

# Police Aviation News

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Number 224 December 2014

PAR

**UK NPAS  
looking for  
six fixed wing  
AIR AMBULANCE AWARDS**

**Jaunt to Jakarta**

**INDO DEFENCE 2014  
hot and sticky Far East**



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## POLICE AVIATION ARGENTINA

**SANTA FE PROVINCE:** Trakka Corp Pty Ltd announced that the Trakka A800 Tactical Helicopter Searchlight is being used to assist aviation assets in their performance of missions operated by a contractor for the Government of Santa Fe Province, Argentina. The Trakka A800 searchlight has been fitted to the rear upsweep of a Bell JetRanger LV-WLN operated for the police by Ecodyma SA providing superior performance and flexibility to the type's mission capabilities. The customer was provided with additional fitting that will enable them to also fit the searchlight to their Bell 407.

"We are delighted that Ecodyma S.A. selected our tactical searchlight to serve the citizens of the Santa Fe Province," said David Cady South American Sales Manager at Trakka Corp Pty Ltd. "We are also pleased to continue our successful relationship with TRACE Worldwide Corporation who diligently support Trakka Corp sales efforts in this region."

"We are very pleased that customers in the territory are recognizing the superior Trakka products and are seeing a strong increase in demand for the Trakka A800 searchlight in Latin America," said Mr. Raymond Santa, Regional VP for South America, TRACE Worldwide Corporation.

The police use an AS350B3 LQ-BIN of the Government of Santa Fe Pool and additional resources from Ecodyma S.A. as required on a ride-along basis. Among the other airframes used is a Bell 407 LV-CIB.



©PAR File Image

## BELIZE

**NATIONAL:** They have been talking about it for a long time but now it is reported that the Ministry of National Security and the Belize Defence Force have brought to reality the acquisition of one or more helicopters.

The plan is to buy from Bell either two refurbished helicopters for \$4.1M, or a completely new helicopter for \$5.68M, pending final inspection of the refurbished models.

After several years of fruitless negotiations with traditional security partners such as the UK,

**FRONT COVER:** PAN reports on the 2014 edition of the Indo Defence Expo & Forum a mix of aerospace, marine and military in a steamy Jakarta. A surprising number of western companies go there in the hope that they can make the breakthrough into a very lucrative market. But it takes a special kind to stick with the very difficult market. ©PAR image

Taiwan, the United States and Canada, Belize was able to commercially source the helicopters through a reputable registered agent for Bell in Miami, Florida. The funding will likely come out of the Petrocaribe fund, believing that the proposed purchase fits the planned agenda of the fund for social development. The estimated costs of operation are about \$290,000 for both helicopters and three established pilots in the Air Wing of the BDF will be given further training in flying these helicopters. [Media]

## CANADA

**EDMONTON:** The rumbles continue over whether the police air operations in Edmonton, the Capital of Alberta with a population of some 800,000 should upgrade its air operations from two single EC120 helicopters to something very much more capable.

It seems that the type to be selected is the EC135, that classic made in Germany, twin-engine aircraft loved by the majority of the worlds police. The question being asked is simply whether this relatively small city can afford such luxury.

The Edmonton Police Service has proposed in its capital budget, \$7.2 million to buy an EC135 or an equivalent. They already own two of the smaller, lighter, cheaper single-engine EC120s. The first one, purchased in 2001 with donor funds, was bought used for \$1.7M; the second new, for \$2M, in 2009

Both helicopters have lot of life left in them. Police concede the older one could fly another 8,000 hours before it needed to be retired. (That's about six to eight years at current levels of use.)

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At the core of this 'I want...' by the police was the closure of the City Centre Airport and the consequent movement of the police base away from what is perceived to be the centre of operations. The police say they need a faster, more reliable twin that can fly longer without refuelling. To meet that they will sell one of the EC120s, then get a second, new twin helicopter in 2019, when the other EC120 is due to retire.

The effect on the police budget is significant. Running the police service is the city's single largest expense and a current operating budget of \$292M; 15.4% of the city's budget. Aside from the helicopter proposal the police have other costly projects in mind to boost staffing levels that might add around \$15M to the wish list.

## MALTA

AFM: European Union funds allocated to the Armed Forces of Malta have been spent on the modernisation of the AFM's air wing. The Prime Minister Lawrence Gonzi recently inaugurated a former RAF hangar to house the Beechcraft King Air fixed wing and AgustaWestland AW139 helicopters bought for surveillance recently by the army.

The refurbished hangar is equipped with a crane that will enable soldiers to repair and maintain the aircraft without the need of outside assistance.

The overall project costing some €20M incorporates the aircraft, the hangar and training. It was part-financed by the EU.

The refurbished and upgraded Hangar 3 took up some €2M of the EU investment to bring the Air Wing facilities and capability to a standard that would reflect the technologically advanced assets recently purchased by the AFM and improve personnel environment.

The Ex RAF hangar project was funded through the General Programme: Solidarity and Management of Migration Flows 2007-2013 with a co-financing rate of 75% EU funds and 25% national funds. [Times of Malta]

*Ed: The original facilities used by the AFM air fleet, hangars 4 and 5, were generally too small to accommodate the newly arrived and much larger resources. The largest element of the earlier fleet consisted of the BN-2 and the Alouette III, both types that are dwarfed by the Beech and the AW139.*





The AFM may have its new highly capable fleet but the old resources are not yet completely displaced. In the same week mention was made of both the resident Italian Agusta-Bell AB212 and the old Alouette III helicopters being involved in offshore rescues.

Three crew members from a Maltese registered vessel which was in distress off the coast of Malta were evacuated to shore with the assistance of the Italian Military Mission helicopter AB 212.

In a separate rescue operation, thirteen divers were reported to have found themselves in difficulty off Zurrieq. The divers were assisted by an AFM rescue swimmer who was dispatched from the Alouette Helicopter and by a civilian vessel.

## PERU

**NATIONAL POLICE:** Peru's Ministry of the Interior has now added the final EC145 helicopter to the modernised fleet of the National Police of Peru (PNP). The formal hand-over at the Police Aviation Unit facilities in El Callao was attended by both Peruvian and French officials, including Peru's interior minister Daniel Urresti and Daniel Leimbacher, chief of the Central Air Command of the French Gendarmerie, along with representatives of Airbus Helicopters.

Five EC145s have been delivered in less than one year since the PNP first selected Airbus Helicopters as its partner to renew its helicopter fleet. The first four aircraft have already accumulated more than 800 flying hours in that time, performing a wide range of missions.

In addition to surveillance operations and support for parapublic missions, the EC145 has proven itself to be a reliable and effective ally in the PNP's fight against illegal mining in the Madre de Dios region on the border with Bolivia and Brazil. The helicopters have also successfully completed more than 20 sea rescue and medevac missions in Lima and Callao.

The deal for these new EC145s includes a technology transfer program that has already provided training for more than 14 pilots and 20 technicians of the PNP. In addition, the PNP and the French Gendarmerie – both operators of the EC145 – have been engaged in an operational exchange programme to provide in-depth training on the tactical uses of these next-generation aircraft. This exchange is part of the cooperation agreement signed between the French and Peruvian interior ministries in the field of security and defence in October 2013. Just a few weeks ago, the PNP participated in high-mountain rescue exercises in the French Alps as part of this programme. [Airbus]



## UNITED KINGDOM

**NATIONAL:** A new tender was issued by NPAS in late October. This time West Yorkshire Police announced that they are to acquire a permanent fleet of fixed wing aircraft and modify them for police air operations.

NPAS require role equipped fixed wing aircraft including a mission management system and associated sensors. This will require the development and fitting of a new installation that meets the operational requirements of NPAS.

The stated requirement is for the potential purchase of three fixed wing aircraft modified for the police role, with an option to purchase additional aircraft of the same or similar specification.

Equipment that is intended to be installed on the aircraft, but not limited to, includes a daylight/night camera turret, mission system/equipment, communications and work station.

Potential suppliers were invited to a conference held in mid-November.

It is estimated that the type will be selected and contracts let in January 2015 with a start date of the three year contract of April 2015. Expressions of interest remain open from 24/10/2014 to midnight on 08/01/2015.

*Ed: What the bare bones of the on-line notice did not explain was what NPAS are looking for. I have managed to put together a few items from various sources that will indicate a fairly narrow number of options available to contractors.*

*I understand that although the document mentions three aircraft and a three year contract that this potentially encompasses six aircraft over six years ending perhaps in 2021.*

*Although the message did not get out too well to those that might potentially have wished to attend the November conference there is time enough now to remedy that by the New Year closing date.*

*Some of those that did attend the conference came away disappointed by the fairly strict specification laid out by NPAS to them.*

*No specific aircraft has been mentioned but it will be high wing, piston or Diesel powered and have an operational crew of two. It is required to have a retractable undercarriage. Those details alone remove numerous airframe options from the competition.*

*The role is to be overt, not covert, so we can expect it to be dark blue and yellow like the helicopters and the long departed Cheshire Islander, and it will be an eyes out of the cabin role – reverting very much to the basics of airborne policing. I understand that it must be capable of operating safely down to 500 feet.*

*Entering the arena of speculation the aircraft options appear to be either the Tecnam [rumoured to be too small and non-IFR] and the Vulcanair P-68R which is a variation on the type they are currently trialling.*

*Also in speculation mode is the question of fleet numbers. If NPAS are to maintain fleet numbers at the level they have already declared something will have to go. I suggest that the days of the MD Explorer may be numbered. This is based upon work in progress. To my knowledge other than the fleet wide downlink and communications commonality works there*



*The new tender is designed to replace the single aircraft used on trial with NPAS with three or more airframes. ©NPAS*



are no projects in hand to upgrade the Explorer fleet in the same manner as the EC135T2 upgrades. That said the roll out of the fixed wing fleet [of six] will be over a few years yet so this will be no instant dismissal.

It will be interesting to see whether there is to be a repeat of the experiences of earlier fixed wing operations in the UK. In one instance, North East, the operation decided that the on-ground time of the [Britten-Norman BN-2] fixed wing was so high that it was done away with in favour of a second EC135 helicopter. After delivery of the second helicopter availability was so high that they ended up arguing about getting rid of it and as a result the North East Consortium split up [into Northumbria and Cleveland]. The BN-2 was a particularly labour intensive maintenance type and hopefully the new type will not be. It is not likely to be as easily maintained as a helicopter though.

Britannia 2000 [B2K] has been selected and contracted by Bond Helicopters Europe for the supply of the Compact Airborne Mission Computer (CAMC) for the National Police Air Service (NPAS) mission system upgrade programme.

The CAMC is designed for civil and military applications on rotary and fixed-wing platforms, providing a variety of communication interfaces and accepting a wide variety of video formats, including full HD. It has been designed to run CarteNav AIMS software, including Moving Target Indication (MTI), at maximum efficiency.

The CAMC also accepts external inputs from sensors, such as the EO/IR turret, to allow geo-referencing of data and to support augmented reality capability within the AIMS software.

Ralph Jones, Managing Director of B2K, commented: "Britannia is justifiably proud to be chosen to support NPAS in their project to provide the UK Police Service with the latest in airborne technology. The inclusion of the CAMC provides a clean cabin environment, significantly reducing the number of LRUs and cabling normally associated with complex mission systems, whilst at the same time, reducing the overall system integration workload".



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**DYFED-POWYS:** In a storyline that apparently seeks to mislead it seems that fears the Dyfed-Powys Police helicopter would be withdrawn from service have been allayed after it was confirmed it will remain patrolling the skies. But despite those initially assuring words it seems that the AgustaWestland A109E currently operated is to go and be replaced by an Airbus Helicopters EC135 - the very type the region rejected a decade ago. What will stay is the base at Pembrey, Carmarthenshire.

The helicopter base which polices Carmarthenshire, Ceredigion, Pembrokeshire and Powys, will be kept as part of a deal agreed to overcome a lengthy period of intransigence by the local Dyfed-Powys Police's Police and Crime Commissioner [PCC] Christopher Salmon in agreeing to join NPAS.

The Dyfed-Powys Police Authority opposed plans to remove a dedicated helicopter for the force area and also rejected the initial counter offer of using a cheaper fixed wing aircraft.

In line with NPAS manning levels staff at Pembrey will be cut from nine to seven as the base is transferred and there will be additional cover from NPAS bases at St Athan in the Vale of Glamorgan, Rhuddlan in Denbighshire and Halfpenny Green in Wolverhampton.



*The Dyfed-Powys Police Agusta 109E Power helicopter at its base in Pembrey, Carms, with crew members (from left), Captain Kev Ellaby, PC Paul Boorman and PC Helen Lloyd. All Are Still Presently Stationed At The Unit.*

The new service will cost the force around £890,000 a year. The existing service cost the force around £1.1M in 2013-14 and was budgeted to cost around £1.2M in 2014-15.

A helicopter shared by south Wales and Gwent police forces, based at St Athan, will transfer to the NPAS on 1 February. [BBC/DPPS]

*Ed: A separate report suggested that the Pembrey operation was to be 24-hour but the manning level suggests that may be a misunderstanding as the current staffing level which is to be reduced would not support that statement - it is simply 24 hour NPAS cover - not on offer at the moment.*

*The current service provided by the A109E is very limited and the reduction in staff levels suggest that this will continue to be a single shift operation at peak times only – at best.*

*Whichever way you look at this it appears to be a massive climb down by NPAS but I suspect there is a time rated clause there somewhere that expires at the next PCC elections.*

*The story from the PCC is very positive but at least one Welsh politician, AM Rhodri Glyn*



*Thomas, has called for 'further assurances' on the long term future of the service. Mr Thomas, along with constituency colleague Jonathan Edwards MP, has repeatedly called for the police helicopter to remain in the county and both men lodged their opposition to proposals to replace the current service with a fixed-wing aircraft back in 2010 and 2011 when plans for the National Police Air Service (NPAS) were first mooted.*

METROPOLITAN: The latest date for implementation of this unit into NPAS is said to be 'April 2015.'

SUSSEX: As more local police forces look to the small unmanned aircraft as a means of getting locally controlled air assets under their direct control the Gatwick [London] Airport team already operating an unmanned craft gave a presentation to a roundtable as part of the Commercial UAV Show in London in October.

Sussex Police are currently trialing UAS at Gatwick Airport. They picked the systems for their purpose. Wind and weather conditions needed to be tested and so the Gatwick Airport site seemed appropriate with the open space and varying weather conditions. Dawn Hucks, the officer in immediate control of the fledgling operation says that the aim is to add an additional layer of policing to communities.

So far the public are looking at the operation favourably; testing began in March this year. They will update aerial mapping, cover more areas and enhance security by training staff to use the systems. She highlights that UAVs will never replace visual presence of officers on the ground, but rather enhance visibility and allow them to compare data.

Daily usage of a quad copter enhances police patrol, but it remains a concept; there is only one in the Sussex area but in future it is envisaged that dull, dirty and dangerous areas of work might be replaced by unmanned aerial systems.

Another area to consider is the security of data transmitted by unmanned aerial systems. Current limitations are down to internal IT systems but the technology capabilities are wide. In order to overcome this, training needs to be developed past the current hobby-like usage. They remain behind the curve with this technology and need to improve on communication with academics. [www.terrapinn.com/uav](http://www.terrapinn.com/uav)

WALES: The gold commander at this year's NATO Summit has spoken for the first time publically about an intelligence-led operation that led to stun grenades being safely destroyed an hour before they were set to explode in the path of world leaders.

Merseyside Police Assistant Chief Constable Chris Armit made public the foiling of attacks by "Black Bloc" anarchists and facilitating President Obama make an "unannounced" visit to Stonehenge.

With the UK threat level at "Severe", foreign warships stationed off the coast of Wales and lethally armed protection officers from America and elsewhere guarding visiting heads of state, the stakes could not have been higher.

Police averted what could have been a catastrophe when they discovered smoke bombs, thunder flashes and stun grenades hidden in vegetation lining the road protective diplomatic vehicles were due to take to Cardiff Castle.

If the thunder flashes or a stun grenade had been set off as a high profile person convoy went past it was likely that there would be a very significant response from the visiting close protection officers from all the nations and it is doubtful that an extreme reaction could have been averted by local police.

Help in Wales came from 43 forces, the Civil Nuclear Constabulary, Police Scotland, the Police Service of Northern Ireland, all the Channel Islands forces and the Ministry of Defence Police.

On the evening of September 4 the US president, announced without prior warning, that he was going to the ancient religious site of Stonehenge in Wiltshire his way back to US Air Force base Fairford, where Airforce One was going to fly out from. For a start it was not on his way back to Fairford. It's one hundred and something miles in the other direction up to

that point Wiltshire police and their helicopter had not been directly involved in what was a Welsh security operation.

Fortunately there was sufficient resilience in the existing plan and with the help of the military, police were able to search the area and facilitate the visit so Mr Obama could tick this item off his bucket list. [Oracle]

*Ed: It is reported that the modern but underused Cardiff Heliport used so extensively by the recent NATO Conference security operation helicopters finally closed on November 30.*

*The owners, the local authority, have yet to attract a new operator.*



**WILTSHIRE:** It has been learned that the MD902 Explorer currently operated by the joint Wiltshire police and air ambulance operation until year end is to go to Hong Kong operator HeliServices. The report states that they have committed to buying their third Explorer via Specialist Aviation Services in the UK. The aircraft will be delivered in the spring of 2015, it being currently on contract to the Wiltshire Police until the end of December. At that point Wiltshire Police become part of NPAS – the UK's National Police Air Service – and the aircraft becomes surplus to requirements. [Helihub]

## UNITED STATES

**NATIONAL:** Although it is in effect an International request, generally most people likely to answer it will be based in North America.

The Airborne Law Enforcement Association is looking for new 'fresh blood' instructors and subjects for its extensive range of classes held at regional and annual events for members. It is ALEA's goal to provide the highest level of education to its membership and they are in search of new instructors and classes for upcoming regional safety seminars and annual conferences. ALEA members interested in instructing for the association should forward the following to the Training Program Manager, Don Roby:

Three professional references.

Class Concept or Topic (Goals and Objectives of the class)

Availability

Instructors are not compensated for regional safety seminars and annual conference classes but ALEA provides travel reimbursement for its instructors. Annual Conference Course instructors are compensated on a per hour basis for their instruction, in addition to ALEA providing travel reimbursement.

If you should have any questions, please feel free to contact Don Roby at +1 (717) 870-9603 or at [droby@alea.org](mailto:droby@alea.org).

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CALIFORNIA: Los Angeles Police Department [LAPD] is reviewing its involvement in non-core policing tasks.

In recent weeks a LAPD Eurocopter AS350B2 helicopter attended the La Cañada Flintridge Country Club's golf course and dropped golf balls as dozens of golfers, children and parents waved and snapped photos from the clubhouse. It was all part of a fundraiser for the Parent Teacher Assn. at Palm Crest Elementary School. The owners of the six balls that landed closest to a yellow circle painted on the green won prizes, which included an iPad, a camera and a computer.

The helicopter's appearance was arranged by an LAPD sergeant whose children attend the school and cost \$771 in fuel, maintenance, personnel and planning costs. The aircraft and crew used in that instance were assigned and not simply diverted from a patrol task.

Like many air units across the USA – and indeed across the world - the department routinely donates its helicopters and officers to community functions and air shows to help promote the agency or raise money for police-related causes. Some events are held outside Los Angeles and have no direct connection to the LAPD or the city. This can be simply attending events to talk to the public but all too often includes actual flying activities that may be frowned upon – especially if something goes wrong.

LAPD has launched an investigation into the department's participation in the specific school fundraiser on October 27 and other events, and is examining its policies on when to approve the use of police resources in the future.

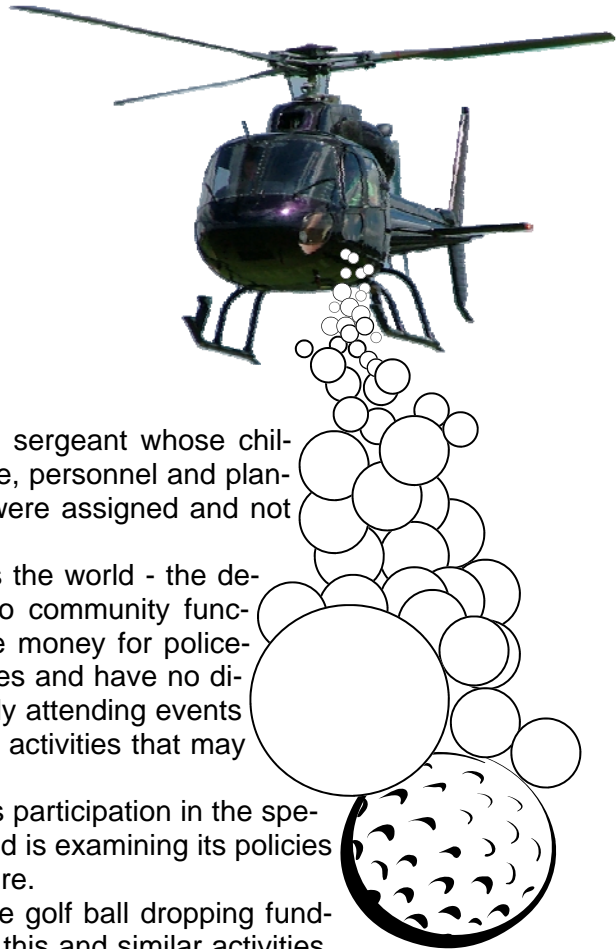
Already one senior figure has intimated misgivings on the golf ball dropping fundraiser but there are no hard and fast rules in the USA on this and similar activities.

At irregular intervals PAN has carried similar stories relating to smaller units who likewise question whether police aircraft should be deliberately dropping anything out of their doors let alone golf balls – the ballistics of which are not exactly proven especially in rotor downwash. In most cases the craft used was the sole air resource and it amounted to a diversion from a potential patrol or emergency response task.

According to the news report LAPD say the agency's helicopters have been sent to 16 other non-department events since 2013, 11 of which were outside the city limits. At least seven of those appearances were at air shows across the region.

The Air Support Division, which has a fuel budget of more than \$2M, bills itself as the largest municipal airborne law enforcement operation in the world. So far this year, its fleet of 17 helicopters has responded to more than 37,000 requests for help and logged about 13,500 hours in the air so this activity is just a tiny element in their budget.

Based on the ongoing review, the department will consider modifying the protocols and approval process for all community engagements, charitable events and other activities occurring outside the City of Los Angeles but not necessarily question those within the area of jurisdiction or what the task is. [LATimes]



[www.policeaviationnews.com](http://www.policeaviationnews.com)



DELAWARE: Bell Helicopter has delivered two Bell 429 helicopters configured for Helicopter Emergency Services (HEMS), Search and Rescue (SAR) and Airborne Law Enforcement (ALE) to the Delaware State Police aviation section. The aircraft will join the Delaware State Police's current fleet of Bell helicopters and be used throughout the state for a variety of parapublic missions with a strong focus on EMS.

The Delaware State Police have been a loyal Bell Helicopter customer for nearly 45 years and were the first law enforcement agency in the world to take delivery of the Bell 407. The police unit currently operates three Bell 407s, a Bell 412 and a fixed-wing Cessna 182.



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ILLINOIS: The Illinois State Police have honoured a trooper killed 17 years ago in a helicopter crash with a sign along Interstate 55 outside Chicago.



©ISP

Trooper Erin Sweeney Hehl, 34, [left] was honoured during a special dedication ceremony at the Burr Ridge Police Department last month. The Illinois Department of Transportation posted *Trooper Erin Hehl Memorial Over pass* signs earlier this year on both sides of the Illinois Interstate 55.

Hehl died with 42-year-old pilot George Kurelic in the crash of a Eurocopter AS350 N911RR at Frankfort Airport at the end of October 1997. The aircraft was undertaking "touch and go" landing training in the early hours of the morning when it crashed and burned. The leased aircraft was owned by Airborne Law Enforcement Services of Waukegan, Illinois and the pilot also worked for the Chicago Police Dept.

There is a memorial for Kurelic at the Illinois State Police northern Air Operations Bureau.



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OHIO: The small town of Logan is never likely to be able to afford traditional air support so it should be no surprise that they are looking at unmanned aircraft to give them that bird's eye view.

The path to getting their current level of eye in the sky has been difficult – a situation not greatly assisted by the attitude of the certification authorities. We need to step back a year to see how this mini-air support developed in Logan. Readers may recall that while it is acceptable for anyone to fly an unmanned craft as a hobby in the USA it is unacceptable for a police officer on duty to do so as either an experiment, demonstration or test.

In late September 2013, off duty patrolman Jason Gadrin was with his family flying a home-made hobby unmanned craft based on an H-4 Hornet near Lake Logan when a road traffic accident took place in front of the camera the craft was carrying. As a result the two-vehicle crash on state Route 664 South at the Lake Logan dam was captured on video. Gadrin quickly landed the Hornet and ran to the aid of the two motorists. The video showed that a vehicle pulling into the dam area was rear-ended by a 90-year-old man in the second vehicle. Both parties were taken to hospital. Once the State trooper arrived he was handed a copy of the video for him to view on his cruiser laptop. Once he watched it he was able to cite the person at fault for the accident. The video eliminated any doubt as to who was at fault for the crash.

The event came to the notice of the LPD Chief Aaron Miller and then the local newspaper. From that point the unintentional accident recording effort became knowledge to an unintended global audience. The consequences of the event then became apparent.

It should be no surprise that a number the 17,000 law enforcement agencies in the USA are still wholly unaware that there continues to be discussion over the regulation of the use of unmanned craft by police.

Gadrin's quest for helping the department led him to research robots because he saw them as meeting a need to locate suspects without causing undue harm to responding officers and also saw a need for searching for lost people.

He soon discovered how expensive robots were and knew the police department could never afford such an extravagant piece of equipment, but still realised there was a need for one and decided to pursue the prospect of cutting costs by building one of his own. They may not be as sophisticated as a manned helicopter but they can still save man hours in a rescue and in remotely searching the interiors of buildings.

Officer Gadrin has been flying these things for about six years now and had vainly tried to get advice from the FAA. He told PAN "I have been in contact with five people from the FAA in the past over my use of them. No one will seem to help me out when it comes to getting the COA. They just tell me they will send me something but never do. The FAA website isn't the friendliest site to use."

Gadrin invests his own money for these officer safety devices. He would much rather have the option to send a UAS unit into a hostage situation to try to make contact with the suspect than see one of his friends go in. If someone shoots or destroys a robot he will just build another, a friend injured or killed when he could have done something to protect them would not be acceptable just because the FAA could not get their head around it.

Last month, after further sustained pressure on the FAA, Gadrin was finally able to report that he managed to get his training approval for his 'UAS for Police Work.' The certification was not an easy process by any means but Jason is more than willing to assist any other fledgling operation through the process that has led to Logan becoming what is the eighth certified unit in the USA. [Logan Daily News]

People can contact him on [jgadrin@loganhiopd.net](mailto:jgadrin@loganhiopd.net) and [jason@longrangerc.com](mailto:jason@longrangerc.com)



*Ed: Just to further complicate the US scene the US National Transportation Safety Board has recently issued a ruling stating that drones are, in fact, aircraft meaning that there could be fines for anyone operating a drone in a manner that the FAA deems reckless or careless.*

**PENNSYLVANIA:** The sixth and final Bell 407GX for the State Police has been delivered. Announced earlier this year, this marked the 200<sup>th</sup> purchase agreement made for the 407GX in North America.

The aircraft will be used as part of their six aviation patrol units and provide aerial support to all federal, state and local law enforcement agencies within the Commonwealth.

The PA State Police have operated Bell helicopters since their first purchase in 1969 when the company delivered two Bell 47s, the first Bell helicopters to be part of an airborne law enforcement team. The unit supports public safety for their police partners and the citizens of the Commonwealth.

The aircraft features the fully-integrated Garmin G1000H™ flight deck, providing critical flight information at a glance for greater situational awareness and increased safety. The Bell 407GX flight deck's high resolution LCD screens host primary flight and multi-function display information, including Helicopter Terrain Awareness Warning System, Helicopter Synthetic Vision Technology™, Traffic Information Systems and more. The Bell 407GX also features a tail rotor camera, allowing the pilot a clear view of the tail during take-offs and landings.

**SOUTH CAROLINA:** Located in Beaufort the 220 law enforcement officers working for the Beaufort County Sheriff's Office [BCSO] now have air support thanks to the Department of Defense.

In May 2005 BCSO tried to bid on a surplus state-owned OH-6 helicopter that the Sheriff's Office could use but failed to acquire the airframe. In the past the council had discussed using a helicopter from the Beaufort County Mosquito Control Department for some law-enforcement tasks. That idea was abandoned because the helicopter did not have police role equipment.

In October this year BCSO finally acquired an OH58 from the military. The forty years old Bell N908BC/70-20470 was delivered in a drab military colour scheme but will be painted white and black in coming months.

Sheriff P.J. Tanner [right] showed his department's newly acquired helicopter to the media on November 20 and stated that a primary role will be SAR simply because the USCG are pulling their Charleston helicopter in December but will be an important law enforcement tool albeit at a low level of operational use. The Sheriff's Office's helicopter is not equipped to rescue people from the water, and Tanner emphasized there is no intention for it to be able to. But it will aid in water search efforts thereby mitigating the negative effects of the Coast Guard withdrawal.

As the helicopter is currently flyable the Sheriff and BCSO see it as only having one operational cost, fuel, and that is already covered in the current budget but it remains to be

seen how naïve that belief may turn out. BCSO also believe that they should have at least 400 hours of flight time before it needs any costly work. The helicopter will be piloted by Rob Wright of Beaufort County Mosquito Control and co-piloted by David Galm of the Sheriff's Office Emergency Management Division.

Meanwhile they are going back to the military to seek out additional avionics to upgrade the capability of the helicopter to enable it to be used at night or in severe weather. The parts will be free but fitting them will not be. [Hilton Head Island Packet/PAR]



**TEXAS:** The Montgomery County Sheriff's Office added a ShadowHawk unmanned aircraft system (UAS) to aid its SWAT operations in 2011, but the \$250,000 aircraft crashed into a lake after its rotor blade came apart in midair during a training exercise in April. Police officials now say they plan to replace the aircraft.



Montgomery County became the first local law enforcement agency in Texas to receive an FAA license to operate its own UAS in 2011. The agency has indicated it wants to continue to be on the cutting edge of UAS technology, and county commissioners recently approved using insurance money from the wrecked UAS to buy another one.  
[www.houstonchronicle.com](http://www.houstonchronicle.com)

**US MARSHALLS:** In Charlotte, North Carolina Jet Logistics Inc. announced it has been awarded a contract by the United States Marshals Service (USMS) for domestic and international air charter and air ambulance transport services.

"We are pleased to acknowledge that the United States government, and specifically the U.S. Marshals Service, Justice Prisoner and Alien Transportation System (JPATS), have chosen Jet Logistics to service air transport requirements for the agency," stated W. Ashley Smith, Jr. - Founder/President of Jet Logistics Inc. "This contract award is another significant development that our entire corporation is proud to announce, and we look forward to supporting the dedicated men and women of the U.S. Marshals Service in their duties on behalf of our nation."

The primary mission of USMS, JPATS is the safe, secure and efficient transportation of federal and non-federal prisoners and the provision of aircraft and flight crew for the support of other operational missions. Additional mission assignments include, but are not limited to, international flights in support of foreign extraditions, witness security and enforcement operations, strategic deployment of USMS and Special Operations Group personnel and equipment and other special operations assigned by the USMS or U.S. Attorney General.

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# AIR AMBULANCE

## ITALY

BARI: Spectrum Aeromed's Dual Stretcher System has been selected for installation into Medically's Citation 560XLS. Medically currently operates with a King Air 200 based in Bari in the south of Italy and the central Mediterranean area. The Citation 560XLS will operate from the same base.

This air ambulance will meet the demand for medium and long-range flights as well as the need for the double transport of patients. It will also feature a stand up cabin with the Intra-aortic balloon pump (IABP) and Extracorporeal Membrane Oxygenation (ECMO) devices.

The installation is set to be complete early 2015.



## JAPAN

AICHI: Kawasaki Heavy Industries has delivered a BK117C-2 helicopter to Central Helicopter Service, Ltd., Toyoba in Aichi Prefecture. The new helicopter, the 29<sup>th</sup> C-2 model to be delivered by Kawasaki in Japan, will be used for emergency medical service.

The Kawasaki BK117 helicopter was developed jointly by Kawasaki and European helicopter manufacturer Airbus Helicopters, formerly Messerschmitt-Bolkow-Blohm (MBB) and is marketed by Airbus as the EC145.

Since its market debut in 1983, the BK117 has undergone continuous improvements making it the bestselling model in the world. Kawasaki's outstanding technological know-how and proven track record have resulted in orders for 163 helicopters as of September 3, 2014. Together with those delivered by Airbus Helicopters, there are over 1,100 in use around the globe.

Kawasaki continues to maintain its competitive edge with proven superior technological capabilities and outstanding customer services as it actively markets its BK117C-2 helicopters.

## UNITED KINGDOM

NATIONAL: Almost 250 guests celebrated the best and brightest from the air ambulance world last month at the national Air Ambulance Awards of Excellence 2014 again held in the Millennium Hotel in Kensington, London.

For the second year running the awards host was BBC Breakfast presenter Louise Minchin, this year her co-host was Robert Llewellyn and actor and presenter best known for Red Dwarf and Scrapheap Challenge. The pair announced and handed over ten awards to some outstanding individuals and teams, whose stories were inspirational, astonishing and humbling. The awards, which are independently judged, went to pilots, paramedics, doctors, fundraisers and volunteers before an enthusiastic and sometimes rowdy and supportive audience of their peers.

Chairman of the Judging Panel, Guy Opperman Member of Parliament for Tynedale and Ponteland, [Northumberland] who missed the night by being away on Government business in The Falkland Islands, said: *"I can safely say that our job this year was made incredibly hard by both the number and the high quality of the entries. The exceptional skills, care and devotion of all those who were nominated was amazing and humbling to all of the judges, and for many categories we said what a shame it was that there can be only one winner. On*



*behalf of the judges I would like to thank all those who made a nomination, congratulate every single nominee, and salute the winners."*

Louise Minchin slips into her role as air ambulance event host with the great ease bestowed by apparent genuine support for the charity cause but even she may have bitten off more than she could handle with the first award of the night - the Outstanding Young Person Award set aside for outstanding young persons from 6-16 years. The fully deserving recipient was six year old Jayden (JJ) Butcher but I fear he may remember the night for all the wrong reasons – the lad appeared petrified by the experience of 250 adults on their feet and clapping for him. All well meant but not in my taste something a mere six year old should endure amid extreme noise, flashing and spot lights.



After that it was all plain sailing for the adult recipients, the Air Ambulance Paramedic of the Year was Mark Fuszard from Cornwall, the Air Ambulance Campaign of the year was judged to be taken by London's Air Ambulance 25<sup>th</sup> Anniversary Campaign, the Air Ambulance Pilot of the Year went to Captain Paul Smith of the Lincs & Notts, and Gladys Tingle [84 years young] took Charity Volunteer of the Year. To great whoops from the table next to mine Dr Rik Thomas from the Herts and Essex Air Ambulance took Air Ambulance Doctor of the Year.

He was followed to the podium by Nigel Hare from Devon, picking up the first of his two awards, Charity Staff Member of the Year. All of the awards were sponsored, Milestone Aviation Group were sponsors of that award.

Nigel Hare, Operations Director with Devon Air Ambulance Trust has this week picked up two awards, recognising his input, commitment and passion in his work not only at Devon Air Ambulance Trust but nationally, including as a Director of the Association of Air Ambulances.

Devon born and bred 45 year old Nigel joined the South West Ambulance Service in 1985 straight from school and became one of the youngest paramedics in 1992, coincidentally the same year DAAT was established. He began flying with DAAT in 1997 and soon demonstrated his ability as a team member and forward-thinker, ever willing to contribute to the fundraising activities of the Charity.



Louise Minchin, Bryan Cullen [Milestone], Nigel Hare and Robert Llewellyn. ©AAA



Nigel stayed off the podium to allow Midland's Air Ambulance to collect their Airbus Helicopters sponsored Special Incident Award before returning to pick up the AAA Chairman's Award from Bill Sivewright.

This year's well deserved Lifetime Achievement Award recipient went to Gerry Hermer the former owner of Sterling Helicopters in Norwich. Gerry the pilot owner of the company has been in the support and promotion of both police and air ambulance aviation in the east of England for decades. The origins of the East Anglia Air ambulance were put together at Norwich and largely flown by him. He retired from aviation and sold his company into other hands only to witness the buyers asset strip and destroy the operation in clear sight. Eventually Bond Aviation moved in to rescue the East Anglia Air Ambulance and provide it with temporary aircraft to replace the BK117s that had been their pride and joy – as well as Gerry's legacy.



Far from giving up on aviation Gerry redoubled his efforts to support the air ambulance and became their aviation consultant to bring them back on stream as a major force in the UK HEMS world. Having achieved the original aim of survival he has gone on to assist the whole industry as an integral part of the team bringing to fruition night flying techniques that are relevant to both the local operation and all those serviced by Bond.

It is a small tight knit industry but I suspect that there was a small sense of irony in the award to a great former rival being handed over by Henk Shaeken the MD of category sponsor Medical Aviation Services.

The awards were the culmination of a long day that had included a conference and exhibition of the wares of nearly two dozen exhibitors and attracting even more sponsors.

With an industry very much in the decision making process on future aircraft selection the event attracted pretty much the whole of primary industry, the likes of manufacturers Airbus Helicopters, AgustaWestland and Bell, along with their local representatives [Bond, MAS and Sloane] and equipment suppliers for what was supposed to be simply a 'table top' display opportunity. Some of course over did the simple option and brought along half an aircraft! That was fine until it became clear that the display room was double booked for the evening and lots of time to clear the room was not an available option!

A great time was had by all!

*Next year's National Conference and Air Ambulance Awards of Excellence will take place on Monday 16<sup>th</sup> November 2015*



**CORNWALL:** This month HEMS operations by the Cornwall Air Ambulance switch from a single EC135T2 operated by Bond Air Services Limited to two MD902 Explorer helicopters including the recently registered G-CNWL c/n 900-00124 operated by Police Aviation Services Ltd, Staverton, Gloucestershire.

The changes will see Cornwall brings in a new operator, new helicopter type, dual aircraft working, and (later) a night flying capability and ends a 27 year relationship with Bond. The eventual target is two aircraft with the registrations G-CNWL and G-CIOS but the first aircraft prepared for delivery is neither of these. G-CIOS has not even been registered with the CAA yet and G-CNWL is not quite ready. The first aircraft to be completed for the role is G-SASO – an airframe previously operated by the FBI in the USA. [Helihub]

**EAST ANGLIA:** Early last month Bond Air Services took delivery of the first Airbus Helicopters EC145T2 in the UK – serial 20012 – arriving by air on a German test registration D-HADM. This helicopter has since been registered with the UK CAA as G-HEMC but now faces an extended period of role equipment fitting and crew training prior to entry into ser-



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Awaiting a role fit, the new EC145T2 at Staverton ©BASL

vice at Cambridge Airport in the first quarter of 2015.

There are three known EC145T2s due in the UK, one for East Anglian Air Ambulance, which was announced in November 2011 with an expectation of the aircraft would enter service in December 2013. The other two expected EC145T2s in the UK are for the Scottish Air Ambulance, again they were expected to have already entered service but for the delays in the certification process.

**WILTSHIRE:** Nicky Smith, who has been a trailblazer for women helicopter pilots, has joined Wiltshire Air Ambulance (WAA).

Nicky is the UK's first female Helicopter Emergency Medical Services (HEMS) pilot and joined WAA on November 1<sup>st</sup> after serving three and a half years with Essex and Herts Air Ambulance.

Nicky made history as the UK's first woman military helicopter pilot in 1992 and was also the first woman to command an operational flying squadron in a 17 year career with the Royal Air Force (RAF). She primarily flew Search and Rescue Sea King helicopters.

Wiltshire Air Ambulance is making aviation history as its new helicopter is the first Bell 429 to operate as an air ambulance in the UK.

Nicky's childhood dream was to become a helicopter pilot. Her father served in the Army and the family lived at an Army Air Corps base in Germany and Nicky loved to watch helicopters taking off and landing. She has now accrued 28 years' flying experience.

Nicky began her training on the Bell 429 last month. The other pilots working on the new air ambulance are George Lawrence, Unit Chief Pilot, and Steven Judd, the Group Chief Pilot, who joins later this month. Both George and Steven have flown the current joint Wiltshire Police helicopter/air ambulance. A fourth pilot will be recruited in early 2015.



Wiltshire AA



AgustaWestland has delivered to Summit Air Ambulance of Idaho their first AW119Kx, an EMS equipped helicopter that will support their operations in the Northwest United States. The delivery of a second AW119Kx will soon follow, and both helicopters will join several AW109 Power helicopters already in service with Summit, in addition to a fleet of fixed-wing aircraft. ©AW



## SEARCH & RESCUE

### UNITED KINGDOM

COASTGUARD: The development of the AgustaWestland AW189 has been somewhat slower than expected, which means that operators will not receive their aircraft on the expected timescale. In some cases the aircraft will be at least a year behind schedule, and

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when a fleet of AW189s are involved, alternatives need to be sought.

Bristow won the contract with a bid involving 10 Sikorsky S92s and 10 AgustaWestland AW189s, served by a fleet of 11 of each aircraft type to cover maintenance downtime. Four S92s have been on contract at Sumburgh and Stornoway from spring 2013, and a further three have arrived in recent weeks with four more due.

Relatively, the AW189s are a long way behind, one has been delivered but the first of the rest are not due off the UK production line for a few weeks yet. Bristow Helicopters have confirmed to HeliHub.com that up to four SAR AW139s are to be used temporarily and the first of these is flying in Italy. [HeliHub]

## INDUSTRY

Rigby Group plc's aviation division has completed its second UK acquisition of 2014 with the purchase of Exeter based **Capital Air Charter Limited**.

Operating both the Capital Air Charter and Capital Air Ambulance services, the company has a long-standing reputation as an efficient, safe and commercially-capable operator offering executive corporate and private chartered flights, medical repatriation and urgent freight services throughout Europe.

Already the South west's leading operations of their type, the services will continue to operate under their own brand as plans for new growth are finalised.

Rigby Group, which under its British International Helicopters (BIH) brand already represents one of UK's largest domestically owned commercial aviation and offshore helicopter services companies, plans to grow Capital Air Charter's market share extensively over the next few years and to develop both its aero medical services and its contracted charter capabilities. [Express&Echo]

A successful development in collaboration with the University Hospital in Uppsala, Sweden is behind the delivery of two intensive care stretchers from **AMT Solutions**. The micus™-aero stretchers are specially developed for use in airborne intensive care.

The delivery also included EASA approval for the equipment for use in the Learjet 45 and Eurocopter AS365N3.

The stretcher was specifically developed for the transport of patients requiring intensive care, has integrated oxygen and interfaces to mount the stretcher safely in both aircraft, helicopter and road ambulance without using adaptors. Medical devices can be securely mounted on the configurable medical device shelf and the stretcher including medical equipment is tested and approved for use both in the air and on the road.



In **India** the State government has granted 610 acres of land for the expansion of the HAL plant to build units where a light helicopter might be built in 3 years time.

HAL will be investing in the site that should employ up to 3,000 people in making 50 helicopters each year.

**Warszawa**  
15-17.04.2015





It is reported from Australia that fire fighting operations are being halted if there are reports of unmanned aircraft in the vicinity.

With recreational drone ownership exploding into the thousands over the past year, air safety regulators and aerial fire fighters fear drones are a very real threat to safety, and they have gone public to warn amateur operators to stay well away.

Bird strikes are of course a constant danger to the low flying fire fighting aircraft but some of the larger unmanned craft pack a punch way above that of most birds and could easily do enough damage to bring an aircraft down.

It's almost impossible for a fire-fighting pilot to see a drone in the air, particularly if a bush-fire produces low visibility and high winds and crews are concentrating on doing their job fighting the fire. [ABC Net]

A team led by **Lockheed Martin Corp.** has successfully tested a pair of unmanned aerial drones at Griffiss International Airport that its developers hope can be used to put out large fires without endangering the lives of pilots.

On November 6 Lockheed Martin working with Kaman unmanned aircraft, used a K-MAX unmanned helicopter to airlift and dump 24,000 pounds of water onto a controlled fire set at the Rome airport.

The helicopter was directed on where to dump its water by a small Indago quad rotor drone that has sensors that detect hot spots. The pair can operate day and night, in all weather, reaching dangerous areas without risking a life.

The demonstration is among the first to take place as part of a contract with the Syracuse-based NUAIR consortium, which operate the only drone test site in the Northeast.

The **Civil Air Patrol** (CAP) unit in Northern Ireland flew the first operational night mission when it was called to assist the Police Service of Northern Ireland (PSNI) and the Northern Ireland Fire & Rescue Service to search a fire damaged building in Cookstown on November 3.

Since its formation in 2000 the CAP, which has operational units throughout the UK, has restricted its search missions and air to ground photography to the period from dawn to dusk with manned aircraft that, are registered in the 'private' category. However, in Northern Ireland the CAP has, with support of Search Systems Ltd, being trialling a range of unmanned aerial systems (UAS). These UAS's include a fixed-wing aircraft, a quad-copter and a tethered 'blimp'. Although the 70 manned aircraft in operational units will continue to be the 'backbone' of the CAP the UAS offers several advantages in certain circumstances. These include night missions and missions in adverse weather such as reduced visibility and high wind speeds.

In the most recent mission, in Cookstown, the quad-copter, together with a remotely controlled tracked vehicle, was used to search for casualties in a fire damaged building that was unsafe to search with conventional search teams. After the building had been illuminated the quad-copter was used to 'stare' into each window and, at the same time, send a video stream to the command centre outside the building. The photograph shows the quad-copter climbing to search the front of the building [CAP]

Canada has lifted most airspace restrictions on unmanned aircraft weighing less than 2kg [4.4lb] and in many circumstances for those totalling up to 25kg.

Until the recent moves operators had been required to file requests for a Special Flight Operations Certificate [SFOC] at least 20 days prior to the flight. The numbers of these had risen from 66 in 2010 to over 900 this year; Transport Canada [TC] was being overwhelmed by red tape of its own making. TC has now issued an exemption that means operators of the smallest category now only need to notify that a flight is taking place and to stick below 300 feet [100m], within line of sight of the pilot and at least 5nm [9km] from an airport. In the case of devices weighing up to 25kg operators must comply with an expanded set of 30 conditions or file a request for an SFOC. [Flight]



**Universal Light Source** continues to gain ground with their Xenon Searchlight replacement lamps for the popular SX5 Starburst® & SX16 Nightsun® searchlights manufactured by Spectrolab.



Bryan Ascher, Sales Manager for the Aviation Division for Universal Light Source, Inc explained that in 1998 they began supplying lamps to Law Enforcement agencies and other FAR Part 91 operators but realised that they were missing a large opportunity with the Medevac and SAR operator. This led Universal to begin the PMA process which would allow them to use the lamps. In April of 2009 Universal received an FAA PMA approval which was based on the Eurocopter AS350 series aircraft. During the following 24 months two Expansion of Eligibility approvals saw more types added - many of them the classic airborne emergency services types including those from Bell, AgustaWestland, Schweitzer, Sikorsky, MD and others.

Almost two years to the day of receiving the PMA approval Universal received a Commodity Jurisdiction ruling from the Department of Commerce which classifies its lamps under ECCN 0A018.a which allows exports outside of the United States.

The ULXS500/R/244 for the SX5 and ULXS1600/G/244 for the SX16 have become the preferred replacement lamps by all who have used them, the lamps offer a lower price point and favourable warranty over the OEM products. Existing customers are eager to endorse the products and are happy to have an alternate source that understands the need for a product that can withstand the harsh environments and conditions in which these searchlights are operated.

Universal are actively looking for partners around the world to represent the products to their customers. To this end they have established resale and distribution policies and pricing structures sensitive to the channels of distribution were a "one size fits all" pricing structure does not fit.

Contact Bryan Ascher direct at Universal Light Source, Inc. in California on +1 415.279.7205 or E-mail him on [bascher@ulsi.net](mailto:bascher@ulsi.net)





# INCIDENTS & ACCIDENTS

**9 September 2014 Agusta A109K2** Air ambulance of Intermountain Life Flight of Salt Lake City, Utah, USA. En route from Blackfoot, Idaho to Primary Children's Medical Center (PCMC) in Salt Lake City with paediatric patient on board. Landed in Portneuf, Idaho to refuel for final leg to PCMC. After refuelling, #1 engine wouldn't start. Following start attempt flames were noted in engine exhaust stack. Patient and patient's mother were evacuated from aircraft as flames were quickly extinguished by pilot using portable halon fire extinguisher. Maintenance team determined that engine starter failed during previous start attempt and residual fuel in engine turbine section continued to burn until extinguished by pilot. [Concern]

**17 September 2014 Eurocopter EC135P1 N137MH.** Air ambulance of Benefis Mercy Flight, Great Falls, Montana, USA operated by Metro Aviation. Mercy Flight 1, a maintenance spare, was responding to the Bob Marshall Wilderness Area for a patient who had activated his DeLorme InReach in an area that has little or no radio or cell phone coverage and satellite voice communication coverage is poor. The aircraft arrived after a one hour flight. The spare aircraft is tracked by Outerlink, but Benefis communications utilize SkyTrac for its primary aircraft and could not directly track this one. As a result there was delay in a request for an air start [relayed by a passing airliner]. SAR was activated and the Two Bear Air Bell 429 attended to take out some of the crew and the patient.

**7 October 2014 Grumman S-2T Air Tanker.** Under contract to CalFire. The pilot was killed when a water bombing aircraft impacted a canyon wall whilst fighting a wildfire near Yosemite National Park, northern California. The accident happened within a mile of the park's west entrance, within sight of state Route 140 at the west entrance to the park. It appeared from the direction of flight that the pilot was trying to make a drop of retardant down the side of the canyon when he hit the canyon wall. Small pieces of the aircraft landed on the highway and came close to hitting fire crews on the ground nearby, but no one on the ground was injured. The twin-turbine plane, manufactured in 2001, is flown solo by a pilot and normally has no other crew members. It carries up to 1,200 gallons of fire retardant. The pilot was an employee of DynCorp., a contractor that provides the pilots for all CalFire planes and maintenance for the department's aircraft. [Media]

**1 November 2014 Bell 407 N710DP.** Denver Police. Aircraft suffered a birdstrike and undertook a precautionary landing in Washington Park, Denver, Colorado, USA. No injuries or significant damage reported. Bird impacted and broke lower right hand forward Perspex. [Media]

**November 2014** Air ambulance Canada. A passenger on an Air Ambulance flight acting in an irrational manner prompting an emergency landing. No issues. Police assisted with the transportation of the 37 yr old man to Mills Memorial Hospital. Date given as between 6-10 November. [Terrace Standard]

**10 November 2014 American Eurocopter AS365/MH-65D Dolphin.** United States Coast Guard. The rescue helicopter stationed at San Francisco attended an incident at Bodega Head. After making a safe landing at the soft sloping ground site the pilot/crew decided they could not fly off from the spot due to the wheels sinking into unstable ground near the parking lot at the Sonoma Coast State Park. It was unclear why it couldn't be flown away. Officials said it was not damaged. [Press Democrat]

**11 November 2014 Bell 206L-4 N414AE.** Air ambulance of Air Evac Lifeteam. The helicopter flying in West Texas with a patient on board made an emergency landing at Merkel after a bird crashed through two windows on the right side. The crew flying from Hendrick Medical Center, Abilene to Lubbock landed in a parking lot between a Scottish Inns motel and a

Subway fast-food restaurant in Merkel about 20 miles west of Abilene. The bird struck a nurse inside the helicopter and the nurse was later treated for minor injuries. [KLTv]

**15 November 2014 Pilatus PC-12 N515CC.** Air ambulance of Life Link III of Minneapolis, USA, operated by Club Jet Charter. Aircraft despatched in light snow to operate a transfer from Brainerd, Minnesota [MN], to Minneapolis, MN in IFR conditions. On-board The aircraft departed Anoka County/Blaine Airport (ANE) en-route to the Brainerd Lakes Regional airport (BRD) to pick up the patient. Before landing in Brainerd, the pilot extended the landing gear but did not get a 'green' on the left main gear. Diverted to Minneapolis-Saint Paul International Airport (MSP) for its better facilities. A fly-by at MSP confirmed wheel down and a safe uneventful landing made. It was found that the landing gear indicator light bulb burned out during the flight. [Concern]

**19 November 2014 Eurocopter EC145 N485LF.** Air ambulance of Geisinger Life Flight, Danville, Pennsylvania. While descending into the Zerbe Airport in Schuylkill county for fuel two miles southwest of the airport at 2,400ft MSL the crew saw an unmanned craft at the 12 O'clock position flying towards the aircraft at a high rate of closure and at their altitude. The pilot made an evasive right bank turn to avoid a collision. The passing separation was estimated at 2 to 4 rotor discs away. The aircraft continued to land without incident. [Concern]

## MOVE ALONG THERE PLEASE

Ah it is good to hear that the police service learns from its mistakes.

Back in the 1970s police colleagues and I were shocked to find that a brand new colleague was oddly familiar and it soon transpired that the reason for that was that he had previously served the police by being a customer. He was accepted into the service complete with added Criminal Record Number [CRO]. I forget what he had done wrong but it was nothing serious, or even adult but it was nonetheless a bigger shock than when we met the first colleague to be hired with dodgy eyes! Our thoughts at the time were that we were unhappy with it but our new colleague was 'nice' enough and did not actually rob us blind.

Anyway it seems that the scheme was found wanting because we never tripped over another surprise customer reunion over the following 20 years. The facts drifted into history.

So surprise again to note the media furore surrounding a recent new revelation that the police are to employ drug users and thieves as police officers [again].

The sceptic in me wonders whether that original scheme was stopped just so it could be restarted again now!

This time is different of course. Now Convicted criminals will be allowed to join the police in a controversial attempt to increase race diversity. The old rules and non-diversity are apparently keeping potentially valuable people from becoming police officers.

I would actually feel a bit happier about this if the senior officers who made this decision were even aware that this is not the first time and of course the little detail that it suggests that they cannot find good law abiding citizens anywhere else. On a more positive note at least you will know exactly where the local drug dealer is.

What could possibly go wrong?

## SHOWTIME

### THE 6<sup>TH</sup> INDO DEFENCE 2014 EXPO & FORUM

*Jakarta International Expo Kemayoran.*

After the Singapore Air Show earlier this year this event looked advertised to be more of the same but with a broader exhibit base made up of tanks and guns. Wrong on nearly every count.

Unlike the Singapore event Indo Defence is run in the city centre and so has a great deal less space to house the exhibits and access is, like everything in Jakarta, difficult.



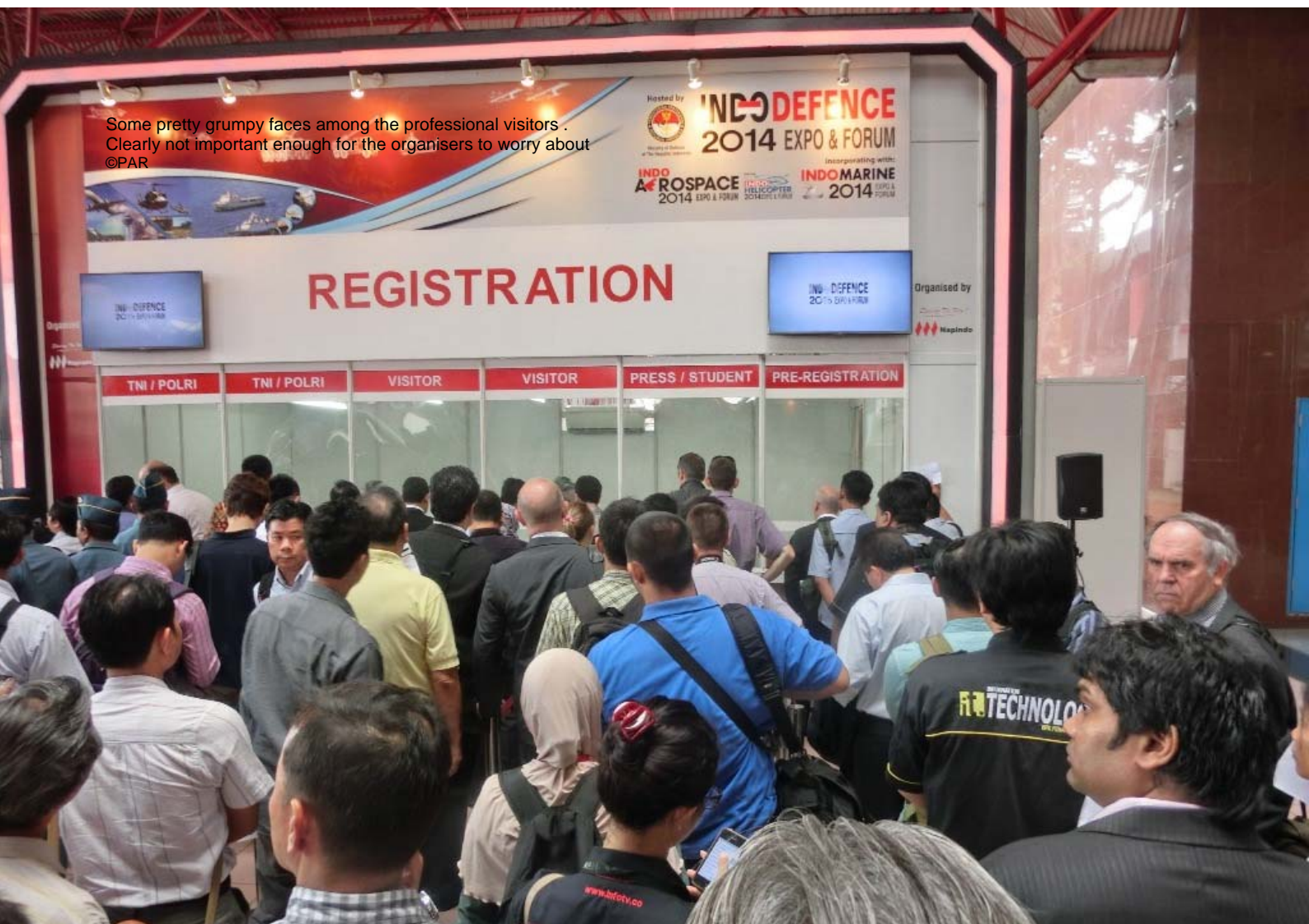


Most of the fleet of Army EC120 trainers was parked up for the whole event. ©PAR

The event location is a series of large but crumbling halls around an extensive cobbled courtyard building that served to house the outside exhibits of tanks, armoured vehicles and helicopters spread out along its length. There were a few large exhibits inside the halls but the aviation category were mainly unmanned craft of all shapes and sizes.

It was hot and the air conditioning was invariably ineffectual – shades of Farnborough on a hot day so nothing new on that count. Getting in to the site at opening time on day one was awful, massive queues forming of virtually no-one. After 90 minutes the jam had gone and you could sail in! I should have gone for coffee!

Indonesia – and the rest of the Far East - is a big defence and paramilitary market place that seems to find massive money for arms as populations live in squalor. This was under-



Some pretty grumpy faces among the professional visitors. Clearly not important enough for the organisers to worry about ©PAR





Indonesia has ordered new examples of the Panther—underlining an existing Airbus presence in the country. ©PAR

lined by another big order for the Panther for the Indonesian Navy announced by Airbus on Day 1 of the event and Day 2 brought details of the sale of a batch of armed Fennec helicopters [a mix of military variant AS350 and AS355] and the delivery of a Super Puma. It seems that in this instance for everyone except Airbus Helicopters it is a waiting game, India has been mentioned before and several contract waiting games continue, but the Malaysian Police contract to replace or supplement its AS355Ns has also been on/off/on for years now. Rumour on Day 1 suggested that a signature with AgustaWestland for the AW139 and A109 was imminent but nothing transpired.

### **Lights and vision**

There were several familiar faces, some new to the market place like Trakka Corp from Australia brought a range of products from Trakka and associated companies – items hitherto not seen on their stands to date at events like HAI and Helitech International but in successfully promoting the searchlight in the western markets it was probably best not to confuse the product line at that time.

New to the market are a new hand-held searchlight and polarised eyewear.

The new searchlight, the WiseLED Xtruder, was marketed at the show as a weapons light – designed to be strapped to a gun and providing a pinpoint light along the bore of the weapon.

The light source is six or seven LEDs pushing out 3,000 lumen [10,000 in a flood version], but there are alternative technologies for the centre light position, including a laser and infrared just like its big brother lamp. We have apparently seen this all before in our lives – it appears to be little more than a portable hand held 'seek and search' lamp that you



WiseLED Xtruder a bright new take on the simple 'Search and Search' light. ©PAR



might find in the back of any police car in the land – but you might be wrong. This bit of kit is Trakka so it is Milspec, extensively tested by being liberally shaken and too expensive to sit in the back of any but the best police cars!

Byfield Optics, an associated Australian company, were exhibiting polarised binoculars and eyewear. Both block out reflected light from surfaces such as water, windows and land and offer a clearer more defined image. The eyewear is a mix of Carl Zeiss optics and tough Byfield frames covering a range of designs from the lightweight minimalist frame to tactical goggles.

### **Downlinks**

Far from being a first timer at the event is Tony Okill the Group Business Development Director at Enterprise Control Systems Ltd [ECS] since his company Phoenix tied in with ECS a few years ago. In most instances this market requires the tie in between prospective foreign sellers an established local company before progress can be made on sales and that is what Tony has been doing with their local associate PT Kadomas Aviasindo – sitting it out. After substantial investment and some pretty sparse times the contracts are now slowly flowing with ECS downlinks selling into the government market through the SAR Nasional organisation. There are hopes of others but it takes time and the 'in region' product should hopefully self sell better – and faster – after the lengthy period of salesmanship.

Away from the Asian region ECS are currently involved in two optionally manned projects. One is the Falcon IS System with Data Capture Systems [DCS] a company based in Bahrain but having a background previously reported on in PAN. At the core of this is a standard production two-seat autogyro with one seat removed and replaced by a retractable high specification sensor, originally Wescam but now FLIR. The engineer at the core is Christian Glasemann whom PAN visited in Ulm in 2010 [see PAN March 2010 page 20]. They also exhibited at the PAVCon at Pribram Air Show in the Czech Republic the same year.

There have been changes in that the sensor is now in place of the forward seat where it was originally to replace the back position but it remains a similar concept that might eventually be developed into an unmanned system.

ECS are also working with both Indra and Airborne Technologies on various law enforcement projects one of which is the optionally manned Tecnam MMR.

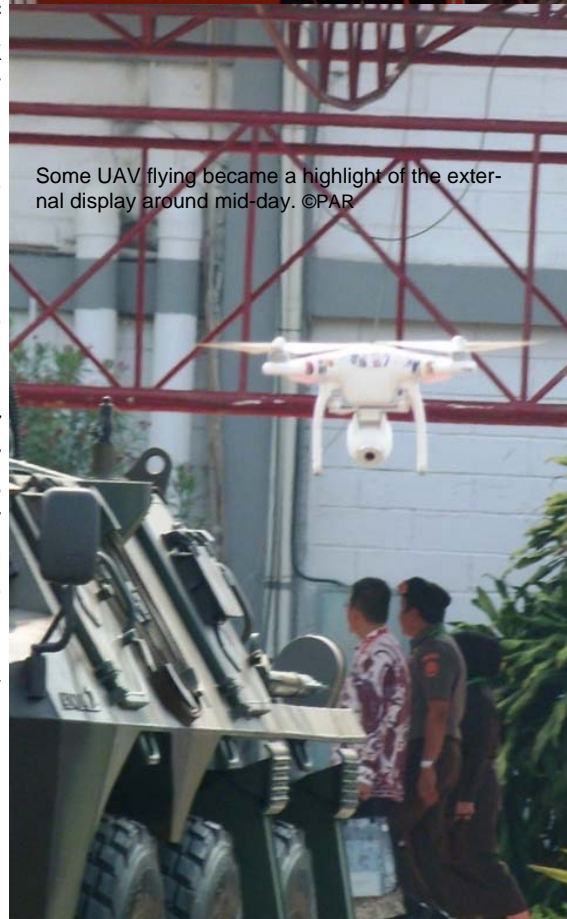
Unmanned is an accepted technology in the region and there were several examples of them exhibited, some clearly in service and others offered commercially.

EMT from Germany are also part of the waiting game. After significant deliveries of medium UAVs to the home military there are new markets required. With the small light quad rotor UAV market swamped by hundreds of companies EMT have pulled the products they made in that sector after selling quite a few, they now concentrate on the larger military market.

Despite the aspirations of many new companies the civil UAV market everywhere remains an illusion that continues to be driven by sellers but not bought by customers.



The local ECS/Phoenix partners are PT Kadomas Aviasindo. ©PAR



Some UAV flying became a highlight of the external display around mid-day. ©PAR

When the whole subject is looked at in a commercial sense the penny seems to have dropped in many a boardroom that the claim by manufacturers that “there is no pilot” is simply spurious. Requirements in different countries vary but in the western world there is a person who does the job of the pilot and he/she needs training and to be both proficient and current on type. The only difference is that the operator gets it wrong it’s not his neck on the line – but even that was proved incorrect in the South Korean Schiebel accident.

Bell Helicopter were probably obliged to exhibit in Jakarta simply in order to make a break through into the wider market – but others including Sikorsky shied away – there was after all the Dubai Helishow operating on the same dates a few thousand miles further north.

The event was the first for their new regional manager Mike Greene, he arrived from Texas in the summer and took over the

Bell facility in Singapore. He is still assessing the wider sales prospects locally with the help of his sales team. In truth their prospects are the same as everyone else but first there is a clear need to loosen the current iron grip of Airbus Helicopters on the wider Indonesian market, meanwhile Bell are installed in the offshore oil industries.



The Bell Helicopter presence—seeking a position in a lucrative market ©PAR

Another newcomer to the show was Heliflite from Australia. They were representing a number of companies but majoring on Robinson and the new Marengo Swiss Helicopter and AgustaWestland [who were present on their own part anyway]. Heliflite have been Robinson agents for Australia since 1977, Agusta in 1997 and Marengo since 2013. It was something of a fact finding mission for them, to see whether there was interest in the Marengo single.

The show reflects the Indonesian industry and culture – something very different from Europe and indeed from the more focussed air show in nearby Singapore but inevitably it will be compared with the best of the rest. From silly little things like near invisible organisers and an unmanned media facility that had but one press release available to questions that must be asked as to why none of the usual aviation magazines thought to make available copies of their publications to be picked up. Beyond the Janes produced Show Daily the only media pick-ups was a re-jacketed copy of the *Jakarta Globe* daily newspaper and one on motor vehicles I had not encountered before called *Arms*. The few international media stands were largely forlorn and empty of either magazines or people. This suggests the event is shunned pretty widely but the news gets out nonetheless.

It was my first foray into the Jakarta traffic and I can say I was not the only European to make the journey. The others were largely the regional representatives and no doubt to them the dice with death that is progress on the roads is to them normality. All respect to



Military hardware lined up in the searing sun. ©PAR





The EMT stand at the show primarily exhibited its unmanned products ©PAR



An added feature? The hotel claimed this was the garden view. To be honest it looked pretty much like slums to me. ©PAR

them for making the many long journeys in Indonesia seeking sparse long term rewards.

Adventures were to be had, do not trust the taxi drivers they said and to that can be added my hotel who set me up with just such a 'bad' taxi driver who went around the world to get across the road [he no doubt thought I was just a stupid foreigner who would not notice visiting the same street twice] and then professed to have no change when he finally got me to the Expo. It seemed a major event with sums of 50,000 in play. The fact that the excess charge was about \$5US escaped me for a while. The price of anything including life is cheap in Indonesia.

My main reason for taking in this mainly military show was as an investigation for next year's local police and security event scheduled for May 2015. It will be the same elusive organiser [who I still have not met] and again Jakarta. As the date is close to PAVCon I remain unsure whether it was in any way worth the time and effort I might put into the event. If you are tempted to abuse yourself the next edition of Indo Defence will be coming around in November 2016.

## FORTHCOMING EVENTS

*There are a crop of mainly new UAV events coming up next year. To watch out for are the 2-3 June 2015 Commercial UAV Show Middle East Dubai International Convention and Exhibition Centre, UAE the 30 June 1 July 2015 Commercial UAV Show Asia, Suntec Singapore Convention & Exhibition Centre, Singapore and then the 20-21 October 2015 Commercial UAV Show ExCel, London UK. All operated by Terrapinn Holdings Ltd, 10-11 Charterhouse Square, London, EC1M 6EH, UK Tel: +44 20 7608 7030 Details of all three can be found at +44 20 7608 7030 [enquiry@terrapinn.com](mailto:enquiry@terrapinn.com) [www.terrapinn.com](http://www.terrapinn.com)*

*Stateside the 5-7 October 2015 Commercial UAV Expo. Is to be held at Caesars Palace, Las Vegas, Nevada by SPAR Point Group. The event will feature an exhibit hall of UAV manufacturers, component and sensor manufacturers, software providers and service companies. Organizers expect upwards of 1000 attendees and 80 exhibits in 2015. For more information, visit [www.expouav.com](http://www.expouav.com) or contact Lisa Murray, Director. Tel: +1 207-842-5468; [lmurray@divcom.com](mailto:lmurray@divcom.com)*

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