

# Police Aviation News

A silver police helicopter is shown in flight, viewed from a low angle. The helicopter has a dark blue and silver paint scheme. Two pilots are visible in the cockpit. The background is a blurred cityscape with many colorful shipping containers in shades of red, blue, and green.

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PAR

## EUROPE FACES ITS DEMONS

*Talks continue on State Aircraft*

## Airbus Columbus: A Politicians Dream?

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# POLICE AVIATION

## BELIZE

B.D.F: In the past the Belize Defence force has relied upon a handful of light aircraft and some foreign military aid to fulfil the country's wide ranging air support needs.

The most recent development is that the Belize Fisheries Department has taken to employing light unmanned aircraft to undertake its specific needs in over water maritime enforcement.

The computer controlled light UAS operates to a pre-programmed flight plan and captures video footage along its flight, a cost effective and efficient means of providing a policing presence for the Fisheries Officers.

The service is provided by an Australian Company Conservationdrones.org who already has a number of projects running in Greenland, Nepal and Panama mainly using sophisticated variants of light hobby aircraft offering either a fixed wing or a multiple rotor configuration. The group conducted a multi-asset demonstration and trial last July over the waters surrounding Belize. The chosen airframe is based on a popular fixed wing hobby aircraft called the Skywalker, and the autopilot system is manufactured by Baja, Californian company 3DRobotics.

This is a light foamex high wing monoplane with an electric engine and at its best in fair weather. The suppliers have set the configuration on those particular units so they can fly for 90 minutes per flight, more in low wind, a bit less in high wind. They can handle wind of 25mph or more but it can make for tricky landings and power consumption is obviously increased to sustain motion in flight.

For law enforcement tasking the main differences would be a need to loiter for a long time and an ability to broadcast live video back to the base station. This is entirely possible on a Skywalker with a similar set up by adding video camera and transmitter along with a pan tilt system if necessary.

COVER: After a long struggle with various certification authorities the turbine powered Robinson R66 is being certified across the world. In late May Transport Canada added certification for the R66 Turbine Police Helicopter to the list. Priced at US\$1,129,000 the R66 Police adds role specific surveillance technology to the package.

Joseph Douglas – Representative, Conservation Drones.Org says of the type being operated –

*“The chosen craft is powered by lithium batteries and its cruise speed is about 14 meters per second. It can travel faster but we prefer slower speeds so we can capture good video. First of all its 1080p action cameras, it takes great videos and there are 2 cameras on the plane; one facing about a 45 degree on the nose and one facing directly down. As far as how sturdy of how protective they are, they are in a case, but I imagine touch crashes could result in damage to them.”*

*“The camera stores the video on a SD card in the camera itself. The main computer which allows it to go automatically to way points and that’s accompanied with a GPS, so you can actually put in whatever coordinate you want and the plane will fly to it. ”*

The cost of each UAS, plus the cost to train Fisheries personnel to operate them, is \$6,000 Belize dollars. These drones have been made possible through the collaboration of the World Conservation Society and Fisheries.

## CANADA

QUEBEC: Three inmates escaped from a detention centre in Quebec City with the help of a helicopter early last month; the second helicopter-aided inmate escape in Quebec province in two years.

This time the helicopter headed west from the 710 cell Orsainville Detention Center located about 10 kilometres from the centre of Quebec City, and has not been seen since. The escapees, identified as Yves Denis, Denis Lefebvre and Serge Pomerleau, were on remand awaiting trial.

In March last year, a helicopter pilot was forced at gunpoint to drop a rope ladder down to collect two inmates from the St-Jerome prison. In that instance police caught the two escapees and the two suspects who hijacked the helicopter within a few hours of the escape.

The three were taken back into custody after 2 weeks on the run. Shortly after the breakout it was revealed that a judge had granted the inmates looser restrictions the day before they escaped. [Brandon]

In the wake of the latest escape it is reported that the Quebec government will install equipment at several detention centres aimed at preventing helicopters from repeating escapes. Temporary measures will be put in place in co-operation with the federal government, such as forbidding air traffic over the institutions. [Media]

Meanwhile on the other side of the Atlantic Ocean in Dublin, Ireland an attempt to get around anti-helicopter defences and make an illicit delivery into Wheatfield Prison with a small unmanned craft failed miserably.

A small quad rotor UAV was making its way through wires strung to thwart full size helicopters when warders noticed it. It seems that once the operator realised the stealthy approach had been rumbled his skills threading a path through the wires using the on board camera declined and a wire was hit. The craft tumbled into the exercise yard disabled. A number of prisoners pounced on the craft and removed the cargo of drugs. One prisoner was seen to swallow a package and he and his compatriots are currently in confinement awaiting the passage of nature. [Irish Times]

## EUROPE

As you can read in a separate report the 2014 edition of the PAVCon Police Aviation Conference in Brussels was highly successful. One item discussed at that meeting has far wider implications than might be apparent in that separate report and to that end this item effectively repeats that story in greater detail.

Oliver 'Ollie' Dismore Flight Operations Director, NPAS [National Police Air Service UK] regularly attends the event to give an update on progress with the big project - NPAS. This time was no different except that the NPAS material took a back seat to more pressing material from EASA.

In the early planning for this year's PAVCon there was an expectation that the event would host a meeting between EASA regulators and the senior police aviators who need to come to terms with new European Union-driven regulations that currently leave them with a multitude of different interpretations of how Public Service Aircraft or 'State Activity' should be regulated. There are operations with a wish to fully embrace EASA civil regulation and others that prefer to remain with the military regime they have always known and many shades in between. This politically-driven situation which dates back to concerns over national sovereignty has been reinforced by EASA being adamant that they will not entertain police or other state activity within the wider civil certification regime and allow easements outside strict EASA rules. Currently the police are not yet unified in their defence. The meetings started away from PAVCon and nothing was planned but in the end Ollie used most of his time to give a brief update on the ongoing legislation situation.

Hopes by such as the British, Dutch and Germans that they can operate their aircraft much as they do now as civil aircraft have been dashed and there is a danger that they will be excluded from their current regime. They are hoping that there may be a path of mitigation for them that allows the aircraft to be operated as Public Aircraft but retain sufficient elements of EASA to enable the airframes to be at least sold off as certified airframes at the end of their working lives. Success will be financially rewarding, total failure could see all end of life airframes scrapped rather than sold on.

There are issues relating to maintenance, pilotage and even leasing in temporary aircraft to be considered. Operators with an existing military based operating regime, including the Belgians and French, have little or no interest in the proceedings. A police unit faced with a large fleet to dispose of might find the loss of capital prohibitive if the situation is not improved.

Although it is too early to predict what the outcome of the continued talks between the police and EASA officials will be there are hopes that those multiple interpretations can at least be reduced to just two.

As a post-PAVCon note, the public consultation process for changes to the 'Basic Regulation' (EU Regulation 216/2008) which proscribes the current EASA position has started with responses due before mid-August.



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## TANZANIA

In an effort to combat poaching in the Country that has seen as many as 20,000 elephants killed in the last decade, the government has received backing to improve its air surveillance capabilities after it received a Robinson R44 helicopter from the United States. The helicopter came through the Howard G Buffet Foundation.

Two more helicopters are expected to be purchased soon to intensify surveillance in Ngorongoro, these are said to be a Bell 206 and another R44.

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## UNITED KINGDOM

NPAS: Bond Helicopters based at Staverton in Gloucestershire has been selected as the contractor to undertake the rebuild of the seven NPAS EC135T2 helicopters from their current high skid and role pod configuration to the low skid style used in the more recent EC135P2 purchases.

The rebuild work, worth between £5 and £10M will incorporate a new high end specification camera with mission planning and mapping systems while retaining existing airframes with plenty of service life left. The interior of each aircraft will also be redesigned with touch screen displays and an ergonomic layout, giving the crew more space to work in. The existing communications systems will be replaced with new integrated technologies, giving enhanced capability to relay crime-fighting information to Police Officers in the sky, on the ground and at headquarters.

Director of Design and Completion at Bond Helicopters Europe, Jeremy Liber, said: "This is a complex upgrade, but our experienced team took an innovative approach to designing and integrating the very best mission systems, which we believe will make a real difference to the helicopters' crime-fighting capabilities.

"We are looking forward to working with NPAS to deliver seven world-class police air assets, supported into the future."

The work will be carried out at Bond's facilities in Staverton, and through NPAS' fleet management it is predicted that the downtime will not impact on the coverage of police helicopters across the country. [NPAS/BASL]



*Ed: NPAS has put three primary engineering related tender's out to industry and with this latest announcement two of them are now resolved. The first tender related to upgrades of the downlink system. The fleet comprised a mixture of analogue and digital downlinks that could not be operated cross-border nationwide. The outcome of that tender [not announced*

*in a formal release] was that Enterprise Control Systems [ECS] based in Northamptonshire gained the contract to convert the analogue systems to the common standard and Essex based Vislink took on the existing digital systems. When completed all systems will be to a common interoperable standard.*

*The final major tender relates to maintenance across the fleet from October. This is far more complex in that it relates to a number of airframe types [MD900, EC135 and EC145] and a number of timescales brought about by those air units that simply failed to join as predicted.*

*When each of these stages has been completed and the missing operations integrated NPAS will have no real excuse for the system not working as first promised – will they?*

METROPOLITAN: As this year's edition of PAvCon opened for business in Brussels NPAS announced that the Metropolitan Police had signed up to join NPAS from October this year. The unit started flying in 1970 and have been an independent force at their current base since 1976.

Just one week earlier it appeared clear that such a development was months away and likely to drift into 2015. So it was something of a shock to hear that the deal had been inked by civil servants in London and Bradford with no operational connection whatsoever with the base of operations at Lippitts Hill, a base some 12 miles from central London [Downtown].

Finer details of the development will undoubtedly emerge in coming weeks but it seems clear that the unit faces many major changes in future months and that heads will undoubtedly roll and others involved will fall upon their swords – although often denied in West Yorkshire that has been the picture across the NPAS roll-out and as a result a significant number of new observers are being trained up.

The Metropolitan Police employed engineers, independent since 1980, are to be made redundant but they may yet be re-employed by the incoming maintenance organisation [whoever that is].



In recent years the operation based at Lippitts Hill, Loughton, Essex [on the edge of Epping Forest] has been flying three Eurocopter EC145 helicopters on patrol over London. It has been a self contained operation with in-house maintenance and pilotage designed to ensure that the Capital City receives at least one operational helicopter 24 hours a day, 7 days a week and 365 days a year, two aircraft are regularly available and there have been times when three aircraft have been scheduled to be available for special occasions including State events but that has been rare – indeed remarkable. The service has been largely reactive but once launched the duty machines will tend to patrol and react from the air.

To undertake this level of service the operation was allotted 3,300 flight hours three years ago but in the event this was found to be over generous and unused so the following year this slipped to 3,000 hours. Despite the proposed vastly extended area of operations under NPAS [effectively the South East of England] the service looks likely to get funding for just 2,700 hours.

A major change is that two of the EC145 helicopters are to be withdrawn and allocated to other, less busy, operations in England and Wales and replaced with smaller EC135's which are considered more than adequate for the patrol job and likely to offer enhanced maintenance availability. That will leave a single EC145 on station at Lippitts Hill. A number of locations have been mentioned for the bases of the moved airframes including North Wales and Suffolk but nothing is yet published.

The unit has been quietly flying training sorties for rappelling operations with its EC145s but no operations have yet been flown. The roping operations require all the role equipment to be stripped out leaving a bare troop carrier airframe capable of seating 6 or so armed police. That typically takes 30 minutes. The idea of rappelling officers onto the scene of an emergency is an international one whereby masses of photos are taken of armed police being inserted by rope from helicopters, flying on skids wearing para-military gear. It looks good, and very photogenic. Across the world units train for the operation but there is little evidence of real need. It is like training for and carrying a gun, it's too late to train for it when you need it. The remaining worry at Lippitts Hill is that if the need arises the remaining EC145 airframe might go tech and that it might take ages to send in a replacement from their new home. Effectively these protests have been discounted but as stated there is precious little hard evidence to support an actual operational need—it has never been demonstrated as a need in London the last 50 years.

The control room at Lippitts Hill is to remain but with the main control for NPAS still being up in West Yorkshire it seems likely that its actual despatch role will be greatly dissipated. The editor knows from personal experience that hitherto the individual officers of the Metropolitan Police have been able to request direct air support over their personal radios. This fairly unique interaction has led to many street duty officers in this force having a unique layman's appreciation of hands on police air support which has been tempered operationally by the assessment of the officers on the air unit based on what they felt was viable. This interaction, probably unique in Europe if not wider has been in place for the best part of 34 years and is unlikely to survive the injection of NPAS control way north in Bradford.

*As has been stated before in this publication the people making the decisions and signing the contracts are not the ones with the slightest personal expertise in any operational aspects of police air support. In the first instance this is all driven by profit and loss, it will get worse before it gets better.*





In Suffolk – one of the NPAS operators thought likely to get one of the former Met EC145s on its patch – they are not happy about their little bit of NPAS. Until 2012 Suffolk was part of a consortium that provided regional air support and had its own helicopter.

They claim they are not receiving adequate value for their £800,000 contribution towards NPAS air support – and that their use of the helicopter is around half of their payment.

The police crime commissioner for Suffolk, Tim Passmore, calls the arrangement a “terrible waste of money” and is pushing for changes.

Assistant Chief Constable Phillip Clayton has said he supports pushing for a change in the way costs are contributed towards managing the service provided by the NPAS.

All forces contribute towards the costs of managing the service, with flight hours allocated to each force based on historic use of their helicopter. Suffolk was allocated 600 hours - an amount that, over the last two years, has proved to be more than required but of course based on having their own resource and not one controlled by a third party [NPAS] in another county.

At the end of the financial year [April 2014] it was clear that Suffolk was not using its number of budgeted hours and as a result some of the allocation was transferred to adjoining Norfolk and Suffolk was able to retrieve a rebate of £39,000, taking down its contribution to £761,000 compared to Norfolk's £399,000. [EADT/PAR]

*Ed: This is a common story across the UK as actual operational use of the aircraft settles down under the new regime of NPAS. Some do not use their allocated hours partly because the asset is more difficult to access and other 'in house' resources are used as a result. Conversely the few forces that had no air support prior to 2012 are now finding they use it more often because it is now easier to access than before.*

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SCOTLAND: The media in Scotland has reported that the new EC135 aircraft, which replaced the one destroyed in the fatal crash in Glasgow city centre last year, has shaved an hour off average daily flying time since it became operational on December 6, a week after the tragedy.

The new helicopter has spent an average of two hours and 23 minutes per day in the air, compared to three hours and 22 minutes per day for the previous Police Scotland machine. The 30% cut in flying hours since the crash brings the helicopter closer into line with the pattern seen prior to the creation of the single police force, when the helicopter was operated by Strathclyde police but occasionally deployed to respond to incidents in other force areas. On the night of the crash it was returning from a "non-urgent task" in Dalkeith in Midlothian.

According to figures released under freedom of information legislation, between 2008 and the creation of Police Scotland on April 1 last year the police helicopter spent 5528 hours and 33 minutes in the air - an average of two hours and 53 minutes per day. After the creation of Police Scotland, the helicopter flew almost an extra half hour every day. It accumulated a total of 818 hours and 39 minutes flying time - equivalent to three hours and 22 minutes per day - in the eight months until the Clutha crash, an increase of 17%.

Air accident investigators have not uncovered any evidence to indicate that increased flying hours could have played a part in the crash and Police Scotland insists the current reduction in operations is nothing more than a coincidence.

The cause of last year's crash remains a mystery. The most recent report by the Air Accidents Investigation Branch (AAIB), published in February, said both the helicopter's engines "flamed out" as a result of fuel starvation seconds before it came down.

There was still 76kg of fuel in the main tank at the time, but this appeared not to be reaching the engines because vital fuel-flow switches were turned off. How that situation came about is now the focus of the AAIB's probe. [Herald Scotland]

WALES: The future of air support in southern Wales will not remain independent for much longer. It is expected that both current air operations will join NPAS early in 2015 but what will happen to them is still the subject of negotiation.

It is expected that the current South and East Wales unit [South Wales and Gwent forces] will give up their current EC135T2 G-WONN at the end of its lease from Bond and take-up with a spare EC135 in the NPAS fleet, perhaps one of the newly reconfigured aircraft.

The Dyfed-Powys AgustaWestland A109E Power will undoubtedly depart but the timing and nature of that departure remain the biggest unknown. It may turn over to operating fixed wing as originally planned but there is some pressure against that as some see it as an inferior service even though the current service is under 12 hours and the promise is for 24 hours.

The SAEW EC135 [expected to be termed NPAS St.Athan] already covers vast gaps in the Dyfed-Powys hours of darkness air support need and this is quite likely to continue.







ARIZONA: Soloy Aviation Solutions has delivered a second Soloy Mark II turbine Cessna 206 "Sentinel" aircraft for law enforcement surveillance and patrol support by Arizona's Pima County Sheriff's Department. Their first Soloy MKII Sentinel was delivered in late 2013.

Pima County is the seventh largest county in the USA and requires fast deployment of law enforcement surveillance aircraft over long distances with the ability to loiter once on station.

The Rolls Royce 250 powered Soloy 206 "Sentinel" edition is a specially prepared role equipped Cessna airframe offering law enforcement an equally capable yet lower cost alternative for aerial observation than that of slower and much more expensive helicopter platforms.

Soloy equip the airframe with a mounting point that will support an underwing sensor to carry any sensor up to 100 pounds and 18" in diameter. With the addition of Soloy's fixed aileron trim tabs, the effects on flight characteristics are minimal.

In addition the rear sensor operator, TFO has a unique fully articulated seat.

The turbine 206 platform can be airborne in under seven minutes, travel at over 170 knots true air speed to get on-scene, and then quietly and fuel efficiently loiter at remarkably low speed for hours and attract only an hourly flight cost and maintenance a fraction of a helicopter.

The new airframe will enter active service later this year. [www.soloy.com](http://www.soloy.com)



CALIFORNIA: East of San Francisco the air operation serving Oakland is requesting finance to support greater availability of air support through Argus the Police Department's MD500 helicopter N510PD.

Oakland's Police Department is asking the City Council to set aside \$397,000, starting July 1, to double the amount of time - from eight to 16 hours a week - the helicopter can spend patrolling Oakland. Oakland and San Jose are the only two cities in the Bay Area with a police helicopter but the adjoining East Bay Regional Park operates two AS350 in the same airspace.

On an average day in Oakland, there are 105 patrol officers spread over three shifts responding to 669 calls for service, including shootings, robberies, assaults and auto thefts in among the 391,000 population community spread across 55 square miles.

The proposed \$397,000 hike in finance comes from assets seized by law enforcement in Oakland. Not everyone is convinced the city should spend more money on the helicopter, especially when so many residents expect police to be visible parts of the community, not anonymous enforcers orbiting overhead.



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FLORIDA: As illustrated in last month's edition of PAN the Seminole County Sheriff's Office Aviation Section recently received a new AS350 B3e N176SC, a completion by Metro Aviation. This multi-mission law enforcement aircraft is equipped with a cargo hook for sling work including a Bambi Bucket for fire suppression and a hoist for rescue operations. The AS350 B3e is also equipped with an HD color/low-light/FLIR camera. Images from the camera are displayed with mapping information on four cabin/cockpit-mounted displays. The aircraft is also equipped with fast rope bars and NVG technology.

"It was a pleasure working with the team at Metro Aviation on this completion. The quality of workmanship, design, and attention to detail was impressive," said Chief Pilot Steve Farris. "I look forward to our continued partnership and working with them in the future."

This AS350 B3e replaces an older aircraft in the Aviation Section's fleet and will be vital in providing assistance throughout the county and surrounding areas with patrols, pursuits, search and rescue, and surveillance - among other missions. [Metro]

FLORIDA: The Lee County Sheriff's Office [LCSO] on the Gulf Coast of the southern section of Florida has its own air operations unit flying full size helicopters and now it seems that other sections of LCSO are set to create their own air resource from unmanned aircraft. The newcomers are aiming to meet the needs of local SWAT and evidence teams with the craft and last month they went public with their plans and ran a flight demonstration that did not include such potentially important people as the Federal Aviation Authority.

It seems that LCSO has been operating two Chinese manufactured drones in recent weeks. The Chinese built DJI Phantom 2's cost about \$1,200 each, about the same as an hour of full size helicopter time. The lightweight and small quad rotor craft have 20-25 minutes of battery life.

The LCSO officer leading this trial is Lt. Gary Desrosiers and he is enthusiastically promoting the craft and all they have already achieved within the Department demonstrating the mapping of scenes of crime and accidents.

The press story being put out at the moment stresses the usual US problems about intrusion and states that they do not have cameras that can see through windows or walls via heat or infrared technology.

Desrosiers told a group drawn from power companies, law enforcement, agriculture, education, real estate services how the LCSO is using their drones and arranged for demonstrations but seems, like many others before him in law enforcement, to have left out the legal difficulties associated with the ban on law enforcement officers being involved from association with unmanned craft unless given permission by the FAA.



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MISSISSIPPI: Mississippi's Department of Public Safety [MDoPS] now has a brand new AS350B3e AStar N350MS helicopter and it's one of those made locally in a newly expanded Airbus Helicopters assembly plant in Columbus, MS. It may be an old design but it is popular and now being fully assembled in the Columbus plant. Captain Ron Kelly of the Mississippi Highway Patrol Air Wing accepted delivery of the AS350e before completion in January and again last month after its role fit at the plant. The MDoPS operated a mixed fleet of three over the last decade before deciding to sell them all off to fund a new airframe.



Enter the local politicians with a message to sell and a television channel quite willing to repeat the non too accurate political message.

The air unit may be thrilled to get a new aircraft – they gave up all their previous assets in order to be able to fund it - but the whole project was turned into a vote catcher and a great source of pride for Mississippi Governor Phil Bryant. According to him the state is the first to purchase the *new* law enforcement-equipped helicopter and he is marketing it to other departments of public safety. Thereby suggesting that each future sale by Airbus that is assembled in Columbus will be taken as a feather in the Governors voting cap!

He says he made sure Mississippi was the first customer. "If we didn't have one-the state of Mississippi didn't own one for their Department of Public Safety, it was impossible to go and sell," said Governor Bryant.

Fortunately other media sources were a little bit more level headed and told it how it is! Which may be what Seminole County in Florida might want to hear! There are 220 AStars

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out there at the moment in law enforcement service and currently, only light assembly is handled at the Columbus plant. By September, and because of its popularity full assembly and finishing will be under the one USA roof. But thanks WTVA tv every helicopter could also come with a special vote for the Governor!

To meet its growing US business volume, Airbus Helicopters Inc. operates the modern production plant near Columbus, in Northeastern Mississippi's Golden Triangle region. Opened in 2004, as American Eurocopter the 325,000-sq. ft. facility produces the AS350 B2/B3 AS-tar commercial helicopter and the U.S. Army's UH-72A Lakota Light Utility Helicopter.

In addition, the plant handles the assembly and customization of other Airbus Helicopters models and also manufactures components for use on new-production helicopters.

In 2006-2007, the Columbus facility was expanded to a total covered area of 325,000 sq. ft. for the UH-72A program, incorporating the Lakota assembly line, flight line, paint shop, warehouse, administrative offices, flight operations and flight test engineering. [media]

**PENNSYLVANIA:** The police department in Philadelphia has taken delivery of the first of two new Airbus Helicopters AS350B2 AStar helicopters. In an earlier story the aircraft were handed over to the PD prior to being sent for role completion.

The helicopters are now role equipped to undertake the law enforcement and Homeland Defence roles in support of the police and other agencies around south east Pennsylvania. [Airbus]

## AIR AMBULANCE

### BRAZIL

**MINAS GERAIS:** Helibras delivered the first EC145 the State Department of Health of Minas Gerais. The aircraft was in use during the 2014 FIFA World Cup in the state. In aeromedical configuration, the model will carry two stretchers with patients, doctors, nurses, operating crew of Firefighters, Pilot and co-pilot. The helicopter is equipped with the most modern aeromedical kit available in the world market and rappel, searchlight and landing systems.

The aircraft will be in the hangar of the Fire Department at Pampulha Airport and after the event, will be integrated into the aeromedical service and Fire Brigade.

### IRELAND

**EIRE:** Two years after an air ambulance pilot scheme was launched in Ireland a decision on the future of the service has yet to be finalised.

The Emergency Aeromedical Service (EAS), operated by the Air Corps in support of the HSE's National Ambulance Service (NAS), was launched in June 2012 and was due to run on a trial basis for one year.

The service was extended twice for three months at a time, while the operation was reviewed by the Emergency Aeromedical Service Audit and Evaluation Group.

The group confirmed a need for a permanent a service in Ireland and this has been accepted by the Minister for Health, meanwhile options for a permanent service are being considered. This may include Northern Ireland which remains without a charity operation after some high profile but ill-starred attempts.

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<p>• Police &amp; Military Surveillance • Force &amp; VIP protection • Aircraft system integration &amp; design, EASA Part 21J &amp; Part145 • DAOS, GCAA &amp; ISO 9001 approval</p>									

## KAZAKHSTAN

SEMEY: An ambulance station in Semey, East Kazakhstan Oblast received a MD600N helicopter last month. The national sanitary aviation coordination center allocated the helicopter to Semey ambulance station through the state Salamatty Kazakhstan state-run healthcare programme.

The blue and yellow MD600N UP-MD002 appears to be leased from the local MD agency [www.aviaconsulting.kz](http://www.aviaconsulting.kz) [Tegrin News/PAR]

## RUSSIA

St. PETERSBURG: A Bell 429 helicopter is undertaking HEMS missions for new Russian customers. Heli-Drive, one of Bell Helicopter's independent representatives in the region has customised the 429 and constructed the first six of sixteen helipads required at regional hospitals to support the air ambulance operations in the region under an agreement with the Ministry of Healthcare.

Heli-Drive's Bell 429 has completed at least 52 patient evacuations since it went into EMS services in March, 2014

## TURKEY

ISTANBUL: Bell Helicopter Prague, Czech Republic delivered two commercially registered HEMS configured Bell 429 aircraft to Saran Aviation in Turkey.

The helicopters are equipped with TCAS, full cabin audio communication system, marker beacon, maritime communication radio, loud hailer, moving map and an upgraded GPS system. Saran Aviation will fly the Bell 429s in conjunction with TAA Gökçen Aviation.

## UNITED KINGDOM

AAA: A reception held by the All Party Parliamentary Group for Air Ambulance (APPGAA) took place on the House of Commons Terrace, Westminster on 9 June 2014.

The event, hosted by Chairman of the APPGAA Guy Opperman MP, gave members of Westminster the opportunity to meet with senior managers of local air ambulance charities and ambulance services from across the UK, enabling them to learn more about their operations and to discuss the industry's key issues.

In his opening speech, Guy explained how he needed an air ambulance when he was involved in a horse riding incident. He explained the role of the APPGAA and encouraged the air ambulance community to continue engaging with their local MPs on matters of importance.

The Minister for Civil Society, Nick Hurd MP delivered a speech which praised the work of the UK's air ambulances that together raised £96.4M last year through public donations and on average treat 70 patients a day by the 20 charity funded services.

More information on the APPGAA and the air ambulance community can be found on the AAA website [www.aaaa.org.uk](http://www.aaaa.org.uk)

ISLE OF MAN: A hospital trust in the Isle of Man has given a boost to the Air Ambulance service.

The Ramsey and District Cottage Hospital Welfare Trust have given £2,000 to help fund a helicopter landing path laid on the field adjacent to the Hospital and offering a smoother handover of patients from ambulance to helicopter.

It is expected that the new facility will be used more than 20 times during the year, with the majority of use during race periods of the TT and the Isle of Man Festival of Motorcycling..



LONDON: London's Air Ambulance has performed what they claim is the world's first roadside balloon surgery to control internal bleeding. Use of pre-hospital Resuscitative Endovascular Balloon Occlusion of the Aorta (REBOA), a technique used first in the UK at The Royal London Hospital, to control haemorrhage in trauma patients is a ground breaking move by London's Air Ambulance.

On average the charity is called six times a day to deliver its life-saving medical interventions to people seriously injured in the Capital. Many of these patients are suffering from catastrophic bleeding. Tragically some die at the scene as a result of their severe blood loss and never make it to hospital. London's Air Ambulance can now perform REBOA on patients suffering severe pelvic haemorrhage, an injury most commonly associated with cycling incidents and falls from height.

Commenting on the use of REBOA to treat trauma patients, Dr Gareth Davies, Medical Director for London's Air Ambulance, said: *"Our aim is to provide our patients with the world's most innovative and effective pre-hospital care. Being able to effectively manage blood loss at the scene is a significant advancement in pre-hospital medicine."*

*"We believe the use of REBOA can lead to a reduction in the number of patients who quite simply bleed to death before they have the chance to get to hospital where there are highly developed systems for stabilising and preventing blood loss."*

REBOA works by controlling or preventing further blood loss. Blood carries oxygen which is delivered to major organs including the heart and the brain. Starved of blood our organs stop working effectively and can become permanently damaged. The balloon is fed into the bottom end of the aorta, the largest blood vessel in the body, and then inflated, temporarily cutting off blood supply to damaged blood vessels. The patient is then transported rapidly to the Royal London hospital to undergo further vital interventions.



WILTSHIRE: The air ambulance will be staying at Wiltshire Police's hangar when the joint helicopter agreement ends in December this year.

Wiltshire Air Ambulance Charitable Trust (WAACT) is still looking for a permanent base where it can also build a visitor centre and had Wiltshire Police has now agreed that the operation can stay at the existing hangar at the rear of police headquarters in London Road, Devizes, in the meantime.

Mr Philpott said: "It's good news. It gives us breathing space to find the right location and build the new air base. Devizes is central in the county and it suits us to be based there."

The lease for the police hangar is for five years but Mr Philpott thinks it is more likely that Wiltshire Air Ambulance will be based there for two to three years. The lease has a clause

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# SEARCH & RESCUE

## ITALY

**FRONTEX:** In Rome the Italian Prime Minister Matteo Renzi has said that Europe must take responsibility for rescuing boat migrants crossing the Mediterranean Sea from Africa by making a significant investment in the region's border control agency, Frontex.

Italy's navy and coast guard have been patrolling the waters between Africa and the Italian island of Sicily since October, when 366 people drowned after their boat capsized just a mile from the Italian island of Lampedusa.

That tragedy focused world attention on the risks taken by many migrants, whose plight has been highlighted by human rights groups and Pope Francis.

Italy's navy mission costs about €9M (\$12.23M) per month, and more than 50,000 migrants have been rescued so far this year. Many are refugees fleeing civil war in Syria or forced military service in Eritrea.

Though about two-thirds of those who are rescued move on quickly to other EU countries, member states have offered Italy little help, and Frontex has provided only limited air surveillance.

Italy - along with Spain, Greece and Malta - have been left mostly on their own to manage the growing number of migrants who seek to enter the EU in boats departing from North Africa, partly because increasing anti-immigrant sentiment in countries like Britain and France makes it unpopular to help out.

[Media]



## UNITED KINGDOM

**CHANNEL ISLANDS:** Late last year the Channel Islands Air Search (CIAS) Britten-Norman BN-2 Islander G-CIAS crashed in bad weather. A replacement BN Islander aircraft has been ordered to replace the wrecked aircraft.

A lack of fuel in the reserve tanks contributed to the Channel Islands Air Search plane crash as the five crew searched for two fishermen; it came down on Jersey's north east coast largely intact but severely damaged. All five walked away unharmed after the incident on and the fishermen were later rescued.

The initial accident report found the right and then left engine cut out as their fuel ran out 15 minutes into the flight. It was found that the cockpit fuel supply controls were set for it to run off the empty reserve, or tip, tanks rather than the main fuel tanks which had plenty of fuel.

The report established that the tip tanks were empty having not been refilled from a 50-minute search carried out the previous day, while the main fuel tanks were almost full.

Last month Britannia 2000, based in Maidenhead UK, announced the donation of a Britannia Airborne Mission System (BAMS) to the CIAS voluntary service for their new Islander aircraft. CIAS purchased four 17" airborne displays from Britannia and the company donated a base level CAMC. [www.britannia2000.co.uk](http://www.britannia2000.co.uk)



## UNITED STATES

CAP: After a long campaign by the modern Civil Air Patrol the President has signed the order that awards the World War II CAP members the Congressional Gold Medal.

Of the award Tony Cowan the Chairman of the UK Skywatch CAP welcomed the award.

'Many of us, particularly those who have served in the military, will recognise the 'special relationship' that binds our two great countries, the UK and the USA, together. Particularly as we remember the liberation of Europe and the D-Day landings that took place 70 years ago in Normandy, France.

'This 'special relationship' also extends to the Civil Air Patrol in both countries. One of the UK CAP's most recent recruits is Bill Henry who is also a member of The US CAP Mississippi Wing. Bill is resident in the UK this summer and he will now pursue his CAP activities on this side of the 'pond'

After a competition that once saw the Boeing Chinook selected as the winner, the US Air Force has now awarded Sikorsky and Lockheed Martin a \$1.3 billion contract for the USAF Combat Rescue Helicopter.

The deal for 112 Sikorsky Black Hawks, outfitted with Lockheed mission equipment, brings to a close a more than decade-long Air Force quest to purchase a replacement for its HH-60G combat search-and-rescue helicopters that saw bids from a range of US and European helicopter manufacturers and various court challenges. This time the Sikorsky-Lockheed team was the only bidder in the competition.

## INDUSTRY

**Schiebel's** dedication to the maritime domain and its ability to respond to the evolving unmanned systems requirements lead to a series of trials for the Brazilian Navy from 2-5 June near San Pedro, Brazil, from the Brazilian Amazonas Class Ship APA.

Schiebel's unmanned helicopter Camcopter® S-100 demonstrated to representatives of the Brazilian Navy and Ministry of Defence the capabilities of the VTOL UAS in a series of sorties flown from the sea near San Pedro, Brazil (160 km east from Rio de Janeiro). In support, a number of presentations were given over four days to the attending officers, covering the unique maritime capabilities of the S-100.

Also last month the Italian Navy commenced technical assessments of Schiebel's Camcopter on the San Giusto (L89894) landing helicopter dock in a week-long evaluation.

Across the runway at Weiner Neustadt **Diamond Aircraft** decided to rename the DA52 to DA62. The DA62 series is Diamond's newest twin engine product line, complementing the successful DA20, DA40 and DA42 series.

"We are renaming the DA52 to improve differentiation from our DA42 series that continues indefinitely in parallel production," said Christian Dries, CEO of Diamond Aircraft Industries GmbH. "The DA62 series is designed with significant growth potential and continues the upward expansion of Diamond's piston aircraft offerings. It will compete well with conventional 6 seat single and twin engine piston aircraft and offers a great step-up alternative to owners of





high performance 4 and 5 seat singles seeking more space and capability without sacrificing operating economics."

The DA62 series builds on the strengths of the world's bestselling twin piston aircraft, the DA42, with increased performance, payload, cabin volume and utility.

As with each of Diamond's aircraft lines that have evolved into several distinct models to suit specific market requirements, the DA62 will be offered with optional configurations, including seating capacities of up to 7 seats, and several MTOW versions of up to 2,300 kg.

The DA62 series will be powered by a growth version of Austro Engine's popular AE300 jet fuel piston engine series.

Currently there are two prototypes flying and EASA type certification is expected in 2015. Pricing and availability will be announced in future.

As of next month the name of **Eurocopter Southern Africa** will disappear to be replaced by Airbus Helicopters Southern Africa in line with the rebranding of the former EADS Group under the name of its flagship division Airbus. The company operating from Grand Central airport in Midrand, Gauteng, will not change at all, apart from the name.

On May 26, 2014, **Robinson Helicopter** Company received Transport Canada's certification for the R66 Turbine Police Helicopter.

Modestly priced at \$1,129,000 USD, the four-place R66 Police helicopter combines R66 power, altitude performance, and payload with the latest in surveillance technology, coming standard with a FLIR Ultra 8000 thermal imaging camera, a 10-inch fold down colour monitor, a Spectrolab SX-7 searchlight with 30-million candlepower, and a dual audio controller.

Performance specifications of the R66 Police Helicopter include a cruise speed of up to 120 kts (138 mph), payload of 800 lbs with full fuel, and a hover ceiling OGE at max gross weight of 10,000 ft.

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The **European Aviation Safety Agency** (EASA) has announced new proposals for flight recorders and underwater locating devices which aim at facilitating the recovery of an aircraft and of its flight recorders in the unfortunate eventuality of an accident.

The new EASA requirements include the extension of the transmission time of underwater locating devices (ULD) fitted on flight recorders from 30 days to 90 days. EASA also proposes to equip large aeroplanes overflying oceans with a new type of ULD that have longer locating range than the current flight recorders ULDs. Alternatively, aircraft may be equipped with a means to determine the location of an accident within 6 Nautical Miles accuracy. In addition, the minimum recording duration of Cockpit Voice Recorders installed on new large aeroplanes should be increased to 20 hours from the current two hours.

These new requirements are included in an EASA Opinion and, when adopted by the European Commission, will apply to the operation of aeroplanes and helicopters registered in an EASA Member State.

The **Bavarian Red Cross** - Bayerisches Rotes Kreuz - (BRK) has selected **Sepura TETRA** radios for all rescue services organisations in the Bavarian federal state. This prestigious contract was won by Selectric GmbH, Sepura's sole partner in Germany.

The agreement includes the provision of over 15,000 Sepura TETRA radio terminals and vehicle installations of Sepura SRG3900 mobile radios. Sepura plc, is based in Cambridge, CB4 1GR, UK

Across the world many large cities own helicopters to undertake the law enforcement and rescue roles but a lower number operate their own fleets for general utility work.

Los Angeles, notorious for high-speed chases and wildfires, maintains nearly two dozen helicopters in its police and fire departments and yet has four other local government airframes assigned to patrolling utilities co-located at the same base. They are assigned to looking after the less conspicuous targets: the city's water supply and electric grid.

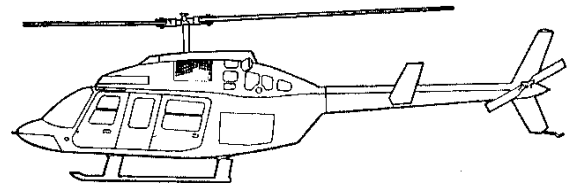
The **Department of Water and Power** [DWP] spends about \$2.5M a year to maintain and operate its Bell helicopters with a staff of eight full-time pilots.

And now the department is preparing to replace its two oldest airframes at a cost of up to \$4M. At a time of tight budgets and pending rate increases, DWP officials contend their air operations are a necessary, and cost-effective, expense to monitor security and maintain infrastructure.

The two 206 helicopters were purchased in 1988 and 1990 and have about 10,000 hours each of flying time, quite young in an industry where helicopters have accrued at least 70,000 hours.

DWP officials are preparing a request for proposals to potentially issue this summer. Depending on the value of the bids, the DWP could buy none, one or two and sell the old helicopters at an auction.

The DWP typically fly an average of 4.4 hours per day over two flights per day — spread among the four aircraft.



The **US National Park Service** is taking steps to ban drones from 84 million acres of public lands and waterways, saying the unmanned aircraft annoy visitors, harass wildlife and threaten safety.







Police Aviation News

July 2014



23

Predator down—the left image is of an incident in 2012 and the right hand image dates from 2013 [both ©USAF]

A recent article in the **Washington Post** highlighted the parlous state of demonstrated safety in the unmanned market and attracted the ire of the AIA.

The *Washington Post* item pointed to more than 400 large US military drones having crashed in major accidents around the world since 2001, a record they say is a calamity that exposes the potential dangers of throwing open American skies to drone traffic. There was no mention of the high profile civil incidents – UAV's banging into US police armoured cars, going missing in the River Mersey, killing their operators in Korea and New York etc.

Since the outbreak of the wars in Afghanistan and Iraq, military drones have malfunctioned in myriad ways, plummeting from the sky because of mechanical breakdowns, human error, bad weather and other reasons, the newspaper got its details from pages of accident investigation reports and other records obtained under the Freedom of Information Act and apparently confined to the US military arena.

According to that dossier military drones have slammed into homes, farms, runways, highways, waterways and, in one case, an Air Force C-130 Hercules transport plane in midair. The *Post* claims that no one has died in a drone accident [which is incorrect] but they may mean US military operations only.

According to the report several military drones have simply disappeared while at cruising altitudes, never to be seen again – shades of MH370 – and others failed to fly safely and had to be shot down by fighters. Another is still missing after plunging into Lake Ontario last year. If they cannot find that in the confines of a lake what chance is there of finding MH370 in the Indian Ocean? Almost half the Predator's bought by the Air Force are alleged to have been involved in a major incident.

Faced with this long and damaging chronicle of failure directed at arguably the most active if not the most capable group of UAV operators in the world – the US military - Dan Stohr of the Aerospace Industries Association [AIA], a group representing many manufacturers of unmanned craft attacked the *Washington Post* for its stance in a public letter.

Stohr said the article was misguided and could frighten readers about the impending integration of UAS into the national airspace system. He too missed mentioning the deaths that have been caused in several high profile accidents and hides behind the fact that the FAA is working diligently on getting it right.

He feels it is wrong to assess the performance of heavy military systems with light civil systems when the former operate in combat zones and in more extreme weather and terrain conditions than the FAA propose.

Unfortunately he disregards that fact that many of those losses have not been in difficult meteorological conditions. Having them 'compare very favorably to the loss rates of manned systems' does not help the dead or injured victim of the out of control unmanned craft.

It is amazing that so many sellers of unmanned craft – particularly US based ones – claim to be unaware that anyone has been killed by the craft. And that surely is partly due to the blinkered attitude of such as AIA. [WP/AIA/PAR]

In a subsequent article the reporter for WP, Craig Whitlock, noted that 47 military drones crashed in the United States between 2001 and 2013 in what the military categorized as Class A accidents — the most severe category. Public agencies have reported 23 accidents involving authorized drones since 2009. And the FAA says pilots have reported 15 close calls with small rogue drones near airports in the past two years.

For too many years there has been high expectation off the role unmanned craft will play in our future. As each milestone approaches and is passed without resolution of the problems it might be expected that public perception of the ability of unmanned craft recedes. True autonomy is still a long way off but many teams are working on a system that will allow manned and unmanned craft to work together in the same air space without crashing into each other [or passing C-130s or parked armoured cars].

In the United Kingdom the **University of Sheffield** is developing technology for small unmanned craft that hopes to demonstrate an ability of the craft to learn as they fly. When fully developed the flying robots are expected to show true autonomy and even a bit of politeness in working together and venturing into hostile environments.

The research paves the way for robots to work intelligently alongside humans in ways that are currently familiar only through science fiction films. The robots could play important roles in crisis situations such as search and rescue missions, or operate in environments where it would be dangerous for humans to work.

Using simple Quadcopters the team, based in Sheffield's Department of Automatic Control and Systems Engineering (ACSE), has created software that enables the robot to learn about its surroundings using a forward facing camera mounted at the front of the machine.

The robot starts with no information about its environment and the objects within it. By overlaying different frames from the camera and selecting key reference points within the scene, it builds up a 3D map of the world around it. Other sensors pick up barometric and ultrasonic data, which give the robot additional clues about its environment. All this information is fed into autopilot software to allow the robot to navigate safely, but also to learn about the objects nearby and navigate to specific items.

A key task for these robots is to be able to interact and co-operate with each other without overloading communications networks – a vital ability in emergency situations where networks will already be overloaded.

As the robots interact repeatedly they start to learn each other's behaviour, allowing them to perform tasks with greater ease.

After opening the frontiers of flight during a record-setting test programme, Airbus Helicopters' X3 has taken its place in the historical collection of the French national musée de l'Air et de l'Espace (Air and Space museum) located at Paris-Le Bourget airfield.

The X3 is being exhibited in the museum hangar facilities alongside the now retired Concorde supersonic jetliners.

From its maiden take-off in September 2010 to its retirement last year, the X3 validated Airbus Helicopters' hybrid concept, using a pair of turboshaft engines to power both a five-blade helicopter main rotor and two propellers installed on short-span fixed wings.

During more than 155 hours logged by the aircraft in 199 flights, milestones achieved included a level flight speed of 255 knots (472 km/hr) on June 7, 2013 – surpassing previous high speeds reached by a helicopter. While exploring the full flight envelope in cruise, climb, at altitude and during descent, the X3 validated this high-speed concept's qualities – including outstanding stability, intuitive piloting characteristics, as well as low vibration levels without the need for anti-vibration



The X-3 flying over Paris-Le Bourget in 2011

[©PAR]

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## INCIDENTS & ACCIDENTS

**5 March 2014 Beechcraft B200 N114SB** Air ambulance of Lifeguard Air Emergency Services, Albuquerque, New Mexico being operated by Seven Bar Flying Service. The flight crew was dispatched from Albuquerque International Airport to Grant County Silver City Airport. Around fifteen minutes after takeoff, crewmembers began to notice signs of hypoxia and a non-pressurized cabin. The pilot began a descent with terrain considerations. The cabin dump valve was found in the dump position. The cabin pressure valve was returned to the pressure position and the cabin altitude was corrected. The flight was continued and landed safely. [Concern]

**10 May 2014 Eurocopter BK117 N.** Air ambulance of Air Care and Mobile Care, University of Cincinnati Medical Center, Cincinnati, Ohio. Operated by Metro Aviation. Soon after lift-off from the hospital the #2 engine chip light illuminated. This cleared with pulse, but immediately relit. This cleared once again with pulse. However, moments later, the chip light illuminated a third time and would not clear with pulse. The #2 engine was set to idle and a run-on landing was performed at the airport. No damage and no injuries. Despite dual engine performance and being operated appropriately within weight and balance, the aircraft did not have reserve power for a hover landing at its take-off weight. [Concern]

**31 May 2014 AgustaWestland AW139 C-\*\*\*\*** Ornge Air Ambulance Canada. Helicopter suffered a serious incident when its door blew open midflight en route from Toronto to pick up a patient near Haliburton. Just 300 metres over Balsam Lake, the main cargo door flew open. According to an ORNGE insider, "contents" of the chopper flew out into the lake. [Media]

**8 June 2014 MD500E N504MP** Mesa Police Department helicopter crashed after its engine failed. The two police officer pilots who were on board were not injured. The MD500 went down at in a field in Gilbert near Baseline Road and Stapley Drive and suffered substantial damage. The tail section of the helicopter snapped off during impact. The officers had 10 to 15 seconds from the time the engine failed to when the helicopter hit the ground. [Media]

**11 June 2014 helicopter.** Georgia State Patrol. A Talbot County man was arrested for allegedly shooting at -- and striking -- a Georgia State Patrol helicopter. The incident happened as the helicopter was patrolling as part of the Georgia Governor's Marijuana Eradication Task Force. The helicopter crew, while operating near a home in Geneva, heard several gunshots and observed an individual in what appeared to be a shooting stance. The helicopter crew took evasive action, reported the incident to law enforcement on the ground, and then landed where it was found that there was damage to the helicopter's main rotor blades. A man was arrested and charged with destruction of aircraft. He fired a shotgun into the air three times when a helicopter was nearby, but he denied aiming at the helicopter. [Media]

**13 June 2014 Eurocopter EC135P2+ N555YE** Air ambulance was forced to make an emergency landing at Hawaii Lanai Airport after an engine failure as it took a female patient from Kona Community Hospital to Honolulu when one of two engines failed. [Media]

**15 June 2014 Bell 206B3 N1511L.** City of Dallas Police Dept. 'Air One' The helicopter was undertaking a search at Lake Ray Hubbard, east of Dallas, Texas looking for a boater in distress. They had just found the boater when a MRB tip cap to become dislodged. There was noticeable new vibration. A precautionary landing was made at the nearby Robertson Park and helicopter was shut down. A new rotor blade was installed on site. [Fox/PARS]

**23 June 2014 Eurocopter AS350 N407EM.** Air ambulance of EagleMed. Made a precautionary landing in a field of growing crops, soya, just off Market Road 2253, Leary whilst en-route from Idabel, Oklahoma to Texarcana, Texas. No injuries were reported but the aircraft which landed upright suffered substantial damage. [Media]

## FLIGHT SAFETY

A police helicopter and a plane were within seconds of colliding above the iconic waterfront at Liverpool [Lancashire].

The light aircraft and the helicopter came within just 100ft of each other above Albert Dock according to a near miss report [AirProx].

Investigators said the risk of collision was extremely high, the twin-engine Piper passing right in front of the helicopter.

The incident, in the early evening of November 10, 2013, took place just days before a police helicopter crashed into a pub in Glasgow, killing 10.

The helicopter, an EC135P2 based in Hawarden, North Wales, and part of the NPAS fleet covering the north west of England had been searching for scrambler bikers causing problems in Liverpool shortly before the scare.

The UK Airprox Board (UKAB), which monitors near misses over Britain reported how no warning alarm sounded from the EC135 helicopter's Traffic Collision Avoidance System (TCAS) when the Piper Chieftain aircraft passed in front of the helicopter at a distance of 100ft or less.

The UKAB said the pilot and two others were looking out of the right-hand windows of the helicopter but, being in a right-hand turn, they did not see the other aircraft until it was just passing in front of them.

The helicopter pilot did not recall receiving traffic information on the Piper from Liverpool air traffic control (ATC) even though it had taken off from Liverpool John Lennon Airport.

The board agreed that this had been a very close encounter, and that neither pilot had seen the other aircraft in time to take any effective action.

Oliver Dismore, NPAS Flight Operations Director, said: "Immediately following this incident, the aircraft in question was grounded and a full inspection was carried out by an engineer. All National Police Air Service aircraft are fitted with Traffic Collision Avoidance Systems (TCAS) and we have had no further issues reported since this incident."

*Ed: the most serious aspect of this incident is undoubtedly the lack of TCAS warning. No fault was found with this equipment. Crews understandably rely heavily upon the equipment when manoeuvring operationally and it seems clear that in certain manoeuvres the aerals are masked from a 360 degree observation and are temporarily useless.*



## LETTERS

Dear Bryn,

*Thank you for a most enjoyable and productive conference! We had a great time in the venue, at the presentations and at the dinner. Please keep us on the email list for next year's event!*

*Kathleen Tarr, Aerocomputers, USA*

Hi Bryn,

*Just a quick e-mail to thank you for having me at this year's PAvCon. I must say that the event goes from strength to strength. From the beginning in 2009 a conference has grown to become the one that by choice a large number of the world's police aviation units and suppliers want to attend. (in comparison look at the one we were at the week before)*

*I really enjoyed attending - not just for the social side, catching up with friends, but to also learn from other units about how they carry out their role. The knowledge I gained will definitely help me in my planning for the upcoming Summit.*

*Thanks once again and speak soon*

*Gary Smart, Inspector, Wales*





Bryn, Gareth

Thanks again for allowing me to be a part of PAvCon 2014. I take great pleasure in watching PAvCon grow and develop from year to year. I think this year was an unqualified success and I think the ALEA/PAvCon bonds that were formed can only set the stage for the future. As usual the time went by too fast but the good times and laughs are treasured.

Hope to see you soon,  
Glenn Daley, New York

Dear Bryn,

Of behalf of the Dutch Air Support and Aviation Police I would like to thank you for the latest Conference. Interesting topics and some quite interesting new development within the market.

Very useful, especially for the reason that we will have to update our mission equipment within the 2 upcoming years.

Best regards,

Edo van den Brink, Vlieger & project management

## STOP PRESS

As this edition closed for publication reports have emerged from Maryland stating that a group has offered to buy into the new Maryland State Police AW139 fleet to facilitate their entry into service.

WBAL11 television news states that a team led by David Oglesbee, vice president of contract leasing for Era Helicopters LLC, contacted a Senator for Anne Arundel County with the offer to purchase the aircraft from the state and lease the aircraft back for operations by or for the Maryland State Police.

 *Association of Air Ambulances*

# National Conference 2014



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Incorporating:

Although the State Police contend that the plan is going to schedule some see them as struggling. Only four of the ten AW 139 helicopters have been put into service although another is due imminently. Nine have been delivered, the tenth and final airframe being due this month and that will allow the final Dauphin to leave service later this year.

It is reported that there are training issues as the operation transitions from single pilot to dual pilot and claims that there is insufficient budget for the amount of training required. That move requires ten additional pilots to be added in the coming year.

WBAL11 claims that there have been engineering issues with the new fleet with higher than expected inspections, including one associated with an airworthiness directive that highlights an issue of cracks in the subfloor of the new aircraft.

This is at a time when the ageing fleet of Dauphins is also requiring high maintenance attention that is drawing on both financial and human resources.

## SHOWTIME

Due to an unintended clash of dates I did not go to the inaugural Heli UK Expo at Sywell Northampton. This was a rotary wing event tacked on to an existing General Aviation event and I rely on the reports of others.

As with PAVCon the newly named Airbus Helicopters was not present at this helicopter show – but worse none of the others were either. The locally based Sloane Helicopters stood in good stead for AgustaWestland and Robinson. It may be the timing isn't quite right with the Farnborough Air Show later this month and time will disclose how much effort will be injected into Helitech in Amsterdam.

The biggest aircraft at Sywell included an example of the EC135 which used to belong to North Wales Police (G-NWPS) and now belongs to British International Helicopters (BIC) and a Bell 407 with floats. Most of the activity centred around agents with Heli-Charter promoting the new Bell 505 JetRanger X and a crop of mixed ownership Robinson's.

There was a Heli UK Challenge Cup 2014 hosted by the Helicopter Club of Great Britain and won by a Polish team with the Russians coming a close second.

Light sport autogyros were to be found on site and the Civil Air Patrol were showing an MT Sport autogyro belonging to Steve Paffett a member of Cambridgeshire Civil Air Patrol. The Civil Air Patrol now has the largest autogyro fleet, in private ownership, in the UK, a total of 7 from among a UK wide fleet of 75 aircraft plus a number of unmanned aerial systems.

Civil Air Patrol at Heli UK Expo – autogyro's always attract a lot of interest.

The helicopter competition, sponsored by the Helicopter Club of Great Britain produced some very competitive flying in an event which required both speed and precision.

The Russian ladies team came a close second to the team from Poland who won the competition.



Later in the month I did get just a couple of hours at the European Helicopter Show being held at the airfield at Hradec Králové some 75 miles east of Prague. It is a pretty arduous journey flying in for one day but the same could be said for someone flying into Heathrow for Sywell [there are closer international airports serving Sywell].

The event is mainly a showcase for local agents for manufacturers including Airbus, Bell and MD and there is a clear suggestion that Airbus at least was playing 'hands off' the event just as it is at others. There were displays from a number of Austrian, British, German, Norwegian, Swiss and US manufacturers to bring an international flavour to the event but it was very eastern European in take-up. On the airborne emergency services front there was



heavy emphasis on local HEMS and rescue operations supported by displays from FLIR Systems, Honeywell and Thommen.

This month the main airborne emergency services focuses will be Farnborough International [FIA] in the UK and the Airborne Law Enforcement Association [ALEA] Convention in Phoenix, Arizona these will be preceded by a couple of other major events though –

On 12-13 July 2014 there will be RIAT, held at RAF Fairford, Gloucestershire which will feed in many exhibits to the following day's FIA.

Once again the start of Farnborough clashes head on with an event that might have merit but will be swamped by airshow. On 14-15 July 2014 the event Securing Asia & Africa 2014 is being held at The Queen Elizabeth II Conference Centre, London as what is billed as a Homeland Security and Counter Terror Summit.



Then there are stark choices between staying in the temperate climate, and likely wind and rain, of Farnborough or being whisked off from Heathrow to the searing but dry heat of Phoenix, Arizona to take part in the 44<sup>th</sup> Annual ALEA Conference & Exposition. Phoenix, Arizona. [www.alea.org](http://www.alea.org) I may have to think about that.

It seems that Airbus and other major manufacturers are not going to shun this year's Helitech. They, like a significant number of others, criticised the move to ExCel in London's Docklands last year and the upcoming event may be even less user friendly for them but the organisers are saying they are there.

The latest from Helitech International 2014 states that they will showcase worldwide participation from leading industry primes as well as innovative small to medium-size companies when Europe's largest helicopter show opens its doors on 14 October. Examples of confirmed exhibitors include AgustaWestland, Airbus Helicopters, BAE Systems, Bell Helicopter, Honeywell, ITT, MD Helicopters, Milestone, Rolls-Royce, Turbomeca and Vector Aerospace. Fully supported by the European Helicopter Association, Reed Exhibitions, the organisers of Helitech International, are staging this year's event at the RAI in Amsterdam, which currently includes exhibitors from nearly 20 countries with strong regional interest from both North America and Europe.

The global footprint of Helitech International 2014 will include exhibitors from countries such as Australia, New Zealand, Russia, Ukraine and thirteen European nations. To date, over 40 companies from the North America region have confirmed their participation, of which eight from the USA will be making their maiden appearances in Amsterdam. Overall, there are currently over 35 first-time exhibitors from nine countries around the world.

FIA's strategic vision for the future development of the Airshow site has taken a major step



#### FAIL SAFE UAV

At Hradev Králové an exhibitor was taking Unmanned safety to heart. This locally produced Flydeo Y6 is to include a parachute system to cover failures.

The exhibitors say that their craft is intended to sell at \$15,000. [www.flydeo.com](http://www.flydeo.com)

forward as organisers, Farnborough International Ltd (FIL) signed a multi-show deal with GKN Aerospace for the construction of a permanent purpose-built structure on the Airshow site. GKN Aerospace's commitment is not only a demonstration of their support for the show but also will allow FIL to make further inroads in to developing an infrastructure that's fit for purpose in the coming years.

The strategic vision for FIA has been in development since 2009 with the objective to continue the long term growth and prosperity of the FIA brand, allowing it to champion the UK Aerospace Industry and promote international trade, and contribute to the regional and national economies. The vision has included creating dedicated areas for major exhibitors, permanent facilities and other infrastructure investments.

The first phase of the site development is now complete with the construction of the permanent Row-A Chalet structures for which long-term exhibitor, Martin-Baker have also signed a five show agreement for one of the chalet units. A number of similar projects are also in the pipeline.



## ANOTHER POLICE AVIATION EVENT

It seems that after a complete lack of Police Aviation focussed events from the mid-1990s to 2006 that the industry has decided that they are after all a 'Milk Cow' worthy of emulation. Last month the first ever Civil ISR event modelled itself on a police aviation core under another name and then preceded PAVCon by a week and chose London, for the last two years there was a Police Aviation event in Kuala Lumpur and now we have the stirrings of a new one in Dubai.

To be precise it is simply a police aviation element within the already existing Intersec 2015 event – a para military show in the Eurosatory and Militech mould – and the new item is probably nothing more than a ploy to attract exhibitors to meet the increasingly sophisticated requirements of police units throughout the Middle East. Intersec 2015 will feature a dedicated Police Aviation Pavilion, including a focus on Aerial Surveillance, Unmanned Aerial Systems, Search & Rescue and EMS Services.

Aviation professionals from all the GCC Police and Civil Defence operations are being invited to attend the event which will be officially supported by Dubai Police & UAE Civil Defence. The main event, Intersec, attracted 24,766 visitors from 131 countries earlier this year.

Unfortunately there may be a sting in the tail of all this apparent activity in that the previously mentioned events have not received rave reviews and despite many offers police in the region have little interest in going to Europe to join in PAVCon potentially because the market there is too sophisticated at the moment.

## EMERGENCY SERVICES SHOW

Of a less threatening nature is the free-to-attend Emergency Services Show (24-25 September, NEC, Birmingham) a chance to network with emergency services, rescue organisations, Government departments and voluntary sector partners such as UK Civil Air Patrol and Airport Fire Officers Association. Technologies on display will include radios, satellite communications, maps and navigations systems, wireless technology and recording equipment. To register visit [www.emergencyuk.com](http://www.emergencyuk.com)



Further over the horizon but already attracting bids for space is next years magnificent Heli-Expo in Florida. The show was last there in 2011 and 2007 before that. The dates are 2-5 March 2015 and the venue the Orlando Convention Center on International Drive, Orlando, FL. This year they are using the newer halls [North & South] opposite The Rosen and sort of close to The Hilton [but no hotel is actually close on a hot day in Florida, so plan your hotel well or drive there!] [www.rotor.com](http://www.rotor.com)



## DIARY

23 July – 3 August 2014 The 20<sup>th</sup> Commonwealth Games - an international, multi-sport event involving 70 teams of athletes from the Commonwealth of Nations. Glasgow 2014 Ltd is the official name for the Organising Committee tasked with delivering the Games in partnership with the Scottish Government, Glasgow City Council and Commonwealth Games Scotland.



### Two more images from Eastern Europe.

The European Helishow at Hradec Králové attracted this tiny Sila 150 air ambulance—working on the patient in flight appears not to be an option. In the capacious hangar spaces could be found local agents for Bell and Airbus as well as Bendix King/Honeywell from the UK office.

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