

Police Aviation News

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Number 221 September 2014

PAR



Delivery in full

The Maryland State Police fleet

NPAS maintenance decision

The Thommen breakthrough

The Royal pilot confirmed

New Glasgow helipad is too edgy

PAvCon 2015 date announced

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

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POLICE AVIATION

KENYA

NATIONAL: The Kenyan government has invited bids for the provision of five helicopters for the Kenya Police on a lease basis as it battles increasing violence in the coastal areas around the city of Mombasa.

In a public tender notice issued last month, the Kenyan ministry of finance said the police need new helicopters, which will be used as troop carriers and utility transports.

The tender notice requires that the expressions of interest should include full maintenance capacity including availability of spare parts and other required components as and when they are required.

The notice also requires interested parties to provide evidence of a successful conclusion of a lease of similar nature in the past five years and proof that they have an annual turnover of Sh400 million (\$4.5M). The new helicopters will be used to augment the Kenya Police's only operational helicopter.

In May, the government unveiled a new national security plan which includes the acquisition of 10 new helicopters to improve the capacity of the police in fighting terrorism, at a cost of \$200M. [Media]

MALTA

AFM: The first AW139 helicopter has now been declared ready for service at an official ceremony. The aircraft, delivered in June, will primarily be used to perform maritime border control missions.

A second helicopter ordered earlier this year is scheduled to be delivered in December 2014 with service entry in the New Year. The overall requirement, which also includes a training package for pilots and technicians and an option for a third unit, is part of the ongoing plan to strengthen the capabilities of the Armed Forces of Malta, who benefit from the European Borders Fund and Internal Security Fund Programmes.

COVER IMAGE: *AgustaWestland has delivered to Maryland State Police the 10th AW139 to be used for the state's emergency medical, search and rescue, law enforcement and homeland security missions. All 10 of the aircraft ordered have been fully built and delivered from the company's Philadelphia assembly line. [©AW]*



Image by
Justin Gatt / AFM Press Office



The AW139 is fitted with a state-of-the-art equipment package for maritime patrol and search and rescue missions that includes a high-definition FLIR system, search/weather radar, cabin mission console, naval transponder, Trakka search light, satellite communication system, a 4-axis autopilot with SAR modes, external rescue hoist and four bag floatation system. [AW]

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UNITED KINGDOM

NATIONAL: The result of the tender process to decide who is to undertake maintenance on the fleet of NPAS police helicopters has been agreed and signed.

The result of the tender has not yet been officially announced but PAN believes that the form follows a predictable pattern with Police Aviation Services [SAS/PAS] undertaking support of the MD902 fleet and Airbus Helicopters supporting the EC135 and EC145 fleet.

Although the result was widely known in the middle of last month there was an administrative delay of one week to allow for appeals and the signing process took place late last week.

The primary gain is that there is – or at least will be – one contract and standard in force for the support of each marque from next month.

Quite how this will work out remains to be seen, such as the Metropolitan Police and their EC145s currently fall outside the direct day to day Airbus Helicopters maintenance programme. In recent months some of the major work has been directed to Oxford and Donauworth but the daily task has been undertaken by directly employed engineers undertaking a role that is to be dismantled after 34 years.

Another non-standard element is the joint support operation of the former Devon & Cornwall and Devon Air Ambulance, they are still together but is it now a joint maintenance set up? More next month on that.

Other units including Humberside [MD902] and southern Wales [EC135 and A109] remain outside NPAS for contractual reasons but will join it from 2015 – further complicating any hopes of a smooth transition. Wiltshire will remain outside until its current lease expires at the end of this year.

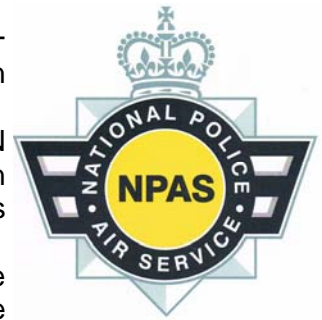
Meanwhile NPAS continues to seek more helicopter pilots to fill 'Vacancies Nationwide.' The salary being offered is not specified, merely 'Competitive' – a situation that shows signs of being rather complicated by massive differences between pilots in London and those in remote country areas. Some things are simply not able to fit into a simple standard model. There is a strange rider added to the advert that warns 'Applicants should be aware that it is not always possible to carry out adequate security checks on persons who have not been resident within the UK for the last three years. Therefore, where this applies, applicants may be refused on the grounds that it was not possible to vet them to the appropriate standard.'

METROPOLITAN: Early in August the three helicopters of the unit went live with Version 4 of the Honeywell/Skyforce Observer mapping system.

Observer is a mission management system which provides detailed mapping for military, paramilitary and corporate use.

The system creates a paperless cockpit for airborne law enforcement, search & rescue, surveillance and border patrol.

The current Unit Executive Officer Inspector Richard Brandon said of the equipment *"Having worked closely with Honeywell on development of Version 4, we can see the potential for significant operational improvements over Version 3. We are pleased to be the lead UK Police Air Support unit for the new Operating System."*



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WALES: On 4-5 September, more than 150 world leaders and ministers will be gathering in Wales to attend the first NATO summit held in the UK since 1990. Highlighting potential dangers the UK just one week before the event the Government announced that the terror threat to the UK has been raised from substantial to severe. This related primarily to the threat from IS in the Middle East but no-one has stated that the NATO event is immune from that also.

Last year, the G8 summit resulted in the arrest of 57 protesters in London, despite being held in Ireland. This, along with many other global events, attracts the eyes of the world, and have proven to ignite protest action across the entire country, causing severe disruption to businesses.

It is thought that the summit and related activities will probably affect all major cities in the UK besides the directly affected Newport in southern Wales.

The week before the first protesters opened a "peace camp" in the city's Tredegar Park with a Counter Summit, taking place on the campsite on August 31. The groups are expected to include representatives of groups such as the Campaign for Nuclear Disarmament (CND), the Stop the War Coalition and South West against Nuclear (SWAN).

A heavy police presence will patrol Newport and Cardiff, 12 miles away. There are 9,500 officers expected, with many being shipped in from as far afield as London. The protesters continue to promote objectives such as getting rid of nuclear weapons and NATO, to obliterate weapons of mass destruction.

NPAS has yet to take over in the Principality so the air resources available in South Wales include a single EC135T2 based at St Athan. The adjoining area of DyfedPowys have an AW109E Power.

There is significant discontent on a local level. The Summit, which takes place at the Celtic Manor resort is expected to lead to widespread disruption with 12 miles of perimeter fences now in place in parts of Newport and Cardiff, as police try to ensure the security of some of the world's highest profile politicians. Celtic Manor Resort is a golf, spa and leisure hotel and resort outside Newport, south Wales. It consists of two adjoining hotels, a country inn, luxury lodges, spas, restaurants and sporting facilities in open countryside but not far enough away from peoples homes to remove the disruption. Roads and schools are closing, many have been forced to take time off work and local businesses affected.

This is leading to potentially less violent dismay being expressed within the local population with various medical patients protesting at perceived disruption to care plans. Some patients having procedures can expect to see their care moved to the weekend and they are not happy about the prospect. Small stuff but important to them. Areas like Wales are wholly unused to the type of disruption that London shrugs off

The ambulance service and the Wales Air Ambulance have confirmed that road closures will not affect them, the latter has said crews are working with other emergency services in setting up contingencies during the summit and air ambulances will operate as normal, on standby for missions in any part of Wales.

UNITED STATES

ARKANSAS: In Mountain Home police reported that a man had been hospitalised after his car flew through the air in spectacular fashion and crashed into some stored Baxter County Sheriff's Office Bell OH58 helicopters.

Thanks to CCTV footage the path taken by the 71-year-old driver was recorded for posterity. The sequence shows a Lincoln Continental appear as if from nowhere and arc across the screen and a road into a compound occupied as a store by Baxter County Sheriff's Office. The Lincoln struck one helicopter and smashed head-on into another. Sheriff John Montgomery says both helicopters are "total losses." The department has one other helicopter.

Ed: At this point the news story diverges from the facts in that it states that the helicopters

were 'recently' acquired. As reported in PAN more than two years ago, in April 2012, two blue-and-white helicopters arrived on a tractor-trailer at the Baxter County Sheriff's Office. The helicopters were purchased from Arkansas State Police for \$1,300 through government surplus by Sheriff Montgomery and had a real value of \$50,000.

The story then was that a current helicopter had 20 more hours before the engine needed a major overhaul and the two were to provide spares and perhaps by now they have done that duty – somewhat devaluing their initial value.

CALIFORNIA: Police Departments across the USA continue to fall foul of the local people and the Federal Aviation Authority in their efforts to acquire cheap air support via unmanned craft.

According to a local pressure group, the San Jose Police Department has spent the past two years denying it has a UAS but has now admitted to owning one. MuckRock a suitably named pressure group set on making US Governing entities accountable has been announcing its success to anyone that will listen.

MuckRock now state that 'Having spent the two years denying information and ignoring FOI requests they have now provided information on a system that appears to have been in the planning process since 2012.'

On December 17, 2012 SJPd Research and Development Unit specifically stated that they had no records regarding research into drones or plans to use unmanned aerial vehicles. In October 2013, a second request for records elicited the same reply.

Unfortunately for the SJPd, its drone-acquisition activities were generating paperwork elsewhere -- documents it couldn't hide, like city council meeting minutes in which funding for an unmanned aerial vehicle was discussed.

Now SJPd has handed over drone documents and added a soft apology for not providing more information earlier.

In January, 2014, the San Jose Police Department purchased an Unmanned Aerial System (UAS) that was funded as part of a federal Homeland Security grant accepted by the San Jose City Council in November 2013. The UAS is a Century Neo 660 radio-controlled hex-rotor (six-rotor) hobbyist-style helicopter that is equipped with a camera.

SJPd intends to use the UAS primarily to access potential explosive devices and avoid exposing police bomb squad personnel to possible hazards and for situations that threaten public safety including active shooters and hostage taking.

They may have the craft but it seems that it will not be operational for some time. Despite gaining the Homeland Security grant and getting the equipment agreed by the City Council no one appears to have thought about the legality of operating it. Officially SJPd say they have some 'community outreach' peacemaking to undertake and then the Department will then develop the policy and procedures that will provide an appropriate and practical framework to guide operations of the UAS that they now have had for more than half a year.

Oh yes and there is the little matter of researching the legal implications and Federal Aviation Administration requirements for the operation a UAS by SJPd! SJPd will not use the UAS until these outreach and procedural steps have been completed and approved.



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NEW YORK: Trakka Corp Pty Ltd has highlighted the presence of its A800 Trakkabeam on the recently delivered New York Police Department (NYPD) Bell 429 helicopters completed in association with Helinet Technologies.

The Trakka A800 searchlight's advanced optics technology provides superior performance and flexibility complimenting the custom airborne mission suite. The Trakka A800 is the perfect searchlight solution to meet the broad range of operations performed by the NYPD due to its unique multi-mission capabilities. With the highest level of testing and qualification of any searchlight, the optically-enhanced, edge-to-edge, white light, internal multi-colored filter system and the fast/smooth slaving system all combine to give the operator superior helicopter searchlight performance. [Trakka]



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OKLAHOMA: The \$2.8M AS350B2 for Tulsa PD, N301TP, has now been delivered for service complete with a FLIR sensor turret. This craft represents a major technology advance for the police air operation and brings with it such as a 17-inch monitor in the front cockpit that includes a mapping system that overlays the city's street names, addresses and more over whatever image the camera attached to the underside of the helicopter is pointed at.

The arrival brings the department's helicopter count back up to two. TPD had been down to one helicopter since a 10-year-old model was sold last September. The \$1.1M from that sale was combined with \$1.7M from an old capital improvement plan to pay for the Airbus. The \$2.1M green airframe was delivered to Metro Aviation earlier this year for the addition of the "law enforcement package," which includes paint, decals and most of the role equipment.

The surprise inclusion is the Revue Thommen AG, of Switzerland searchlight. Recent stories about the source of the equipment will have post-dated the contract signature.

Thommen announced that its HSL-1600 Helicopter Searchlight was selected by the Tulsa Police Department Aviation Unit for its new fleet of AS350 B2 helicopters. It is the company's first success in selling into the US law enforcement market.

Aircraft completion and searchlight system installation at Metro Aviation led to an in-service date of July 28, 2014.



Thommen's HSL-1600 Searchlight system selection allows the latest generation of single LRU, high-powered, high-definition light system, with integrated IR and Laser, to be used by law enforcement aircrews in their demanding multi-mission role.

The specific HSL-1600 Helicopter Searchlight configuration selected by Tulsa Police includes the latest high definition variants of Lamp, InfraRed (IR), and Laser, coupled with internal software, and active slaving.

The Thommen HSL-1600 represents a new breed of helicopter searchlight systems, offering a previously unattainable combination of bright light, and long stand-off observation capability, in a compact, single LRU, quick-disconnect system. The HSL-1600 searchlight is now in service in law enforcement, SAR, military, parapublic, and border control missions

worldwide.

"Thommen is extremely proud to be selected by the City of Tulsa Police Department Aviation Unit," said Gregory Shockley, president, of Thommen America. "We at Thommen take pride in our ability to offer mission-critical technology to law enforcement and related agencies around the world, and we are confident that Tulsa PD will make the most of our state-of-the-art system Swiss technology on the AS350 platform."

"Our previous experience with Thommen was very positive, and, we are more than impressed with the Thommen searchlight system. We look forward to building on our relationship in the future," said Sgt. Nick Cory, Unit Commander at Tulsa Police Department.

"Customer benefit is the foundation of a good product. In this regard, we are pleased to provide Tulsa PD that value which makes their missions more efficient and safe. We are confident that our customer benefits greatly from the advanced technology, and the local support that only Thommen can provide", stated Uli Dembinski, CEO of Revue Thommen AG, the Swiss Parent company of Thommen America. [Thommen/Metro]



Offering a better view of the Thommen is this in-flight view
© TPD/Metro

SOUTH CAROLINA: South Carolina's law enforcement agency is to acquire a new MD500E. The State Law Enforcement Division [SLED] asked and received approval early last month from the Joint Bond Review Committee to spend the estimated \$3.5M using money confiscated during investigations and fees collected for criminal record searches – \$1.2 million from confiscated cash and \$2.3 million from search fees.

The agency considers a new helicopter a budget priority. Officials say the purchase would ensure that two helicopters remain available for use.

SLED currently has four helicopters. Its large, 10-passenger helicopter is used for transport missions. Two existing two-passenger helicopters were built in 1987 and 1989 and frequently need repair and its Vietnam-era helicopter is out of service and must be returned to the federal government for re-allocation to another operator.

Ed: It is odd that throughout reporting this story local media refer to the MD500E as 'two passenger' when it is nominally a five seat craft.

This purchase has been on the books for seven years. In February 2007 SLED were given a tentative go ahead for the purchase of another helicopter. At the time they operated pretty much the same fleet as they do now - two MD500Es, a 1967 OH6 suffering from spares issues, and a UH-1H Huey and they considered a diverse range of types including the AS350 AStar, various Bell types and even the MD900 and EC145 before settling to remain with the smaller MD product.

The existing maintenance equipment, pilot and engineer training were obvious pressures in remaining with the MD type.

The agency employs five full-time pilots, two full-time employees who are both pilots and mechanics, and four part-time pilots.

 **THE EMERGENCY
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Anderson County Sheriff has two Bell OH58A helicopters in service. The 44-year-old helicopters were obtained in the 1990s. Each typically flies between 200 and 300 hours annually, making them among the most heavily used law enforcement aircraft in South Carolina. The rotor blades on the Anderson sheriff's helicopter will wear out in a few years. Military surplus parts are becoming harder to find, and buying new blades from the manufacturer could cost as much \$300,000 but buying a new chopper can cost up to \$3.5M, which is how much the South Carolina Law Enforcement Division intends to spend on a two-passenger 2014 MD 500E helicopter.

Both agencies have applied to receive one of the 600 surplus Bell helicopters that the military is looking to dispose of by 2017, but there is no guarantee the requests will be approved.

There also have been discussions about creating an Upstate law enforcement aviation operation that would serve Anderson, Greenville, Oconee, Pickens and possibly Spartanburg counties. Anderson, Oconee and Spartanburg currently each use one helicopter. Pickens has a helicopter and an airplane, and Greenville has two helicopters and an airplane.

The regional operation could include one or two centrally located hangars that would be staffed 24 hours a day. Plus it would create an opportunity for cost-sharing among numerous agencies, the Sheriff's in Oconee County and Pickens County have indicated they are in favour.

Both those agencies' aircraft are used far less than those in Anderson and Greenville counties. The Oconee sheriff's helicopter flew 33 times last year, according to that agency. Pickens County used its helicopter for nine patrol flights and six training flights. Its 1977 Cessna plane was flown 10 times for prisoner transfers, including one flight to Minnesota.

By comparison, the Anderson sheriff's helicopter flew 375 missions in the past year, the sheriff's office said. The amount spent on fuel for the helicopter in 2013 was \$25,000, a figure that is projected to rise to \$30,000 this year. [Anderson Mail]

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TEXAS: A 62-year-old man was taken into custody after he fired shots at a Department of Public Safety helicopter and law enforcement officers and allegedly set fire to a neighbour's home. Hill County Sheriff's Office deputies responded to a residence near Covington on the evening of August 18.

A dispute between the suspect and a female neighbour got out of hand leading to her double-wide manufactured home burning. Authorities had to watch the home burn because the suspect was armed in the nearby woods and police would not let the Covington Volunteer Fire Department tackle it.

As the sun was setting, the helicopter, which is fitted with a thermal camera, was brought in to try and pinpoint the suspect's location and it came under fire from the woods. The tactical flight officer on board returned fire each time the aircraft was fired upon but no details have been released on any damage it sustained.

It wasn't until shortly after midnight when the suspect moved from the woods into an open area that deputies with the sheriff's office special response team were able to apprehend him.

Fort Bend County Sheriff located in Richmond, Texas is to acquire its first helicopter. Last month the County Sheriff Troy Nehls [right] managed to get agreement from a meeting of the County Commissioner's to allow him to obtain a helicopter for his department. Nehls found strong support from his fellow law-enforcement officials, including Rosenberg Chief Dallis Warren, Sugar Land Police Chief Doug Brinkley and Missouri City Police Chief Mike Berezin.

Fort Bend, located close to Houston, is expected to take delivery of two 1970s military surplus helicopters reported to be Bell OH58 Kiowa's to be operated from a hanger at Sugar Land. They will undertake search and rescue; aiding ground units in locating fugitives; helping assess traffic flow, particularly during emergency periods created by hurricane threats; and surveying damage in cases of natural disasters or industrial accidents.

An illustration on the Facebook site of Fort Bend County Sheriff suggests that one Bell will be marked N218FB.



Even before the meeting Nehls had hired deputy and helicopter pilot Kyle W. Evans, an ALEA veteran and helicopter pilot who worked for 22 years within the Houston Police Department. Records show that he registered N218FB in early May this year but his employment as pilot was only confirmed after the acquisition was agreed.

During the discussion phase on the proposal it became clear that at least one voter required a proviso that the aircraft might be returned if necessary and that one of the helicopters would be used for parts.

Two helicopters will come from the Texas 1033 Military Surplus Property Program and \$30,000 will be provided to fund upgrades, including paint and radio equipment.

Fort Bend County is located in the Houston metropolitan area of southeast Texas. It covers 875 square miles of fairly flat territory policed by 181 Patrol deputies.

THE COMMERCIAL
UAVSHOW

21-22 October 2014

Level 2 at Olympia

London, UK

WASHINGTON: The Spokane County Sheriff's Office has received two additional OH58 airframes from the US DoD Surplus programme, this will give them one additional flight airframe to act as a spare and another as a spares source.

The Air Support Unit was established in 2005 with a Bell OH-58 surplus helicopter, N215SC 70-15148 designated "Air-1". Since then, the Air Support Unit has provided search and rescue, fugitive searching, fire suppression, surveillance, homeland security critical infrastructure checks, natural disaster damage assessment and patrol services to the Inland Northwest.

In July this year Spokane County Sheriff's Office Regional Air Support Unit (SRASU) became one of six air support units in the USA to become fully accredited through the Public Safety Aviation Accreditation Committee / Airborne Law Enforcement Association (ALEA). Additionally at the Airborne Law Enforcement Association Conference in Phoenix AZ, the unit received the 5-Year Night Vision Service Award. This award is received by law enforcement agencies that embrace the use of night vision goggles (NVG) and have successfully used them in life-saving situations.

In addition to the additional airframes the unit has been donated a searchlight from King County. Costs of the Spokane flight program come from volunteer pilots and contributions from both Coeur d'Alene and Kootenai County.

The air support unit hopes to have the backup helicopter up and ready to fly by the end of September.

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CAYMAN ISLANDS

The response time for air ambulance services on the islands is expected to see an improvement with the establishment of an air medical operation, including an aircraft dedicated to 24 hours per day, seven days per week medical service.

Aitheras Aviation Group, an air medical provider based in Cleveland, Ohio, has positioned a Cessna Citation Ultra V jet with Island Air on Grand Cayman to support the Health Services Authority, Health City Cayman Islands and the Chrissie Tomlinson Memorial Hospital.

Aitheras has provided air medical services to some of America's most preeminent health care systems, has transported patients to over 38 countries.

UNITED KINGDOM

DEVON: The charity does not yet respond to incidents when it's dark and is now gearing itself up to fund raise specifically to enable a future night capability.

The Charity which funds the two Air Ambulance service is committed to continually improving and developing its service and has set a target to extend flying hours to 10pm all year around from 2016, with a further extension to midnight from 2017.

The newest Devon Air Ambulance, which has been in operation for almost a year, is already equipped to fly at night but will still need some additional items of equipment fitted such as extra spot lights, a wire detection system, enhanced mapping and potentially a Night Vision camera system. Night Vision Goggles (NVG's) will also be required for the crew. The number of crew will also need to grow so that they can operate into the night without reducing the level of daytime service.

In all, the cost of funding the new equipment, increasing crew numbers, the training and other costs will see fundraising rise by £1M every year.



EAST ANGLIA: The Air Ambulance charity has confirmed that The Duke of Cambridge will join the charity as a helicopter pilot in spring 2015.

Mr Andrew Egerton Smith MBE, Chairman of EAAA, said "Having the Duke of Cambridge as one of our pilots is marvellous news as he brings much experience to the charity after his successful career as a search and rescue pilot. We have an outstanding track record of attending people in the hour of need which is recognised and generously supported by our local communities"

The Duke will begin training for his Air Transport Pilot's Licence (Helicopter) this month [September], which is estimated to take a minimum of five months to complete. The Duke will continue to undertake engagements on behalf of The Queen and his charitable affiliations during this time.

Training for the ATPL (H) will culminate in 14 examinations and a flight test and then if all is well The Duke will start work with the Air Ambulance, based at Cambridge and Norwich Airports and flying both day and night shifts, in 2015. The Duke will start as a co-pilot but, after a period of training, will be qualified to fly as a helicopter commander.

Ed: Training aside the one issue that will be at the forefront of the planners is what will be done with the Protection Officer? From next year the charity will have the larger EC145T2 in service which will resolve most of the weight issues of carrying a non-crew member but no operator likes to carry anyone with no defined crewing purpose. Might the armed officer be trained up to undertake some useful purpose?

GREAT NORTH: On August 8th the Pride of Cumbria air ambulance, an AS365N, celebrated a decade in action of operations in north-west England.

Ten years on from flying into the county for the first time, the aircraft landed at Armathwaite Hall, near Keswick, where it was greeted by a crowd of staff, former patients, and volunteers.

The aircraft, based at Langwathby, near Penrith, began work in August 2004 and has since flown 4,500 missions across Cumbria as part of a three helicopter operation.

Last financial year, the Pride of Cumbria was activated 482 times, almost half of GNAAS' total missions flown. The charity estimates each mission costs around £2,500 in aircraft and fuel costs, staffing, equipment and drugs.

MIDLANDS: The charity has teamed up with Rugby Union legend Phil Vickery, MBE, and his leading clothing brand, Raging Bull Sportswear, to offer a selection of charity-branded high quality leisurewear to the public, to help raise further funds for the life saving emergency pre-hospital service. The clothing will be available at special events and via an on-line shopping facility.

Midlands Air Ambulance Charity believes the new relationship with Raging Bull Sportswear will drive greater clothing sales, helping the charity undertake further emergency missions across the six counties covered by the service. In addition, Midlands Air Ambulance's air-crew will also don Raging Bull Sportswear as part of their new uniform under their flight suits.

In addition to the Raging Bull Sportswear clothing range, which includes a variety of men's and women's polo shirts, fleeces, hoodies, hats and jackets, Phil Vickery has joined Midlands Air Ambulance Charity as a celebrity ambassador, helping to promote the work of the service and its charitable status. www.midlandsairambulance.com

In another financial collaboration the charity is teaming up with Drayton Manor Theme Park to raise funds for the regional response team.

As part of the partnership, Drayton Manor Theme Park will donate one penny to the charity for everyone who rides G-Force, which will help to keep its three ambulance aircraft in operation. The Staffordshire based theme park has also rebranded its G-Force rollercoaster, the official ride partner of the charity. www.facebook.com/DraytonManorPark

SCOTLAND: Staff working at one of Scotland's biggest hospitals raised fears over its helicopter pad. Doctors and nurses say the landing area at Glasgow's rebuilt Southern General looks terrifying and that is even before the £842M hospital opens next year.

The pad is built on the corner of the roof of the 14-storey building – where early architectural sketches showed it located in the middle of the roof.

Work on the new Southern General – officially known as New South Glasgow Hospitals – started in 2011 to a design by Brookfield Multiplex, the 1109-bed hospital will have the biggest critical care unit in the country.

Patients from all over Scotland are transferred there for treatment. And a five-storey, 256-bed children's hospital will be built on the site by next summer.



UNITED STATES

OHIO: Metro Aviation delivered a recently completed AS365 N3+ to Miami Valley CareFlight Air and Mobile Services in Dayton, Ohio. Originally introduced in the 1970s, the latest version of this platform boasts upgraded engines and avionics and is the first AS365 N3+ to be completed by Metro.

"CareFlight at Miami Valley Hospital chose Metro because it was obvious from the start that they have an innovative approach to ensuring the aircraft is completed to best work for our program and, most importantly, for our patients," said Vice President of Premier Health Candy Skidmore.

Metro Aviation recently received an STC for the AS365 N3+ medical interior utilising the same technology as recent EC155 B1 models completed by Metro. The STC includes a primary patient carbon fibre stretcher on track and swivel and secondary patient provisions, flat machined medical floor, LOX and built-in suction outlets, and forward and aft communication panels among other features.

CareFlight Air and Mobile Services serves more than 150 hospitals in over 17 counties. CareFlight's Dauphin helicopters are equipped as mobile intensive care units and are available 24 hours a day. CareFlight operates four AS365's and has completed more than 51,000 flights since its beginning in 1983.

MONTANA: At the beginning of April, the Medstar base in Missoula, Montana acquired new Zoll X-series monitors. Shortly after being placed into service, it was noticed that the monitors would turn off at the Missoula International Airport base (MSO). This occurred exclusively at MSO in a couple of locations. Initially it was thought that the monitors were faulty and they were duly sent back to Zoll for evaluation. Other MedStar bases had used these monitors for over a year without any problem.

In early June, the Spokane Medstar team experienced a monitor "reset" at MSO during takeoff with a patient on board with a monitor that had never had a problem.

Further investigation revealed that the monitors "reset" during a radar sweep by one of the radars at the west end of the MSO runway. Under controlled evaluation it was possible to demonstrate that the radar sweep coincided with the monitor "reset".

The radars involved are late model (1970's era) radars which are still in use across Montana.

While there has been no harm to patients up to this point Medstar issued a major alert to the industry in order to make flight teams transferring patients into and out of Missoula or other airports with similar radars aware of the potential problem with a patient attached to a Zoll X series monitor.

Medstar are working with Zoll to find a long term solution, the temporary fix is to shield the monitor with such as aluminum foil or a reflective sun shade. The foil disperses the radar pulse and a monitor "reset" does not happen. [Medstar/Concern]



© Zoll





SEARCH & RESCUE

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EUROPE

MEDITERRANEAN: As part of the Migrant Offshore Aid Station (MOAS) operation the Schiebel CAMCOPTER® S-100 UAS (Unmanned Air System) is helping to save the lives of refugees in the Mediterranean Sea.

Desperate people fleeing conflict, economic desperation and violence in their homeland look towards Europe as a safe haven. They travel by all means possible for days or weeks on end to get to countries of transit from which they will sail out in makeshift sea craft. The lucky ones reach Europe where they can claim asylum, the unlucky ones have been perishing in unacceptable numbers.

MOAS was founded to take action to prevent such tragedies in the future and initiated Operation Phoenix where the CAMCOPTER® S-100 plays a vital role in. A ship-borne aid station, named Phoenix, was made available to support refugee vessels in need.

Phoenix has two 6-metre rigid inflatable boats on board that respond to calls for assistance. The CAMCOPTER® S-100 is launched from on board the ship to locate and identify boats in distress. The UAS then provides imagery in real-time, day and night and even under adverse weather conditions. Operated by Schiebel personnel, the EO/IR camera submits essential data to locate people in need. With the help of the unmanned helicopter the Rescue Coordination Centre (RCC) can be informed and provide help immediately.

Between August and October 2014, the 40-metre expedition vessel Phoenix will conduct three operations in central Mediterranean, each lasting two to three weeks.

The Italians are meanwhile pressuring the EU to further increase funding for their efforts in finding and rescuing the tide of humanity swarming from Africa to Europe.

SPAIN

CANTABRIA: The Government of Cantabria has renewed its SAR helicopter contract with INAER. This covers helicopter search and rescue operations, emergency medical services and other work of civil protection. The contract has a value of €6.35M over four years. INAER Spain will continue to operate the Bell 412EP helicopter based in Santander.

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INDUSTRY

ESG Elektroniksystem- und Logistik-GmbH has undertaken successful flight tests of its newly developed Tactical Video Overlay software. The Tactical Video Overlay is an Augmented Reality technology that overlays a geo-referenced Full HD Video with data such as street names / numbers, targets, POIs and various line and surface objects.

Flight tests were performed with a FLIR System Star SAFIRE 380HD EO/IR system on an EC-135 from the Police of Saxony. The Tactical Video Overlay is the latest software module for ESG's Mission Management System for Police and Law Enforcement.

The main advantages of ESG's Tactical Video Overlay – Augmented Reality Software are low latency, high accuracy, hardware independence and long-term support by a well established German company. Further advantage is that ESG can customise the software with regards to data bases and graphical user interface. The Tactical Overlay Software uses similar overlay mechanisms that have already been applied in ESG's own digital mapping system QT-LoGIS and TARANIS® Command and Control systems. The software can overlay the video with any customer specific geo-referenced information.

The hardware independence allows usage of all geo-referenced EO/IR systems, e.g. from L3-Wescam, FLIR Systems and Cassidian Optronics. www.esg.de



Billed as Africa's first home-grown military aircraft, the Advanced High-Performance Reconnaissance Light Aircraft (AHLAC) made its first test flight in South Africa last month. All previous 'African' military aircraft have been derived from existing airframes.

The new, multi-purpose military aircraft was designed and built by two South African companies - Aerosud in partnership with the **Paramount Group** – an organisation that has featured in these pages in the past for its support of anti-poaching measures in the region by supplying aircraft and helicopters in the role.

The design was based on a military project to produce a low-cost manned alternative to the UAV for use in the roles of intelligence, surveillance, reconnaissance and light-strike. It is expected that uses will encroach on airborne law enforcement including anti-poaching missions, border patrols, anti-trafficking, anti-piracy, anti-insurgent, as well as anti-terror operations.

The proposed military weapons fit of nose-mounted 20 mm cannon and six underwing hardpoints capable of accommodating a variety of munitions may well be off beam as far as general ALE is concerned but the basic airframe could raise interest in some more violent corners of the community.



©Paramount

Frequentis has signed a contract with the Bavarian Police for a Public Safety integrated communication and control system.

The signing ceremony between the Bavarian State Office of Criminal Investigation (Bayerischen Landeskriminalamt) and Frequentis AG at the Police Headquarters in Upper Bavaria South (Polizeipräsidium Oberbayern Süd) took place in Rosenheim on August 4. The first system will be delivered to support the security arrangements for the next G8 summit at Schloss Elmau on 4 and 5 June 2015.

All previously separate communications systems (telephone and radio) will in future be conducted over the Frequentis Public Safety integrated communication and control system so that these systems can be controlled via a standardised and user-friendly graphical user interface. The contract also includes extensive training for the Bavarian Police and maintenance services for a period of 5 years.

As well as the 175 operator positions for the control centres, Frequentis will be supplying up to 320 web-based radio operator positions based on the Frequentis Radio Web Dispatcher to allow the more flexible application of all necessary functions inside and outside the control centres.

The particular challenge that Frequentis and the Bavarian Police share for the G8 summit is the timely setup of the Frequentis integrated communication and control system to operate the analogue radio and the German BOS digital radio in the control centre in Rosenheim and the operational headquarters in Garmisch-Partenkirchen for the G8 summit. The use of the tap-proof BOS digital radio network for voice and data services is critical for the optimal organisation of all forces deployed.

Frequentis has enjoyed a number of high profile contract successes in recent years includ-

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ing the Olympic Games in London in summer 2012 for the Metropolitan Police, contracts signed in July 2013 in Rhineland-Palatinate for the supply of control centre technology for the police, fire and rescue and emergency medical services control centres, and in December 2013 in North Rhine-Westphalia for the delivery of a control centre concentrator for the fire and rescue and emergency medical services, this is already the third major order for Frequentis in Germany within a year.

Ed: The G8 event mentioned in this announcement is that which resulted in the 2015 PAvCon being rearranged. Next year was to be held in Munich but both the Bavarian and Federal Police requested it be moved from 2015 to 2016 as soon as the German Chancellor Angela Merkel announced the G8 was to be set up. Currently PAR is working towards confirming a new location for late May 2015.

Surveillance and reconnaissance experts in the Austrian military needed long-range high-definition thermal imaging systems for a variety of intelligence applications including border patrol in support of the civil authorities.

Last month officials of the US Army Contracting Command awarded a \$7.2M contract to **FLIR Systems** to provide seven of the company's Star Safire 380 thermal imaging systems in a foreign military sales contract to Austria.

The long-range FLIR Star SAFIRE 380-HD EO system combines colour daylight digital camera and medium-wave infrared (MWIR) thermal-imaging camera in a motion-stabilized pod that is hardened for military fixed-wing aircraft, helicopters, aerostats, and other kinds of aircraft. The Star SAFIRE 380-HD, which has an optional shortwave infrared (SWIR) camera and laser rangefinder, illuminator, and pointer, embeds metadata in its video stream.

Airbus Helicopters has quietly launched a new reduced weight variant of its EC145 light-twin, aimed at the fire fighting and aerial work segments.

Designated the EC145e, the manufacturer has stripped out all unnecessary weight from the airframe – including the second pilot's seat. It estimates that around 200kg (440lb) has been cut from the aircraft's empty weight. Production will be around ten aircraft per year.

At present two separate lines are running at Donauwörth, producing both legacy EC145 C2s and the newer T2. However, work on the older model will stop "in a few months." [Flight]

Sikorsky Aircraft Corp. has announced that the Federal Aviation Administration has certified the V400 avionics software for the S-76D™ helicopter, increasing the capabilities of the aircraft and allowing the aircraft to operate single pilot under Instrument Flight Rules.

Drone Aviation Corp. [DAC] a developer of specialised tethered drones and lighter-than-air aerostats, has delivered an advanced optical package to a state agency for use in land management applications.

The custom designed aerial photogrammetry survey package is an aerial imaging system designed for DAC's compact, low cost lighter than air aerostat systems. Featuring a gimbaled high resolution digital camera, mounted to a small aerostat connected to a tether line controlled by a winch, the system can be utilised for various safety and civil applications including land surveying, land management and planning, road construction and repair, topographic research, archaeology, geology and global warming studies.

DAC's systems are different from free flying drones due to the utilisation of a secure, high strength tether line which remains connected to the ground and that is a cost effective option that is able to safely operate in compliance with FAA regulations.

www.DroneAviationCorp.com

Spectrum Aeromed has equipped a third air ambulance for Dominican Republic based AeroAmbulancia/Helidosa, the airframe role fit with a Short Box Advanced Life Support system and accessories took place at Fargo Jet Center, the second time they have undertaken the work for the customer.

AeroAmbulancia is the first and only company in Dominican Republic, which offers the most complete and modern air ambulance service 24 hours a day, 7 days a week. AeroAmbulancia has a crew equipped with everything needed for intensive care to manage health issues in critical conditions. The rural areas of the Dominican Republic lack optimal health centers to care for patients with severe trauma from accidents or critical medical conditions, so air ambulance offers the fastest access to the best medical care available.

"We are elated to have them as a repeat customer especially knowing the impact their service has on the rural community in the Dominican Republic," said Christenson. "We know this equipment will dramatically impact their ability to complete life-saving missions."

The first two fixed wing installations were in a Citation 500. AeroAmbulancia also operates a Bell 212 with a Spectrum Aeromed system and is currently working on the installation of a fourth fixed wing system in a Cessna 560XL Citation Excel. AeroAmbulancia will have a total of 5 aircraft with Spectrum Aeromed equipment by the end of 2014. www.spectrum-aeromed.com

Last month **Bell Helicopter** held a regional Safety Symposium for rotorcraft pilots and technicians from across Brazil at the Sao Paulo World Trade Center in Brazil.

Introduced in 2013, the safety symposium educates pilots and maintainers on key safety practices and applications to implement into their daily operations. The effort is tied, in part, to Bell Helicopter's participation in the International Helicopter Safety Team's (IHST) mission to establish international partnerships in countries with significant helicopter operations and encourage development of safety interventions.

Presenters included Bell Helicopter Training Academy pilots, local Bell Helicopter Customer Service Engineers, regional safety experts and local government representatives. The team introduced the concept of a Safety Management System – a holistic approach to managing safety in an organization by implementing the necessary organizational structure, metrics, accountability, policies and procedures. Human Factors Awareness training, a growing topic of interest with Bell Helicopter's regional customers, was also presented.

More than 100 customers and safety advocates attended the event. An additional symposium is scheduled in Prague, Czech Republic on September 17, to be held at the Bell Helicopter European Customisation and Delivery Center.

Bell has now delivered its 200th **Model 429** to a high-rise residential construction and real estate company serving the coastal area of Sao Paulo. The aircraft will be used for corporate transportation and charter around Miramar's projects and key areas in Santos, São Paulo, Brazil. The significance of this can be judged by comparison with the production levels of its two main modern technology rivals, the EC135 and MD902 both of which have now been in production for over 20 years.

EagleMed critical care air medical transport company has installed an automated weather observing system at Eagle Pass, Texas enabling the company's fixed-wing aircraft to serve patients in the region during inclement weather.

EagleMed LLC funded the automated weather observing system project and worked with local government and Federal Aviation Administration officials to install it at Maverick County Memorial International Airport.

The EagleMed fixed-wing aircraft that supports the Eagle Pass area is located in San Marcos, Texas, where the company bases a King Air C90 air medical transport plane. The weather station will also serve EagleMed's sister companies, AirEvac Lifeteam and REACH, which base medically outfitted helicopters at Eagle Pass, Pearsall, Carrizo Springs and Laredo, all in southwest Texas.



Following the news that public safety officials are allegedly become more receptive to using mobile networks for mission-critical communications, Ali Zarkesh, Business Development Director at **Vislink**, has commented on how satellite technology is now more important for secure and reliable communications than ever before.

"Secure communication has always been the most powerful tool when it comes to ensuring public safety. Operational success often depends on the quick and reliable transfer of information, whether that's just audio or HD video and data as well. Satellite, with its high levels of redundancy and available bandwidth, has always been a viable option for meeting this demand, but now other players have begun to show their cards.

"Given the growing need for immediate access to data while out in the field, and the nationwide coverage offered by today's networks, it's no surprise mobile operators are considering using their investments in LTE to offer premium network services designed with public safety in mind. However, these networks are not robust enough to meet the stringent requirements of critical communications users. They are subject to high latency, delay and glitches which can result in failed operations due to decisions being made too late, or without all the information available.

"For this reason, public safety officials rarely rely on cellular networks alone for mission-critical communications. It's dangerous to entrust all data transmission to 4G LTE in a crisis because mobile networks are not a closed loop; they are susceptible to becoming overloaded by the public, thereby rendering them useless.

"That's not to say there is no place for emerging 4G LTE technologies which promise greater bandwidth and faster throughput. But, while these networks can be valuable for initial reconnaissance or non-emergency operations, where data can be recorded for analysis at a later date, or transmitted without concerns over possible delays, they are simply not reliable enough for public safety officials that require access to the latest information as and when it happens.

"This growing demand for HD footage and resilient data connectivity has reinforced the need for high-capacity networks designed with redundancy in mind. With the emphasis now on front end compression and faster data transmission, modern satellite equipment has once again become the go-to resource for public safety personnel. Satellite technology does not suffer from the same problems as cellular networks since capacity demands are met by a vast number of satellites in operation.

"As a result, satcoms now play a more important role than ever in keeping public safety officials connected. Satellite technology has historically been seen as an expensive and impractical communications network. However steadily increasing capacity, reduced costs, modular functionality and higher data transfer rates now mean satellite communications can exceed even the most stringent requirements, all delivered through a more robust network than 4G LTE." [Vislink]

All Metal are promoting their "Pegasus" helicopter landing platforms. These dollies are the newest products in All Metal's line of innovative hangar equipment.

The Pegasus series, "Safety First" dollies, are specifically manufactured for the sole purpose of assisting with the movement of helicopters. The dollies can be easily manoeuvred by one person, as well as any vehicle.



Pilatus Aircraft Ltd is to move its airframe production from Eastern Europe to India. In a partnership with TASL, a Tata Group Company, assembly of PC-12 aero structures will take place at a facility in Hyderabad, India.

The long-term contract between the parties has been signed for a ten-year period and provides for delivery of the first complete PC-12 NG aero structure during the second half of 2016.

The increasing availability of robust and reliable pilot controlled lighting [PCL] technology has presented the **UK Civil Aviation Authority** [CAA] with an opportunity to remove the present restriction on the use of PCL at licensed aerodromes to Emergency Services only. No such restrictions apply to the installation and use of PCL at unlicensed aerodromes. The recent public consultation on the subject has shown that removing this restriction would be welcome.

The control of an AGL system from beyond the boundary of a licensed aerodrome whether from the ground or in the air shall be approved subject to a satisfactory proposal by the aerodrome operator to the CAA. Where an existing PCL system previously approved by the CAA for the sole use of the emergency services is to be made available to others, an appropriate method of operation should be agreed between all users and reflected in the proposal. Where PCL is intended to be installed, an operational requirement proposed by the aerodrome operator should be submitted to the CAA.

Neurosurgeon and **London's Air Ambulance** Doctor, Mr Mark Wilson, and technical developers, Ali Ghorbangholi and Ali Haddad, have developed the GoodSAM app which uses GPRS technology to alert trained first responders to emergencies within their immediate reach. With over 1,500 first responders currently signed up as Good Samaritans across the UK (nearly 1,000 in London), the creators are now appealing to members of the public to become 'alerters'

In an emergency, seconds count. Opening an airway and basic life-support can improve survival rates if done quickly enough. On average there are 5,000 medical emergencies each day in London and across the city there are thousands of trained individuals who could provide immediate assistance while waiting for the emergency services, including London Ambulance Service, to arrive.

Through the GoodSAM app, trained first responders (who may be off duty) including doctors, nurses, firefighters, paramedics, police officers and medical students can register to be alerted to incidents in their surrounding area and could be on scene within minutes. With a built-in Defibrillator function, app users can also easily identify public access defibrillators. London's Air Ambulance is assisting GoodSAM to recruit Good Samaritans and alerters in London.

Anyone who has downloaded the GoodSAM Alerter app can simply open it and press 'Call for Help'. The app identifies their geographical location and as soon as the call is confirmed as a medical emergency the app does two things simultaneously; dials 999 to request the emergency services and sends a group alert to the nearest GoodSAM Responders.



Will India buy anything? The Defence ministry in the country again scrapped a tender to procure 197 light utility helicopters for Army and Air Force to replace the vintage fleet of Cheetahs and Chetaks [Alouette II and III] that serve both the military and the civil emergency services.

The announcement also cover a significant number of other projects from submarines to tanks but this decision severely affects the likelihood that modern aircraft will at last be available for law enforcement work in the foreseeable future.

In its decision to retract from the tender it was said that Indian industry would be given the opportunity to produce around 400 such helicopters to meet domestic requirements.

This is the second time in seven years that the government has scrapped the tender in which Europe's Eurocopter and Russia's Kamov were competing. It had been on hold for the past over two years due to a probe by the Central Bureau of Investigation and other allegations of wrongdoings in the trial process. Add to that the paranoia over the AgustaWestland AW101.

In Italy the judicial proceedings regarding the supply of 12 AW101 VVIP helicopters to the Indian Government have come to a halt. The judge for pre-trial investigations has decided to grant the request for monetary measures made by the two Finmeccanica-owned companies AgustaWestland SpA and AgustaWestland Ltd, jointly with the Public Prosecutor. The judge has endorsed the imposition of an 80,000 Euro fine regarding AgustaWestland SpA and of a 300,000 Euro fine, alongside the confiscation of 7.5 million Euros, regarding AgustaWestland Ltd.

In late July the Italian Prosecutor discontinued investigations against Finmeccanica acknowledging the non-involvement of the Company in the alleged wrongdoing.

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9 May 2014 Beechcraft 200 N114SB. Air ambulance of Lifeguard Air Emergency Services Albuquerque, New Mexico USA operated by Seven Bar Aviation. After taking off to pick up a patient for an interfacility transfer, while transitioning from climb to cruise flight, the medical crew members noticed the upper half of the left engine cowling had lifted about an inch out of its normal position. They returned safely to the originating airport. After landing, a cursory inspection revealed that all of the cowling cam locks were found to be in the locked position. A more thorough inspection by the mechanics revealed that the cam inside the locking mechanism had failed, allowing it to appear to be in the locked position even though it was not fully engaged. [Concern]

23 June 2014 Beechcraft 200 N805AH Air ambulance of Boston Medflight of Bedford, Massachusetts, USA. Operated by Jet Logistics Inc. During departure from base airport with medical team and isolette on board the aircraft sustained a complete electrical failure which affected all radios, navigation equipment, flaps and landing gear deployment. Both generators failed, followed by air conditioner blower, yaw damper, and all avionics over several minutes. Prior to complete radio shut down pilots were able to establish contact with controller for return to airport, this was followed by contact via cell phone to tower for return and full stop landing. An uneventful landing occurred. [Concern]

9 July 2014 Eurocopter AS365N N520. Air ambulance of CareFlight Air and Mobile Services, Dayton, Ohio operated by AirMethods. On a repositioning flight at night, the aircraft's tail made contact with the hanger door. The aircraft was taken out of service. [Concern]

5 August 2014 MD902 Explorer G-EHAA. Essex & Herts Air Ambulance. While looking for a safe landing place to deliver doctors to patient the downdraught blew over a wall as it hovered low near homes at Fullers Close in Waltham Abbey, Essex. [Media]

6 August 2014 MD500 N611WA [or N5232G] Hawaii County Fire Department helicopter made an emergency landing after an engine failure during a hurricane evacuation mission along the Hamakua coast. The crew was able to set down without damage in Polulu Valley. [Honolulu Star]

7 August 2012 Eurocopter EC145 N906GL. Air ambulance of MedLink AIR of La Crosse, Wisconsin, USA. Operated by Air Methods. While completing a patient flight from Cresco, Iowa to Gundersen Health Systems, La Crosse. While slowing to land on top of the hospital rooftop pad, a noise was heard by one of the crew. The pilot landed the helicopter on the rooftop pad, unloaded the patient and crew and then proceeded to the hospital hanger to refuel and return the helicopter to a mission ready status. A hole approximately 20" wide by 8 " high on the number 2, (Right Side), hydraulics cover/cowling was found. It was determined that a dzus fastener on the forward portion of the hydraulics cover either failed or was not fully fastened and loosened to a point where it allowed the hydraulics cover to flap freely and come in contact with the turning rotor blades. All 4 rotor blades had minor scratches and the hydraulics cover was replaced. [Concern]

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16 August 2014 Piper PA-31 Navajo C-**** Air ambulance aircraft chartered from Atlantic Charters by Ambulance New Brunswick. A paramedic and pilot died in a chartered plane crash on Grand Manan Island, New Brunswick. The aircraft came down in a grassy area, metres from the landing strip at the Grand Manan airport. A second pilot and nurse survived the crash.

The paramedic, nurse, and pilots were returning to Grand Manan after a trip to Saint John Regional Hospital following a patient exchange. [CTV News]

18 August 2014 Eurocopter BK117 I-AICO. Rescue helicopter struck cliff face with main rotor blades during a rescue in Gadertal Valley. Set down safely with significant damage to the MRB tips. [Rotorheads]

24 August 2014 Eurocopter Guardia Civile, Spain. Three Spanish civil guards died when their helicopter crashed in the northwestern province of Leon as they tried to rescue a mountain climber.

The blades of the helicopter brushed the side of a mountain close to the Picos de Europa range. The aircraft slid down the slope, killing the two pilots and a member of a mountain rescue team. A fourth member of the civil guard had already descended from the helicopter to search for the climber before it crashed. The deceased were identified as Captain Emilio Perez Pelaez (55), Lieutenant Marcos Antonio Benito Rodriguez (48) and Guardia Civil officer Jose Martinez Conejo (49). The climber, who had broken his ankle, was eventually taken to hospital by another helicopter. [Reuters]

28 August 2014 Eurocopter AS350B3 N991SD Riverside County Sheriff, California. A Riverside County sheriff's helicopter crashed on a runway at the northeast end of Hemet-Ryan Airport, but no one was seriously injured. The crash occurred during a low-flying training exercise, believed to be practicing landing with a simulated engine power outage. The helicopter was lying on its left side with the main rotors bent and the tail boom snapped off mid-length. [media]



FLIGHT SAFETY
Helipad Shortage an International
problem with local solutions

On August 14, 2014, a helicopter landed in a street in Beijing to send a patient from Urumqi to hospital. The 43-year-old man with acute myocardial infarction named Yue Peng was sent to the Beijing Anzhen Hospital for further treatment. People made sufficient preparation for the landing. When the helicopter approached Anzhen Hospital, a traffic police officer blocked the road for the helicopter's smooth landing. And workers waiting for the patient immediately transferred him into the 120 ambulance and headed for Anzhen Hospital.

法制晚报
people's daily

MOVE ALONG THERE PLEASE

It is good to hear that very little changes in the thought processes of ACPO, the UK's Chief Officers organisation.

They who, like many police chiefs across the world, historically drove on the creation and improvement of UK air support on the basis of personal gratification ['Will it make me look good?'] are yet again worrying about the waistband size and athletic ability of their subordinates.

Can their 30 and 40 year old officers outrun a 17 year old who has a mission in life not to be caught?

To lesser beings than police chiefs the answer is, and always has been a pretty emphatic no - but that is unacceptable in ACPO land.

After not many years officers use their street knowledge to think tactically in the sure and certain knowledge that they who might initially escape justice will inevitably come round again.

The last thing on this earth a sensible officer should be doing is running headlong into anything. As the old coppers explained to me long ago you don't run or rush into any scenario you **Proceed** [and I can tell you that is pretty slow!] That gives you thinking time and, when you do not have a gun as a last resort of defence, usually results in the pleasing 'outcome' of a few more days on this planet.

Simple really, but not necessarily something that many of the occupants of ACPO have ever learned first hand in their frenetic scramble for high office.

This position will become even more appropriate with in the future with ACPO plans to welcome some direct entry 'suitable persons' from industry in the senior managerial post of Superintendent. The problem is how can people who patently never learned their craft on the way up select someone who bypasses the whole process as 'suitable' ?



And in that vein a correspondent sent me some words of wisdom written by Heinrich in 1935 about responsibility for what we would now call 'outcomes'.... They must have been pretty good words because when we tried to acquire another copy of this rare book recently as a gift the price had shot up from \$100 to over \$4,000 on Amazon after someone apparently realised a pricing error.

Responsibility for a "fault of control of the operating conditions and forces" in an industrial (any) establishment can be assessed only against the centre of management. This centre is that individual or small group of individuals, who exert the directing will in that concern. In this centre is the managerial skill which makes for success; while its lack leads to failure.

Upon this centre of management rests the responsibility for initiating a program for accident prevention, and for the continuing case to make such a program effective. [Heinrich 1935]

One UK police force most British police might wish to deny being with at this moment in time is South Yorkshire. The smell of the rot gets stronger every day.



PEOPLE



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London's Air Ambulance, the charity that delivers advanced trauma teams in London, has announced the appointment of Charles Newitt to the newly created post of Chief Operating Officer (COO). The role will have operational responsibility for service delivery, as well as helping to execute the charity's operational strategy.

Returning the charity's leadership team to full strength, Colonel Charles Newitt, a former senior Army officer, replaces retired Charity Director, David Oakley, in a newly structured role that will see him assume responsibility for Aviation and Helipad Operations, PR & Communications and Finance.

Within the aviation component, as the Air Operations Certificate (AOC) Accountable Manager for London's Air Ambulance, the COO will be responsible for all aspects of the charity's aviation function, including its Safety Management System, under the regulatory framework imposed jointly by the Civil Aviation Authority (CAA) and the European Aviation Safety Association Agency (EASA).

Charles will also contribute more broadly to the organisation's strategic direction by taking further responsibility for HR and Facilities Management.

This senior appointment completes the restructuring of the charity under Chief Executive Officer Graham Hodgkin. It will allow him to embark on a more externally focused role in diversifying the charity's funding base, securing sustainable support and patronage, while continuing to pursue the charity's goal of securing a second helicopter and extending its daylight flying hours.

www.policeaviationnews.com



SHOWTIME

The Hungarian Ministry of Interior and National Police have confirmed their official support for this year's World BORDERPOL Congress to be held in Hungary from December 9-11 at the Kempinski Corvinus Hotel Budapest.

The World BORDERPOL Congress brings together leaders of the world's border security establishments to network and hear from such as Col dr Gizella Vas, Head of Hungarian Border Policing Unit, Hungarian National Police who will deliver an opening keynote presentation at the Congress. The latest speakers confirmed include Clarence Yeo, Commissioner, Immigration & Checkpoints Authority, Singapore; Ralph Markert, Assistant Director, International Partnerships & Development, INTERPOL; Dr. Ahmed Alzahrani, Project Manager, Ministry Of Interior, Kingdom of Saudi Arabia; David Alania, Chief officer. Police captain. Border Patrol, Ministry of Internal Affairs, Georgia; Cephas Makunike, Zimbabwe Revenue Authority; Ioan Buda, Director General, Romanian Border Police; Director General of Immigration, Ministry of Law and Human Rights, Republic of Indonesia. For further information visit: www.world-borderpol-congress.com

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. PAN understands that this revised date will not be honoured.

This 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 September 9-10 and be held at Twickenham Stadium, 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.

Few deny that China is a growing marketplace with dramatic potential but it is a long way off and a major undertaking to visit. Therefore the message I have been asked to forward is most certainly still for a very select few.

Helicopter Outlook 2014 is taking place in Beijing from December 3-4 2014. The conference draws attention to the continuously improving conditions for helicopter aviation in the region and the issue of *Regulations on the Use of Low Altitude Airspace Management*.

For the future AVIC Helicopter, the sole Chinese state-run helicopter manufacturer, has signed a contract for 1,000 sets of AC352 with Airbus Helicopter, reflecting the perceived huge procurement demand in the Chinese helicopter manufacturing market.

Helicopter Outlook 2014 is being organised by China Helicopter Industry Development Association, Chinese Society of Aeronautics and Astronautics and Galleon (Shanghai) Consulting Co., Ltd. It will bring together most of the leading figures in the region to network and discuss the market. The programme will include presentations on police work and fire-fighting. www.galleon.cc



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.

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



A little further down the line in events it is my pleasure to announce the dates of the 2015 PAvCon Police Aviation Conference.

26-27 May 2015

For the moment the location of the event is being suppressed but it will of course be mainland Europe. The announcement of the location will be made in the November issue.

~ May 2015 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	Notes:					



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 few weeks.

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. On 17-19 September there will be Encounters Analysis training at the same location.

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.

17-21 September 2014 Africa Aerospace & Defence AAD 2014 Air Force Base Waterkloof, Centurion, South Africa

24-25 September 2014 The Emergency Services Show, NEC, Birmingham. Show is a trade event dedicated to anyone who works in the emergency services: police, fire and rescue, ambulance, first responders, voluntary workers, search and rescue - the list is endless! The Emergency Services Show you will offer over 450 key suppliers of equipment, kit and services for all the emergency services.

There will be complimentary coaches running from Birmingham International Station this year to make your access to the event easier, and if you are driving, visitor parking is FREE OF CHARGE, thanks to Emergency Services Times magazine. www.emergencyuk.com This an industry only event and NOT open to the general public. Visitors under the age of 18 will not be admitted.

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

29-30 September Concord Police Department, California. Human Factors Training training 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. +1 707.968.5109 www.CTI-home.com info@CTI-home.com

4-6 November 2014 Dubai Helishow 2014 Grand Stand, Meydan Hotel, Meydan Racecourse, Dubai UAE. To include a Military & Homeland Security Exhibition and an Air Medical and Rescue Show. Operated by The Domus Group, PO Box 5196, Dubai UAE. +971 4 328 5666 info@domusgroup.ae www.dubaihelishow.com

