

Police Aviation News

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PAR

UK NPAS P68 on delivery



MD Exports to Kurdistan



A350 Debut at Singapore



X-Ray Vision



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POLICE AVIATION

AUSTRALIA

QUEENSLAND: It has been officially announced that a second Bell 206L LongRanger police helicopter will be patrolling the skies over southeast Queensland by July.

The new helicopter will be based at Brisbane's Archerfield Airport and primarily deployed between the Gold Coast and Sunshine Coast but available for use in other areas of the state to help during emergencies or natural disasters.

Police Commissioner Ian Stewart said the helicopter would be a "significant boost for policing" in the southeast, and said the state's existing helicopter had proven valuable in performing a range of policing functions such as searching for offenders and missing persons, identifying drug crops and managing traffic and major events.

Training additional tactical flight officers to crew the second police helicopter has already started.

The helicopter will be provided through a partnership with Surf Life Saving Queensland, whose pilots will operate the aircraft. [Brisbane Times]

BOLIVIA

AIR FORCE: The Bolivian Air Force (FAB) has selected the latest high-power version of the Super Puma to fight drug trafficking and perform public-security and disaster-relief missions throughout the country. The contract includes a logistics package that will support fleet sustainability in the coming years. The first two helicopters will be delivered this year and the remaining four before 2016.

The contract includes a logistical support package that aims to provide the FAB with the resources and know-how it needs to ensure high fleet availability.

The relationship between Airbus Helicopters and the Bolivian Air Force began several decades ago with the Lama and the Alouette. The FAB now operates the Ecureuil AS350 B3 and, as of last year, two EC145s, which are used to transport dignitaries and conduct mis-

FRONT COVER [Main Image]: Just before this issue went to press images came in of the new 'on trial' Vulcanair P-68 fixed wing surveillance aircraft for the United Kingdom National Police Air Service [NPAS].

The image is of the aircraft preparing to leave the Airborne Technologies facility at Weiner Nuessdorf, Austria.

The MD902 Explorer for Kurdistan was captured arriving for the 2011 Heli-Expo by Ian Turner

sions in support of the population. With this latest purchase, the FAB will benefit from a technology transfer program that includes the training of more than 80 technicians and pilots in France and Bolivia. It will also be supplied with special tools for setting up a maintenance center, where intermediate inspections (every 500 hours) will be carried out, and two operational bases for smaller inspections (every 100 hours), the objective being for the FAB to acquire strategic autonomy [AH].

CANADA

RCMP: The Canadian Federal police operator continues at the forefront of unmanned aircraft use by police.

Additional unmanned aerial vehicles are still being added to the inventory and rolled out to new locations across the nation.

Greg McCormick, a communications operator in Charlottetown, flies the remote controlled helicopter. A range of types are in use as the RCMP assesses the pros and cons of those in the market. McCormick's example is a six-bladed helicopter about the size of a large pizza with a mount for a camera that feeds back to a display on the ground so its operator can see what the camera sees. With an \$18,000 price tag, it's more expensive than a typical remote controlled helicopter, although McCormick said L Division got its unit as a gift from the RCMP in Saskatchewan where they had it as surplus.

Although the unit itself is expensive, parts for it are available at a local hobby shop and McCormick said the RCMP budgets a few hundred dollars annually for repairs.

Following the model developed by officers in Saskatchewan the RCMP has primarily been using its unmanned fleet to help traffic reconstructionists at collision sites to take pictures from overhead instead of bringing in a helicopter from Moncton, which costs about \$1,000 per hour, requires a photographer and takes time to get to the scene.

McCormick can get the UAV up in the air in a matter of minutes once he drives to a scene and it only costs about \$42 per flight and ease the cost pressures on the full-size RCMP helicopter fleet.

When it came time to learn to fly the UAV, McCormick started on a smaller helicopter bought at a hobby shop before he went to Swift Current, Saskatchewan, for two days of training. The need is not great he has used it on the job about six times, roughly once a month, its use is largely dependent on local weather conditions in an area beset by high winds.

Ed: On current plans this years PAvCon Police Aviation Conference in Brussels, Belgium will include a presentation by Sergeant Dave Domoney, RCMP, on the extensive UAV operations based in Saskatchewan.

Safety just got faster...



The image shows a Honeywell Sentinel cockpit display on the left, featuring a map and various flight data points. To the right is a yellow helicopter with 'LG-HEMZ' and 'A' markings. A person in an orange safety vest is standing near the helicopter. The Honeywell logo and 'SENTINEL' text are at the bottom left. Contact information for Honeywell UK Limited (Skyforce) is at the bottom right.

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CARIBBEAN

CURACAO: In response to a rising crime wave, the Curacao Public Prosecutor (OM) and Curacao Police Corps (KPC) will have access to a Dutch unmanned aircraft during the first quarter of this year. The Dutch Department of Defence has sent a "Raven," and operators, at the request of the island's justice department, to detect and track criminals.

The unmanned aircraft weighs a little over 4.4 pounds and is equipped with a camera that transmits images to a ground station.

According to the Public Prosecution Service of Curaçao, the number of robberies has increased. The crime rate reportedly peaks every year between December and March when the island is busier due to the annual holidays and carnival season. It is hoped that the Raven will prevent the crime rate from spiking again. [Caribbean 360]

INDIA

PONDICHERRY: Recently, and for the first time ever, the Pondicherry Police employed a UAS to try and crack a kidnap case. The light Sony camera equipped craft was used to trace the house in which a 10-year-old was held captive in December. He was released unharmed after a ransom was paid and was able to describe a building that was not recognised.

A sketch of the house was made using the description and this combined with aerial shots of various places in the town were trawled in efforts to trace the house. As a result the kidnappers had been identified and would be booked soon. The police are using the aircraft free of cost on trial basis. [The New Indian Express]

Through various not to be ignored high profile news stories most of us are aware that the country continues to support projects aimed at adding to its military capabilities but far less is known about efforts designed to improve the size and capabilities of India's Central Armed Police Forces as well as the State Armed Police Forces. Recent reports indicate that India is going to recruit additional personnel to further augment the strength of its paramilitary forces for internal and border security. Whilst the Central Reserve Police Force is expected to raise 38 battalions, the Border Security Force is planning to raise 40 more battalions for guarding the Myanmar border. Such significant manpower increases will also require further acquisitions of equipment spurred on by the 26/11 event a handful of years ago at Mumbai.

Over the next 5 years India is expected to invest heavily in an equipment list that includes UAVs, Hand Held Thermal Imagers, Night Vision Goggles, Fast Attack and Patrol Craft, rifles and both light and medium lift helicopters.

While the global estimate for the Homeland Security and Public Safety market, according to Homeland Security Research Corporation will be around \$546 billion in 2022 up from \$305 billion in 2011, it is expected that the Asian market will be an increasingly larger share of the overall market in the years to come and needless to say the Indian homeland security market will be one of the key segments in the overall market.

On July 14-15, 2014 another edition of the Securing Asia & Africa event will be at The Queen Elizabeth II Conference Centre, Westminster, London and these aspects will be discussed. Unfortunately for the aerospace element of interest those dates clash head on with the first days of this year's Farnborough Air Show – an aspect that might deter many from visiting both. Contact details of those promoting the event are sangra@globalenergy.net.in +44 20 3603 0744 or shelly@securitywatchindia.org.in +91 11 4955 6630

Ed: The helicopter acquisition record continues to be rocky. The big story is the alleged bribes associated with the AW101 but it seems that bribes are so endemic in India that most programmes suffer from it. The latest is that the light helicopter replacement – the type of most interest to police - is also mired by allegations of graft. If that project grinds to a halt India will have to await a domestic design coming on line adding yet more delays.



GERMANY

BAVARIA: Later this year the G8 meeting of the world's leaders is to be in Sochi, Russia the location of this month's Winter Olympic Games.

Last month it was announced that Germany will hold next year's Group of Eight summit at a secluded spa hotel in the Bavarian Alps.

Chancellor Angela Merkel announced that it will be held in the summer of 2015 at Schloss Elmau, near the ski resort of Garmisch-Partenkirchen and close to the Austrian border.

The G-8 summit has become a major security challenge for host countries over recent years, with protesters kept well away and many hosts choosing out-of-the-way venues. [salon.com]

Ed: The announcement about the 2015 G8 meeting has resulted in the rescheduling of plans to hold PAVCon in Munich next year.

Some years ago we put together a venue programme that ran through to 2015 and it is running its course pretty much as originally suggested. The location we had in mind for 2015 was Munich - the new joint air base being built for the Bavarian and Federal police helicopters near the Deutsches Museum at Oberschleissheim Airfield in the north of Munich. At the time this was proposed there was uncertainty whether this project would be finished in time for PAVCon to go there next year.

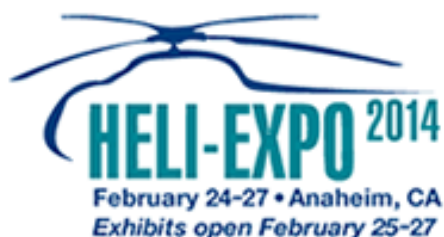
The completion of the squadron building in Oberschleissheim is on schedule with an expected move in date later this year. Until the G8 announcement it was indeed all set for 2015. So PAVCon is unexpectedly looking for a new and exciting venue for 2015!

KURDISTAN

The Kurdistan Regional Government administers a mountainous area formerly Iraq but nominally covering the Kurdish areas of parts of Turkey and Iraq.

In late September last year MD Helicopters Inc. (MDHI), announced that the Kurdistan Regional Government (KRG) had placed orders for twelve new MD 530F and two MD902 helicopters for delivery during the fourth quarter of 2013. The orders, said to be worth \$50M to MD, were announced on the same day in differently worded press releases.

The 530F fleet will provide support to the Ministry of Interior for airborne law enforcement and firefighting missions in the mountainous regions of Kurdistan and be equipped with the latest state-of-the-art technology, including NVG compatible cockpit, high powered Trakka



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Early last month MDHI held a ceremony to officially hand over the fourteen helicopters. All still retained their FAA "N" registrations. The twelve MD530F aircraft are painted in either a red or a blue scheme, and all carry POLICE titles. All of these show on the FAA register as built in 2013 whereas the two Explorers were not new build aircraft, these being N910MD and N4060Y manufactured in 2009. The MD press releases regarding the sale talk of new ND530F but does not call the Explorer's new as these were stock airframes.

The two Explorers, to be used primarily as VIP transports, are N910MD shown at Heli-Expo 2013 in a stars and stripes livery and N4060Y shown at Heli-Expo back in 2011 [see cover] in the same livery that was evident at the hand-over ceremony. [Helihub]

Ed: The timescale is such that we can probably expect to see at least one of these aircraft at this months HAI Heli-Expo in Anaheim, California.



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NPAS CHILTERN: Sufficient time has now passed for armchair critics to pass judgement on the service offered by the new Nation Police Air Service and one of the first to fire a broadside is the Comet newspaper covering parts of the former Chiltern air support unit. In pre-NPAS times the area was a two helicopter consortium operated by Thames Valley Police, from sites in Oxfordshire and Bedfordshire. This was reduced by closing down the latter site at RAF Henlow.

The Comet claims that the number of incidents given air support in the area has plummeted by 85% since the Hertfordshire and Bedfordshire police helicopter was axed and replaced by the national scheme,

In July 2011, Herts and Beds police forces signed up to the National Police Air Service (NPAS) project saving about £15.27M (22.8%).

The scheme was implemented on October 1, 2012, and saw the closure of RAF Henlow as a police helicopter base.

Now 11 police force areas in the south east region – including Hertfordshire and Bedfordshire – are covered by four police helicopter bases in Essex, Suffolk, Surrey and Oxfordshire.

Under the Freedom of Information Act, the **Comet** discovered that since the change there has been an 85% decrease in the number of incidents attended by a police helicopter. From October 1, 2012, to October 1, 2013, a police helicopter attended 29 incidents in Stevenage, Hitchin, Letchworth GC and Baldock. In the previous year, before the change, this figure stood at 188, and between October 1, 2010, and October 1, 2011, a police helicopter attended 314 incidents across the four towns.

Before the move to a national service, Andrew White, the then chief executive of the now defunct Hertfordshire Police Authority, expressed concern.

He said the police authorities had signed up to the proposal on the understanding air support would be supplied by the Metropolitan Police. But the Met Police are yet to join NPAS.

As reported in PAN at the time Facebook campaign group – Save the Herts and Beds Police Helicopter – was also set up by a resident and attracted support from almost 1,000 people.

On hearing the statistics, the campaign leader, who wished to remain anonymous, said: “We knew they couldn’t provide the same service.

David Lloyd, police and crime commissioner for Hertfordshire, said: “The chief constable and I are aware of the issue and have made our dissatisfaction known to the NPAS command team about the lower levels of air support in Hertfordshire since the change.”

A spokesman for NPAS said the assessment for deployment of a police helicopter – which is used for incidents such as locating missing or injured people, or locating and following suspects or vehicles from the air – is made based on risk, demand, availability, cost effectiveness and information and intelligence. [Comet]

Ed: As if by magic a matter of hours after this report was published [a member of NPAS or not] the Met Police had one of their EC145 helicopters operating over Hertfordshire on a car chase that resulted in arrests and duly tweeted their success.



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METROPOLITAN: Some days before the reports of poor service in Herts and Beds the Mets famous Twitter account @MPSinthesky attracted further complaints from some who should know better after they transmitted images of the fireworks on the River Thames after landing from their mission in the early hours of January 1. Over 60,000 people who follow the Twitter account would disagree with the ongoing connection between the unit and the taxpayers below and indeed across the world.

The unit boss Richard Brandon appeared on the BBC Radio 2 Jeremy Vine show pitted against a former policeman and writer who thought their activities time wasteful and frivolous.

Funny Tweets are probably the biggest problem – there will always be some who believe police need to be po faced – but others complain that there should be no downtime, no interactivity with the public [albeit very much at arms length].

The result of the radio discussion? Decidedly a draw, and meanwhile the numbers following @MPSinthesky grow daily!



The NPAS P68 lifts off from Austria en-route to England.



NORTHERN IRELAND: Counter Terror Expo event due to be held at the end of April at 29-30 April 2014, Olympia, London attracts many from the Emergency Services, Critical National Infrastructure, Private Sector and the Security Services.

One of the speakers is to be the *internationally acclaimed* author, counter terrorism consultant Dr Dave Sloggett who writes on 'The Evolving Security Situation in Northern Ireland' based upon a recent visit to Northern Ireland to take stock of the security situation on the ground. His assessment of the situation shows that the situation is balanced on a fine edge and could evolve in a number of ways that would fundamentally change the security landscape in the United Kingdom.

"This situation in Northern Ireland is clearly on a tipping point at this moment in time. It could evolve in a number of ways. Increased disruption activity by the Police Service in Northern Ireland is one pathway that might provide some temporary respite. If the situation were to deteriorate further the Government in Westminster may have to consider increasing the threat to the mainland from dissident republican terrorism from Moderate to Substantial.

That would give the dissidents a publicity coup and may also create additional support for their activities. That is something the authorities in Whitehall are almost duty bound to avoid. Their room for manoeuvre is equally narrow.

Delegates at Olympia for CTX 2014 will discuss the potential for the breakdown of the situation prevailing in Northern Ireland.

Ed: Meanwhile the PSNI are advertising for new civil pilots for their fleet. The advertisement calls for helicopter pilots and fixed wing pilots for both their fixed wing machines.

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UNITED STATES

The Alenia C-27 at last years
Paris Air Show. ©PAR

FEDERAL: Under the provisions of the National Defense Authorisation Act signed by Barack Obama on December 26 the US Coast Guard is to lose seven of its Lockheed C-130 Hercules aircraft to the USAF. The airframes are to be converted into tankers for operations in support of the US Forest Service.

In place of the Hercules the Coast Guard are to receive fourteen examples of the Alenia C-27J Spartan that have been surplus to military needs since last year after under five years service. They have been parked up in the desert awaiting a new role.

This move may resolve the military problem of what to do with the Spartan fleet but it represents the introduction of a type that was not selected by its new owners. It has a broadly similar specification to the HC-144 [CASA 295]. The 15th HC-144 was delivered last summer and three more are on order. There were supposed to be 36 acquired in all but the Spartan's will halve further purchases whilst offering the user significant first cost savings.

FEDERAL: In an unexpected move Congress is to fund procurement of 20 UH-72A Lakota helicopters through an omnibus spending package that the President has indicated he will sign into law.

Although this is a military programme the type has heavy involvement in the law enforcement sphere through military cooperation with law enforcement agencies.

The UH-72A Lakota is built in Columbus, Miss., by a workforce that is more than fifty per cent U.S. military veterans. The Army, National Guard and Navy have taken delivery of 290 Lakotas, for missions ranging from disaster response and border patrol to pilot training. With a unit cost of just \$5.5M, the Lakota has the lowest cost to buy, own and operate of any U.S. military helicopter in production.

Army plans originally called for purchasing 31 Lakota helicopters in Fiscal 2014, but a constrained budget environment resulted in an initial budget proposal that included funding for just ten and plans to terminate the programme thereafter. The final appropriations allocation doubles that number.

ARIZONA: The Pinal County Sheriff's Office is close to acquiring a new helicopter after a crash destroyed one of their fleet last summer. On June 25, 2013, the Sheriff's Office's MD 500E helicopter crashed about six miles south of Casa Grande a little over a year after the unit was set up.

Human error caused the crash as a mechanic who was aboard the flight had left a cloth maintenance rag in the engine intake, which led to engine failure and the subsequent crash that did not injure any of the three people on board. The Sheriff's Office logged more than 600 flight hours in 2012 and found out it was able to do some phenomenal things because it owned a helicopter, mainly used for anti-drug and human smuggling efforts, in addition to search and rescue operations.



File photo of the PCSO MD500E

The ex-DoD surplus backup helicopter, an OH-6A, isn't capable of performing about 30% of the department's missions, having shortcomings in lift capability and doesn't fly at night. The insurance payment on the damaged helicopter was more than \$700,000, and the Sheriff's Office will have the salvage value of the helicopter to use as additional trade-in money toward a new helicopter — a significant value.

The Sheriff's Office is in the midst of the invitation-for-bid process, when suppliers make price proposals.

No county money will be used to pay for a new helicopter. The helicopter was originally funded with state Gang Intelligence Team Enforcement Mission funds. Fuel and maintenance is mostly paid for with Racketeer Influenced and Corrupt Organizations funds the department receives.

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AIR AMBULANCE

DENMARK

DRF: DRF Air Rescue has withdrawn from Denmark in the wake of a new larger air ambulance being inaugurated in the country.

The Ringsted station was initially operated by the Falck DRF Luftambulance A/S, a merger of the DRF air rescue and the Danish rescue service operator Falck A/S, as a pilot project.

GERMANY

ADAC: Global niche helicopter operator and maintenance specialist Airwork NZ is expanding into Europe through a contract with Germany's largest motoring organisation, The General German Automobile Club (ADAC).

Based in Munich, ADAC is one of Europe's largest operators of helicopters for emergency air rescue services which are among the range of mobility services provided to its 18 million members throughout Europe.

The ADAC contract provides for Airwork to purchase 14 BK117 helicopters as ADAC have decided to exit the type in preference for the new Eurocopter EC145T2 model. These will join Airwork's existing mixed fleet of fixed wing and helicopters. Airwork will use its recently gained European Aviation Safety Agency Part 145 certification* and its existing relationship with Eurocopter to provide an hourly support plan for the BK117 helicopters which ADAC will continue to operate.

The contract is the first helicopter ownership and support contract undertaken in Europe by Airwork and adds to its operations throughout Asia, Africa, New Zealand and Australia.

The ADAC contract will provide Airwork with additional opportunities to lease or sell the helicopters as they are released from the ADAC fleet.

Other reports make mention of ADAC being 'troubled' and they are under fire from a number of directions. The latest row brewing is over alleged use of the ADAC emergency rescue helicopters for transporting senior members of the executive to business meetings.

ADAC has confirmed a story in *Stern Magazine* that members of its executive committee had used rescue helicopters over the last ten years, but said it happened on "fewer than 30 occasions." [Stern]

HAITI

HAAS: Air Methods Corporation has entered into an agreement with Haiti Air Ambulance Service, Inc. ("Haiti Air Ambulance"), a New York not-for-profit corporation, to provide air medical transportation services to the Republic of Haiti. Under the agreement, which is similar to a traditional hospital services contract, Air Methods will provide two Bell 407 helicopters (primary and dedicated back-up) and employ three pilots and two mechanics. Haiti Air Ambulance will employ the clinical crew and provide medical direction. Initially the service will conduct daytime only, inter-facility transports from outlying hospitals back to designated trauma and critical care facilities. As the country's EMS infrastructure begins to develop, scene transports may become a reality. The base will be located near the airport in the capital city of Port-au-Prince, and operations are anticipated to start in first quarter of 2014.





Mi-8MTV-1s © Russian Helicopters

RUSSIA

Russian Helicopters will deliver two medium multirole Mi-8MTV-1 helicopters to the regional government of Sakhalin Oblast in the first quarter of 2015. The Mi-8MTV-1 will expand flight coverage of the region, and significantly increases the range of air ambulances in Sakhalin. The helicopters will operate regional cargo transportation missions, especially in remote areas such as the Kuril Islands and northern Sakhalin. They will also be used for medevac and search and rescue missions, and to protect forests and fisheries. In emergencies, the helicopters can be used both for medevac missions and to deliver medical staff, supplies, aid and food to people in affected areas.

The Mi-8MTV-1s will be built by Kazan Helicopters and will be fitted with satellite-navigation and ground proximity warning systems, with additional options including emergency ditching systems for flights over water. The helicopters come with spotlights for search and rescue operations. On-board equipment on one of the Mi-MTV-1 helicopters will also include an emergency radio compass, on-board winch system, tip-up seats, and units for fitting a medical module.

UNITED KINGDOM

DEVON: Devon Air Ambulance managers are in the process of identifying a network of community helicopter pads across the county which can be used for night-time flying. Staff at the charity, which operates the ambulances is looking for a range of pre-prepared sites for future night time operations. Any open green space could be used if proper lighting was installed.

The work is part of ambitions to have one of Devon's two EC135 aircraft flying after dark within the next five years. The pair operate from Burrington and Exeter; the former one has night flight equipment.

LINCOLNSHIRE & NOTTINGHAMSHIRE: A new helipad could save lives by enabling the use of the now night capable air ambulance in and around the town of Boston [Lincolnshire].

The charity has been given the use of a purpose built landing pad at Boston Aerodrome, on the Boardsides, to compliment one at Pilgrim Hospital which can only be used during the day.

The site, about 10 minutes drive from Pilgrim, will be ideal for airlifting emergency cases to the hospital or for transfers from the hospital to specialist major trauma centres across the country - particularly at night.

The concrete helipad is fitted with lights, paid for through a £6,000 donation from Lincolnshire Lions Clubs, and the aerodrome also constructed a roadway so that land ambulances can drive safely all the way up to the helipad for transfers.

The air ambulance only recently began flying at night after buying its latest helicopter specially equipped for the job.



LONDON: The air ambulance is marking 25-years of service to the people of London in a newly built facility on top of a rebuilt Royal London Hospital [RLH]. The RLH may be a 274-year-old institution but the hospital itself is not, they now occupy a new building adjacent to the old and that has a landing pad that towers over the old one.

Within two minutes of receiving a call-out, a doctor, a paramedic and two pilots are taking off in their small red MD902 helicopter from the city's only elevated helipad on the roof of the Royal London (above 18 floors of oblivious patients). The pad is newer, larger and higher than the original which sat upon the old building. It has now been given up.

Over 25 years London's Air Ambulance has treated more than 30,000 critically-injured residents, commuters and tourists. The service, which is a charity, has to deal with an average of seven call-outs a day providing cover 24 hours a day, with rapid response cars taking over at night to ensure the expertise of the intensively-trained crew can still be used to save lives after sunset. They bring A&E to the patient and are able to provide general anaesthetics, blood transfusions and open heart surgery at the roadside.

The helicopter cuts out the rush hour traffic (the average flight time is six to seven minutes and it can get anywhere in the M25 within 12 minutes) but the airspace is busy and not without its challenges.

While the air ambulance has priority over all other aircraft, it can be difficult for the cars to gain priority over cars and pedestrians blocking roads, even with sirens. Box junctions, bridges, multi-storey car parks, Trafalgar Square and the British Museum are other common landing sites.

London's Air Ambulance has suffered from poor fundraising for many years as the original local authority funding streams



©Matthew Bell LAAS

fell away. They have now formed a two-year strategic partnership with VocaLink, who will provide the charity with financial and resource support. Launching the partnership, the UK and international payments provider is assessing the ways in which to enhance the donation systems and the associated technologies used by the charity.

VocaLink has pledged to provide pro bono expertise and support the charity in maintaining and enhancing its life-saving service to London via staff fundraising activities.

www.vocalink.com

MIDLANDS: The regional air ambulance charity has made a strategic decision to purchase outright the service's next helicopter, which will be based at the RAF Cosford airbase in Shropshire.

Describing itself as the UK's largest and busiest air ambulance service, Midlands currently leases three EC135 helicopters from Bond Air Services Limited [BASL], which are situated at RAF Cosford in Shropshire, Tatenhill in Staffordshire and Strensham in Worcestershire, but will be replacing the RAF Cosford aircraft with a brand new state of the art EC135T2e helicopter that will be owned.

The helicopter, which will be operational from the RAF Cosford airbase in March 2014, was initially built at Eurocopter in Germany and was delivered to Bond Air Services in Staverton in December 2013. While at Bond Air Services it is being sign-written and fitted with pre-hospital medical equipment, plus additional equipment for potential night flying between lit helipads and night Helicopter Emergency Medical Service (HEMS) operations.

Midlands is exploring the viability and operational requirements of flying in the hours of darkness. This includes looking into potential demand for undertaking night HEMS operations, whereby the service is called out to life saving missions at night. This will be funded by an enhanced fundraising effort in the coming months.

Ed: The new night capable Eurocopter EC135 that Midlands Air Ambulance are buying passed through the Eurocopter UK facility at Oxford where it was prepared and sent for painting before delivery to Bond Air Services [BASL] at Staverton for final role equipping for service and the application of the customer markings.

The industry constantly evolves; Initial deliveries of EC135s to BASL in the late 1990s were to a higher level of preparation than those currently. All original aircraft arrived from the manufacturers virtually fully equipped and were leased out to the charity air ambulance customers after only a small amount of additional work at BASL but the industry has evolved and changes have affected the suppliers, the owners and the leasing charities. A growing number of charities seek to buy their own aircraft. As a result such as Devon Air Ambulance moved away from the original BASL model and sought their own support arrangements. The Midlands aircraft marks a further change in that BASL will now be looking after an airframe owned by the customer. Over the years BASL has enhanced its in-house capabilities and now undertakes most of the preparation work itself – including such as developing the Night Operations role suite that is already in service with other UK EC135 operators.



WILTSHIRE: Early last month the Wiltshire Air Ambulance Charitable Trust (WAACT) signed a 10-year contract in Swindon with Heli Charter Ltd for a new helicopter, which will come into service at the end of the year, when the lease on the current 12 year old aircraft expires.

The WAACT is the newest UK HEMS charity but it is based on and part funding an existing operation currently undertaken with the Wiltshire Police.

After a great deal of deliberation over the last 18 months, the charity's Trustees selected a Bell 429, which is the world's newest and most advanced light twin-engine helicopter in service, equipped with the latest in flight technology. Prior to delivery the aircraft will be fitted out with an Aerolite medical interior fit to suite the HEMS role.

The Wiltshire helicopter will be the first Bell 429 to operate as an air ambulance in the UK – indeed in any emergency services role - but there are others operating across the world. The Bell has a top speed of 150 knots and a range of 400 miles making rapid response to any incident within the county achievable within minutes.

Starting in the late autumn of 2014, the contract with Heli Charter covers the provision, maintenance and flying of the Wiltshire Air Ambulance for up to 19 hours a day, every day of the year. It also includes a replacement helicopter to be provided after 5 years. Paramedics and other medical support will continue to be provided by South West Ambulance Service NHS Trust (SWAST), with whom the Charity enjoys a close, efficient and effective working relationship.

The Charity spent nearly two years reviewing its options as soon as it became clear that the current partnership with Wiltshire Police would terminate, come what may, at the end of 2014, when they are mandated to use aircraft provided by the National Police Air Service.

With advice from consultants, three helicopter providers were shortlisted and invited to tender for the contract. Their submissions were subject to intensive scrutiny and assessment, which led to the selection of Heli Charter which is Bell's UK agent.

The helicopter will be built in Mirabel, Canada in the first half of 2014 before being adapted to air ambulance configuration, which will make it capable of carrying one or two pilots, two or three paramedics as well as a patient on a stretcher. The autumn will see a period of testing and training for the crews in Wiltshire so that the new air ambulance is set to go live by 1 December 2014.



Back Row: Peter Foskett (WAACT Trustee), Richard Youens (Chairman of WAACT Trustees), Ahilan (WAACT Trustee), Rob Pennell (Regional Sales Manager of Bell Helicopter).
Front Row: Ken Wills (Chairman and CEO of Heli Charter), Chris Lear (WAACT Trustee).

At the signing the contract on behalf of WAACT, its Chairman, Richard Youens said: 'While the termination of our long standing association with the police is much to be regretted, it's an ill wind that blows no good and we have taken the opportunity significantly to improve the quality of the service with state of the art equipment at a very competitive cost. Furthermore the new aircraft will be maintained on a rolling basis whereas the previous helicopter had to be taken off line for six weeks or more every year.'

'With the loss of our collaboration with the police we will need to fund the full cost of providing the air ambulance alone. However I can say with confidence that thanks to the passionate support the charity receives from so many people in Wiltshire, the necessary funds, about £2.5M annually, will be found.'

The launch event was held on January 7 at The Pear Tree at Purton, Wiltshire. Attendees were shown the UK based Bell 429 operated by National Grid on their survey work. Wiltshire Air Ambulance Headquarters is at the Carlton Business Centre, Maundrell Road, Calne, SN11 9PU the flight operations will remain at the Police HQ, London Road, Devizes, SN10 2DN throughout this year and are not expected to move after the air ambulance commences independent operations.

Ed: Although the maintenance regime of the aircraft will greatly enhance availability compared with the current MD902 there may be times when the aircraft will 'go tech' and the charity are relatively relaxed about unpredicted downtime. The contractor is obliged to deliver an extremely high, but confidential, percentage availability but both parties are confident high availability will be achieved.

If instances arise when the aircraft is offline for more than 24 hours the charity is confident that Wiltshire will be adequately serviced by neighbouring air ambulance charities.

Statistical analysis over the last 5 years shows that the current aircraft spends about 12% of its time supporting others and a similar reciprocal level takes place.




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UNITED STATES

MONTANA: After months of careful review, Providence St. Patrick Hospital, with input from Community Medical Center, has entered into an agreement with Northwest MedStar to provide critical care transport services, previously provided by the Life Flight air ambulance program. Northwest MedStar will begin base operations on April 2, 2014. Providence St. Patrick Hospital entered into the arrangement with Northwest MedStar to achieve better operational efficiency and to align with a critical care transport group with similar goals, services and operational structure. St. Pat's is the regional Level II Trauma Center and Community Medical Center offers the area's only Level IIIB Neonatal Intensive Care Unit. These programs require highly specialized and efficient air ambulance programs to save lives.



SEARCH & RESCUE

ANTARCTICA: The Chinese Kamov Ka-32 helicopter Xueying (Snow Eagle) on board the icebreaker Xuelong successfully undertook the airlift of passengers trapped by unexpected bad weather on a Russian vessel off Antarctica early last month. The vessel was already in the region having left Shanghai in early November on China's 30th scientific expedition to Antarctica,

The transportation of 52 scientists and tourists aboard MV Akademik Shokalskiy to the Xuelong in groups of 12 went ahead according to plan as soon as the weather cleared sufficiently. The rescued group then moved to another vessel, the powerful Australian icebreaker Aurora Australis, for onward transportation.

The first flight transported twelve crew to the landing area to investigate the thickness of the ice and lay reinforcing paving to prevent the possible sinking or rollover of the Kamov during the hours that the operation took.

Before they had set off the party who were rescued had set about offsetting their carbon footprint based on the expected transportation. In the end the additional rescue efforts undertaken by a number of ships and the helicopter comprehensively destroyed the figures.

CANADA

COAST GUARD: The expected acquisition of new helicopters by the Coast Guard has been delayed. The plan was to replace the elderly fleet of BO105 helicopters with the Bell 429. Eurocopter has now challenged the apparent choice in the courts claiming unfair advantage.

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NETHERLANDS

In late December, NOGEPA [*Nederlandse Olie en Gas Exploratie en Productie Associatie - or in English, the Dutch Oil and Gas Exploration and Production Association*] signed a contract with North Sea Helicopters Vlaanderen (NHV) for Search and Rescue (SAR) services. The contract covered the provision of SAR services from January 2014 and has a minimum duration of 6 months. NHV will operate from Den Helder Airport with two AS365N (Dauphin) helicopters, supported by additional AS365N helicopters from the Botlek area. The helicopters are equipped with advanced navigation and search and rescue systems. In emergency situations, at least three helicopters can be operational simultaneously, providing the capacity to rescue crews operating in the Dutch continental shelf area.

The outgoing contract was with Bristow Helicopters. The choice for NHV was made in close consultation with the Dutch Authorities, based on a combination of financial, health and safety and operational performance considerations. [Helihub]

INDUSTRY

FLIR Systems, Inc., released the new FLIR® Lepton™ thermal imaging camera core last month. Lepton utilises innovative technology, high volume manufacturing techniques, and commercial scale to deliver the product at a price that is significantly below current thermal camera cores.

Similar in size, weight, and power consumption to a conventional CMOS cell phone camera module, Lepton is the world's smallest microbolometer-based thermal imaging camera core currently available. FLIR will utilize Lepton in new and existing products across many markets. The first commercial use of Lepton is in the new FLIR ONE™ thermal imaging smart-phone accessory.

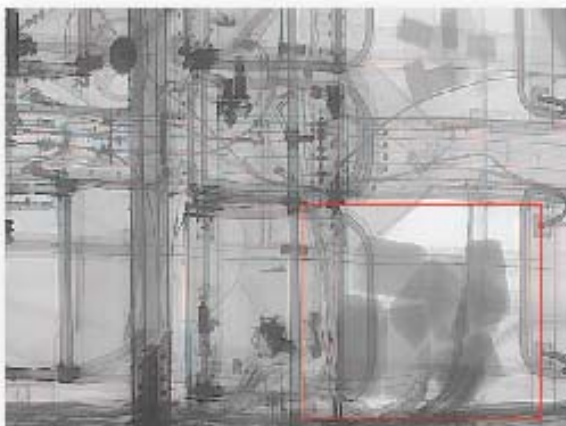
It is also available for third party products, such as smartphones, tablets, diagnostic tools, automobiles, toys, building controls, process equipment, security systems, machine vision systems, and advanced gaming devices.

In an earlier edition of PAN mention was made of the **Roboscan Aeria** a unique solution for aircraft security inspection using a patented design, intended to scan aircraft ranging from small private jets to medium-sized commercial airplanes, giving the operator the capability to detect threats, illegal or undeclared goods.

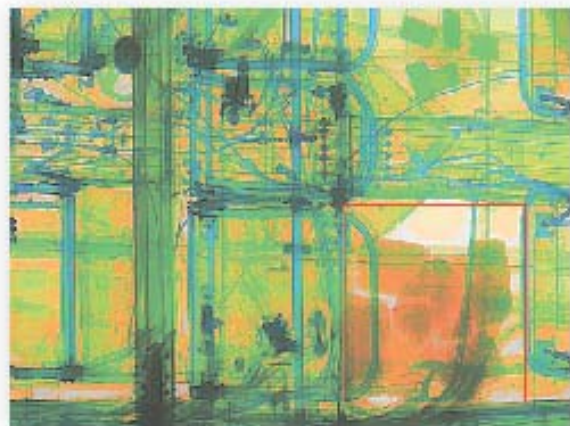
The scanning process is remotely operated inside airport premises with minimal impact for routine operations, without any human exposure to ionising radiations.

Currently, the passengers and their luggage are thoroughly inspected but auxiliary services and private jets, especially those arriving from small private airports with low security level, can be an important vector for contraband with weapons, narcotics and currency, obstructing security officers to fight against it. Aeria is the unique tool that closes this gap in aviation security and allowing scanning in minutes of entire aircraft, without crew or passengers on board.

X-ray standard view:



Dual-Energy X-ray material discrimination view:





Optimized for entire aircraft screening: the vertical scanning frame will deliver a clear radiography of the fuselage and wings, generating a high resolution image with unparalleled details offering to the end users an essential tool for security applications

The system offer the complete scan of the aircraft fuselage in a single pass through the screening frame and, depending on the aircraft size, complete wings scan with additional passes. The system in vehicle mounted and therefore offers a highly mobile weather resistant resource ready to scan in 15 minutes from arrival on site without a need to use local resources.

Operation is robotic with one process operator located outside the controlled area and thereby avoiding ionising radiation exposure. The equipment is radiation safe for operators and bystanders following the safety guidelines.

The main components of the system are a Mobile scanning unit integrating the X-ray generator and the command centre placed inside the driver's cabin (the portable remote operation console is offered as an option). Portable detector modules with crossing ramps and mobile electronics cabinet, an aircraft tug mobile unit and the portable Automatic Protection of the Controlled Area (APCA) system. www.mbtechnology.ro

The rebranding of Eurocopter as Airbus Helicopters, became effective early last month, marking a new era in the history of the company, which joins Airbus and Airbus Defence & Space within the new Airbus Group – the global leader in aerospace, defence and related services.

HAI has announced the winners of the 2014 Salute to Excellence Awards, which recognise those who, through either a single act or a lifetime of service and dedication, have exemplified the best the helicopter industry has to offer during the last year. Those in the airborne emergency services arena include:

Bell Helicopter Lifetime Achievement Award

The winner of the 2014 Bell Helicopter Lifetime Achievement Award is Archie Gray, Sr. V.P. of Aviation Services for Air Methods Corp., of Denver, Colorado. As such, Gray is responsible for operations and maintenance for the largest air medical operator in the United States. Gray's passion for ensuring the reliability and safety of the helicopters Air Methods' pilots fly has benefited the entire industry. Gray has pressed the OEMs to improve both products and processes, developing systems to benchmark and score the supply chain.

Sikorsky Humanitarian Award

On the night of February 9 last year, the crew of Rescue 912, 103 Search and Rescue Squadron, Royal Canadian Air Force, launched into the teeth of a raging winter gale, to search for three hunters whose small open boat had become trapped by ice and who, by then, had been out in the storm for 20 hours. After reaching the hunters' approximate location, the crew began their search, attempting to ease forward at five knots — a feat made nearly impossible by a 40+ knot tailwind. As their fuel level approached critical, the crew came up with an unorthodox solution to their weather challenges. The flight crew turned the aircraft 180° into the wind and conducted the search tail-first. They located the hunters and despite the high winds, rotorwash, and static electricity shocks from the aircraft, successfully hoisted all three hypothermic men and returned them to Gander airport in Newfoundland, where there were adequate medical facilities.

For their determination and ingenuity, aircraft commander Capt. Aaron Noble, first officer Capt. Jonathon Groten, flight engineer Sgt. Bradley Hiscock, SAR Tech team leader Chief Warrant Officer Jeffrey Warden, and SAR Tech team member Master Corporal Mark Vokey — the crew of Rescue 912 — are the recipients of the 2014 Sikorsky Humanitarian Award.

Airbus Helicopters Golden Hour Award

Howard Ragsdale got his start in the helicopter industry as a U.S. Army aviator during the Vietnam War. He flew for a while as a corporate pilot after returning to the U.S., before moving into air medical services with Omniflight Helicopters, eventually rising to chief operating officer there. He then moved to Rocky Mountain Helicopters as director of LifeNet Services, an experiment in EMS provisioning that eventually came to be known as the community-based model.

Ragsdale later served as the president of PHI Air Medical Services, before rejoining his former LifeNet Services colleagues at Air Methods, which had acquired Rocky Mountain Helicopters.

Over the course of his career, Ragsdale has directly developed or managed helicopter EMS operations that have benefited more than three-quarters of a million critically ill or injured patients.

MD Helicopters Law Enforcement Award

Donald Shinnamon has a long history of law enforcement service, much of it working with aviation units.

He began his career with the Baltimore County Police Department in Maryland, where he led efforts to start an aviation unit, which he commanded for more than 10 years. In the early 1990s, recognising the growth of law enforcement aviation and the need for police departments to coordinate and share information, Shinnamon convinced the International Association of Chiefs of Police to create an international aviation committee, which he chaired for more than 15 years. He has also served on HAI's Government Service Committee and other organizations, and was a founding member airborne law enforcement accreditation committee, which established standards required for accreditation as law enforcement aviation units.

Having retired from active police work as the Chief of Police for Port St. Lucie, Florida, in 2010, Shinnamon remains on the cutting edge of law enforcement aviation, now working with one of the leading manufacturers of unmanned aerial systems that makes highly sought-after surveillance remotely-piloted vehicles.

HAI is the professional trade association for the international helicopter community. Its 1,600+ company members and 1,400+ individual members, in more than 70 nations, safely operate more than 5,000 helicopters approximately 2.5 million hours each year. HAI is dedicated to the promotion of the helicopter as a safe, effective method of commerce and to the advancement of the international helicopter community.

Lawyers representing injured victims and families of those killed in the Glasgow helicopter crash have started legal action against the aircraft's operator.

Ten people died when the police helicopter - Eurocopter EC135 - crashed into the roof of the Clutha pub on November 29 last year.

More than 100 people were inside the city-centre bar at the time.

Irwin Mitchell's specialist aviation law team has sent a letter of claim to the legal representatives of **Bond Aviation Group** and also reiterated calls for a full examination of what can be done to improve flight safety.

British based charity **South Georgia Heritage Trust** have moved the maintenance of their three Eurocopter Bo105 helicopters from Specialist Aviation Services to A2B Heli at Oxford. The charity operates the helicopters for one month a year dropping poison pellets on the South Atlantic island of South Georgia in an effort to remove its population of rats. The harsh weather in that region, both in terms of wind levels and temperature, limit flying to around four weeks a year only - so it is necessarily an intense operation during that period. There is an engineer on site at that time, but the aircraft are then shipped back to the UK each time for work - the ease of spares and engineers knowledgeable on the Bo105. So far they operated two Bo105s for a month in early 2012, and three in early 2013 each of them former emergency services aircraft. The charity is taking a break this year to ensure they are fully funded for a final set of sorties in early 2015. If they succeed in removing all of the rats from South Georgia, it's a big conservation win with 100 million more seabirds expected to nest on South Georgia in the absence of rats.

Up to now, the aircraft have been maintained by Specialist Aviation Services at Gloucestershire Airport. South Georgia Heritage Trust has made a decision to move that responsibility to A2B Heli at Oxford, and the aircraft were moved there by road late in 2013 for storage and any work required to make them ready for shipping south again around September of this year. [Helihub]



After recently obtaining Repair Station Certificate V7JR502Y from the FAA, rotor blade manufacturer **Van Horn Aviation** (VHA) established its own repair station. Named Van Horn Repair (VHR), the new repair station is co-located with VHA's Tempe, Arizona, manufacturing facilities and will specialize on repairing VHA composite rotor blades.

Customers can contact Van Horn Repair through its website www.vanhornaviation.com

A survey by Skills for Justice has concluded that UK emergency workers should take part in more joint training. The survey undertaken in partnership with the Joint Emergency Services Interoperability Programme (JESIP) has highlighted the lack of joint training opportunities and these are preventing the police, fire and rescue and ambulance services from working together as effectively as possible.

<http://www.sfjuk.com/call-for-increased-levels-of-joint-training-for-emergency-workers/>



And while 79% of the 1,923 emergency service employees questioned said their organisation was interoperable with other emergency services in their area, 95% said a lack of joint training was a barrier to effective interoperability.

As well as taking place infrequently, joint training opportunities are unevenly distributed between the various levels of command within the emergency services. Strategic leads are much more likely to receive joint training with 61% of these 'gold commanders' undertaking joint training at least once a year, compared to just 50% of 'silver' tactical workers and 22% of 'bronze' operational colleagues.

Staff working for the ambulance service are more likely to get joint training opportunities with 17% taking part every few months compared to 9% of fire and rescue and 7% of police staff.

Some 56% of those surveyed also feel that learning from complex and major incidents is not shared between other agencies and services and 95% of respondents thought that a move to a single joint decision making model would support interoperability.

The report's authors are now recommending nationally-developed and funded joint training opportunities should be provided for responders, particularly for those working in 'bronze' operational roles. They also recommend standardising joint decision making and intelligence gathering models, as well as national funding for equipment procurement.

Joint exercises may be rare events but last month at least there was one gathering of skills. **Essex & Herts Air Ambulance Trust** organised a major incident training exercise at North Weald Airfield in conjunction with the other Emergency Services and partner agencies.

'Exercise Blackout' was designed to promote partnership working between the Air Ambulance Crews and other Emergency Services and agencies that would respond in the event of a major incident that demands a high number of resources.

Part of the airfield was transformed into a major accident scene involving a scenario where a light aircraft crashed onto a motorway causing numerous vehicles to pile up including multiple cars, a coach, two lorries and a motorbike. This was a multiple casualty accident with



people trapped inside vehicles, some of whom were critically injured or even deceased. There were also walking wounded (live casualties) who were played by medical and nursing students from a number of universities and surrounding hospitals.

Cobham SATCOM's innovative AVIATOR 200 SwiftBroadband solution has received a Federal Aviation Authority (FAA) Supplemental Type Certificate (STC) for its use aboard King Air 200 and 300 series aircraft.

Developed in cooperation with Cobham SATCOM partner Pro Star Aviation, the new certification covers the installation of the AVIATOR 200 in Beechcraft Corporation King Air models B200, B200C and B300 (Super King Air 350) aircraft.

The FAA STC includes the activation of the AVIATOR 200's built-in Wi-Fi option, offering access to an extensive range of communication capabilities.

The AVIATOR 200 is the smallest and lightest system in Cobham's cutting-edge SwiftBroadband product portfolio and offers reliable, affordable connectivity to provide users with a range of services including data, video and voice that can be accessed via wired or wireless connections built into the system.

Built-in Wi-Fi capability supports smart phones, tablets and laptops for total flexibility, while the small low gain jet blade antenna decreases costs and complexity of aircraft modifications during installation.

The AVIATOR 200 utilizes Inmarsat's SwiftBroadband 200 service. It simultaneously provides data speeds of up to 200 kbps and a single AMBE 2 channel for voice calls, providing a complete airborne communications solution previously unavailable to aircraft below a certain size.

For further information please visit www.cobham.com/satcom.



Reductions in pensions taxation limits from April this year mean that more UK senior police officers retiring after 5 April or receiving a promotion could breach the Lifetime or Annual Allowance for tax efficient pensions savings.

From 6 April 2014, the **Lifetime Allowance** (LTA), which is the maximum amount of pension savings that benefits from tax relief over a person's lifetime, will reduce from £1.5m to £1.25m. The limit on the tax efficient pensions savings that can be made in any one year, the Annual Allowance, will also reduce from £50,000 to £40,000.

Chief Superintendents and higher ranks could breach the new annual allowance if they have more than 20 years' service. The changes don't just affect the higher earners; a police Sergeant being promoted to Inspector could breach the annual allowance if he or she has over 20 years' service

Assistant chief constables retiring on full pension from April 2014 will breach the lifetime allowance for the first time when it reduces from £1.5m to £1.25m.

The warning comes from MyCSP, UK central government's first mutual joint venture and administrator of the civil service pension scheme.

To help employers communicate the changes, MyCSP has launched a new service that helps explain to senior officers the impact of the changes. The service incorporates seminars, projections for individuals showing the potential impact of the changes in various scenarios and one to one sessions with senior staff.

ACCIDENTS & INCIDENTS

3 January 2014 AgustaWestland AW139 C-**** Air ambulance operated by Ornge in Canada. The helicopter was responding to a pick up a patient and was forced to make a emergency diversion after a cockpit window fell out in mid-flight. The Toronto-based helicopter was en route to the Haliburton area. While preparing for landing, the right side cockpit window popped out over a frozen lake, the pilots aborted their landing and diverted to Muskoka airport, which was about 15 minutes away, where they made a safe arrival with no injuries to any of the four crew onboard. [Media]



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www.pavcon.org

4 January 2014 MD902 Explorer G-GMPX National Police Air Service. Police are searching an area around Barton Moss after a distress flare was fired at the police helicopter. The flare was fired directly into the path of the helicopter, while it landed at Barton Airfield. The aircrew claim it was fired from the nearby anti-fracking protest camp. [Daily Mail]

10 January 2014 Eurocopter AS350B3 N3948A U.S. Customs and Border Protection Office of Air and Marine helicopter has crashed in South Texas injuring three aboard. The crash occurred near Falfurrias when the helicopter impacted trees. Three agents aboard the helicopter were flown to a McAllen hospital for treatment of what were not believed to be life-threatening injuries. The helicopter came to rest tilted nearly on its side with twisted rotors in a small clearing surrounded by low trees. [AP]

12 January 2014 Eurocopter AS365N2 N164CF Air ambulance of CareFlight Air and Mobile Services [Miami Valley Hospital] Dayton, Ohio 45409 operated by AirMethods. Upon returning to base and landing, the landing gear collapsed. The pilot immediately picked up recycled the landing gear, and landed safely on the ground. It was found that the nose centring switch was working intermittently. There was damage to the search light and landing lights and yoke assembly. [Concern]

14 January 2014 Eurocopter EC135P2+ LN-OOI Air Ambulance of Norsk Luftambulanse struck power wires while attending a traffic accident scene north west of Oslo, Norway and crashed beside the roadway. The crash site is 25 km/16 miles along the E16 (Sollihøgda). Pilot and doctor, Bjorn Nergård and Dr Anders Nakstad killed and paramedic seriously injured. [Media]

16 January 2014 MTOSport autogyro N250TX. City of Tomball, Texas. Craft sustained substantial damage during landing roll when it veered off runway 17R (7,009 feet by 100 feet, asphalt) at the David Wayne Hooks Memorial Airport (DWH), Spring, Texas. The pilot and one passenger were not injured. [NTSB]



17 January 2014 Bell UH-1H XC-BBF Three people were injured when a Mexican government helicopter became tangled in a cable and crashed into a wooded area of Tancitaro, the state of Michoacan. The injured were two police officers and a technician, the pilot and co-pilot were uninjured. Helicopter fitted with cable cutters. The persons aboard received minor injuries, and were named as Federal Public Ministry agent, Alan Daniel Montesinos López, Federal ministerial police, Francisco Javier López Soto, Mechanical technician, Gilberto Amezcua Solorio, Pilot Enrique Rosales Villegas, Co-Pilot and Second Artillery Captain, Germán Ortiz Narciso. [AP/Helihub]

17 January 2014 Westland Sea King Mk 5. Royal Navy helicopter from HMS Gannet made a precautionary landing after fluctuations in a temperature gauge. The A Royal Navy helicopter has made a precautionary landing after fluctuations in a temperature gauge. helicopter, which was carrying four crew members, made a controlled landing in a field near Ardrossan, Ayrshire. [AP]



20 January 2014 Bell OH-58 N916PD Sacramento police. Undertook emergency landing in William Land Park, Sacramento, California in response to warning light without damage or injury. [Media]

21 January 2014 Eurocopter HH-65C 6578 United States Coast Guard. Flying from Traverse City to Lansing for maintenance of a compass malfunction when it developed mechanical problems requiring the emergency landing. Roaded out. [Media]

26 January 2014 Eurocopter EC135P2 D-HDRL Air ambulance of DRF. Landed at a ski resort with rotors still running and the crew still in the cabin it slid down a slight snow slope hitting a snowmobile and post damaging the MRB and cabin. [Media]

27 January 2014 Predator B UAV. US Homeland Security Department unmanned craft developed a fault and was ditched in the ocean off the coast of Southern California. The drone was on a border security mission when a mechanical problem developed about 20 miles southwest of San Diego leading to the crew operating the drone from Texas deciding to crash it in the ocean. [media]



MOVE ALONG THERE PLEASE

Well it happened.

On a Saturday in mid January a film crew light UAV did what they are not supposed to do – it crashed out of the sky into a motorsport crowd that was not some safe and forgettable group of Third World nobodies. It crashed into American citizens in Virginia and the FAA and others are said to be ‘in a panic’ January has not been a good month for unmanned with both a US Border Predator and a Falco crashing and news that a US warship collected \$30M worth of damage when one hit it back in November. The Predator crash led the US Authorities to ground their fleet. Meanwhile manned aircraft continue the observation role! And this repeated scenario is news to who exactly?

A recent report in *Spectrum* the news organ of the British Security Industry Association [BSIA] revealed that the primary law enforcement surveillance system of the 2012 Olympics – Closed Circuit Television CCTV – now has a Code of Practice. Unfortunately it seems that this new code only holds sway in a tiny part of the industry.

Operated by the UK Home Office the Code provides guidance on the appropriate and effective use of camera systems by Government run authorities.

The BSIA welcomes the development but asks why it does not cover all operators of CCTV systems, especially as the Code only covers a tiny fraction of the existing systems. BSIA estimates that there are 70 private and unregulated cameras for every one that the new Code of Conduct covers.

Some 95% of Scotland Yard murder cases make some use of CCTV footage as evidence and has had a major part to play in recent terrorist incidents and yet the majority of this material falls outside this Code. [Spectrum]

www.policeaviationnews.com



Newspeak? A slip of the tongue.... an airport Chairman was referred to as the 'Chairport' that may be in Webster's Dictionary before you draw breath! [BBC South East]

PEOPLE

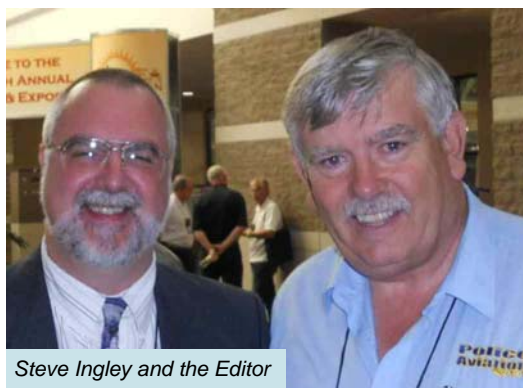
ALEA: Although it has been in planning for some years many were surprised at the announcement that Steve Ingley the ALEA Executive Director has resigned from his position and will be leaving the ALEA post in Frederick, Maryland on February 21st having served as the executive director for a month short of 8 years. Steve was taken on by ALEA when the organisation moved from Tulsa to Frederick to be closer to the government powerbase of Washington DC.

The new executive director is to be Dan Schwarzbach. Dan an officer pilot with Houston Police in Texas has served ALEA as a region director and officer for many years. In fact, he hired Steve Ingley in 2006 while he was President. Dan brings with him 33 years of police pilot experience, as well as an in depth knowledge and understanding of association management. It is rare to find someone who has both industry experience, as well as non-profit chief executive officer experience. This transition is not something that occurred overnight; it has been in the planning for more than three years.

For his part Dan says "I am extremely excited about the next phase of my public safety aviation career. Over the next few weeks, I have the pleasure of working with Steve Ingley to facilitate a smooth transition in the leadership of your Association. I truly appreciate his willingness to assist in this process."

Ed: In recent years Dan has represented ALEA across the world, appearing in Europe at police aviation conferences and in turn taking up the post of President, then the control of finances as the CFO and the public face of the organisation by way of controlling a new monthly e-newsletter he instigated and Air Beat the in-house journal itself.

I guess that there must now be an assumption that Dan will step back from these positions of media control.



Steve Ingley and the Editor

UPCOMING EVENTS

SINGAPORE AIR SHOW 11-16 February 2014.

The Asia Pacific region is fast becoming the world's focal point with the region leading in phenomenal aviation traffic growth. According to the International Air Transport Association's report in December 2013, Middle East and Asia-Pacific will see the strongest international passenger growth with compound annual growth rate of 6.3% and 5.7%. The Asia-Pacific region (including China) is expected to add around 300 million additional passengers by the end of the current forecast horizon. Of these, around 225 million or 75% are expected to be domestic passengers.

Located in the heart of Asia, Singapore Airshow can now seen as the gateway event for international companies looking to plug into high growth Asian markets.

Set in the he purpose-built Changi Exhibition Centre, Singapore Airshow offers 40,000 sqm of indoor exhibition space and a 100,000 sqm outdoor display area, against a backdrop of some 400 metres of picturesque coastline.

The Singapore Airshow 2012 had 900 exhibiting companies from 50 countries, the included 60 of the top 100 companies and attracted 274 delegations from 70 countries – drawn from some 44,801 trade delegates from 134 countries/regions. The public weekend event at-



Downtown Singapore

tracted over 90,000 visitors over two days despite the removal of most of the exhibits present at the trade event.

There are some high level conferences at Singapore Airshow including the Singapore Airshow Aviation Leadership Summit (SAALS) bringing together key global stakeholders in aviation including airlines, aircraft manufacturers, airport operators, regulators and senior government officials to exchange valuable insights, network and engage in solutions-based discourse.

The Asia Pacific Security Conference (APSEC) gathers distinguished speakers and high-level delegations from around the world to participate in discussions shaping peace and security worldwide. Since its inception in 2002, the conference has grown to be an important event that is highly valued by defence officials, military personnel, academics, analysts and industry leaders from around the world.

The A*STAR Aerospace Technology Leadership Forum will see leaders from major aerospace companies such as leading commercial aircraft manufacturers, engine manufacturers, systems and components houses and aviation maintenance, repair and overhaul (MRO) companies share their insights on the challenges and directions of research and development in commercial aviation.



HAI HELI-EXPO 25-27 February 2014.

Helicopter shows come and they go but the King of them all is the annual Heli-Expo in the USA. So far never equalled, this event is what helicopters are about. If something important is going to happen we can be sure that this will be the venue.

This year the event is in California—Anaheim to be precise and therefore in close proximity to Disney. There is little that is Mickey Mouse about this event but on occasion some of the many exhibitors seem keen to disprove that statement.

We shall see.

This event will see the official world market launch of Airbus Helicopters. The writing industry has yet to come to terms with just when to stop calling them Eurocopter and to start with Airbus Helicopters. We, the press, do not call generally call the Alouette a Sud, and have not for some time. Still so how long before we get the Airbus Helicopters Alouette?

Another manufacturing group with an identity problem is that in Russia. Mil and Kamov are gone these days but no-one yet seems totally happy with the transition to new designation.

For the Russian industry the main show, so the invitation states, is on 26, February 2014 when Russian Helicopters Holding (OBORONPROM Corporation subsidiary within a Russian Technologies State Corporation company) will traditionally hold its "Russian Hour" in the precincts of the Heli-Expo in addition to its displays on Booth 4002.

Main objectives of the "Russian Hour" are to meet international colleagues and get them acquainted with modern trends of Russian helicopter engineering and Russian helicopters promotion to international markets.

"Russian hour" includes speeches of management and other representatives of the state corporations, holdings and companies within helicopter industry of Russia also representatives of the international organizations being customers for helicopter services also companies, operating Russian helicopters.

It is perhaps difficult for the Russian's this year in view of the recent pressure in the US Congress to stop buying their aircraft [mainly for supply to up and coming nations] and that most of their helicopter activity lies offshore of mainland USA operating for the United Nations [which is based in New York]. The main business of the event will be to provide presentations on the recent upgrades to the Mi-171A2 and Mi-38, showcase the first round-the-



world trip of a Robinson R66 piloted by Russian aviators and promote the next edition of HeliRussia [Booth 3903].

Whether there will be an airframe present remains to be seen – last year there was a Canadian registered Ka-32 A11BC in the static display and the usual scale models. Sales into the USA have been scarce.

So if there is nothing else in Anaheim there is that two hour marathon of talking – the “Russian Hour” to look forward to!

DIARY

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 – those numbers showing a measure of growth on the last time at Anaheim when just under 18,000 people attended.
www.rotor.org

25-27 March 2014 2013 ALEA Regional [Eastern] Columbus, Ohio. www.alea.org

25-30 March 2014 FIDAE 2014 Santiago, Chile



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