

Police Aviation News

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PAR



San Antonio go Airbus



Two U.K. air ambulances select AW169
Airbus EC145T2 delivered to customer
A flurry of activity on unmanned

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EDITORIAL

The unmanned market moves forward and every day there are stories on significant orders being placed or fulfilled across the world.

Even as this is taking place there are contrasting stories of caution taking over – especially in airborne law enforcement, and particularly in the United States.

Not so long ago there was a glut of orders as tiny sheriff's departments saw what they thought was a golden opportunity to acquire 'air support' for low cost and purchased some weird and wonderful flying machines that like as not will not serve much purpose in the real world.

Like the 'Free' DoD Surplus helicopters that flooded the market nearly 20 years ago there is a not inconsiderable hidden support price to pay for these often tiny craft and now increasingly obvious regulatory issues. The craft are seen as aircraft not toys and it is often way beyond local taxpayers ability to meet either the regulation or the running costs. And that is without the interfering rulemaking of such as the FAA. Twenty years ago there were 'Free' DoD Surplus helicopters lying around unused as dozens of over ambitious small towns in the US grabbed at what was presented as something for nothing. It was some years before they found their way into service with more thoughtful and financially capable operators. Ultimately the same may be true of small unmanned craft.

Regardless of how this new technology plays out most law enforcement districts in the US are large and when it comes to the choice between waiting for the designated UAV operator to turn up from 200 miles away or climbing on a crate or roof to get a 'look over that fence' the on site officer will still take the easy and immediate option.

There is a place for unmanned craft but like all purchases the need and the consequences need to be thought through before the purchase is made.



Bryn Elliott

www.policeaviationnews.com
Emergency Services First



Cover Image: The San Antonio Police Department has placed two new EC120's into service, replacing the existing fleet of Sikorsky Schweizer S333 light helicopters.

The new EC120's N573AG and N820PM boast a new paint scheme that depicts an eagle swooping down on its prey, and the new patrol helicopters will go by the call sign "EAGLE." [Airbus]

POLICE AVIATION

AUSTRALIA

QUEENSLAND: Brisbane now has its own police helicopter, with Queensland Police unveiling a 'new' eye in the sky to complement Polair 1, the Eurocopter BO105 already in service in the Gold Coast region of the state.

The BO105DBS5, named Polair 2, will service communities across Brisbane, Ipswich and Moreton Bay but could also be deployed between Caboolture and Coolangatta and west to the Lockyer Valley in meeting the state government promises made before the 2012 election. [media]

VICTORIA: Mediaware a small Australian based software company that was bought a few years ago by General Dynamics has sold an example of its D-VEX equipment to the Victoria Police. Until the police sale customers have been military and mostly UAV operators.

A specialised police unit will use the award winning video exploitation solution to efficiently index, organise and analyse video collected from airborne operations, foster collaboration between agencies and strengthen intelligence reporting. retrieval tools provided by D-VEX.

D-VEX will help the Victoria Police reduce the time it takes to process video collected from airborne sensors. In addition to saving valuable time and resources, D-VEX's real-time and forensic video exploitation and data management capabilities can easily scale to meet future operational requirements and provide the Victoria Police force with the necessary agility and flexibility to continue to protect the community.

With the ability to run on commercial off-the-shelf (COTS) hardware, D-VEX systems have been deployed worldwide, and are in use by the Australian Defence Force, US Special Forces and by forces in South America and Malaysia. www.mediaware.com.au

CANADA

EDMONTON: Readers may recall recent items in PAN on the dissatisfaction of the EC120 equipped Edmonton police air unit after they were moved from a long standing City Airport base near the city centre to a new base at Villeneuve Airport. The new base results in the air support taking double the time to reach the most busy part of the city.

The unit is now asking the city council for \$22M over five years to acquire two twin-engined helicopters and a new heliport back inside the city.

The request will see the police asking the city to budget for one twin-engine helicopter — at a cost of \$7M — later this year. They would ask to replace the next helicopter in 2019, then build a new federally-regulated heliport inside city limits.

The unspecified new helicopters can take off with less space, are quieter and more fuel efficient, would cost \$2.9M per year to operate, an increase from the current cost of roughly \$1.9M. The Edmonton Police Foundation will also raise funds for the project. [Media]



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UNITED KINGDOM

CAMBRIDGESHIRE: Reactions continue to be mixed over the rolling out of the new NPAS across England and Wales. Last month it was Suffolk complaining and a few weeks later it was the neighbouring area of Cambridgeshire that has taken to praising NPAS for cost cutting.

The flight time of police helicopters hunting criminals and finding missing people in Cambridgeshire has been slashed after the force scrapped its own air support. But the cost cutting move has saved the cash-strapped constabulary more than £500,000.

In the last financial year the force still had its own helicopter in 2011/12, the budget was £1.198M.

The aircraft service was scrapped from 1 April, 2012 – before NPAS itself commenced operations - and coverage was taken up by other operators [Suffolk and Essex] pending the start of NPAS that October.

During the year before the helicopter was ditched, it flew in the county a total of 627 hours 22 minutes – or 897 flights.

But in the last year Cambridgeshire has only had 500 hours of the service and the budget for 2014/15 is £480,000.

Ian Whitehouse, NPAS Chief Operating Officer has been quoted as stating that aircraft requests for the region are down.

The Cambridgeshire force had a dedicated helicopter operational from a facility located at RAF Wyton for 15 years. [Cambridge News]

Ed: As a correspondent was quick to point out, the added value of NPAS is quite extraordinary.

According to, the press report the Cambs air support unit cost £1,198,000 in 2011/12 and flew just short of 628 hours which comes out at £1,907 per flying hour. Then in 2013/14 Cambridgeshire Constabulary used 500 NPAS flying hours and their contribution is to the central fund is £480,000, or £960 per flying hour! You can prove anything with numbers.

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FROM THE TRAFFIC AUTOGIRO

The *Liverpool Echo* local newspaper has been repeating numerous good quality images taken from the NPAS Warton and Hawarden Twitter accounts. The source of each of these has been duly acknowledged which is all well and good. The sting in the tail of this though is that anyone seeking to use these free access police images in the not so distant future is liable to face steep copy and reproduction charges as the same material slips into the grips of a major library such as Getty.

It has happened to freely supplied copyright 'hand-out' images supplied by police and other public agencies way back in history all too often and nothing looks liable to change anytime soon. [NPAS]



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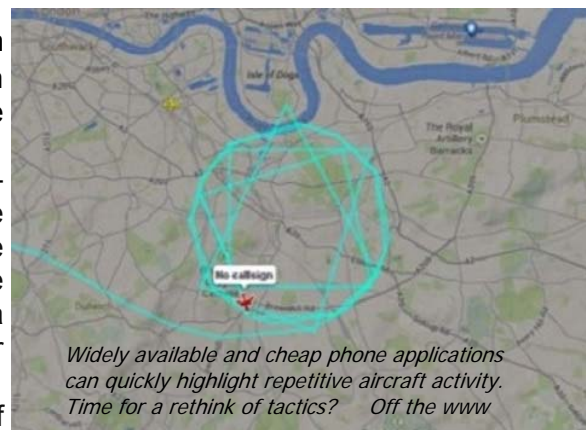
AVINCIS
MISSION - CRITICAL SERVICES

METROPOLITAN: At the risk of upsetting a few people in the industry it is PAN duty to repeat a widely reported story in world media [indeed an American reader sent the link to me aware I was travelling and had potentially missed it].

Although it is no means new – the *Daily Telegraph* ran a similar story a few years ago - London's Metropolitan Police are said to be *under pressure* to tell the public whether they have a secret spy plane circling over London eavesdropping mobile phone calls. The calls have come since it emerged that a small plane with no call sign has been observed circling over London in recent weeks.

A widely accessible website that tracks the movements of planes has shown the aircraft going round and round central London at 10,000 feet. The plane has been identified as a twin-engine Cessna F406 [Breitbart/Huffington/BBC]

Ed: This is not new it is just that the repetitive antics of the aircraft that brought it to attention of some new technology – and it is not for the first time that the operation has been blown. There are a number of police forces across the world that have specialised 'spy' aircraft and they tend to successfully remain in the shadows most of the time but most do not manage to escape the eyes of pressure groups and the media for ever. New York had its own undercover helicopter but that had to break cover simply because the all the marked Bell 412s were grounded. The highly speculative set of reports surrounding this London exposure appear to be irate that the annual cost of £3M a year is not directly accountable. Needless to say the authorities are declining to talk about the subject and no doubt in a few weeks it will recede from close memory – that is until the probing activity of the aircraft draws attention to itself again via some other unsuspected technology. This is not an NPAS aircraft due to be transferred from October. As for the detail many on-line databases can tell serious researchers that the aircraft and its forebears have been around for the best part of 25 years – largely unnoticed. Before the era of the App.



UNITED STATES

NATIONAL: Airbus Helicopters Inc. (AHI) has announced that Government Capital Corp. will provide tax-exempt financing for mission equipment technology upgrades and required major maintenance for law enforcement and government-owned AS350-series helicopters. Government Capital, based in Southlake, Texas, has extensive experience providing financing to public agencies.

In addition, Precision Aviation Services, of Peachtree City, Georgia, AHI's newest service centre, will work with Government Capital and public agencies to provide aircraft systems and avionics upgrades, conduct AS350 12-year airframe inspections and install new mission equipment to enhance the performance of the older helicopters in use with public agencies.

The AHI AS350-series is now the most widely used helicopter by US law enforcement agencies with more than 220 in use across the country. Built and certified by Airbus Helicopters Inc. in Columbus, Miss., this cost-effective helicopter offers modern safety features, high cruise speed and range, and the ability to conduct a wide range of missions. AHI leads the US market in sales of new helicopters to federal, state and local law enforcement agencies, maintaining a 56% market share over the last decade.

Ed: Airbus have been doing well with the AS350 series and the failure of other manufacturers to

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adequately service the customer in this niche market has only served to boost the product. The likes of MD and Bell are still unable to match the AS350 series and can be seen to losing customers every month. And yet the basic aircraft is almost as old as the MD500 and Bell 206 series that it often replaces and was once said to be flimsy and never likely to make the grade as a police tool. Airbus may have had their support issues but they have addressed the problems and bred and upgraded a winner that is going to be a hard act to follow.

Time and such as the Bell 505 may change the situation but history suggests it may not. Though good the Robinson R44 Police and more recently the R66 Police have not made the inroads that might be expected and that is before the strange case of the failure to impact by Enstrom is considered. The Enstrom is nominally as capable as the AS350, it can carry as much equipment, provides similar unimpeded views from its cabin and is far cheaper and all American and yet it is simply shunned by customers. No wonder the sales staff for Enstrom are at a loss to see how they can change that situation.

ARIZONA: A recent city audit deemed the Phoenix Police Department's air-support unit fleet too large and redundant and some of its practices too costly so the department will soon give up three of its helicopters.

The fleet reduction, combined with other recommended changes, could save about \$3.3M during the next fiscal year without impacting services.

There is a contrasting view of course and Lt. Grady Carlson said the changes will make things more challenging in the light of earlier cuts that saw flight hours halved in the recession.

At the core of the additional costs faced by the unit was a decision made a few years ago in the wake of the failure of MD Helicopters. At the time Phoenix was famously an all MD520N unit and they had been at the forefront of the MD sales image since McDonnell Douglas days. When MD failed to keep up with the spares provision Phoenix was clearly devastated and was one of the first to protest publicly. They were grounded by a lack of parts.

When they came out of the other side they disposed of their iconic fleet of MD520Ns and declared that they would never again rely upon a single manufacturer to fill their fleet need. The result is today's mixed fleet acquired 2005/6 and that, though safe enough from mass grounding it may be a fairly inefficient mix.

The question is which airframes are to go.

About 30 employees work with the unit, which has eight helicopters, a mix of the AS350B3 and the AW119 Koala, one twin-engine AgustaWestland A109 helicopter it uses with the fire department for rescues, and four airplanes, a fleet that has cost nearly \$33M to accumulate over the past few decades. .

FLORIDA: MD Helicopters held a ceremonial delivery of a new MD 500E helicopter for the Polk County Florida Sheriff's Office (PCSO). The acceptance took place at the MD Helicopters booth, where the aircraft was displayed at the Airborne Law Enforcement Association (ALEA) exposition, in Phoenix, Ariz.

The new aircraft is the second MD 500E delivery to the PCSO, continuing their modernization plan of supplanting the remaining OH-58 aircraft. The helicopter is equipped with a 420-shp Rolls-Royce 250-C20B turbine engine and a complete law enforcement performance package. The MD 500E cockpit configuration will include a full complement of modern avionics with NVG lighting, a Garmin G500H glass cockpit, an AeroComputers moving map system and a Technisonic tactical radio. Utility features include a Meeker mount, Nightsun searchlight, 2,000 lb. cargo hook, auxiliary fuel tank and wire strike protection kit.

Equipped with seven full-time pilots and 10 part-time flight officers, the Polk County Sheriff's Office Aviation Unit began back in 1972, when it started with two fixed-wing aircraft. Helicopters were added to the aviation unit in 1982. [MD]



GEORGIA: The State Police signed a purchase order for a Bell 429 at the recent ALEA Convention in Phoenix, Arizona. [PAR]

KENTUCKY: The State police are preparing for helicopter flights this summer to check rural areas of the state for marijuana plants, with every state police post planning to participate in the sweeps. Officials say while helicopter searches will be performed in every county, the time spent in each one depends on how much of the illegal drug is found in an initial flyover.

Troopers won't linger in an area if they don't find anything.

"If a helicopter spends one day flying one county, or three hours flying one county, and they find nothing, they'll move on," Blanton said.

King, who has served on past eradication teams, said the searches can lead to other finds besides marijuana plants.

"When I was on the team years ago, you would find marijuana, but you'd also stumble across other things, like meth labs," King said.

Six of the state's helicopters are assigned to the Kentucky State Police.

They're used mostly for finding marijuana, but they can be used by other state agencies if needed. [Media]



MASSACHUSETTS: Airbus has delivered a fourth and last EC135T2+ twin engine helicopter to the Massachusetts State Police [MSP]. Although accepted from the manufacturer by the police it has actually gone to Metro Aviation for the role equipping and completion process and will actually be delivered later this year.

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In 2009 MSP selected the EC135 as the replacement aircraft for their existing fleet of UK completed [Eurocopter] AS355Ns delivered from 1987. [PAR]



NEW YORK: In May Police Department representatives told the City Council's Public Safety Committee they were in favour of using unmanned aerial systems to fight crime and oversee fires in the city.

The agency has been studying the devices and examining the market but so far UAS do not appear to be in the agency's immediate future, just accepted as a potentially valuable resource in crime fighting and surveillance.

Contrast that with last month's high profile spat between NYPD and a privately owned drone being operated within the city streets.

NYPD alleges that a small drone nearly collided with a police helicopter over the George Washington Bridge, it supposedly "came within 800 feet of a police helicopter." The police say the helicopter "spotted the small unmanned aircraft near the bridge at 00:21hrs [and] continued to circle the bridge, forcing the chopper to change course to avoid it." Two people were subsequently arrested by NYPD patrol officers and the craft confiscated.

The helicopter pilot reported that the UAS was flying up to an altitude of 2,000 feet and the aviation element of the matter passed to the jurisdiction of the FAA for further investigation.

The operators of the craft have been charged under New York's endangerment law and Remy Castro, 23 and Wilkins Mendoza, 34 were charged in Manhattan Criminal Court with felony reckless endangerment, a law that states:

A person is guilty of reckless endangerment in the first degree when, under circumstances evincing a depraved indifference to human life, he recklessly engages in conduct which creates a grave risk of death to another person.

The punishment for felony Reckless Endangerment is up to seven years in jail so the statute being thrown at the pair is a major claim against them.

There is speculation that the drone operator's factual account and the NYPD factual account might yet be reconcilable. The operators [the accused] claim to have been circling the bridge to get footage (AP) and the NYPD helicopter sees the craft turning away from it. It might still be a classic case of interpretation from viewpoint. [Forbes/PAR]



NYPD has taken delivery of its first Bell 429. It was expected to appear at the ALEA event in Phoenix until the last few days until undisclosed issues halted those plans and instead a 429 off the Bell production line was substituted. .



The first 429 to be assigned to patrol was delivered in mid-July and the milestone was celebrated by representatives from the NYPD and Bell Helicopter on July 29 during a special photoshoot 'delivery ceremony' at Floyd Bennett Field in Brooklyn, NY. [see image page 9]

In addition, a 1996 Bell 407 N407NY cn 53061 was delivered in May 2014 to serve as a training aircraft for the fleet. Once the deliveries and trade-ins are complete, the new Bell 429s will operate alongside two Bell 412EPs for a variety of missions, ranging from search and rescue at sea to gathering intelligence and combating terrorism. Delivery of the NYPD's remaining Bell 429 aircraft is scheduled to be completed in 2015 at which point NYPD will return to being an all Bell customer.

There are two 429s currently registered for NYPD: N917PD cn 57148 was used at the event on July 29 and the other is N918PD cn 57188 which remains with Bell in the completion process.

"We are extremely happy with our choice of the Bell 429 twin-engine light helicopter," said Deputy Inspector James Coan, Commanding Officer of the NYPD Aviation Unit. "Thanks to the partnership between Bell Helicopter and Helinet Technologies, this aircraft provides us with perhaps the most advanced law enforcement sensor suite available at this time."

Bell Helicopter has been a part of the NYPD since 1948 when it delivered a Bell 47, the first Bell helicopter to be used as part of an airborne law enforcement team. Since then, Bell Helicopter has provided innovative product solutions and world-class customer support and service to maintain its valued, long-standing relationship with the NYPD. The operator has departed from the Bell product a number of times but the outgoing AW119 fleet was the first time the main patrol fleet turned its back on Bell. A decision to go twin was made some years ago.

"Since we introduced the Bell 429, we have seen the global law enforcement community embrace the unique capabilities of this aircraft for their missions," said Anthony Moreland, managing director of North American sales at Bell Helicopter. "We look forward to completing our final deliveries in the coming months and then seeing how the NYPD will use these helicopters to best serve the people of New York City."

The Bell 429 delivers exceptional speed, range, hover performance and enhanced safety margins with a fully-integrated glass cockpit, advanced drive system and best-in-class WAAS navigation and IFR capability. The Bell 429 has more cabin space than any other light twin helicopter, with flat flooring and seating for seven passengers and one flight crew. Wide 60 inch side doors and optional rear clam-shell doors provide quick and easy access for flight officers when every second counts.

OKLAHOMA: Airbus Helicopters Inc. featured the recently-delivered Oklahoma Department of Public Safety (DPS) AS350B3e helicopter at the ALEA Annual Conference in Phoenix.

The Oklahoma DPS AStar features an advanced avionics and mission equipment suite, including the Garmin G500H electronic flight information system, Wescam MX10 thermal imager, Spectrolab SX-16 searchlight with IFCO lens, and the Churchill Augmented Reality System (ARS) moving map system displayed on a Frederick Aero 17-inch monitor. The helicopter is also equipped with a hoist boom, for use in search-and-rescue missions. All completion services were performed by Airbus Helicopters Inc. in Grand Prairie, Texas.

In addition to the Oklahoma DPS AStar, other recent law enforcement deliveries by AHJ include the Mississippi Department of Public Safety AS350B3e, two Oklahoma City Police Department AS350B3e aircraft and a Tulsa Police Department AS350B2. Additionally, the Texas Parks & Wildlife Department recently ordered an AS350B3e to upgrade their mission capability throughout the State of Texas, with this helicopter to be delivered before the end of the year. Each of these law enforcement agencies is a new AHJ customer. [AHJ]

PENNSYLVANIA: Bell has delivered the first two of six 407GX helicopters to the Pennsylvania State Police. They will be used for airborne law enforcement patrol and will serve citizens throughout the Commonwealth. The first airframe N871ST exhibited deep observation windows throughout the cabin and carries a Trakka searchlight.

"We operate six aviation patrol units across the state and provide aerial support to all federal, state and local law enforcement agencies within the Commonwealth," said Pennsylvania State Police Commissioner Frank Noonan. "It is very important that we have modern, reliable and mission-ready helicopters to patrol and serve the citizens of the Commonwealth."

The fleet routinely patrols the entire coverage area; however, specific patrol units are strategically situated so that response time anywhere with the patrol zone is minimal.

Bell Helicopter has supported the Pennsylvania State Police since 1969 when it delivered two Bell 47s, the first Bell helicopters to be part of an airborne law enforcement team. Since then, Bell Helicopter has strived to provide



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innovative product solutions and the best customer support and service to maintain its valued, long-standing relationship with the Pennsylvania State Police. [Bell]

TEXAS: The San Antonio Police Department has placed two new EC120's into service, giving them an all-Airbus Helicopters helicopter fleet for patrol and search-and-rescue missions. The new arrivals replace the existing fleet of Sikorsky Schweizer S333 light helicopters.

Deployment the new EC120's marks the beginning of a fleet upgrade project that will likely result in the purchase of at least one more EC120 over the next few years. The agency also operates an Airbus Helicopters AS350B3 for use in fire-fighting, search and rescue and other special missions.

The new EC120's boast a new paint scheme that depicts an eagle swooping down on its prey, and the new patrol helicopters will go by the call sign "EAGLE." When the helicopters were recently placed into service, city officials were on hand to commemorate the new helicopters, and they were also blessed by the San Antonio Police Department chaplain.

"AHI worked hard to win this competitive bid for the replacement of the San Antonio patrol fleet," said Ed Van Winkle, Sales Manager for Airborne Law Enforcement. "The EC120 offers the most modern design and advanced technology of any aircraft in its class, and the two new EAGLE helicopters will perform well in the demanding conditions of South Texas." [AHI]

COVER STORY



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AIR AMBULANCE

AUSTRALIA

VICTORIA: Australian Helicopters have signed a contract with AgustaWestland for AW139 helicopters that will be operated for Ambulance Victoria under a 10 year agreement to perform Emergency Medical Service (EMS) missions. The aircraft, which are expected to enter service in January 2016, will be based at Essendon, Bendigo, Latrobe Valley and Warrnambool airports. The new fleet will replace Ambulance Victoria's present five helicopters and includes a dedicated back-up aircraft to maintain services when heavy aircraft maintenance is required.

Australian Helicopters, part of the Avincis Group, provides mission-critical helicopter support for a range of services including Emergency Medical (EMS), Search and Rescue (SAR), surveillance operations, law enforcement, aerial work and Marine Pilot Transfer (MPT). With over 20 years' experience in the field, Australian Helicopters is one of the country's largest independent emergency and mission-critical helicopter providers.

Ambulance Victoria aims to improve the health of the community by providing high quality pre-hospital care and medical transport. Ambulance Victoria provides emergency medical response to more than 5.5 million people in an area of more than 227,000 square kilometers.

CANADA

ALBERTA: The Medicine Hat based Alberta Air Ambulance aircraft was out of action for more than a week because it needed to be fitted with equipment required by Transport Canada. The urgent equipment fit was a Terrain Avoidance Warning System (TAWS) upgrade. Integra Air based at the Medicine Hat Airport has the contract to provide air ambulance service for Alberta using two aircraft devoted to Alberta Air Ambulance. One is based in Medicine Hat and the other in Calgary.

They operate a fleet of three Beech Super King Air 200 Turboprops used for Medevac and have another two for charters alongside three BAE31 Jetstream J31 Turboprops.

In 2013/2014 there were 651 air ambulance transfers from Medicine Hat and in 2012/2013 there were 641 [Medicine Hat News]

GERMANY

DRF: At the end of last month DRF Luftrettung received the world's first EC145T2 delivery at the Airbus Helicopters production site in Donauwörth.

This is one of a total of 20 aircraft with which the non-profit air rescue organisation will gradually replace its BK 117 and Bell 412 fleet in the coming years.

"The EC 145 T2 is characterised by its high performance and its quiet engines. In addition, the shrouded tail rotor provides increased safety for passengers and emergency responders on the ground and in the air - especially during night time rescue operations. Therefore, it is ideally suited for air rescue. We are proud to be the first air ambulance operator worldwide to take delivery of the EC 145 T2 from Airbus Helicopters today" explains Steffen Lutz, of the Executive Board of DRF Luftrettung.

Two pilots of DRF Luftrettung will transfer the new aircraft to the organisations maintenance facility at Karlsruhe/Baden-Baden airport. "We will start directly with the fitting of medical equipment to the machine," explains Dr. Hans Jörg Eyrich, of the Executive Board of DRF Luftrettung. Bucher Leichtbau AG, ADAC Luftrettung and DRF Luftrettung have developed an innovative interior design concept, which is being applied for the first time: Concerning the mounting of the medical devices, the equipment of the carrier and the arrangement of

the seats for the medical crews, ergonomic and functional aspects were in the foreground, which benefits patient safety.

It will be a few months until the aircraft can go into operation, which is intended for the base in Munich. "As of today, we expect the commissioning of the aircraft in Munich to take place at the end of the year. After the fitting, the approval process of the European Aviation Safety Agency EASA will follow which, due to the fact that it is an initial fitting, will take some time. Simultaneously, the theoretical and practical training of our pilots will be running for the new helicopter type. Our technicians, who will take over the regular maintenance of the EC 145 T2, will also undergo training" says Dr. Hans Jörg Eyrich, of the Executive Board of DRF Luftrettung.



From left to right: Johann Haslberger (Pilot DRF Luftrettung), Franz Ahollinger (Pilot DRF Luftrettung), Manfred Merk (Head of EC145 Program), Dr. Hans Jörg Eyrich (Executive Board DRF Luftrettung), Dr. Wolfgang Schoder (CEO Airbus Helicopters Germany), Steffen Lutz (Executive Board DRF Luftrettung) and Thomas Hein (Vice President Customer Relations and Sales Europe for Airbus Helicopters)

RUSSIA

MOSCOW: Two specially-equipped EC145 helicopters will be delivered for air ambulance service operations in Moscow according to terms of the state tender for the contract announced by the Moscow Health Department. Airbus Helicopters Vostok was awarded a contract to supply two medical helicopters for the Health Department's Scientific and Practical Centre of Emergency Medicine.

The tender requires the helicopters to be delivered in 2015 and to be equipped with an oxygen tank, resuscitator, and defibrillator, as well as with a reanimation complex and neonatal intensive treatment (including incubator and lung ventilator for newborns). The deliveries are expected early in the New Year.

The EC145 has already been very successful as a medical helicopter in Moscow, with three operated by Moscow Aviation Centre, saving around 600 lives each year. The Airbus Helicopters story in Russia started with a medical helicopter delivered for the EMERCOM back in 2006. [AH]

UNITED KINGDOM

NATIONAL: The first of a prestigious line up of expert speakers have confirmed their attendance at this year's National Air Ambulance Conference run by the Association of Air Ambulances, which takes place on Monday 17th November at the Millennium Gloucester Hotel, London.

The event, which has become a firm fixture in the events calendar for the European air ambulance community, is open to members and non-members. It aims to inform, incite debate and provide a platform for the air ambulance industry to come together, share ideas and build partnerships.

Professor Keith Willett, Director for Acute Episodes of Care NHS England, will provide an update on Urgent and Emergency Care Review, explaining developments, findings and the likely impact on pre-hospital aero medical care. Winner of last year's AAA Lifetime Achievement Award and Consultant at London's Air Ambulance, Dr. Gareth Davies will deliver a presentation on Resuscitative Endovascular Balloon Occlusion of the Aorta (REBOA) in the pre hospital environment for which he recently carried out the first pre-hospital procedure in the UK. David Griffiths, Care Quality Commission (CQC) National Professional Advisor (NPA) for Ambulance and Emergency Care has previously influenced the development of NHS ambulance services through his role as President of the Ambulance Service Association. David will enlighten delegates of the changes now taking place within the CQC and the impact that this will have on all ambulance services in the UK.

The key colleges of Clinical, Charity and Air Operations are all present in an agenda which is comprehensive and packed with experts within their fields. Additionally, group debates and further presentations will be made in many of the workshops taking place throughout the day. More exciting news on conference speakers will be announced over the coming months.

Last year's conference saw a total of 22 speakers and over 25 sponsors with over 330 delegates attending.


Clive Dickin, National Director of the AAA said:

"This year's event offers even more to our delegates, from high profile expert speakers and advanced practises, to more opportunities to network and workshops that will challenge and



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inspire. As a member, delegate rates are exceptional value and as a non-member extremely competitive for the level of specialist information you will receive. Don't forget CPD points will be available."

More information on the programme of events and to register online for the conference or the gala dinner early bird (before 1st September), please visit: www.aoaa.org.uk.

National Air Ambulance Week (NAAW) celebrates the work of local Air Ambulances across the country and takes place between: Monday 22nd to Sunday 28th September 2014.

DORSET & SOMERSET: AgustaWestland announced at the recent Farnborough Air Show that the Dorset and Somerset Air Ambulance has selected an AW169 twin-engine light intermediate helicopter to conduct emergency medical services (EMS) missions. The contract is said to be the first direct UK EMS order for the AW169.

The helicopter will start operations from its base at Henstridge on the Dorset/Somerset border in southwest England in 2016.

"Dorset and Somerset Air Ambulance's vision for the future assumes one of clinical excellence. The capability and flexibility offered by the AW169 made it a clear winner in our selection process," said CEO Bill Sivewright.

The AW169 will feature a full air medical interior to provide advanced patient care and will also be equipped with the latest avionic standard in order to allow an enhancement of the operational safety based on a significant reduction of the pilot workload, together with the possibility to operate under NVG rules if required.

Over 120 AW169 helicopters have now been ordered by customers around the world for a wide range of applications including air ambulance, law enforcement, corporate & VIP transport, offshore transport and utility roles.

KENT, SURREY & SUSSEX: The Kent, Surrey & Sussex Air Ambulance Trust (KSSAAT) has also selected the new generation AW169 twin-engine light intermediate helicopter to perform emergency medical service missions. The aircraft will be operated for it by Specialist Aviation Services (SAS) who already had examples of the AW169 on order but had no specified customer.

KSSAAT, presently the only air ambulance in the UK set up to fly 24/7 throughout the year, will be the first HEMS customer to introduce the AW169 into service in the UK in autumn 2015. The AW169 was selected following an extensive evaluation process of several competing types by the Charity. This contract will continue the success already achieved by the AW169 in the UK helicopter market which includes Specialist Aviation Services' order for six aircraft in 2012.

Henk Schaeken, Managing Director, Specialist Aviation Services (SAS) said "We selected the AW169 two years ago at the previous Farnborough International Air Show, as it offered the best capabilities and performance in its class and we felt that it could greatly enhance the operations of our customers. We underlined this belief by taking orders and options on six aircraft.

He added "The decision by Kent, Surrey & Sussex Air Ambulance Trust supports our early commitment to the AW169, and strengthens the long-standing and excellent relationship between our organisations. We are engaging with KSSAAT in defining the final aircraft configuration and medical fit, which will be designed to meet their requirements and expand the medical capabilities they bring to the incident scene."

Adrian Bell, CEO Kent, Surrey & Sussex Air Ambulance said "KSSAAT has been operating a 24/7 Emergency Medical Service for over a year now and has learned considerably from nine months plus of full night flying operations. One very clear, but not unexpected lesson is that we need to replace one of our older MD902 aircraft and increase our overall aviation capability for the longer term benefit of our patients. We have therefore undertaken an ex-



haustive review of all relevant aircraft types and the AW169 is the only helicopter that fully meets our increasingly demanding clinical and operational requirements.”

He went on to say “We are in no doubt whatsoever that the AW169 is the right aircraft to give us the resilient, sustainable, safe and effective capabilities so vital for our service and we therefore look forward to working with Specialist Aviation Services and AgustaWestland to bring this emergency medical helicopter into service next autumn as the launch customer in the UK. Our decision to select the AW169 is based on the aircraft performance, inherent safety features, payload, cabin size and design, and its many advanced features which will allow us to change the way we operate in a manner that will greatly benefit the patients we carry.” www.specialist-aviation.com

Motorsport Legend John Surtees OBE, has presented a £75,000 cheque to the Kent, Surrey & Sussex Air Ambulance, on behalf of the Henry Surtees Foundation. The presentation, which took place at Mercedes-Benz World, Surrey, was made to the Air Ambulance Chief Executive Adrian Bell; the money will be used for ‘High Fidelity Simulation Manikins.’ The manikins are the very latest in simulation technology, helping the clinical teams to practice their skills, learn new techniques and improve patient safety by creating situations that are as close to ‘real life as possible.

Speaking of the charity, John Surtees OBE, said “With a background in motorsport, I know that every second counts and none more so than for the Air Ambulance Services; I am honoured to present the cheque to such a fantastic charity. The idea that this money will contribute to saving lives is outstanding! The Air Ambulance already offers an exceptional service, but if we can help them reduce risk even further then we have done a good thing!”

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As well as raising and donating £75,000 to KSSAAT for the simulators, the Henry Surtees Foundation has also previously supported the provision of a blood transfusion service for KSSAAT. This support included vital equipment such as thermostatically controlled boxes and blood warmers, and the purchase of two Honda CR-V vehicles for SERV (Service by Emergency Rider Volunteers) to transport blood, enabling the service to provide nearly 70 transfusions in its first year. The Foundation has also donated £131,000 to Headway to help people with brain injuries.

This year, both John and his machines will be at some of the most prestigious classic racing events and venues across the country, raising funds for the Henry Surtees Foundation. George Barber, owner of the Barber Museum which holds a collection of cars and motorcycles from John Surtees' life, has made a title-winning Ferrari 158 available for these events. He has also committed to matching £50,000 with a donation, if the Henry Surtees Foundation manage to raise it.

WEST MIDLANDS: The prestigious award for the supply of pre-hospital defibrillators to West Midlands Ambulance Service has been awarded to ZOLL® Medical UK Ltd. The deal will see the ambulance service replace all of its existing monitors with the latest technology from ZOLL.

Weighing less than 6kg, the X Series is half the size and half the weight of most full-featured defibrillators, yet powerful and built to the most rigorous standards for ruggedness. The X Series has every advanced monitoring and communication capability required by a leading ambulance service.

For more information on X Series please visit www.zoll.com

YORKSHIRE: The Yorkshire Air Ambulance (YAA) saw its busiest weekend in their 14 - year history as the Tour de France passed through Yorkshire and headed south for London and on into France.

In the short period the iconic cycle race was in the region the emergency rapid response charity attended 31 incidents between Friday and Sunday. On a normal weekend, the Air Ambulance may respond to three or four call-outs.

The YAA were well prepared for the expected increase in operational activity and had drafted in the use of a third helicopter to help provide extra coverage over Le Grand Depart weekend.

YAA Marketing and Communications Manager Abby McClymont said: "We knew that we were in for a busy few days with the excitement of the Tour de France coming to the region, however this past weekend has been one of the busiest for the Yorkshire Air Ambulance.

"Our two helicopters, along with the third extra aircraft and their crews attended 21 incidents on Saturday and Sunday alone. We have had many busy weekends in the past, but nothing as busy as this last one has been.

"We were pleased to be able to work alongside the other emergency services and help out



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Caption: The Yorkshire Air Ambulance crew based at RAF Topcliffe with their normal G-SASH helicopter and special relief aircraft brought in for the Tour de France . ©YAA

where required.”

Most of the incidents were linked to the amazing success of Yorkshire hosting the Grand Depart and the first two stages of the world’s biggest sporting event.

Abby added: “We were called to a few people who had been out cycling on the route, or were on their way to watch the race and unfortunately found themselves needing the air ambulance.

“Other incidents included spectators who developed health problems whilst waiting for the race to go past. However, generally, we attended the same kind of jobs we would usually do, but just in a greater volume due to the vastly increased number of people in the region over the weekend.”

The YAA’s two helicopters operated from their airbases on the Nostell Estate near Wakefield and at RAF Topcliffe near Thirsk. The third helicopter was operational from stand-by points close to the route – at Wathgill Camp near Richmond and Beeston Hall Farm, near Ripponden.

UNITED STATES

FLORIDA: Baptist Hospital of Pensacola have sold their LifeFlight Air Ambulance services to Air Methods out of Colorado.

Baptist LifeFlight has transported patients to Baptist Hospital since being established in 1977, it was the third hospital-based aeromedical helicopter program in the United States and the first in Florida. Baptist LifeFlight uses a Eurocopter fleet of [one](#) EC135 (N577LF) and three EC130 helicopters N209LF, N506LF, and N306LF based in Florida, Alabama, and Mississippi.

Baptist LifeFlight has four bases of operation in the region. In addition to the Pensacola base at Baptist Hospital, there are locations in Semmes and Greenville, Alabama; and Hattiesburg, Mississippi, each operating an EC130. [Atmore]

MASSACHUSETTS: Metro Aviation recently completed and delivered a new EC145 for Boston MedFlight in New England. This is the second EC145 that Metro has completed for them.

Boston MedFlight’s EC145 includes the Metro Aviation EMS kit, Stryker MX Pro Litter, medical seating for three and a variety of other custom features. It is also equipped with North Flight Data Systems’ Light Aircraft Recording System (LARS), Metro Aviation STC Super Night Scanner, and a SX5 Mini Night Sun.

The new EC145 replaces the program’s last BK117, which will now serve as a backup aircraft. Boston MedFlight’s fleet also includes an S76, a King Air 200 and several ground vehicles.

SEARCH & RESCUE

AUSTRALIA

WESTERN AUSTRALIA: Shell Australia has launched a dedicated search and rescue (SAR) helicopter service to support the offshore oil and gas industry in the Kimberley – the first of its kind in Australia.

The EC225 SAR helicopter is based at the Broome International Airport [WA] and is operated by CHC. It is supported by a dedicated team of highly trained pilots, paramedics, engineers and crew. The service is on standby 24-hours a day and is able to respond within 15 minutes during daylight hours and 30 minutes at night. The aircraft has a range of 300 nautical miles from the Broome airport.

Broome International Airport is the regional hub of the northwestern part of Western Australia. It is considered the gateway to the Kimberley region.

INDIA

COAST GUARD: In an incident that illustrates a lack of role suitable helicopters in the region a fire fighter succumbed to injuries during rescue operation after a major fire engulfed a 22-storey commercial building in western suburb of Mumbai last month. The victim has been identified as Nitin Yevlekar.

Nearly 20 firemen were stuck on the terrace of the building as the fire spread to other floors. A Chetak helicopter of Coast Guard [based on the Sud Alouette III] was pressed into the rescue mission to bring the fire fighters to safety. According to latest report, the fire department has brought in hydraulic lift and other equipments to rescue the stranded fire fighters.

The blaze started on the 21st floor of Lotus Business Park on Andheri Link road, and later spread to the 20th floor, according to fire brigade officials. [PTI]

SWITZERLAND

Swiss masters student has created a system to help UAS home in on the location of people trapped underneath rubble, land or snow by detecting signals given off by their mobile phones and so giving rescuers a guide to where to focus search efforts.

By placing two wi-fi antennae onto the aircraft, Jonathan Cheseaux said they were able to locate mobile phones on the campus to within 10 metres.

The Mac address of each phone is used to differentiate which device is being detected, while several readings are taken to narrow down its location.

The technology is currently a proof of concept, and there are a number of limitations including whether the victims are buried under rubble several metres deep, making phone signal detection difficult. [Sky]

UNITED KINGDOM

CHANNEL ISLANDS AIR SEARCH: Further to last month's item on the equipping for service of the CIAS Islander aircraft additional details of the future role fit and delivery date have been supplied.

CarteNav Solutions Inc. has announced the details of their own cooperation with Britten Norman and Channel Island Air Search (CIAS) in supplying a new mission management system for their Islander search aircraft.

Britten Norman are supplying an interim aircraft to CIAS, allowing them to continue search operations, while they build a brand new Islander for the charity which is anticipated to be ready towards the end of next year. At the heart of the new mission system is AIMS-HD, a software solution from CarteNav Solutions Inc. that integrates a Wescam MX10 EO/IR cam-

era and an AIS system, and will be hosted on a Britannia 2000 Compact Airborne Mission Computer (CAMC).

CIAS is based in Guernsey airport in the Channel Islands, just off the French coast of the English Channel, one of the busiest shipping lanes in the world. They offer primarily a comprehensive, rapid-response search service covering approximately 4000 square miles and they respond to between 30 and 40 call outs each year.

CarteNav Solutions Inc. is an international leader in situational awareness solutions for the airborne, land, and maritime environments. Founded in 2002, CarteNav offers operationally proven data integration and display technologies that dramatically improve performance of both sensor operators and tactical decision makers.

BRISTOW SAR: – FLIR Systems, Inc. has been awarded a multi-million Dollar Maintenance Support Contract by Bristow Technical Services Ltd. for the support of up to 20 Star SAFIRE 380-HD EO/IR systems for 10 years. The FLIR Star SAFIRE systems will be fitted on Bristow fleets of new Sikorsky S-92 and AgustaWestland AW189 helicopters that Bristow will acquire for the UK Search and Rescue (SAR) contract. Bristow's new aircraft will provide SAR services from sites around the UK. The Maintenance contract ensures that the EO/IR sensor on the aircraft will always be available to support SAR operations.

This support contract will be administered and executed from FLIR's Surveillance Airborne facility in West Malling, Kent. From this base, Field Service Representatives and strategically located spares through the UK will provide Bristow with a support standard even beyond the already established FLIR nationwide service capability in use by law enforcement and utility inspection organizations. FLIR has been providing Star SAFIRE systems to European SAR and Police operators for more than 20 years, and continues to achieve an operational availability greater than 99%. FLIR product support, already in place for other UK and European Police and SAR organizations, will continue to support the latest chapter in UK SAR operations through this vital contract.

Commenting on the contract, John Cloggie, Bristow's VP and Chief Technical Officer said, "This Maintenance Support Contract will go a long way to ensuring SAR aircraft are ready and available to perform vital services. Choosing the right equipment is important but ensuring that equipment is supported appropriately is essential to the successful delivery of SAR in the UK."

"FLIR is delighted to be contracted by Bristow for this vital maintenance program," said Thomas A. Surran, Chief Operating Officer of FLIR. "We take pride in our ability not only to deliver state of the art equipment but, most importantly, to support that equipment once it has been delivered".



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INDUSTRY

Drone Aviation Corp (DAC) based in northern Florida is offering a unique approach to Drones and has integrated a proprietary tethering system to ensure that the Drones are always under control.

Designed to provide mobile surveillance and communications, the aerial systems are housed in a rugged self-contained unit that either can be put on a trailer and towed behind a vehicle or can operate from the bed of a pickup truck. Self-powered, the systems can be rapidly deployed on a tether within 15-20 minutes.

For civil applications, it can operate at a range of up to 500 feet, up to 1,000 feet for military applications—making it able to safely operate in the National Airspace in compliance with FAA regulations and can operate for days unlike battery operated Drones that fly for an hour at best.

These tethered Drones provide secure line of sight communication coverage of up to 20 miles or highly sensitive HD day/night vision that can zoom in on a vehicle or a person 3 miles away. It can host various payloads, from infrared optics to cellular and VHF/UHF communications packages to address various requirements from military to disaster support.

Unlike a free flying drone or stadium-sized, fixed aerostat platform, the highly mobile BiB-100 aerostat system utilizes a high strength, power tether line to remain connected to an integrated trailer where secure communications are transmitted. The commercial BiB systems are designed to provide incident awareness and assessment and can be used to monitor illegal activity, identify and monitor traffic patterns, or provide disaster response in a secure manner without the risk of being intercepted or jammed. The compact design allows the BiB-100 to be mounted in a self-contained, high strength "box", which is mounted to a standard trailer and can be towed by standard commercial vehicles or light trucks.

Drone Aviation Corp recently announced delivery of its Blimp in a Box System to the Ohio Department of Transportation.

Another agency currently taking advantage of the technology, The Nashville Police Department uses a similar aerostat. The agency uses when it has large crowds in town, concerts, sporting events and the state fair, or gatherings like the upcoming Independence Day celebrations, as well as during natural disasters.

While the FAA continues to work on establishing new federal rules to manage free flying Drones tethered Drones can and will be a valuable tool for both troops and civil servants.

<http://www.droneaviationcorp.com>

Ed: More a variation on a theme than something exactly new. The Israelis had a slightly larger blimp that was kept in a box van trailer [Greater Manchester Police once owned one] and the French and others have powered helicopter devices tethered to either trailers or the rear of trucks. Drone Aviation Corp has its own take on that on offer to customers. Each can be seen as getting around the rules generally aimed at restricting the operation of free flight devices.

The UK's **House of Lords** is holding an enquiry into the civil use of drones, to determine whether the conditions are right "for the industry to take off".

Oceania Aviation's Part 148 manufacturing division, Airborne Systems, has received NZCAA STC Certification for its AS350 Bike Rack System. The AS355 STC addition is planned for late August 2014.

The Bike Rack will be available for distribution throughout New Zealand, Australia, the Pa-



cific Islands and most of Asia. A Transport Canada validation will be processed in August 2014 for North American customers.

The Airborne Bike Rack System is designed to hold up to 6 bicycles, 3 each side, is constructed from aluminium alloy and allows the bikes to be locked into adjustable mounts via an innovative locking system and a secondary safety strap. The system weighs only 55kgs and can be pilot installed within 60 seconds. Loading can be accomplished in approx 20 seconds with trained ground crew. [Oceania]

Airborne Technologies has announced a further TECNAM MMA has started operations in Russia. The aircraft handed over to the team of SigmaMetrix llc is equipped with a Large Format Camera (Z/I DMC IIe 250), a Leica Oblique Camera (RC30) and an AHAB Chiroptera Double Laser Scanner. With the possibility to fly combined oblique and double laser missions the Tecnam MMA displays its attractiveness as a cost-efficient multi-sensor platform. [AT]

A recent demonstration of the **Enterprise Control Systems Ltd (ECS)** Evenlode datalink system operating in one of its most advanced configurations has impressed customers and users in a Middle Eastern nation. The link delivered HD video and full IP connectivity at ranges in excess of 140 km as a key component of an advanced airborne ISR system.

The full IP link capability of Evenlode, coupled with the long range real time HD video transmission enabled this sophisticated user to appreciate the significant capability enhancement that Evenlode delivers when integrated with high end missions systems on a surveillance platform. In this demonstration ECS Evenlode provided the datalink (video and IP) to a fixed wing platform equipped with a 15 inch EO/IR turret and a high end geospatial system incorporating augmented reality mapping. The full suite of aircraft ISR systems were all also able to be controlled from the ground HQ enabling operational commanders to cue the EO/IR sensors onto target areas of interest.

Video products were delivered in full HD to the ground HQ and then also disseminated via web based streaming servers enabling senior commanders access to near real time imagery on their own mobile devices such as tablets and handsets. Mission commanders in the HQ were able to text chat continuously with the aircraft surveillance operators and also talk using voice over IP to both aircraft mission system operators and to the flight crew. During 5 days of operational trials of the full mission capability the aircraft was on 2 occasions diverted from the demonstration mission and tasked onto real security incidents as they occurred. Senior commanders were able to have 'eyes on target', continuously task and re-task the aircraft; collect, collate and overlay mapping data into the real time imagery. This sophisticated ISR mission Command and Control was provided solely by the ECS Evenlode data link. [ECS]

During German Chancellor Angela Merkel's state visit in Beijing meeting Chinese Premier Li Keqiang, **Airbus Helicopters** signed a record 123 civil helicopters with three customers from various Chinese provinces. The rotorcraft will be used for general aviation activities covering multiple missions including utility work, aerial tours, passenger transport



Recently, seven aerial photo and video production companies asked the **FAA** for regulatory exemptions that would allow the film and television industry to use unmanned aircraft systems (UAS) with FAA approval for the first time.

Because these requests may set a precedent for future commercial UAS exemptions, the agency is asking the public to weigh in on whether to grant them.

The **Los Angeles Police Department** has received two small unmanned aerial systems from the Seattle Police Department, which recently announced it was putting an end to its UAS program. LAPD officials said no decision has been made as to whether or when the aircraft will be put to use.



The Draganflyer X6 sUAS, purchased by the Seattle Police Department using federal grants, were received on May 29. The City of Los Angeles incurred no cost in the transfer. An LAPD statement said the UAS were "pending review by the LAPD and the Board of Police Commissioners, as well as the public...the review would only consider narrow and prescribed uses to prevent imminent bodily harm, for example, a hostage situation or barricaded armed suspect."

Bell Helicopter has signed a purchase agreement for the first two Bell 429s configured for Helicopter Emergency Medical Service (HEMS) in the Middle East. The aircraft will be equipped with a fully customized EMS interior and state-of-the-art avionics. The aircraft will be delivered in 2015 and will support medical rescue missions throughout the region. No end user was named. [Bell]

INCIDENTS & ACCIDENTS

April 14, 2014 Eurocopter EC130B4 N332AM. Air ambulance of HealthNet Aeromedical Services, Inc., Charleston, West Virginia. Operated by Air Methods Corporation. During cruise flight between Fairfax, Virginia and Martinsburg, West Virginia at 1,300' AGL approximately 7½ miles from Dulles International Airport, the helicopter encountered another aircraft that passed approximately one hundred feet below and to the left. The pilot received a TCAS alert but could not see the target until it was near the helicopter. A medical crewmember in the rear of the aircraft noticed a green light out the left side. The pilot made an evasive turn to the right. [Concern]

10 July 2014 Mil Mi-17V-5 MAP-7712 Macedonian Police. The helicopter crashed overnight near the southern town of Strumica, killing all four members of the border police aboard. Strumica is about 190 kilometers (120 miles) south of the capital Skopje. This was said to have been a training flight and that all the dead were pilots, each with more than 30 years of flight experience. They were on a night training flight when the MI-17B helicopter hit a 120-meter (394-foot) -high television transmitter. [media]

17 July 2014 Eurocopter AS365N2 HL9461/GW001. Firefighting helicopter of the South Korean Emergency Services. The helicopter crashed near an elementary school in a residential district of the southern South Korean city of Gwangju, killing all on board. CCTV footage showed the helicopter diving nose first at an acute angle into the edge of a street. [media]

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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.

17 July 2014 AgustaWestland A109E N507CF Air ambulance of CareFirst flight of Bullhead City Arizona and based in Santa Fe was en-route to pick up a patient in Tucumcari when it impacted high ground and burned out killing the three members of crew aboard. The Agusta took off from Santa Fe late on the 16 July for Dan C Trigg Memorial Hospital in Tucumcari, New Mexico. The aircraft stopped tracking early on July 17 and a search commenced. Ground rescuers arrived at the scene and found the aircraft had impacted the ground and burned. The dead were identified as pilot David Cavigneaux, 46, of Rio Rancho; flight nurse and paramedic Rebecca Serkey, 29 of Rio Rancho and base manager James Butler, 46, of Albuquerque. [media]

18 July 2014 Mil Mi-8MTV Kyrgyzstan Air Force. Undertaking a rescue of a mountaineer with injuries crashed into snow covered mountain in the Issyk-Kul region of Kyrgyzstan. Damage unknown but no accident related injuries reported. [Helihub]

27 July 2014 Eurocopter AS350B3 I-LUPU. Undertaking a non-operational fire fighting reconnaissance flight whilst on lease to Civil Protection. Took off from Fassinoro and was seen in the hover shortly before the incident. Believed to have struck wires and crashed onto its right side without sign of fire but killing two of the three occupants. At Lake Salto, Varco Sabino in central Italy. [Helihub]

FLIGHT SAFETY

Earlier this year, an American Airlines Bombardier CRJ-200 was flying at 2,300 feet altitude about 5 miles away from Tallahassee Regional Airport when an unmanned, remote-controlled craft flew so close to the plane that the pilot believed a collision had taken place. No damage was found.

This incident and several others like it involving UAS are a reminder that the increase in this technology obliges others to seek better safety systems.

One solution being proposed for improving airport monitoring comes from a perimeter security company offering is a 360 degree infrared thermal imaging sensor with automatic detection and tracking software that would alert pilots and ground crews of any close by, unauthorised UAS. The system was developed to secure premises from more pedestrian intruders but it can also offer an airborne threat option.

The Spynel system from HGH Infrared Systems, based in the suburbs of Paris, France and Cambridge, Massachusetts, USA, can detect and track a small UAS in near real time up to 11 km away and act like optical radar. In addition to providing 24/7 surveillance through any type of inclement weather, day or night, Spynel systems

also can provide TSA officials an effective means to gather forensic information at any time over a period of 30 days to replay any event captured. The system records to the widely-used AVI video format enabling images to be saved easily to file, burned to DVD and transmitted across a wide variety of Windows compatible devices. This flexibility can provide clear event documentation that could be used as legal evidence.



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PEOPLE

Airbus Helicopters UK Ltd. appointed **Colin James** as Managing Director, effective first of August. Mr. James, who has been leading Airbus Helicopter's Engineering Test Centre organisation in the company's Donauwirth and Marignane facilities, succeeds Markus Steinke to head up the UK branch of the world's largest helicopter manufacturer.

Within Airbus Helicopter's Research and Development directorate, Mr. James, aged 46, was responsible for engineering activities concerning Aircraft Vehicle & Systems Testing, Research and Development Simulation, Flight Training Devices, Systems Maintainability & Ground Support Products. He has been directly responsible for some of the company's most noted flight and engineering test achievements in recent years.

A graduate of Staffordshire University, Mr. James started his professional career at Eurocopter in 1992 in the field of software development and integration on real time avionics systems. In 2001 he participated in the successful contract negotiations leading to the sale of the Tiger helicopter to Australia, and went on to manage the subsequent helicopter development contract, including the set-up of a local Australian Systems Support Centre. In 2006, he moved to France to manage the transnational engineering activities of Airbus Helicopters in the field of Communication and Navigation systems. Since 2009, he has been acting as Vice President of Engineering in his current perimeter, leading to his involvement in the development activities of all existing and new Airbus Helicopter aircraft types.

Mr. James's background ensures that the UK is ideally placed to benefit from the most cutting-edge technology and know-how in the company, while his expertise and specialisation will help to continue improving Airbus Helicopter UK's products and services.



Markus Steinke, who led the UK helicopter business for the last six years, will now move to Airbus Group Headquarters in Toulouse as Vice President Post Merger Integration and Carve-Out Management.



An internationally recognised aviation expert has recently joined Wiltshire Air Ambulance (WAA) to oversee the charity's transition from its current collaborative partnership with Wiltshire Police to a completely separate and independent Helicopter Emergency Medical Service (HEMS) provider at the end of this year.

Giorgio Bondoni joined WAA in May as Bell 429 Programme Co-ordinator to bring together all the parties involved in this new partnership which follows on from Wiltshire Air Ambulance Charitable Trust signing a 10-year contract with Manston-based Heli Charter Ltd (Bell's UK agent) to provide a new 429 helicopter. The contract will come into effect in September 2014. The lease on the current 12-year-old MD 902 Explorer helicopter expires on 31st December 2014, when Wiltshire Police are mandated to use aircraft provided by the National Police Air Service.

Mr Bondoni, 55, first trained with the Italian Naval Academy and the US Navy Naval Air Training School. During his 22 years' service he served as a pilot, Carrier Air Group Commander and Commanding Officer. He then went on to become Director General of Helicopters Italia Ltd, Helitalia Plc and has also held senior positions with Camper Nicholson Yachting (Managing Director), Sloane Helicopters Ltd (Sales and Marketing Director), and Avionomica Ltd (Director).

Mr Bondoni lives in Southampton with his wife and four children and has a BSC/MSC in Marine Science, MSC in Finance and is a Chartered Director.

In addition to overseeing Wiltshire Air Ambulance's transitional aviation and operational arrangements, Mr Bondoni will also oversee the charity's search for a new base in the medium term as the air ambulance will need to find a new operational home from 2017.



As this issue closed for press news was released that **Mike Smith** had died from complications in heart surgery. He was just 59.

Mike was best known for his early career as a BBC DJ [Disc Jockey] but for the past decade he ran Flying TV, a company at the forefront of aerial TV services—much of the special event and advertising aerial footage provided for companies in recent years has come from the cameras of his Robinson R44s.

A Flying TV spokesman said: "Mike founded Flying TV 10 years ago and the company says his legacy will be FTV continuing to go from strength to strength."

Mike Smith's career began at hospital radio before joining BBC Radio 1 in 1975. In 1983, he took over the weekday lunchtime show and took on the Breakfast Show in 1986.

He was married to fellow television personality Sarah Greene for 25 years and they too were linked by aviation. A Robinson R22 helicopter he was piloting famously crashed in Gloucestershire and both were severely injured. They married not long afterwards.



SHOWTIME

The 2nd **Rotary Operations Conference** (ROC) was due take place at the Barclays London Heliport on Wednesday 9 July, 2014, but at the last moment the organisers deferred the event to a new date in September.

Next month Clarion Events, the group who run the bi-annual DSEi event at ExCel in Docklands in uneven years are launching a new event themed on the unmanned industry as **UAS 2014**. It will run over 9-10 September and be held at the home of Rugby Union—Twickenham Stadium, Whitton Rd, Twickenham TW2 7BA west of London.

UAS 2014 is being promoted as the industry leading conference and exhibition examining the latest military, civil and cross-governmental applications for unmanned systems. In association with industry experts including the Unmanned Air Systems Capability Development Centre (UAS CDC) and Cranfield University, UAS 2014 offers a one-off opportunity to receive the very latest operational, regulatory and commercial updates for the unmanned community.



Key speakers sharing their expertise at this conference include:

Pat Mika, a former Watch Commander still involved in an emergency response R&D Project supporting West Midlands Fire Service; **Andy Cashmore**, Watch Commander - Emergency Response, West Midlands Fire Service; **Sergeant Simon Luck**, Sussex Police; **Dawn Huckson**, Police Search Advisor, Sussex Police and **Pete Keller**, Director of Business Development, Aeryon Labs Inc discussing the potential applications of UAVs in the emergency response sector

Mike Garner, Broadcaster Cameraman; **Peter Lee**, Senior Associate, Taylor Vinters; **Ben Kenobi**, Remote Pilot (RPQ-S), Director of Rogue State Media and **Richard Critchlow**, Creative Director, Dependable Productions discussing UAS applications in broadcasting

Scott Winship, Northrop Grumman Aerospace Systems, Strategic Vice President for Advanced Air Warfare Development and **Timothy Beard**, Director of Advanced Air Warfare Development's Program Integration presenting on Northrop Grumman's X-47B and concept for UCAVs of the Future for the Navy and Air Forces. **John Turton**, Chairman of the UAS Challenge Steering Group, Institute of Mechanical Engineers is focusing on bridging the gap between academia and industry

This event will offer a chance to share best practice and knowledge amongst the full range of user sectors, including law enforcement, public sector, government, military and a range of service companies.

*Police Aviation News readers can benefit from an exclusive discount of 10% using promo code: **UAS127**. Book on or before 15th August to save up to £279 on your delegate pass.*

Register now using promo code **UAS127** and secure an exclusive discount to attend this topical conference: <http://www.uas-event.com/>



Long term sponsors of **BGAD Cambridge** have re-affirmed their commitments to the show for the 2014 event, to be held on Tuesday September 23, 2014

Shell Aviation is BGAD's Gold Sponsor and will also be lead sponsor of a black tie dinner in the evening following BGAD - at the historic venue of Corpus Christi College in the centre of Cambridge.

Gama Aviation and sister company Airops Software Ltd are sponsoring the visitor parking arrangements and BGAD visitor carrier bags respectively. Airops Software have exhibited at every BGAD since the event started in 2001 and have sponsored the bags for a number of years.

2014 marks to tenth staging of BGAD, which is a joint venture between Cambridge International Airport and European Business Air News (EBAN). It is also the 105th anniversary of Marshall Aerospace - the airport's parent company, and the 25th anniversary of EBAN.

BGAD will once again offer all the benefits of a three day business aviation event delivered in a single working day, including exhibiting companies, a static aircraft display and free to attend seminars. www.bgad.aero



HELICOPTER LINKS
The online yellow pages of the helicopter industrySM



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.

23-24 August 2014 Wings & Wheels, Dunsfold Aerodrome, Surrey. The sensational summer event for the whole family, Wings & Wheels, returns on Saturday 23rd and Sunday 24th August 2014 at Dunsfold Aerodrome in Surrey (home to BBC's Top Gear) to celebrate its 10th show. Famous favourites in the air and on the ground.

Eyes to the sky as the 'Wings' of the event treats visitors to outstanding and diverse 5 hour air displays which have previously included show favourites the Red Arrows, Avro Vulcan, Battle of Britain Memorial Flight (Spitfire, Lancaster, Hurricane), Typhoon, Chinook, Tucano, RN Swordfish and Sea Fury, Apache Attack Helicopter, RN Lynx Black Cat Solo Helicopter Display, Team Breitling Wingwalkers, Glider FX and the Blades accompanied by witty and knowledgeable commentary from aviation experts and display pilots.

Tickets start from £20 for adults, £45 for a family (2 adults and 3 children aged 5 – 15yrs), £6 for children aged between 5 and 15yrs and under 5s are free. Hospitality packages start from £150 per person, weekend passes, grandstand tickets and camping are also available. For more information visit www.wingsandwheels.net or to book standard tickets call 08712 305 572.

1-4 September 2014 **22nd International Defence Industry Exhibition MSPO** at Kielce Trade Fairs, Zakładowa 1, 25-672 Kielce, Poland, between Warsaw and Cracow, Poland. A military event that is popular with police purchasers. [Kielce Trade Fairs](http://KielceTradeFairs), tel. +4841 365 12 22, fax +4841 345 62 61 e-mail: biuro@targikielce.pl www.targikielce.pl

9-10 September 2014. UAS Conference 2014. Clarion Events/DSEi organised. <http://www.uas-event.com/> This 2-day conference and exhibition will be covering the latest applications of unmanned technology in civilian and military sectors and regulatory updates.

15-16 September 2014 Carlsbad Police Department, California. Threat & Error Management (TEM) training provides participants with a key set of team-based risk management skills and strategies that have been developed to reduce human error and enhance teamwork in all settings. The programme is useful in developing an understanding of the nature of human behavior with respect to error. Topics of discussion include: Situational Awareness, Stress and Performance, Decision Making, Effective Communications in Critical Situations, and Leadership Skills.

More details on this and other events can be researched through California Training Institute +1 707.968.5109 www.CTI-home.com info@CTI-home.com

22-24 September 2014 AMTC Nashville, Tennessee. The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions) make this the air and critical care ground medical transport event not to miss! The conference exhibit hall gives attendees the chance to learn about the newest technology and meet with service providers in the largest trade show for the air and ground medical community. Best of all of, the AMTC is the best place for medical transport professionals to network and learn from each other.



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As this issue is published [4 August] five doctors are meeting the media at **Addenbrooke's Hospital, Cambridge** celebrating being the first ever sub-specialists in Pre-hospital Emergency Medicine (PHEM) in the UK. The five doctors have successfully completed a new element of specialist training, which is also a new qualification for Air Ambulance Doctors, as registered with the General Medical Council (GMC).

The PHEM training course was developed by doctors who work for Addenbrooke's, as well as volunteering for Magpas: Dr Roderick Mackenzie, consultant in emergency medicine, CUH Major Trauma Centre director; Dr Simon Lewis, CUH ED consultant and East of England Regional Training Programme Director; and Dr Robert Major, CUH ED consultant, who is chair of the department of pre-hospital and retrieval medicine.



The doctors who qualified for the PHEM fly with the East Anglia Air Ambulance and the Magpas Helimedix Air Ambulance. [Magpas]

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Transport Security Expo has a unique pedigree as the major global exhibition and conference where security manufacturers, systems integrators and distributors connect in a uniquely focused environment with security buyers and policy makers for aviation, maritime, public and commercial transportation. Last year's event was the most impressive Transport Security Expo to date, breaking all previous records with 3,866* total attendees, from 88 countries. Transport Security Expo 2014 now ups the ante enormously. With an expected 4,500 visitors and 150 exhibitors the event unveils a major suite of initiatives for this market; a package of information and inspiration that make it the go-to destination this December.

For more information please see www.transec.com PLEASE LINK TO: www.transec.com/?utm_source=Police%20Aviation%20News&utm_medium=Event%20info%20on%20website&utm_campaign=Listings%20on%20Websites