition to a proposed Frontex Sea Borders Regulation on migrants' rescue at sea and their disembarkation as they believe that they would be obliged to rescue migrants on boats in the absence of a distress call the new regulation

is seen as requiring the 'saving' of occupants that even in the absence of a distress call, currently rescues are carried out if the boat carrying the migrants is likely not to make it to its final destination, if it is carrying too many people or does not have enough fuel, water, or food, and if the passengers require urgent medical assistance, if there are pregnant women or children, and if there are dead passengers so the situation is already loaded in their favour.

A document from the six suggests disagreement among them as to what they do find acceptable. Returning the would be migrants to their point of embarkation simply puts off the date of arrival because they would undoubtedly try again. Ordinary commercial vessels doing the 'right thing' in picking up migrants in distress can easily find themselves saddled with at the very least an argument about where they disembark them. [Media]



UNITED STATES

FEDERAL: During the recent US Federal Government shut down some areas of the United States found themselves reliant upon the Civil Air Patrol, the US Air Force auxiliary, to continue to perform emergency and disaster response missions authorised by the Air Force.

CAP annually participates in 90% of America's inland SAR missions and last year conducted more than 50 disaster relief operations, including damage assessment flights during recent Colorado flooding, the Oklahoma tornadoes and Hurricane Sandy. CAP saved 32 lives in 2012 while conducting 700 search and rescue missions, nine of which were attributed to the expertise of CAP's cell phone forensics and radar experts.

The Aerospace Industries Association called on Congress and President Obama to work together to pass a solution that might reopen the government as a range of negative impacts of the shutdown hit home. A number of companies resorted to sabre rattling over the issue, with a number of the larger units including such as Sikorsky announcing layoffs that were quickly rescinded.

Although the FAA furloughed 15,000 employees, the air traffic control system was not immediately impacted by the shutdown. The shutdown saw the FAA lay off all but about 100 of about 1,200 certification staff and inspectors and that impacted severely on aircraft production and was likewise quickly rescinded. Industry were quick to point out that their absence halted new certification projects, particularly affecting smaller companies that rely on direct FAA support for design approvals. The shut down was cancelled in the middle of October.

INDUSTRY

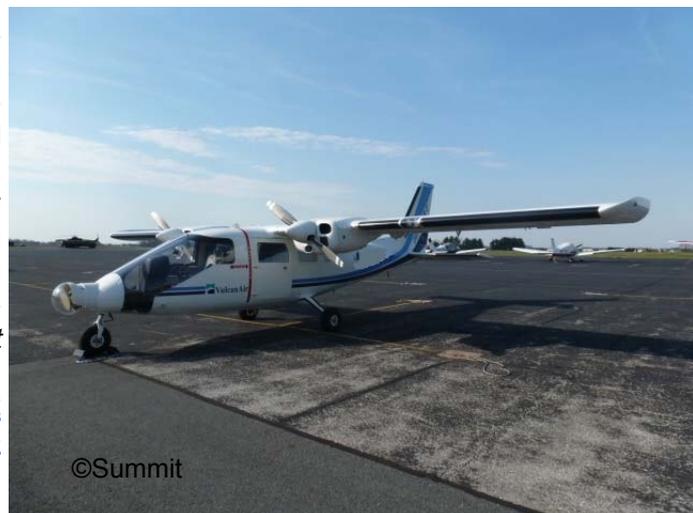
Bell Helicopter continues to expand its regional presence in China, announcing several recent purchase agreements with new and returning customers in the growing Chinese marketplace.

While at Aviation Expo China, Bell Helicopter signed an agreement to sell two Model 407GX helicopters to General Dynamic Aero Industry and twelve aircraft to Reignwood Investment Co., Ltd., one each to Nanying and Dayou and two 206L4 to Jiangxi-Tianren.

Metro Aviation finished its 12,000 sq. ft. training centre in February and has already begun expanding it to allow for greater capabilities. With the goal of providing a turnkey training solution to its customers, Metro is nearly doubling the space of its facility.

One new addition is a dedicated maintenance overhaul classroom with concrete floors and workbenches. Metro is currently hosting Turbomeca factory maintenance classes and Pratt & Whitney factory maintenance training through FlightSafety.

Summit-Aviation in Middletown, Delaware are offering potential buyers a great opportunity to have an inexpensive ISR platform; a well maintained Partenavia P68 Observer2 with a camera port and retract system, originally set up for an MX15. Summit took in the P68 as a trade-in on a new GippsAero GA8. Details available from John Bonnell, *Business Development Contact details: +1 302.449.1048, cellphone +1 302.540.7517 E-mail jbbonnell@summit-aviation.com www.summit-aviation.com*



Spectrum Aeromed announced that they have completed customising a Pilatus PC-12 with a dual patient system medical interior for Caldwell, Idaho based Summit Air Ambulance along with Fargo Jet Center. This is the second medical interior Spectrum Aeromed has completed for Summit.

The customized PC-12 features two transport beds, and fully customised medical interior. The interior includes a custom cabinet for storing the patient loading device and medical bags. The front also features a large storage cabinet for medical equipment and devices. Along the wall are electrical outlets and hook ups for air, oxygen and vacuum systems. [SA]

You could be forgiven for expecting that tour helicopters had a primary purpose of letting the fare paying passengers see outside the cabin for themselves but it appears that that is no longer enough for one operators discerning customers.

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Rotorcraft Services Group has teamed with a large Helicopter Tour Operator in the United States in an effort to certify a true 1080P HD Video System in the Eurocopter EC130T2. This successful development project was recently finalised with the issuance of an FAA - Supplemental Type Certificate (STC) amendment. With two video systems already in service, RSG Products will now focus on the manufacture and delivery of the remaining systems to have them available as new helicopters are delivered.

The HD video system features a 1080 HD progressive camera paired with a 7" 1080 HD monitor in the cabin so passengers and crew can view live feed during flight. The system also has a panning function controlled by the pilot, tally light, and a flash card memory for quick and easy extraction of video file.

This easy to install package requires minimal modification to the aircraft and is an ideal, low cost video system option for any tour operator, law enforcement aviation unit, or other cinematography expedition. Shelving options come standard with the EC130 T2 and B4 HD Video System but are available for purchase as separate kits.

RSG Products is the holder of an FAA PMA authority that designs, manufactures and distributes air conditioning and video camera systems for various helicopter models.

RSG announced the development of a high capacity Fast Rope Insertion System (FRIS) for the Bell 412/212 and UH-1 series multirole helicopters. The FRIS modular design quickly attaches to the helicopter existing cabin ceiling hard-points to allow for quick installation and removal from aircraft. Rated for 5000 Lbs, the precision machined aircraft-grade aluminum construction provides high degree of strength and reliability in a lightweight damage tolerant design. The FRIS Hard-Anodize coating eliminates abrasion and oxidation and ensures quick and easy cleaning and maintenance.

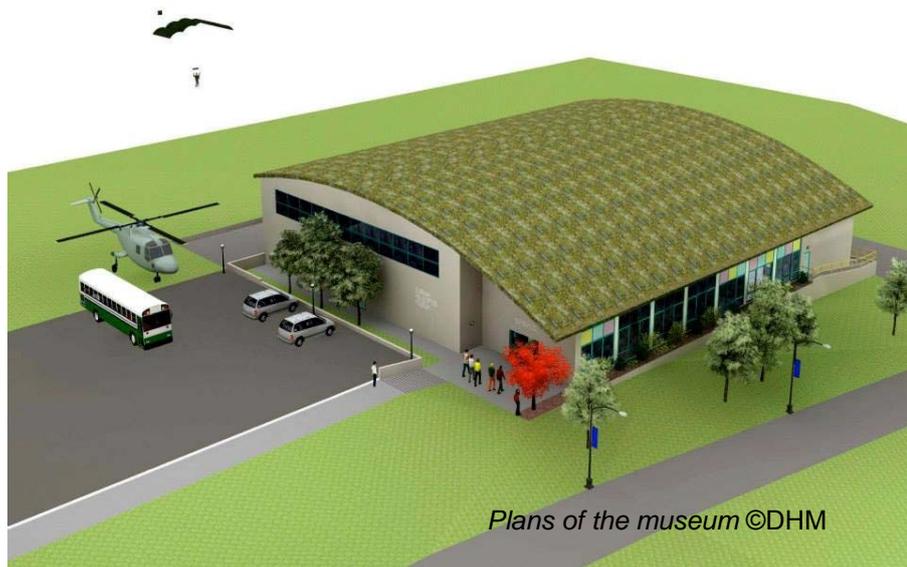
For more information contact info@rotorcraftservices.com or visit www.rotorcraftservices.com

In the UK plans have been unveiled for a **North-East helicopter museum** combined with a ground-breaking venture in the rehabilitation of disabled former armed forces personnel.

The proposals, revealed at community consultation event in Shotton Colliery, in east Durham, last month is the brainchild of retired Army Air Corps engineer Duncan Moyse.

The museum has already acquired several helicopters, including a Bell 47 featured in the MASH TV series and will develop a collection of historic helicopters.

The collection will provide material for teaching packages designed to tie in with schools' Key Stages curricula, and offer hands-on opportunities to learn about aviation history, science and engineering. Designs for submission of a full planning application are ready, and can be viewed on www.facebook.com/durhamhelicoptermuseum



Bell Helicopter highlighted two of its most popular aircraft in the Helicopter Air Ambulance (HAA) segment, the Bell 429 and Bell 407GX, on static display at the 2013 Air Medical Transport Conference (AMTC). Hosted by the Association of Air Medical Services (AAMS), AMTC was in Virginia Beach, Virginia. [BH]



Bell also announced that a Bell 429 is to join another US air ambulance fleet, HALO-Flight, shortly. The HALO-Flight Bell 429 is scheduled for delivery in June 2014 and will primarily be used for pediatric medical transport.

Meanwhile the company has officially launched into production a variant of the 429 with wheels. When the type was first launched at the HAI Heli-Expo Bell showed a wheeled version but full development has been on the 'back-burner' since then. [BH]

On 23rd October a new Integrated **Command and Control System** went live in the Trondheim control room of the Sør-Trøndelag police district using the Frequentis Nødnett ICCS 3020 V3.0 product. Activation of the TETRA network connection will follow in a second step, as soon as the radio network's roll-out in this region is complete.

Nødnett is the new digital radio communication system for the Norwegian emergency services. It is based on TETRA (Terrestrial Trunked Radio) technology and owned by the state's Directorate for Emergency Communication. The network is in full operation across the initial service area (Østfold, Follo, Romerike, Oslo, Asker og Bærum and Søndre Buskerud police districts), and nationwide radio roll-out will be complete by the end of 2015.

The Integrated Command and Control System serves 23 municipalities and a total population of some 290,000. The police district itself has 570 employees. [Frequentis]

Metro Aviation announced that FlightSafety International will provide flight simulators for its Helicopter Flight Training Center in Shreveport, Louisiana.

"As an operator of more than 100 aircraft, Metro requires each of our pilots to undergo simulator training. This agreement with FlightSafety demonstrates Metro Aviation's dedication to safety and commitment to operate and maintain our aircraft to the highest standards," said Mike Stanberry, President Metro Aviation.

FlightSafety's Eurocopter AS350 Level 7 FTD has been relocated from the company's Learning Center in Tucson, Arizona and installed at Metro Aviation. It is expected to enter service early in 2014 and will be used primarily for non aircraft type specific Night Vision Goggle and Inadvertent Instrument Meteorological Conditions Training.

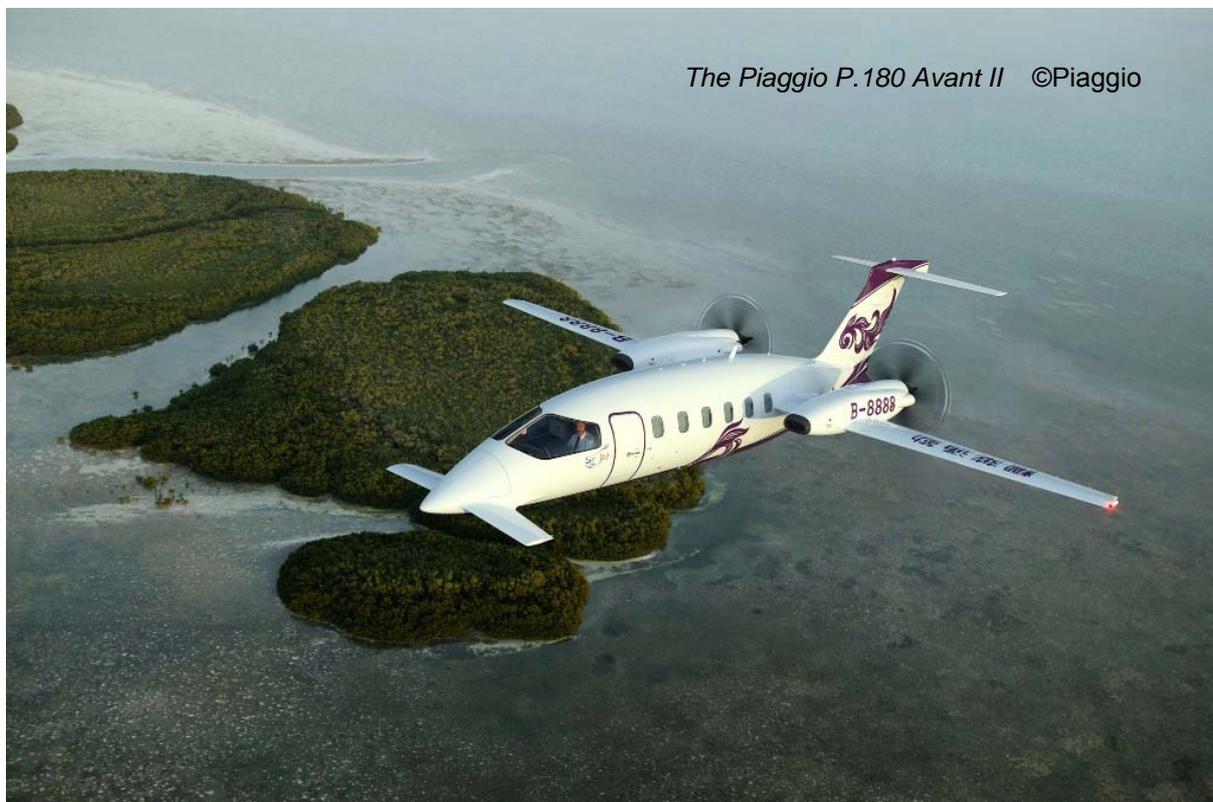
A full flight Level D qualified Eurocopter EC135 simulator, designed and manufactured by FlightSafety, is scheduled to arrive at Metro Aviation's Training Center in the second quarter of 2014. The simulator features FlightSafety's latest advances in technology including the

VITAL visual system and electric motion and control loading. Metro will also support Flight-Safety's design and development of the world's first Eurocopter EC145 Level D full flight simulator.

In addition to simulators, the Training Center offers innovative classrooms, including a dedicated maintenance overhaul classroom. Metro began offering factory maintenance training classes with Turbomeca in August. Training for Pratt & Whitney Canada engines is also provided by FlightSafety at the Training Center. The courses are offered on a quarterly basis. [Metro]

At the recent NBAA in Las Vegas, Nevada USA **Piaggio Aero** and CAEA (Beijing) Aviation Investment Co., the P.180 Avanti II distributor for Mainland China, signed a contract for the sale of two P.180 Avanti II aircraft plus 8 options with SR Jet, part of the Beijing based Sparkle Roll Investment Holdings Limited. Deliveries commence in March 2014.

The aircraft are Piaggio Aero P.180 Avanti II customized with *extended range mission capabilities*. Thanks to the installation of a permanent additional tank, which replaces only half of a closet in the toilet and with no changes to the airframe, the fuel capacity grows from 2,826 lb to 3,226 lb extending the maximum range to 1,720 Nm.



The Piaggio P.180 Avanti II ©Piaggio

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INCIDENTS & INCIDENTS

9 September 2013 Beech King Air 200 N771MG. Air ambulance of Alaska Regional Life-Flight of Anchorage, Alaska operated by EagleMed. Aircraft operating in rain without a patient aboard took off from its home airport to an altitude of 10,000 feet en-route for a retrieval when white smoke was observed coming from behind the flight deck instrument panel. Redundant electronics were shut down by pilots and plane was readied for return to base via emergency landing. The cause was found to be an electrical short in windscreen heater [Concern]

10 October 2013 Beech 200 G-SASD. Air ambulance operated by Gama Aviation on behalf of the Scottish National Health Service skidded off the runway at Aberdeen Airport on return from a non-urgent patient transfer flight. No injuries to the crew or patient. [Media]

October 2013 Westland Sea King Rescue helicopter operated by the Royal Navy. The helicopter made an emergency landing 50 yards from the King's House Hotel in Glencoe after the crew heard a loud bang. The helicopter was taking part in a training exercise in Glencoe when the pilot, who had three others on board, became aware of the gearbox fault, understood to be a cracked box. Remained on site until stripped for flying out by Chinook. [Media]

19 October 2013 Bell 407 N495AE. Air ambulance force landed at Cooperton, Oklahoma, USA without further damage after a birdstrike. One injured by bird. [Helihub]

20 October 2013 Eurocopter AS350 N911ES. Air ambulance operated by Metro Aviation forced landed in field in Mississippi. [Helihub]

22 October 2013 Eurocopter AS350B3 N. Air ambulance of Hospital Wing, Memphis, Tennessee went down early in the morning about 50 miles from Memphis killing the pilot, a nurse and a respiratory therapist from *Le Bonheur Children's Hospital* on board. They were on their way to pick up a paediatric patient with renal failure. The helicopter plummeted into a thickly wooded area about a mile south of the Fayette Academy on Highway 64 in Somerville near the intersection of Doll Way, close to the Methodist Fayette Hospital in Somerville. Hospital Wing operates six Eurocopter Astar AS350B3's and one Eurocopter EC130B4. [Media].

23 October 2013 fixed wing water bomber. Rural Fire Service, Australia. An aircraft working a fire in the Wirritin Ridge fire 40km west Ulladulla, New South Wales crashed killing the pilot, David Black aged 43. [The Age]

24 October 2013 A Venezuelan police helicopter crashed while chasing a car in which kidnapers were holding hostages, and all five people aboard the aircraft died. Police on the ground later engaged the two kidnapers, killing one and freeing the two captives, both of whom are engineers. Bad weather has been cited as a causal factor. [Media]

26 October 2013 Bell OH-58 N283MP. Missouri State Highway Patrol helicopter crash landed during a training flight at Jefferson City, Missouri. The two pilots were training in the helicopter when an engine failed. The pilots conducted an emergency landing into an open field southeast of the Jefferson City airport in Callaway County. One pilot, Jeff Noack, sustained minor injuries but didn't need medical treatment. The helicopter was extensively damaged upon impact. [Star]

26 October 2013 MD520N N. Glendale Police Dept., Whilst operating in support of police in Los Angeles the aircraft was put down in a parking lot o Dodger Stadium in response to a warning light. [Media]



PEOPLE

Last month a former City of Phoenix [Arizona] police officer, leading ALEA member and one time Editor of the ALEA Magazine Air Beat, BJ Starr lost his battle with lung cancer at the age of 59.

Billy Jerome Starr, BJ to all who knew him, completed 31 years as a Phoenix police officer serving as a patrol officer, airport security and helicopter pilot for the City of Phoenix. Upon his retirement in July 2006, BJ continued his service as a reserve officer assigned to the Sky Harbor International Airport here he remained until his death. A keen photographer who could be encountered at the annual ALEA Convention collecting images for the next issue, BJ founded three companies; Photography by B. J. Starr, Starr Enterprises and Starr Micro Systems. He also completed a Master's Degree at Webster University.

He served as editor of Air Beat from 1995 – 2001, the formative years of PAN, and spent 12 years as a pilot with the Phoenix Police department Air support Unit between 1985 to 1997.



The founder of the East Anglian Air Ambulance has been appointed as an associate non executive director at the region’s ambulance service.

Mr Egerton-Smith, who remains chairman of the air ambulance charity, was also previously chairman of the East Anglian Ambulance Service before the merger of ambulance services in 2006, which led to the creation of today’s East of England Ambulance Service.

In what will be an initial period of two years he will be entitled to a remuneration of £6,157 per annum. Although he can provide advice and challenge the board, he is not a voting member.



MOVE ALONG THERE PLEASE

RECENT EVENT

HOMELAND SECURITY: Great title, promising location in the heart of Government in Washington DC, what could go wrong?

Well of course the Government went wrong and decimated this promising start up at birth. The event had relied, perhaps too readily, upon government speakers who were in the main forbidden on pain of who knows what if they attended during their furlough - sounds quite a nice word meaning 'laid off' in plain English but it hides a latent viciousness including whether the recipients are off with pay or not.

Of course everyone had high hopes that the largely unemployable crowd in corridors of power would get their ideas bucked up and people back to work in time but it was not to be and Homeland Security had to screw up the existing conference plan and make the best of a very bad job. In the main industry provided the infill. All too often the call from delegates who pay a significant sum for their presence at conferences is that there is too much industry sales talk and not enough from the First Responders; in this case the sales talk saved the day. Even so there was a need for some judicious use of additional Networking space to fill a considerable void that the parlous state of the US economy created.



The main exhibit area was thankfully short on pure security products and locks but pretty high on consultants, the aviation content was relatively low, as indeed it was expected to be. Lockheed Martin, Northrop Grumman, Elbit Systems and BMS were the main players but even they appeared to have an expectation that Homeland Security does not wish to attract the interest of First Responders from the ALEA – an error on the organisers part although that blessed shut down may well have prohibited some from their 'freedom' to attend. The aviation presence revolved around unmanned craft even though they still remain a difficult to quantify technology as a few police agencies get involved in trying unmanned craft out. The result is that the only real unmanned system presentations on offer were related to the mega-expensive UAS loitering over the northern and southern borders of the USA. The Dept. of Homeland Security and many other larger agencies take image feeds from the craft but they are certainly outside the budgets of all but the largest agencies in the US and the straight jacket of the trading controls that are ITAR seemingly take care of the potential wishes of the other nations.

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There was interest in the event concept from other sections of the aviation industry [no names no pack drill] but it seems likely that the efforts of the organisers to widen the scope of the aviation interest fell on the desks of those with the least interest.

I have extracted a couple of newsworthy items from the event and they appear in the main body of this issue [see Industry].

The event organisers have taken a bad situation and made the best of it, now they will no doubt be hoping that industry will back them as they run up to another event in October next year. I may not be able to attend again next year simply because it may clash with the mini-PAVCon I have proposed to NPAS. Dismissing that excuse the question is whether the often hastily brought together speakers observed were to my liking. The answer is no. Shortly after attending I was asked for my thoughts and I replied simply that this event came across as a very stuffed shirt event inhabited by humourless drivers of desks. It may be depressing to reveal that for me the most attractive personality at the event was the young gent who cleaned my boots so brilliantly and did politics in a real big way.

Great venue, brilliant hotel in a beautiful location [Omni Shoreham, 2500 Calvert Street NW, DC 2008], but not a bright PAVCon style event attracting the movers and shakers – the operators. The exhibition, an element not greatly affected by the government closures, was busy but small and not over interesting so I saw it ten times over in one day of the two days it ran. Yawn.

Hopefully for the organisers [IDGA] next year the interference will be absent and they will get the speakers they wanted onto the podium. www.idga.org
www.homelandsecurityexpo.com

More in keeping with having an interest streak for the aviation industry was the long running annual event IACP 2013. The International Association of Chiefs of Police 120th annual conference and exposition did attract the major players in police aviation including the ALEA and Bell Helicopter.

Bell displayed its first commercially qualified armed helicopter, the Bell 407AH – quite a punch packer for a nominally civil police event. Show attendees were also to be tempted by law enforcement configured Bell 429, Bell 407GX and the upcoming commercial aircraft, the Bell SLS at the Pennsylvania Convention Center in Philadelphia just a few days after the Homeland Security event. Philadelphia is not far from Washington and that posed its own threat to the new event with a cash strapped industry making decisions of what to attend.

"As a premier law enforcement industry event, IACP allows us to meet with airborne law enforcement operators from around the world to discuss their current and future needs," said Danny Maldonado, Bell Helicopter's executive vice president of Sales and Marketing. "Meeting our customers' requirements is paramount to our mutual success as we continue to invest in upgrades to our current fleet and develop new aircraft."

The International Association of Chiefs of Police Conference and Law Enforcement Education and Technology Exposition features keynote speakers, forums and technical workshops, as well as the largest exhibit hall of products and services in the law enforcement community. [Bell/PAR]



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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.

UPCOMING EVENTS

The security industry event companies do not miss a trick with their titles and it is difficult to weed out the good ones from the not so good just by title. And what titles! Both Counter Terror in London and last month's Homeland Security in Washington DC conjure up purist assumptions that they focus on the subject in the title – especially when the PR includes images of helicopters and police doing their work. Often a personal visit is the only way to unravel any misinformation.

Misinformation? Well that usually centres around a tendency for such events to actually contain 90% of little more than security vendors selling steel barriers and fancy door locks. Not that there is anything wrong with that in its correct place, it is just that the images and title often suggests another type of show. The link between Terror and Homeland Security and door locks is, at best, tenuous. Even Milipol in Paris later this month could easily be nothing more than locks and barriers [but it isn't because it has been tried and tested]

As we have seen [above] Homeland Security, Transport Security in London [13-14 November at Olympia] and the bi-annual Milipol held in Paris [19-22 November at Nord Villepinte near CDG airport] are very different products. More like the paramilitary Milipol in Paris is the message put out by the similarly configured ASPACPOL event in Jakarta, Indonesia. The event is on 11-13 December 2013 and is the 2nd Indonesian Asia Pacific Police and Internal State Security Event to be hosted by Indonesian National Police, Ministry of Industry, Ministry of Trade, the National Disaster Management Agency Republic of Indonesia, and Indonesia Exhibition Companies Association (IECA). This event expects over 300 exhibitors from 30 countries and 9,000 delegates and trade visitors. Questions regarding participation at this event to be directed to tel: +62 21 864 4756 / 85, fax: +62 21 865 0963 or e-mail: info@aspacpol.com

DIARY

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. Speakers from LHR Airports, Gatwick Airport, Home Office, SITA, Schiphol, Border Force, Border Agency. info@transec.com www.transec.com Twitter @trs_expo

18 November 2013 National Conference and Awards of Excellence of the Association of Air Ambulances [AAA]. To be held at the Millennium Gloucester Hotel in Kensington, London. The

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function will be a one day event and will be divided between a main speaker's room and two plenary rooms in which workshops and additional presentations can take place. Exhibitors will also be taking their place at the event and the overall event is seen as a major Networking opportunity for all attending.

19-22 November 2013 Milipol, Paris Nord Villepinte. For its 18th edition the event has moved again, this time to a modern site, located close to the Paris C D G airport and TGV train station. The new site combines all the infrastructure and services needed to optimise the exhibition, the participation of the exhibitors and make the visitors' welcome. Services include an RER train and taxi station on site, a Reception gallery with a wide range of convenient services, all in all a venue dedicated to business and a real meeting place: a central esplanade, green spaces, resting areas to relax and free Wi-fi. Business Centre – Cloakroom - Cash points - Newspapers & press kiosk - Gourmet Restaurants – Bars – Self service - Concierge services desk -Cash and carry - Exhibitors services Telephone booths – Restrooms - First aid posts. More details can be found on the web site www.milipol.com

20-21 November UAS 2013 Conference, Marriott Hotel, Regents Park, London. This event will feature a line-up of key military and industry speakers who will explore the growth and development of the international Unmanned Aerial System market. The event will feature brand new presentations, speakers and sessions, providing delegates with a unique insight into the UAS domain forecasting the developments from 2013 to 2014.

21-22 November 2013 AVM [Aviation Maintenance] Summit USA, Orlando, Florida. A line up of hot topics and excellent speakers, discussing the latest from policy and procedures to best practice and CSR issues. For further details of the conference programme, Golf Day, Gala Dinner and discount ticket for Walt Disney World visit www.avm-summit.com

11-13 December 2013 ASPACPOL the 2nd Indonesia Asia Pacific Police and Internal State Security Event to be held at the Jakarta International Expo [JIExpo] Kemayoran, Jakarta- Indonesia. Hosted by Indonesian National Police and supported by Ministry of Industry, Ministry of Trade, National Disaster Management Agency Republic of Indonesia, and Indonesia Exhibition Companies Association (IECA). This event will host over 300 exhibitors from 30 countries and 9,000 delegates and trade visitors. The first ASPACPOL was in 2011. Questions regarding participation at this event to be directed to tel: +62 21 864 4756 / 85, fax: +62 21 865 0963 or e-mail: info@aspacpol.com

11-16 February 2014 Singapore Airshow 2014, Changi Exhibition Centre. In 2012 the event attracted 900 exhibitors from 50 countries and 44,801 trade attendees. www.singaporeairshow.com

24-27 February 2014 HAI Heli-Expo 2014 Anaheim, CA. In 2013 there were 20,393 attendees, Nearly 1 million sq ft of exhibit and meeting space, 736 exhibitors, Temporary heliport established, 44 aircraft flown in for display, 60 aircraft on display in the exhibit hall, Estimated \$3 billion in business conducted www.rotor.org



The latest update on the PAVCon Police Aviation Conference.

Last month the organisers went to Brussels to discuss further details and to track down suitable hotels.



There are few hotels within walking distance of the event venue at Melsbroek on the military side of Brussels International Airport so it was decided that rather than look up the airport hotels' that are 8km nearer to the severely congested centre of Brussels the team would try out Mechelen some 10km north of the airport. This unexpected jewel of a town has been selected for its added bonus of being a 'family' attraction for those that might want to bring their partners. It has many ancient buildings, a superb church and plentiful shops. In addition there are many unusual bronze artworks throughout the town.

There is also a tenuous connection with the 2013 venue in that the statue outside the church is of Margaret of Austria (1480 to 1530) who was the Regent of the town. As good a sign as any!

And for the real war buffs among the potential attendees is a chance to visit a number of sites of interest including the site of the Battle of Waterloo 1815.

The HQ hotel is the 34 room **Best Western Gulden Anker** a hotel with a good well stocked bar and superb restaurant. Other nearby hotels have also been visited and added to the information list so that if, nearer to the date, it is considered viable or preferable a coach shuttle can pick up delegates from each hotel and transport them to the venue.

In the coming weeks a guide to the event and the venue will be produced listing all the hotels and their room rates where known.

It is expected that basic exhibitor and delegate rates for the 3-4 June 2014 will be largely unchanged from the last edition in Austria..



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PAVCon HQ Hotel the Gulden Anker [Golden Anchor] on the left overlooks a canal scene on the edge of the shopping district at Mechelen, Belgium



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The **Federal Aviation Administration** has announced that it will let airlines expand passengers' use of portable electronic devices during all phases of flight, possibly by the end of the year. The expansion will allow most passengers to play games, watch videos and read books on electronic devices during takeoff and landing, but they still will not be allowed to use cellular service on their phones at any time. [FAA]

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LATE NEWS

A new aircraft insurance policy for the National Police Air Service (NPAS) has resulted in savings of over £600,000 when compared to forces arranging their own insurance cover.

West Yorkshire Police and Crime Commissioner Mark Burns-Williamson appointed *Hayward Aviation Limited* to approach the international aviation market to seek quotations for a collaborative framework agreement for the provision of aviation insurance to the police and other emergency and UK security services.

Beverley Nichol-Culff, Head of Risk Management and Insurance for West Yorkshire Police, said: "The main focus was to review and harmonise the current aviation insurance programme to ensure it was fit for purpose for NPAS operations balancing the need to save money in a challenging economic environment and then to procure a new contract from 1 October, 2013, for a period of two years."

Hayward's Aviation Ltd Michael Potter, Client Executive Director added: "The initial changes that NPAS implemented alone equate to a saving in excess of £400,000 per annum against the total insurance premium when each of the forces arranged their own insurances.

In addition the overall monetary saving from the recent tender exercise is a further £214,600 per annum as well as enhancements in cover such as the operational multicrew limitation (loss of licence) and increased corporate defence costs.

"The insurance premium is ultimately driven by claims cost. The tender exercise tested the options available to NPAS for pricing and coverage so it's fit for purpose in a rapidly changing market."

West Yorkshire Police and Crime Commissioner (PCC) Mark Burns-Williamson who is the lead PCC and Chair of the NPAS National Strategic Board, said: "In a time of unprecedented cuts to policing, I am fully committed to achieving value for money for West Yorkshire and across the country for other PCCs and Police forces.

"The agreement of this collaborative framework for aviation insurance represents the significant steps we are taking to ensure the best possible deals for the public in what is a ground breaking initiative.

"More savings are anticipated through maintenance agreements, service delivery and contracts.

"By harnessing innovation in the sector, we can continue to bring about genuine benefits to front line policing and all at a lower cost."

NPAS operates under a lead force model through West Yorkshire Police. This ensures that NPAS is led and owned by the police service. [WYP]

Ed: Some of the pre-existing police air support units also used the same broker, Hayward's Aviation so they had experience of this market already.

