

Police Aviation News

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PAR



***MIDLAND AIR AMBULANCE
NEW EC135 LAUNCHED***

NEW HEMS IN VICTORIA STATE

**MIXED FORTUNES
FOR UNMANNED**

PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** editor@policeaviationnews.com

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POLICE AVIATION

CHINA

COAST GUARD: Swedish firm CybAero recently sold a number of its APID 60 rotary wing unmanned aerial vehicles to the Chinese coast guard for use aboard customs vessels assigned to combat smuggling.

The 180-kg APID 60 is capable of carrying a 75-kg payload for up to six hours per sortie, has a maximum speed of 150 kph, and a max altitude of 3,000 metres. The APID 60 can be operated up to 200 km from a base station located on a ship or land, and costs at least 75% less than a manned helicopter to operate.

China has designed its own helicopter UAVs such as the Z-5 but the quality and performance of these drones fails to match Western types such as the APID 60. The Z-5 designed in 2011 weighs more than twice that of the APID but can only carry a payload of up to 100-kg for three hours and can only be operated 100 km away from a control station.

The APID 60 was an original design derived from the APID 55 designed for the United Arab Emirates (UAE), that type remains in license production in the UAE and sells across the world.



CybAero

JAPAN

NATIONAL POLICE AGENCY: AgustaWestland and Mitsui Bussan Aerospace have announced that the Japan National Police Agency (JNPA) has ordered another AW139 intermediate twin helicopter which will be operated in the Kagoshima Prefecture. The AW139

Front Cover Image: A recent sponsor of the Midland Air Ambulance charity is local car dealer Graypaul Birmingham. The dealership sells iconic cars from Ferrari and Maserati and they did a photo shoot with two Maserati cars and MAA's new 'hot' helicopter to showcase a newly established relationship with the charity, with a view to supporting them with a few events this year, to include sponsorship of their Awards and Recognition Ball on 20th June. www.sytner.co.uk [Graypaul]

helicopter will replace an ageing Bell 412 model and will enter service in 2015.

The helicopter has been ordered with a law enforcement configuration that includes rescue hoist, search light, auxiliary tank and dedicated avionic systems such as an Enhanced Ground Proximity Warning System and Enhanced Vision System.

Andrew Symonds, President, AgustaWestland Japan said "This order represents the 9th Prefecture to operate the AW139 helicopter in a law enforcement role and underpins the strength of AgustaWestland's products in the extremely competitive law enforcement market where over recent years we have gained significant market share"

The Kagoshima order increases the number of AgustaWestland helicopters performing law enforcement operations throughout Japanese prefectures to over 40, which represents 40% of the law enforcement market. The AgustaWestland products providing this capability include the AW109, GrandNew, AW139 and the AW101.

The AW139 has proven extremely successful in Japan performing a number of roles including search and rescue and coast guard duties, firefighting, disaster relief and electronic news gathering with a number of operators.

MALTA

AFM: Although the first example of their AW139 helicopter has yet to be delivered to the customer AgustaWestland has announced that the Armed Forces of Malta has taken up an option for a second AW139. The helicopter will be used to conduct mainly maritime border control missions replacing the

wholly inadequate ancient Sud Alouette III fleet that dates from the very early days of the AFM. The delivery of the second AW139 is scheduled for June 2015, while the first helicopter will be delivered in June this year.

This order is part of the ongoing plan to strengthen the capabilities of the AFM using resources from the European Borders Fund and Internal Security Fund Programmes. The twin PT6-67A turboshaft powered AW139 is equipped with a state-of-the-art equipment package for maritime patrol and SAR missions and includes a high-definition FLIR system, search/weather radar, cabin mission console, naval transponder, Trakka search light, satellite communication system, a 4-axis autopilot with SAR modes, external rescue hoist and a four bag floatation system.

The AW139 has been selected by, and is now performing border patrol and SAR duties with, a large number of operators in Italy, UK, USA, Spain, Estonia, Bulgaria, Japan, Republic of Korea, Malaysia to name a few, placing the type as the market leader in its class. [AW]



NIGERIA

POLICE: A row is looming over funding of police equipment in the country and that includes funds for helicopters purchased in recent years.

It is claimed that Nigeria's police affairs ministry deliberately misled the House of Representatives in feigning ignorance of a presidential directive mandating the Central Bank of Nige-

ria to provide N19.7 billion for police equipment, and in denying receipt of the funds.

The expenditure, made public two weeks ago, was used to finance the purchase of new helicopters and security equipment for the police.

That might have been the end of the matter but for a subsequent police denial that they ever received the funds – despite a clear paper trail apparently proving the movement of funds between source and recipient and the delivery of the helicopters.

The documents show how the ministry of police affairs initiated a memo in 2010 asking for CBN Funding, followed through with an application for contract award clearance from the Bureau of Public Procurement, and eventually the awarding of the contract for the purchases, approved by President Jonathan.

There were three sources of funding, the 2010 budget; the CBN and the Nigerian National Petroleum Corporation, NNPC; and contributions from the police reforms fund.

It is not clear what role the NNPC played and how much it paid to the ministry, as only contributions from the CBN were reflected in the communication between the ministry and the president.

The equipment requested by the ministry in 2010-11 were four Bell 412 helicopters, 60 armoured patrol vans and 40,000 Motorola radios destined to reequip the police for the 2011 Elections. [The Sahara Reporters]

Ed: Nigeria has taken delivery of a number of new helicopters since 2010, in addition to the four Bell 412s nominally acquired for 2011 election duties another two were delivered in 2012 as has a Bell 429. It looks like someone simply forgot that the money for them had to have come from somewhere! Tut tut!

UNITED KINGDOM

NATIONAL: The National Crime Agency is appealing to people who work in general aviation or live near small airports to join the fight against organised crime and terrorism by reporting unusual activity.

A 'brand new' project, codenamed Pegasus, encourages people familiar with small airports to report unusual activity, threats and vulnerabilities associated with general aviation - activity outside commercial passenger flights and large-scale airfreight.

Anyone with information about unusual activity at airports, and in particular those who work in general aviation or who live near small airports and landing strips, can report anonymously to the independent charity Crimestoppers on 0800 555 111 or to their local police force on 101, quoting "Pegasus".

Further information on Project Pegasus is available on the NCA campaigns pages <http://www.nationalcrimeagency.gov.uk/campaigns/project-pegasus-aviation-vigilance>

Ed: Nothing new here, another reinvention of the wheel, probably by a new boss, with a new brainwave that's just an old project that has been forgotten about because no-one maintained it last time. It is relatively easy to propagate in the UK where 'plane spotting' is a hobby that is considered strange behaviour in other parts of the world. Despite spotting being unusual the USA sought to introduce a similar project in the aftermath of 9-11.



CUMBRIA: A TV-repair shop owner has become the first person convicted in the UK for “dangerously” flying a UAS. Robert Knowles, 46, of Barrow-in-Furness, a town and seaport in the county of Cumbria on the Irish Sea coast, was fined £800 and ordered to pay costs of £3,500 at court after being prosecuted by the Civil Aviation Authority (CAA).

A high volume user of the craft – there are currently over 300 YouTube videos taken from his craft on-line - he pleaded guilty to flying a small unmanned surveillance aircraft within 50 metres of a structure – the Jubilee Bridge on the Walney channel – and flying over a nuclear installation, the BAE Systems submarine-testing facility that Barrow is most famous for.

The CAA said that the case raised important safety issues concerning recreational flying of unmanned aircraft, which is legal as long as it is done away from built-up areas and structures. They stated that the Jubilee Bridge and the vehicles on it raised the possibility that the device could have hit a car and caused an accident.

Knowles said that he had been flying his £1,000 drone in a field a mile and a half away from the base on the morning last August when he lost radio contact with it during its seventh flight. It flew away and apparently landed in a salt water channel. The brightly marked UAS subsequently drifted into the secret BAE facility, was retrieved and handed to police. He had his name marked on it easing their task in tracing him.

Although the aircraft didn't actually fly anywhere near BAE it was claimed that it apparently breached a no-fly zone which covers it in inertly floating into the base. The fact that he chose to plead guilty leaves the legality of the matter of whether ‘float’ is the same as ‘fly’ untested in the English courts.

Knowles's case is the first conviction involving recreational use of a drone, though a caution was recently issued against a photographer from Lancashire, for “using a unmanned aerial vehicle for commercial gain without permission”. The photographer sold footage of a fire at a school to media organisations despite not having clearance from the CAA to operate the device commercially. [The Guardian/PAR]

SCOTLAND: The 20th Commonwealth Games are due to take place in Glasgow this



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summer. While overall responsibility for the security of the games rests with Police Scotland, aviation is a matter reserved to the UK Parliament under devolution legislation. Police Scotland has, therefore, requested that the government develop a set of temporary airspace restrictions from 13 July to 6 August to help protect the games venues from potential airborne risks.

Initial proposals were developed during the autumn of last year, based on a scaled down version of the model used successfully during the London 2012 Olympic Games. Police Scotland, working with colleagues from the Civil Aviation Authority (CAA) have subsequently engaged extensively with aviation representatives from the airports located within the proposed airspace restrictions to test the proposals and to develop mitigations to minimise the impact on business as usual.



As a result the necessary statutory instruments give effect to the temporary airspace restrictions that will be put in place for the Commonwealth Games. NATS, the UK's en-route air traffic service provider and publisher of the UK's aeronautical information published the details of the regulations last month in a number of Aeronautical Information Circulars.

In total there are 6 sets of regulations, 2 covering the Glasgow area (a core prohibited zone over the city's Commonwealth Games venues and athletes' village, surrounded by a larger restricted zone), and 4 smaller restrictions of shorter duration, protecting specific events - the cycling time trials at Muirhead, the triathlon events at Strathclyde Country Park, the diving competition at the Royal Commonwealth Pool in Edinburgh and the shooting competition at the Barry Buddon range near Dundee.

Although the regulations are not as far reaching as the 2012 Olympics the government has reserved the right to implement additional airspace security measures should the need arise.

Details of the restrictions are also available on a dedicated website www.airspacesafety.com/commonwealth, which will serve as the focal point for all information relating to the Glasgow 2014 airspace restrictions throughout the coming months. Any changes or additions to the procedures will appear on the website and be Tweeted from [@airspacesafety](https://twitter.com/airspacesafety)

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UNITED STATES

NATIONAL: The FAA and DoD are enforcing limitations on who can use military airspace, a move that will curtail the number of places researchers can fly tests with unmanned aircraft.

The move has wrong-footed many in the industry, including managers at some of the six organisations selected late last year to assist the FAA in introducing unmanned systems into the National Airspace System – and therefore meeting the wishes of US lawmakers.

Four of the organisations put forward their proposals assuming access to the military airspace was a foregone conclusion only to subsequently learn that the airspace is not an available option.

It seems that somewhere in the small print the DoD airspace is set aside for military use specifically for nasty and dangerous activities like firing guns and dropping bombs and there it does not have the authority to offer the airspace for anything else far less risky in the civil aviation field. The authority for civilian flying rests entirely with the FAA and it seems they are not currently interested in presenting a positive stance.

In contrast to this attitude in the Netherlands the Dutch parliament has approved legislation that will allow UAS to be used for video surveillance of the country's citizens. Almost all political parties voted in favour of an amendment to the Municipal Act relating to the extension of the authority of the local mayor to deploy camera surveillance, and the right does not state whether the camera is in an air craft or on a street side pole. See page 20 for other instances.

MASSACHUSETTS: As expected the bombs of last year saw a heavy law enforcement presence on the ground and in the air for the 118th running of the Boston Marathon on Easter Monday. The shock effect of the attack led to about 10,000 more runners entering this years race as a mark of solidarity.

The Massachusetts State Police Air Wing [MSPAW] played a key role in security for the Marathon with four helicopters available to scan the route through eight cities and towns along the marathon route.

The attack of last year led to both bombers being killed or captured, with the MSPAW significantly enhancing their profile by capturing bombing suspect Dzhokhar Tsarnaev in a highly publicised operation that will have greatly enhanced their standing when budgets are being considered. Three MSP Troopers, Ed Mathurin, Eric Fairchild and Mark Spencer, were flying above the boat in which Tsarnaev was found to be hiding,

It may have been conventional but deadly explosive last year but no-one was taking chances and this year the area was scanned by what were described as low-flying helicopters undertaking sweeps for National Nuclear Security.

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MICHIGAN: There are US States that are well served by aviation and others virtually have none. Michigan is one of the latter and the State Police have just put in a budget proposal to the State Senate for a new Bell 407, with the intention that it would enable them to double their capability in patrolling the 58,513 square miles the state occupies. It is similar in size to Florida where in comparison police air support is burgeoning.

The budget proposal, supported by the Governor and Senate is for the new Bell helicopter costing \$5,178,000. Funding includes \$246,000 in ongoing costs and \$4.9 million in one-time costs.

The State Police are reported as saying that the new 407 would allow them to double patrols in Detroit, Saginaw, Pontiac and Flint as part of the governor's Secure Cities Partnership Initiative while giving it more flexibility to respond to needs in other parts of the state.

MSP currently owns and operates a Bell 430 and a 206 L-3 helicopters, along with a small Cessna 182R plane. The helicopters are operated from Lansing's Capital City Airport with one usually stationed at Detroit, where the state has been supplementing local police efforts with airborne patrols since 2009. [HeliHub]

NEW YORK: Helinet Technologies has been selected by the New York Police Department (NYPD) to deploy a custom airborne mission suite for the Department's four recently acquired Bell 429 patrol helicopters.

Developed to meet the specific needs of the NYPD, the mission suite incorporates state of the art image capture, broadcast and receive technologies in a unique configuration that will be fully controllable through the moving map system.

The new system will support the NYPD's policing and counterterrorism operations by enabling live streaming of HD video and data from the aircraft to NYPD control rooms and port-

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able handheld receivers. Air crews will also be able to instantly overlay critical information such as addresses, points of interest and other data on top of the live video and then transmit the video and data in real-time via secure microwave downlink. Helinet designed the system to provide complete interoperability with NYPD's existing airborne surveillance infrastructure and with the systems of local, state and federal partners, allowing for seamless coordination during large scale operations.

Helinet will lead design and installation of the new mission suite, working closely with partners Wescam, Churchill Navigation, Vislink and Trakka Corp. The solution will provide data streaming within a 50-plus mile radius of Manhattan utilising a selection of COTS products in a custom configuration. Helinet will also provide ongoing training and 24/7 support.

WASHINGTON: The first helicopter to arrive at the scene of the recent fatal mudslide in Oso, in a remote valley north of Seattle in Washington was the Snohomish County Sheriff's Office -- with the King County Sheriff Air Support Unit helicopters arriving shortly thereafter. Both agencies are equipped with the Churchill Navigation ARS Augmented Reality mapping system, and video from those missions is online: <https://www.youtube.com/watch?v=IKcKWkWLXwE>



This video demonstrates some of the "before and after" synthetic imagery capabilities of the ARS Mission Management System, as well as the augmented reality overlay showing street, parcel, and address overlay on live FLIR video. Videos are provided courtesy of Snohomish County and King County Sheriff's Offices. [Churchill]

AIR AMBULANCE

INTERNATIONAL

ROME: Just a month away is the AIRMED World Congress in Rome, Italy, on June 3-5, where delegates from all over the world will meet to exchange ideas, to discuss established and new concepts, to define the necessary changes for the future of aeromedical services, and all that with an interdisciplinary and inter-professional approach.

As of now, you can find the preliminary scientific programme on their website www.airmed.eu.



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AUSTRALIA

VICTORIA: Following a competitive tender process Australian Helicopters, part of the Avincis Group, has been awarded a 10-year \$500M contract with the Victorian Government and Ambulance Victoria to operate AgustaWestland AW139 helicopters in the air ambulance role.

Australian Helicopters presently operates two of the five Ambulance Victoria air ambulance helicopters, based in Warrnambool and Melbourne, and has supplied the service for the past five years.

The new helicopters will be operational from January 2016 and be located at bases in Essendon, Warrnambool, the Latrobe Valley and Bendigo.

Ambulance Victoria emergency response helicopters (based at Essendon, the Latrobe Valley, Bendigo and Warrnambool) responded to 2,283 emergency cases in 2012/13, transporting 1,810 patients. AV also operates four King Air B-200 fixed wing aircraft, which are used in emergencies and for the routine transfer of patients.

Over the past 12 months Australian Helicopters have been awarded tenders for the National Aerial Firefighting Centre delivered through the South Australian Country Fire Service, the Central Queensland Rescue Service in Mackay and the Capricorn Helicopter Rescue Service in Rockhampton, both part of the Queensland Government's Emergency Helicopter Network. [AH]

CANADA

MANITOBA: The Shock Trauma Air Rescue Society [STARS] air ambulance programme has only flown four missions since it resumed a limited service on March 7. The low rate of operations has led to each of the four flight's costing \$288,461, and that has fallen on taxpayers. Worse still the cost per flight of all the operations undertaken this year is a staggering \$721,154.

The Shock Trauma Air Rescue Society, which was supposed to raise \$2M a year in corporate and other donations to help defray the costs for taxpayers, only raised \$177,000 in 2012-13 and is still struggling to raise funds. They lost money on fundraising in 2012-13.

STARS was grounded last December after a string of bad medical outcomes and criticism that staff weren't properly trained for the job.

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A recent review of STARS by Manitoba's Auditor General was scathing and blamed the government for signing onto the service without a public tender and for rushing its implementation.

STARS resumed partial service March 7 but remains temporarily banned from transporting patients between hospitals.

At a fixed cost of \$10M a year, taxpayers are paying \$192,308 per week for the 24/7 service whether it's used or not. The province had projected STARS would fly 600 to 800 missions per year.

CHINA

BEIJING: The 999 Emergency Rescue Center (999 Center), a subsidiary of the Beijing Red Cross Foundation, signed a contract with Airbus Helicopters China for the purchase of one Airbus Helicopters EC135 P2e, with an option for another similar unit. The helicopter is scheduled to be delivered before the end of 2014, and will be China's first helicopter fully equipped to perform helicopter emergency medical services (HEMS) missions in the country.

The EC135 P2e will be fully kitted out with medical systems and equipment from Bucher, the same provider for many established European HEMS operators. In addition, Airbus Helicopters will utilise their extensive experience and network to organise tie-ups and co-operation for 999 Centre with leading European air rescue operators, to ensure a smooth and successful initiation of their HEMS operations.

A total of more than 1,100 EC135 have been delivered worldwide, and more than 500 of them are in HEMS configurations.

Beijing Red Cross Emergency Rescue center (999) is subordinate to Beijing Red Cross. It is a public institution formally approved by Beijing municipal commission office. Nearly two million person-times of various kinds of patients have been rescued since it was opened on 18th, May, 2001. Meanwhile, "999" has been assisting the government to offer Beijing citizens the first-aid treatment and medical rescue supports. In order to provide professional, highly efficient and good-quality air rescue services to patients at home and abroad, "999" established the first center applying motorcycle, fixed wing aircraft and helicopter to emergency rescue services, playing the function of emergency rescue and transport within and among cities with the real three-dimensional rescue system.



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UNITED KINGDOM

NATIONAL: A report received by The All Party Parliamentary Group for Air Ambulances (APPGAA) has highlighted that 60% of air ambulance landing facilities are inadequate in the UK, which could lead to greater morbidity and mortality. The report was produced by the Association of Air Ambulances (AAA) after the issue was raised at the APPGAA Annual General Meeting which took place in October 2013.

In any one day, across the UK, 70 people will be treated by air ambulances. Despite these patients being the most critically ill and often suffering from Major Trauma, Burns, Cardiac or Neurological illness, air ambulances often have to land some distances from the hospital in inadequate facilities which require the presence of a land ambulance to complete the journey to definitive care.

With over 300+ hospitals in the UK, the report focused on the treatment of Major Trauma which is the biggest killer of the under 50's age bracket. The report reviewed the 29 Major Trauma Hospitals for adults and children and concluded that only 7 have suitable helipads. A further 8 have landing facilities with operational issues and the remaining 15 sites require a secondary land transfer by land ambulance or vehicle.

The APPGAA will now be working with local MP's and members of the House of Lords to signpost the relevant organisations while the AAA members are continuing to work with operators and NHS Trusts to improve access to air ambulance landing facilities. Both the APPGAA and AAA are calling on the Government to endorse a policy of recognition of parity for all patients arrival facilities, like those seen by land ambulances. A further report will be published in the autumn of 2014 expanding the report to other care pathways across the 300 NHS sites.

One of the highlighted helicopter landing pads is that at Addenbrooke's Hospital, Cambridge a regional trauma centre that effectively serves a large part of south east England. The pad is located on land to the south of Cambridge Biomedical Campus, requiring a ground ambulance transfer of more than 200m to the Emergency Department [ED]. It is currently neither staffed nor lit, severely restricting its worth – especially with the move towards night operations – although Cambridge University Hospitals remain 'committed' to the provision of 24-hour support to air ambulance services. Currently, there is an average of two to three landings per month during the winter and eight to nine in the summer months, with a transfer time of up to four minutes.

In the longer term a new ED that incorporates a helipad remain simply an aspiration.

The AAA is again calling on all of the UK's air ambulance community to nominate an individual or team for this year's Air Ambulance Awards of Excellence. The awards honour the exceptional contributions of staff and volunteers in the UK air ambulance community.

The Air Ambulance Awards of Excellence were held for the first time last year and were a great success. Nominations are now open so the entire sector's most inspirational people get the recognition they deserve. The Awards are judged by a panel of experts, chaired by Guy Opperman MP, and presented at a gala dinner in London on 17 November.

Nominations are sought in the following categories:

- | | |
|--|---|
| <i>Outstanding Young Person Award</i> | <i>Charity Staff Member of the Year</i> |
| <i>Air Ambulance Paramedic of the Year</i> | <i>Air Ambulance Doctor of the Year</i> |
| <i>Air Ambulance Pilot of the Year</i> | <i>Air Ambulance Campaign of the Year</i> |
| <i>Charity Volunteer of the Year</i> | <i>Special Incident Award</i> |
| <i>Lifetime Achievement Award</i> | |

The closing date for nominations is 1 September 2014. The winners will be announced at the gala dinner in November.



CAMBRIDGESHIRE: Magpas has joined the AAA as a full member after meeting the necessary membership criteria and agreeing to abide by the Code of Conduct.

Full, Associate or Affiliate members can access a tailor made range of benefits, services, information and resources, together with statistics and clear guidance on improved charitable, operational and clinical best practice, while the Association itself represents its members to legislators and the general public.

Magpas was established in 1971 and has been providing life-saving care through its charitable endeavour ever since. From its base in Cambridgeshire, Magpas responds to critically injured and sick patients across the East of England. Magpas acquired a dedicated MD902 air ambulance in 2011 and is in support of the NHS Ambulance service by both land and by air. www.magpas.org.uk



GREAT WESTERN: The Great Western Air Ambulance Charity's Bolkow 105 was the first to land on the Bristol Royal Infirmary's as it helps out all local air ambulances to prepare for the opening in mid-May however due to its age it will be the first and only time the Bolkow 105 lands on the elevated heli-pad. The Bolkow 105 landed with a reduced crew and unfortunately will be unable to land on the helipad operationally with a patient and its full critical care crew; the Bolkow 105 was designed in 1958 and built in 1972 so GWAAC urgently need to replace the model with a modern medicalised helicopter.

A campaign has been launched to fund a new EC135 for GWAAC that will be able to land on the BRI's new elevated heli-pad. The charity welcomed the announcement in the recent budget that the Chancellor has made available funds from the LIBOR fund to help air ambu-

lances throughout the country. Working with local Filton and Bradley Stoke MP Jack Lopresti and other MPs in the+++++ region including Charlotte Leslie, Stephen Williams and the Rt Hon Dr Liam Fox GWAAC has applied for a grant from the LIBOR fund to fund a modern medicalised helicopter for the community it serves.

John Christensen Chief Executive said "We are the only air ambulance in the area who are unable to land on the BRI's new helipad which is incredibly frustrating as we are the local air ambulance for Bristol in addition to this last year nearly a third of all of our patients were transferred to the BRI which is why it is so important to us to migrate to a new helicopter. To find out more about GWAAC and the work that they do, please visit www.gwaac.com

MIDLANDS: Early last month Midlands Air Ambulance Charity, an operation with a 23 year history, officially unveiled its first wholly owned helicopter, which replaced one of the three leased aircraft.

The newly registered EC135T2e aircraft G-OMAA was initially built at Eurocopter in Germany before receiving its medical equipment fit out at Bond Air Services Ltd. [BASL] in Staverton earlier this year. The £4.5M helicopter undertook its maiden flight late February from BASL to Midlands Air Ambulance's RAF Cosford airbase in Shropshire where it carried out numerous helicopter emergency medical service (HEMS) missions on a daily basis.

Previously, Midlands Air Ambulance leased all three EC135 helicopters from BASL. The aircraft are based at RAF Cosford in Shropshire, Tatenhill in Staffordshire and Strensham in Worcestershire. The service made a decision to replace the existing leased RAF Cosford aircraft with the brand new and wholly charity owned EC135T2e helicopter. The remaining two air ambulance helicopters will continue to be leased from BASL and the new aircraft will be maintained by them. The new aircraft will enable Midland to fly 12 hours a day all



The new accommodation block is a vast improvement on the old one ©PAR

COVER STORY





year round, not just during the light summer days. The extension in operating hours will benefit the patient further in enabling the charity to undertake more patient transfers between lit helipads during the hours of darkness direct to major trauma centres and specialist hospitals across the region.

Ed: The Midlands Air Ambulance's is not intending to undertake a full night operations service immediately – if ever. The three helicopters currently carry out HEMS missions during daylight hours, up to 12 hours in summer months and eight during winter. The service will be extended in measured stages as experience is gained with the night capable aircraft to a level the organisation is happy with. With the summer approaching there is no immediate need to fit a searchlight that might be needed for remote area night landing as intended by other fledgling night HEMS operations but if the Midland operation decides to undertake such operations in the light of experience one may be added in time as the shorter winter days arrive.

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The logo consists of a central shield containing the letters 'A', 'E', and 'L' in a stylized font. The shield is flanked by two large, black, feathered wings extending outwards. The entire logo is set against a white background within a black-bordered box.

SEARCH & RESCUE

EUROPE

One thing that has not gone away is the veritable tide of humanity vacating North Africa for any part of Europe.

Last month Italy reported that 4,000 immigrants had reached its shores by boat in two days – the highest number since it began a naval operation to handle the influx after the two shipwrecks last year. Some 15,000 migrants crossing the Mediterranean have been rescued so far this year and up to 600,000 people from Africa and the Middle East are ready to set off from Libyan shores – the situation in Syria is making the situation worse but thankfully not quite as bad as the situation in the immediate aftermath of the Arab Spring revolts of 2011.

Europe has injected €80m (£66m) into Frontex but is no closer to resolving the problems. Five navy ships are currently operating in the region south of the tiny Italian island of Lampedusa, which has become one of the biggest gateways for irregular migration into the European Union.

Migrant advocacy groups estimate that between 17,000 and 20,000 migrants have died at sea while trying to reach "fortress Europe" in the past 20 years.

An estimated 1,000 have already reached Spain in the first three months of this year crossing from Morocco into two Spanish enclaves in northern Africa - Melilla and Ceuta.

It is not just the sea crossing that is taking lives, simply getting to the shores of the Mediterranean across the African continent is also taking its toll - it is reported that 92 people, almost all women and children, died of thirst in the Sahara desert after their vehicle broke down in northern Niger on the way to Algeria.

For most of the travellers the golden opportunities presented by Europe are themselves a fallacy with many countries they are entering being in the throes of a massive recession which removes work opportunities from the largely unskilled arrivals.



UNITED KINGDOM

SCOTLAND: A ceremony is to be held at Sumburgh Airport to name new Sikorsky S-92 SAR search and rescue aircraft – Oscar Charlie. G-CGOC

The new helicopter is owned and operated by Bristow Helicopters and the organisation says it opted for the familiar name, "to honour the legacy of Shetland's much-loved search and rescue (SAR) helicopter".

The original Oscar Charlie, a Sikorsky S-61N, G-BDOC was operated by the company on behalf of the Maritime and Coastguard Agency (MCA) from 1985 until 2007. It was sold into the USA in 2010.

The earlier Oscar Charlie served on several high profile rescue missions, including in 1993 when the tanker Braer went aground. Oscar Charlie played an invaluable role in rescuing

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crew members and dealing with the disaster.

It also played its part when in 1995 Shetland ground to a halt as unexpectedly severe snowfalls smothered the isles over Christmas and New Year. The coastguard flew over 30 missions during six days taking the elderly and very young into hospital because the ambulances could not get on the roads.

Bristow Helicopters took over the SAR helicopter operations from Sumburgh Airport in June last year, replacing previous provider CHC. The move marked the start of the UK Gap SAR contract for Northern Scotland which sees Bristow Helicopters delivering the SAR helicopter service from Sumburgh and Stornoway.

It seems a clear case of déjà vu that the Government has not allowed for in its planning. Not for the first time there is a ground swell of public opinion to 'save' the Portland SAR helicopter.

Campaigners are hoping for a reprieve for the threatened Portland Coastguard helicopter after raising a 100,000-strong petition calling for it to stay. The petition calls on ministers to think again about the aircraft.

The Coastguard helicopter base is due to close in 2017 as part of government cost-cutting plans.

Future emergencies in Dorset will be attended by helicopters from Lee-on-Solent in Hampshire or RNAS Culdrose in Cornwall, the Department for Transport has said modern helicopters operating from fewer bases will provide a better service.

But opponents argue it is just a money-saving exercise and claim that lives will be lost.

Government e-petitions containing more than 100,000 signatures can trigger a debate in the House of Commons. [Echo]

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INDUSTRY

The **Airbus Helicopters' EC145 T2** has been certified, clearing the way for customer deliveries beginning in the third quarter of this year.

The EASA certification covers the full range of capabilities, including single-pilot and instrument flight rules (IFR) and single engine operations (Cat.A/VTOL), night vision goggle capability and will bring into service the new Helionix® avionics suite and the new Arriel 2E engines with a new dual FADEC. The new uprated engines and Fenestron anti-torque have required an upgraded main gear box to guarantee an unprecedented level of one-engine inoperative (OEI) performance, along with performance in hover, important in emergency medical services (EMS) operations and for flight safety in general.

By applying Fenestron technology to the EC145 T2, Airbus Helicopters brings the tail rotor's benefits in terms of improved flight and ground safety, enhanced anti-torque control efficiency, reduced

Approximately 20 EC145 T2 currently are in series production, providing a solid basis for the initial deliveries and ramp-up in production rate. To date, Airbus Helicopters has received orders and options for more than 100 EC145 T2s, along with 15 of the military EC645 T2 variant for the German Army.

Airborne Technologies, something of a serial exhibitor in recent years, exhibited at the AERO general aviation show in Friedrichshafen, Germany, last month. It was a venue they immediately defended as being worthwhile despite it not being a core Surveillance event in the classical sense. They see it as being attended by many professionals and that alone saw them looking forward to interesting meetings at their booth. The Airborne Technologies exhibition set-up is bigger than ever, presenting their helicopter technology demonstrator for the first time in Germany. Launched at the Czech Helishow last year, this year the fully equipped helicopter mock-up based on a BO105 demonstrates the complete range of surveillance equipment with a 4 position-carbon sensor support and a modern operator workstation. The lightweight carbon fibre construction is fully customisable and offers space for the complete electrical installation inside the console. The merge of live videos with metadata shown in a state of the art augmented reality system gave an insight into modern police work; a similar system is already being used by the German police. An additional exhibit was a role equipped TECNAM MMA, complete GEO Survey equipment in a new "GEO-outfit".

Since the S.C.A.R-Pod presentation at the Singapore Airshow 2 months ago, Airborne Technologies has signed two contracts with several African customers and continues to attract great interest from the international surveillance community.

McCauley Propeller Systems, a division of Cessna Aircraft Company, part of the Textron Aviation segment of Textron Inc., was displaying the Blackmac Carbon Series constant speed composite propeller at this year's Sun 'n Fun international fly-in and expo.

The clean sheet scalable design is expected to receive FAA certification in the first half of 2014. The advanced composite materials and patented high-strength, low-weight continuous carbon loop blade retention system, significantly reduces weight and improves product life.

This new propeller is the lightest in its class; no other certified propeller rated at 350hp. wood or composite, weighs less. The Blackmac Carbon series retains McCauley's widely popular and proven single-piece oil-filled hub and has 25% fewer parts than comparable aluminum propellers.

The scimitar propeller blades, optimised for balanced performance, are made of seamless carbon fibre and fibreglass material and feature electro-formed nickel leading edges provid-

ing a stronger, more durable and impact-resistant product.

The Blackmac Carbon Series is certified for unlimited life and an overhaul interval of 2,400 hours or 72 months and retains McCauley's standard industry leading parts and labor warranty of 3 years or first overhaul.

McCauley is the world's largest full-line propeller manufacturer and has been designing and manufacturing high-quality propellers and systems for more than 75 years.

Another part of Textron Aviation, **Beechcraft Corporation**, were also at Sun 'n Fun marking the 50th anniversary of its line of King Air turboprops. The current production King Airs – the 350i, 250 and C90GTx – along with the smaller Baron G58 and Bonanza G36 were on display at Lakeland Linder Regional Airport throughout the event and the company celebrated the anniversary with cake, refreshments and giveaways at its static display.

Company pilots flew the first official flight of the conforming prototype of the King Air Model 90 on Jan. 20, 1964. Since then, Beechcraft has delivered nearly 7,200 King Airs with the worldwide fleet surpassing 60 million flight hours.

Criminals are using cheap kit bought from supermarkets to build **unmanned craft** carrying heat seeking cameras they can use to track down cannabis farms to rob. Tech-savvy thieves are buying the craft for as little as £60 from supermarkets, adding cameras and monitoring the view via an iPad.

Burglars are breaking into premises showing excessive heat signatures and stealing the crop to sell on the streets. [Daily Mail]

Both **AgustaWestland** and Airbus Helicopter are reported to have withdrawn from the Canadian Coast Guard medium lift competition amid rumours that the specification favoured both Bell and Sikorsky.

In March **Police Aviation Services Ltd** the Staverton, Gloucestershire based operator and maintenance operation for most of the MD 902 Explorer helicopters in the United Kingdom has acquired another from the world market. Now registered G-SASO the Explorer 900-00103 is twelve years old and previously N5646 with the US Department of Justice Drug Enforcement Agency. It did however have another law enforcement life of sorts as one of the ill fated craft destined for the police in the Netherlands. It was briefly PH-PXE for the KLPD.

Adams Aviation has announced their appointment as Wholesale Distributor for Bose Aviation products to airframe manufacturers, avionics integrators and the civil and military aircraft operators of Europe.

For some time now Bose Aviation Europe has been looking for a partner to enhance their presence among airframe manufacturers and avionics-integrators in the European market. Adams Aviation - with an established expertise in serving precisely that market over the last forty years - has been selected as providing Bose with the ideal reach to those sectors and the sensitivity to maintain existing relationships.

DART Aerospace announced that Kallax Flyg of Sweden has provided a letter of intent to order two PA100 PUREair engine protection systems for their AS350 family of helicopters once the system has received EASA certification.

The PA100 PUREair System, co-developed by Pall Aerospace and DART Aerospace, is a totally redesigned, reengineered, and retested engine air protection system that takes the capabilities of its EAPS predecessors to the next level. Featuring Pall's latest PUREair technology, the new system is self-cleaning and virtually maintenance-free, unlike other filtration systems qualified for this aircraft. The PA100 PUREair system will provide the highest level

of helicopter engine protection while offering a 2% gain in engine power over conventional inlet barrier filters.

This next generation system utilizes the latest advances in Pall Aerospace Technology; including 3D Computational Fluid Dynamics (CFD) optimized system design and innovative nano-material technologies. The PUREair vortex tube works in all weather conditions, including ice, snow, heavy rain, and salt spray, and the system will be certified for inadvertent entry into icing conditions.

After securing Canada STC approval, DART and Pall will seek FAA, EASA and ANAC STC approval.

To learn more about this solution, please visit: www.dartaerospace.com

The USA may be being 'difficult' in its current stance on the acceptance of unmanned craft [page 7] but Spain has gone one better. The Spanish safety agency **AESA** (Agencia Estatal de Seguridad Aerea) has issued a notice which states that unmanned aircraft for civilian use are banned in Spanish airspace. Military UAVs are exempt, but only in nominated segregated airspace.

AESA state it is not permitted, and never has been, to use remotely-piloted commercial aircraft for activities considered aerial work, such as agriculture, inspection of power lines, railways, border surveillance and forest fire detection.

The decision undermines two multimillion-dollar UAS-related projects that were already under way in Spain.

Specialist aerial tasks such as aerial filming, surveillance, detection, fire extinction, cartography require authorisation by AESA but until the new regulations regarding drone use are ready AESA will not - cannot - issue them because there is no legal basis to do so.



In contrast to the situation in Spain other parts of the world have retained belief in the technology. The **Commercial UAV Show** to be held in Olympia, London in October this year expects to attract visitors from a range of industries intent on learning about the potential of the technology. There will be a range of case studies presented in five theatres about how people in many sectors are saving money and achieving vast increases in productivity and reliability through careful application of UAV systems and technology. The organisers are also promoting what they call 'obvious benefits to our emergency services.'

Details on the event can be found at: <http://www.terrapinn.com/exhibition/commercial-uav>

Nottinghamshire Police in middle England have once again placed their trust in **Sepura**, submitting an order for 3000 hand-held radios to refresh their existing stocks.

The Force chose the SRH3900 sGPS – which features GPS and Short Data Application (SDA) support – for its rugged design, clear audio and extensive data capability. Another deciding factor was the radio's continued compatibility with all products throughout the SRH series, as well as compatibility with other forces in the East Midlands Police Collaboration Programme (EMPCP), who also use Sepura radios.

The EMPCP is the largest programme of its kind in the UK, serving a population of 4.5 million over an area of more than 6,000 square miles. Under the collaboration, the five forces of Nottinghamshire, Derbyshire, Leicestershire, Lincolnshire and Northamptonshire work together to tackle crime. All other forces in the region currently use Sepura radios.



**THE COMMERCIAL
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In these pages you may have occasionally noticed mention of conferences and similar gatherings where the thorny subject of ITAR Rules have been discussed. ITAR, **International Traffic in Arms Regulation** is, along with the Export Administration Regulations (EAR) a problem dreamed up by the USA to make sure their prospective enemies do not get access to the very best in technical equipment. Most of the Western World is not affected but the marginal [less trusted?] nations often find themselves seeing the very best of equipment at major air shows only to find that when their own version is delivered it does not quite meet the specification they were watching. The U.S. Government requires all manufacturers, exporters, and brokers of defence articles, defence services or related technical data to be

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ITAR/EAR compliant but, although there may be pressures applied, it does not control everything and other nations are able to freely develop their own systems outside the USA sphere of influence, hence the popularity of equally competitive products such as Swedish EO/IR systems in getting around the regulations.

The events have mainly been in the USA and beyond reach of you as a reader or of no apparent interest to you as a user of equipment that is not required to meet the ITAR rules.

C5 Communications is bringing ITAR to Europe later this year at its new conference "U.S. Defence Trade Controls: Practically Transitioning from ITAR to the EAR" to be held in Amsterdam on 25-26 September 2014. C5 Communications Ltd. +44(0) 20 7878 6888



Autorotation trials for the **AgustaWestland** AW609 TiltRotor have been completed successfully. Between the end of March and early April 10 dedicated flight hours saw more than 70 power-off conversions from airplane mode to helicopter mode flown from the Arlington (Texas) facility in the USA. The tests were flown under auspices of FAA and covered the full wind-milling and autorotation envelopes, marking another major achievement for the program development.

The handling qualities of the aircraft were very benign throughout the testing and the performance of the aircraft exceeded expected characteristics seen during preparation in the engineering simulator in Arlington Texas. Together, the test pilots and engineers were able to develop the best flight maneuvers that will ultimately allow training of commercial pilots in the planned full flight simulator. This latest goal provides further evidence of the AW609's quality in terms of design, performance and safety in the most demanding conditions.

This accomplishment follows the completion of the AW609 flight envelope expansion trials in December 2013. The concurrent industrialization phase of the AW609 is also taking shape across the AgustaWestland network and associated supply chain, with new equipment and tooling being acquired to guarantee existing orders can start to be fulfilled immediately after FAA type certification.



Red Box International based in Romsey, Hampshire have added Portable Load Banks to their already comprehensive range of Ground Support Equipment.

These units made in Slovakia by Dekal are designed for testing AC 400Hz up to 140 kVA both in Analogue and Digital, as well as 28V DC up to 600A continuous, and 2500A peak.

The Load Banks provide a contained, organised and fully controllable load, with the highest quality components.

For more information and pricing enquiries, please contact the sales team at ash@redboxint.com www.redboxint.com Until May 23rd, Red Box will be offering a FREE iPad mini 16GB with every Portable Load Bank order*



GippsAero at ALEA 2013 ©PAR

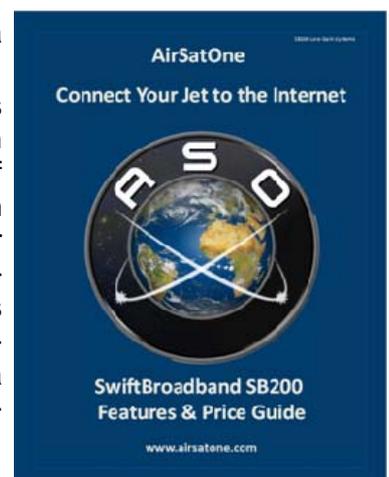
GippsAero-Mahindra the Australian manufacturer of the GA-8 Airvan continues to sell well across the world but the company is concentrating their limited ISR marketing efforts on North America in the immediate future following their recent success in that market with San Bernardino County Sheriff's Department and interest shown by other like minded potential customers with tender's out to replace existing single engine sensor carriers.

For the future there is the turbine option GA10 to market but that is now at least a year away. The GA10 maintains the current concept of simplicity at low operating costs that has been successful with the basic Airvan. While the GA10 is to be a whole new FAR 23 certified aircraft, the GA8s aerodynamic design is retained and current parts are used as far as possible, enabling the manufacturer to offer the GA10 at a realistic price.

The intense GA10 flight test programme is working towards FAR 23 certification, expected late this year. Next year the company will be offering a GA10 turbine option for ISR operations, which should make it more attractive to European operators. Single engine operations remain a problem in Europe and no more so than in the police world.

AirSatOne announced lower rates for SwiftBroadband, activations & data management at no charge.

AirSatOne released their new price guides for SwiftBroadband that offers lower price points with no long-term commitments. Standard activation and expedited activations are free of charge and includes up to 10 MB of data for testing. Heavy data consumers also have plans available with rates further reduced. Price guides are online and can be viewed or downloaded on AirSatOne's web site. Fleet pricing is available upon request, and allows operators to buy bulk airtime at even lower price points and to share airtime between aircraft in the fleet. "Doing a price comparison for a customer using approximately 1,000 MB of data a month on a high gain system reveals a savings of \$14,000 a year," said Jo Kremsreiter President of AirSatOne.



In addition to lower data rates, AirSatOne is offering FlightStream SA service at no additional charge. FlightStream SA does not require hardware or software to be installed on the aircraft, is designed to simplify management of inflight internet services, and offers a full set of web filtering, compression and data management features that can be turned on or off and changed at any time without having to gain access to the aircraft. Changes can be made to single aircraft or wholesale to an entire fleet or groups of aircraft in the fleet. Fleet operators have the option of creating virtual groups of aircraft for simple and quick account management and to administer internet policies to the group. The service also allows the ability to analyse traffic usage, both near real-time and historical, and instantly block high bandwidth sites that are causing excessive data usage. FlightStream SA is deployed worldwide on internet point-of-presence located at or near satellite earth stations allowing the most efficient handling of data going to and from the aircraft. These internet point-of-presence are located in New York City (USA), London (UK), Amsterdam (NL), Aussaguel (FR), Oslo (NO) and Hong Kong (CN).

Price guides can be viewed and downloaded on AirSatOne's web site at any time at: https://www.airsatone.com/satcom_airtime_price_guides

Bell Helicopter Training Academy (BTA) received Australian Civil Aviation Safety Authority (CASA) approval to conduct Bell 412EP/412EPi B1.3 and B2 Part 147 technical training at the Bell Helicopter Singapore Service Center.

The Australian CASA approval expands the BTA's ability to provide regulated maintenance courses in the Asia Pacific region. The BTA offers numerous Bell 412 maintenance training courses including B1.3 Field Maintenance (EASA), EPI Transition, Vibration Monitoring, Electrical, Avionics and EPI Avionics Differences. The training is a combination of theory and practical training completed on a newly installed aircraft maintenance trainer which arrived in Singapore last month.

The Bell 412 maintenance training is complimented by similar type-rated training for the Bell 206 using a 206 maintenance trainer which arrived in Singapore in January. The first EASA authorised course was completed in February.

The redesigned vertical bevel gear shaft for **Airbus Helicopters'** EC225 has been certified, enabling its production and installation on all rotorcraft of this type in operation globally, as well as those being produced.

Certification was granted by the European Aviation Safety Agency (EASA) and is to be followed by validation from other international airworthiness authorities.

Manufacturing of the redesigned gear shaft is underway, allowing worldwide implementation on concerned aircraft in service and in production, starting later this year.

The new design eliminates all three factors that, in combination, had caused two unexpected vertical shaft ruptures. It provides corrosion resistance, compensates for residual stress and eliminates stress hot spots.

Following two EC225 controlled ditchings in the North Sea in 2012 and the suspension of part of the aircraft's fleet, precautionary and preventive measures were immediately developed by Airbus Helicopters and successfully implemented by operators, leading to a full return to service.

As the latest evolution of Airbus Helicopters' Super Puma family, more than 200 EC225/725s have been delivered to 35 operators, accumulating more than 350,000 flight hours. Tailored for the most demanding operators, the workhorse EC225 is an 11-ton helicopter integrating all of the latest technological innovations.

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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.

Powervamp, the Weston-super-Mare UK ground power operation continue their International growth bidding for ground support at a range of major air shows as a relatively small part of their overall product line. In the past they have supported such as Paris and Farnborough and last month were in Marrakesh where their Flywell Powervamp division have the exclusive contract to supply the ground power. They also have been selected as the supplier to the AAD show in South Africa in October this year.

Well known in the military and emergency services fields with their small air transportable power units the air show ground support field has moved them into airline markets and following on from successfully supporting the first Air India Boeing 787 service into Birmingham Airport [UK] last year they recently won the contract to supply Virgin Atlantic Airline's new 787 hangar at London [Heathrow] Airport with 400Hz frequency converters as well as the London City Airport tender to supply the complete airport with 400Hz and DC solid state units for all aircraft stands. The company has always remained in touch with its roots, the automobile industry, and has now won an order worth £600,000 from Jaguar LandRover for power supplies (based on a 200amp 12 volt version of their PS100 28v unit) for installation on their new Range Rover production line.

Another tender converted into orders has been one with the UK Ministry of Defence to replace all their rotary converters with solid state units at their air defence and special radar establishments.

Powervamp represents the products of other manufacturers and additionally has broadened its in-house product lines beyond the provision of power units to include such as the Porta-pump, an all weather fuel pump designed for the fuelling or defuelling of vehicles using jet A1 or Diesel developed from an earlier less capable design. The latest is the new Portaheat unit the prototype of which first appeared at this year's HAI Heli-Expo in California. After further development the design of this has now been finalised and much is expected of it.



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14 March 2014 Eurocopter AS365N2 N164CF Air ambulance of CareFlight Air and Mobile Services, Dayton Ohio operated by Air Methods. The aircraft was dispatched to a scene flight. The landing zone had a camouflaged metal pole sticking out of the ground that was not visible to the crew or by the landing zone officer. The Aircraft landed and the helicopter made contact with the pole causing minor damage to the latch of the chime panel. [Concern]

9 April 2014 Eurocopter AS350 N395P Air ambulance operated by PHI from Rio Rancho had dropped off a patient and was leaving the rooftop helipad of New Mexico's only top-level trauma center at University Hospital in Albuquerque when it went out of control, rotating unsteadily about its axis several times before crashing onto the roof space alongside the pad area. A fire started but was doused by rooftop sprinklers. All three aboard survived with non-life threatening injuries. Initial reports suggested that a gust of wind may have hit the area at the time of lift off. It came to rest on its side, and the damaged tail section could be seen hanging over the edge of the roof. [KOAT.TV]

15 April 2014 Eurocopter EC145 N262MH. Air ambulance of Cleveland Metro Life Flight, Cleveland, Ohio operated by Metro Aviation, Inc. the helicopter and crew, with a patient on board, were preparing to depart the Geneva hospital ground helipad, an open unfenced ground landing site, when a vehicle pull up to the adjacent parking lot near the aircraft. The hospital security officer, who escorted the flight crew out to the ground helipad, was stationed on the north side of the helipad, between the helipad and the emergency department entrance – away from the car park. The helicopter was about to lift off when a female got out of the vehicle and walked across a grassed area towards it. The take-off was abandoned, the PIC rolling the throttles to idle, as the SIC pilot left to intercept the female as she continued toward the left side of the aircraft and then to the rear of the aircraft. She wished to ride with her family member (husband). She was escorted away from the danger of the rotor blades and handed to the hospital security officer. The helicopter then departed without further incident. [Concern]

19 April 2014 Eurocopter AS350BA ZK-HZL. Rotorua Bay Trust Rescue, New Zealand. A pilot and a crew member had a lucky escape after their rescue helicopter crash landed near Taupo Hospital inland on the North Island. The aircraft appeared to clip the top of trees as it began its descent onto the hospital helipad resulting in a heavy landing. The non-medical crew member was injured. [Media]

20 April 2014 Eurocopter AS350B3 BPS-02 Botswana Police Service. After the aircraft went missing a search and rescue team found debris with all the three persons who were on board dead in the Okavango Delta. The helicopter went missing while the crew was returning from Gumare to Maun. [Media]



PEOPLE

The U.S. Small Business Administration announced Dean Atchison, Owner and CEO of Spectrum Aeromed, will represent North Dakota as this year's Small Business Person of the Year. This is the 3rd award honouring Dean Atchison and Spectrum Aeromed in the past year. In August Spectrum Aeromed made the Inc 500/5000 Fast Growing Companies for the third year in a row and in February Spectrum Aeromed was honoured a 2014 U.S. Chamber of Commerce Small Business of the Year Blue Ribbon Award.

Small Business Person of the Year winners from the 50 states, the District of Columbia, Puerto Rico and Guam will gather in Washington during National Small Business Week where one of them will be selected as the 2014 National Small Business Person of the Year.

MOVE ALONG THERE PLEASE

It is difficult to assess the true worth of stories that appear in newspapers these days. We keep on being told that newspapers constantly lie and then that police lie as well so where does that leave this little gem from the Daily Mail last month?

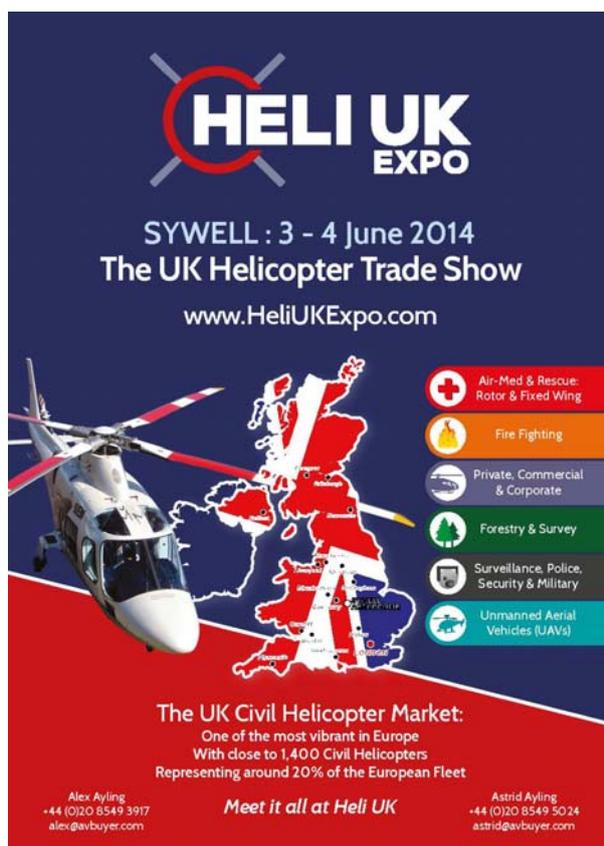
Fast response officers want to be moved from the top floor of a police station because they keep injuring themselves when running down three flights of stairs.

Officers posted to Newtown Police Station in Birmingham have to race down steps covered in slippery Victorian tiles each time they answer an emergency call and in recent months three have been injured.

It seems they have been sent back to school rules and are now being told 'walk, don't run' all of which means they lose vital minutes in attending calls.

The clues here are that the steps are Victorian, thereby suggesting an unlikely scenario that thousands of officers have been injured at Newtown in the last century and a bit.

Perhaps it is simply that the officers of a past age were either out there on the street in the first place where they 'proceeded' at a more casual pace, not ran, to respond or that the officers at Newtown are simply clumsy oafs!



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EHS EUROPEAN HELICOPTER SHOW

The European Show for Helicopter Industry Professionals & Public

19-21 JUNE 2014
 Czech Republic
 Hradec Králové LKHK
 [90km East of Prague]

- Private & Corporate
- Air-Med & Rescue
- Security & Military
- Fire Fighting
- Forestry & Survey
- Unmanned Aerial Vehicles

For more information visit:
www.EuroHeliShow.com

DIARY

A comprehensive listing of helicopter specific events in the coming year can be accessed at <http://www.helicopterlinks.com/shows/> but these are the events of greatest likely interest to readers in the next two months.



20-22 May 2014 EBACE 2014 Geneva, Switzerland

23 May 2014 The 3rd edition of HEMS conference will be held Friday, May 23, 2014 at the Directorate General of Civil Aviation in Paris. Information on the official website <http://colloque.smuh.fr> Admission is free but registered (to access the building DGCA), subject to availability. Mathieu littlevanhoute@hotmail.com

20-25 May 2014 ILA 2014 Berlin Air Show, Berlin ExpoCentre Airport, Berlin-Brandenburg, Germany. ILA will take place for the first time on the exhibition grounds ExpoCenter Airport. Contact the ILA Team via email: ila@messe-berlin.de



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14-16 OCTOBER 2014
AMSTERDAM RAI

24-25 May 2014 Rotortech 2014 Australia. Will be at the Novotel Twin Waters Resort, Ocean Drive, Mudjimba, Queensland 4564. The venue is only a short taxi trip from Sunshine Coast Airport (and about one hour's drive from the Brisbane International Airport). There is an expectation that the organisers can park at least 15 small and maybe 10 medium helicopters in the grounds. AHIA members are invited to apply for a helicopter landing site. Twenty five standard display booths are available next to conference room and have free access to the public. Rob Rich AHIA Events Coordinator, Australian Helicopter Industry Association Limited, PO Box 1796, CARINDALE QLD 4152 Australia Mob: +61 415 641 774 secretary@austhia.com



www.civilisr.com**Civil ISR**

27-29 May 2014

Kensington Close Hotel,
London, UK

27-29 May 2014 IQPC Civil ISR Conference. Kensington Close Hotel, Wright's Lane, London, W8 5SP United Kingdom. Gain an in-depth knowledge of the civil ISR sector with leading briefings from a variety of agencies including police aviation, border security agencies and environment protection. Understand the difficulties faced by civil agencies in delivering an effective ISR capability and apply the lessons learned to your own operations and developments. The speaker line-up is something of a prequel to the following week's PAVCon. Superintendent Steve Furnham, Command Team, South Wales Police, Inspector Richard Brandon, Unit Executive Officer and Accountable Manager, Air Support Unit, Zdravko Kolev, Capacity Building Division FRONTEX, Superintendent Bengt Gronlund, Accountable Manager, Air Support Unit, Swedish Federal Police, Sebastiaan Jansen, Chief Pilot EC135 Netherlands Police and Joseba Mendizabal, pilot Basque Police Air Unit, Spain. www.civilisr.com

3-4 June 2014 PAVCon Police Aviation Conference 2014 Brussels. The 2014 PAVCon Police Aviation Conference will be held in cooperation with the State Police in Belgium. The location of the conference and commercial exhibition is the Air Support Unit of the State Police in Belgium, Haachtsesteenweg 138, 1820 Melsbroek, Brussels, Belgium located on the north side of Brussels International Airport within the secure military area. The event set up is on June 2 and exhibits will be dismantled on the afternoon of June 4. +44 1992 714162



In a month's time this vast engineering hall will be the exhibition space for this year's PAVCon. The centrepiece will be a MD520 flanked by around two dozen exhibitors. Details of them and the conference programme on the website www.pavcon.org bookings to admin@pavcon.org

ILA Berlin Air Show

May 20-25 2014
Berlin ExpoCenter Airport



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