

Police Aviation News

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PAR

AW139 ENTERS SERVICE IN CHILE



GETTING THE WORDS RIGHT
UNMANNED MAKING AN IMPACT
H145T2 ENTERS HEMS SERVICE
PAvCon BREDA THIS MONTH

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EDITORIAL

The language of aviation is English, right? Right. Therefore the English speakers of the aviation industry [including the production team of this magazine] assume that everyone speaks that language and plans accordingly. Except of course that the assumption is wrong on most counts. The external language emanating from the cabin is certainly English but in the majority of instances the internal language is the local tongue.

A lot of training assumptions are that English will do but in the majority of instances there is no requirement that the other crew members need to even understand English. A result of this is that there is often a need for two pilots where a 'pilot's assistant' drawn from another member of the crew might be sufficient and there is a need for role equipment to be bi-lingual. Often this latter need is not being addressed simply because the English speaking industry assumes that the cabin language will follow what they see as the norm rather than reality.

In many ways a medical crew can work quite happily within the confines of the cabin in their own tongue and medical issues to deal with. A hopefully bi-lingual pilot meanwhile takes in information from ATC and understands what is going on within the microcosm that is the aircraft. But that is not always the case.

The modern police role is the more demanding of a wider English knowledge simply to get a TFO around the role equipment instructions and training. In the past simply looking out of the window with binoculars and speaking to the local officers was enough now there is a need to manage a camera and mapping system invariably based upon the English language and offering screen information and reliant upon training devices whose first language is English.

But is the industry catering for this important fact of life? Often multi-lingual training is a high priced additional product that invariably ends on delivery to service. The result is that the customer invariably struggles to finance continued training and simply goes through the motions of training with the local student uncomprehending the basics of the instruction and thereby the operation suffers a degraded understanding of the tools of the trade.

The message is slowly getting though and moves are being made to address the local language issues but this is a new development and not everyone is singing from the same sheet – least of all those with English as their natural tongue.

Bryn Elliott

COVER IMAGE: The AW139 helicopter delivered to the Carabineros de Chile has now entered service. The aircraft will be used to support a wide range of missions including public order and safety, crime control, counter terrorism, drug control, border security and SAR.

The 139 was ordered in late 2014 and marked the entrance of the type into the Chilean helicopter market and an expansion of the Carabineros de Chile's AgustaWestland helicopter fleet, which includes five AW109 Power light twin helicopters that first entered service in 2008. [AW mage]



Politiezone MidLim



LAW ENFORCEMENT

BELGIUM

LIMBURG: Belgium Police MidLim are using a new Altura Zenith unmanned aerial system (UAS) to complement their operations in the Limburg region. They are reported to be happy with the capability and reliability of the Zenith after deploying it 70 times over a period of two years to search for missing persons, monitor traffic and use for crowd control.

Police Chief Frank Mulleners, who is leading the innovative new project locally says that the UAS has so far been used for detective work, maintaining public order, aerial photographs and searching missing persons.

The battery powered quad-rotor craft is equipped with a livestream video connection and a thermal camera, the Aerialtronics Dupla Vista and offers a variety of specification options weighing 1.4 to 2.3kg and with durations from 30-45 minutes.

The Altura Zenith is also being tested by the fire service in The Netherlands and for search and rescue missions in Norway. Last month, T-Mobile became the first European telecoms provider to inspect its cell towers using the system. [AerialTronics]

GERMANY

STUTTGART: The Police of Baden-Württemberg air support operation is celebrating its 50th anniversary this year and will be holding an open day on Sunday 26 July at the base of the police helicopter squadron at Stuttgart airport. In addition to the introduction of the new Airbus Helicopters H145T2 they will be using the event to present a diverse range of police tasks and capabilities. [MM]



INDIA

BSF: The Border Security Force (BSF) has brought into service two Russian built Mi-17 V5 medium lift helicopters to carry out air support missions along the border and for Anti-Naxal operations. The new arrivals offer the latest avionics and night-flying aids.

BSF currently operates a mixed fleet of six older Mi-17s, six Dhruv Advanced Light Helicopters and a Cheetah helicopter. The primary tasking of the Mil helicopters is for transportation, search and rescue and casualty evacuation. The Home Ministry has approved the procurement of eight helicopters for the BSF. In addition to the latest arrivals three more are expected this month and the remaining three in September. [The Hindu]

JAPAN

POLICE: A contract for two new Airbus Helicopters Dauphins, along with deliveries of three Dauphins, have underscored the continued sales of this twin-engine aircraft family in Japan – particularly with the country's law enforcement and firefighting agencies.

The latest order was signed with Japan's National Police Agency for one H155 version (previously known as the EC155) to be deployed by the Kagawa Prefectural Police, and an AS365 N3+ variant for the Fukuoka Prefectural Police. Both Dauphins are scheduled to be delivered in 2017, and will replace aging aircraft in these operators' respective fleets. The H155 is Kagawa Prefectural Police's first Airbus Helicopters-built rotorcraft.

Three other Dauphin deliveries in Japan involved an H155 for the Hyogo Prefectural Police, one AS365 N3+ received by the Hiroshima Prefectural Police [both ordered in May 2013], and an AS365 N3+ for the Nagoya City Fire Department.

Currently, a total of 56 Dauphin helicopters are operated in Japan – including three H155s and six AS365s deployed by Japanese police agencies, as well as 24 AS365s flown in firefighting and disaster relief missions. [AH]

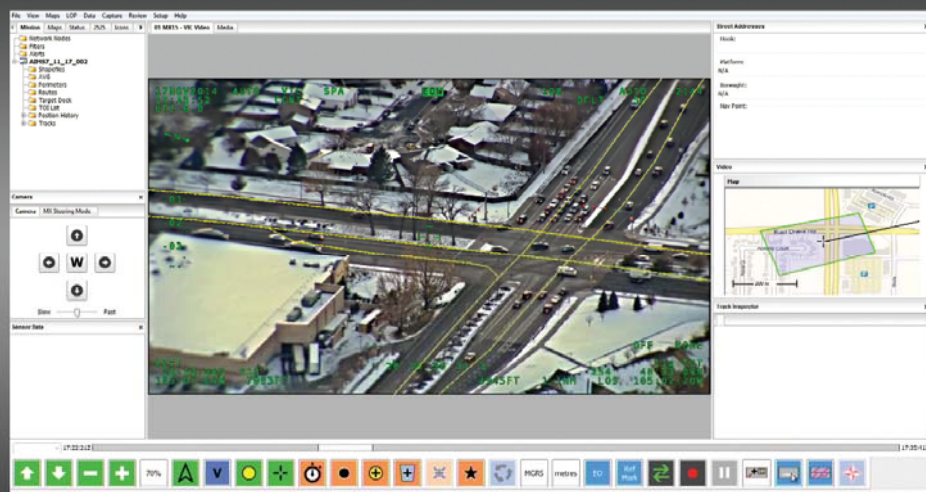
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UNITED KINGDOM

NATIONAL: All Fools Day turned into a bit of a disaster for central London after arcing electric cables under Holborn set fire to a gas main and turned the main thoroughfare into something more New York in style. This time not steam though but choking smoke. Needless to say the traffic and pedestrians were held back and central areas of the Capital were in chaos.

Thick black smoke billowed from manhole covers as firefighters waited for electricity companies to switch off the power so they could douse the flames and a major incident was declared by emergency services as a large area of the area around Kingsway went without power for days.

Around 2,000 people were forced to leave office buildings after the blaze broke out on Kingsway, Holborn, West End stage shows were cancelled and more than 1,000 homes and businesses remained lost power as the fires raged.

Only the day before at 0700 NPAS London came on stream at its current Lippitts Hill base with the first flight later in the day once the paperwork had been swapped over. In the interim a number of tasks were flown by Benson, Boreham and Redhill into Central London to cover the emergency in the city and suitably demonstrate the manner in which NPAS wishes to operate into the future.

Three aircraft at the former Metropolitan Police base were serviceable – for the first time they comprised two EC145s and an EC135. EC145 G-MPSC went off to Oxford for its first 800 hour service there with Airbus Helicopters. That can be expected to be longer than usual as AH undertake ‘due diligence’ on the airframe but in any case tends to be 2-3 weeks compared to the more modern EC135 one week annual inspection.

As the month closed there were reports that the EC145 normally stationed in London had been temporarily transferred up to the London base.

The latest Tweets from Lippitts Hill coming from the Metropolitan Police Helicopter crews, formerly signed @MPSinthesky are now signed as @NPASLondon. The former has morphed into @NPASLondon taking its 114,000 followers with it.

Ed: The ‘aid to London’ displayed in this instance is not new but should be seen as a rare opportunity brought about by the hand-over. Each of the assisting aircraft had travelled at least double the distance that the London aircraft might have done to reach Holborn but there will be instances when they can and will be the nearest resource.

Not everyone is happy about that Twitter account though and after just a few days Police Oracle was carrying a story that many were complaining that the account had lost its heart and soul and was simply posting no more than a listing of its missions. In truth it did look just like that when the PO article appeared. Who knows where the heart of the Twitter account lay? Perhaps the departure of the old leadership, the unaffordable sergeant and inspector, and the reduction in staffing levels had an effect [and why wouldn't it?] but they will get over it no doubt. Well they will have to won't they!

Below: A mixed fleet of EC145 and EC135 basking in the cool sun at Lippitts Hill



The passing of the air unit after 45 years [or 35 years as a fully constituted unit] was mourned. Flowers were laid at the gate to the camp by some unknown person.



The overall situation for the residents of Lippitts Hill cannot be too negative after all. The local news is of thirteen more thin skinned mobile homes being built just over the fence from the noisy helicopter base, other mobile homes are selling very well even with the clatter of helicopters and, more pertinent, news of a new application for building houses on a former riding stables with links to a serving Councillor. And all this before NPAS declared it was leaving!

The approval of a plan by the deputy leader of Epping Forest Council's to build houses on the green belt has been heavily criticised partly because the member of the local council involved has been a long time critic of the police camp and the noises it makes. Cllr Syd Stavrou, who is also the finance portfolio holder, is linked to plans to build homes at Pine Lodge Riding Centre in Lippitts Hill.

The proposal to replace her stable was approved by the District Development Committee in March. Cllr Stavrou was a leading figure in past activities by members of the local council that successfully drove away other noisy elements of police work from Lippitts Hill including firearms and dogs on the grounds that it disturbed their horses. There seemed to be little interest that as a direct result several local people lost their gainful employment at the police facility. Reports on the recent planning approval state that many local preservation groups were unaware of the application until it was too late to object.

Stavrou, who represents Waltham Abbey High Beech ward, has regularly voiced residents' concerns over noise created by the Metropolitan Police helicopter base, which is due to close next year.

She said last year: "The residents understand the importance of the aircraft in protecting national security but they don't want the buzzing to disturb them at night or when they are sunbathing in Summer." [EPF/2853/14 WEG]

Ed: Bless.

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PAN was invited to meet Chief Superintendent Ian Whitehouse at the West Yorkshire Police HQ in Wakefield. Also present was Mike Pannet a former North Yorkshire police constable, a well-known writer on police subjects and something of a sage as far as police matters are concerned. Most of the local media beat a path to his door for his thoughts on all things police and that includes NPAS.

The meeting was primarily a briefing on the current state of NPAS and its hopes and aspirations.

It is clear that aside from the fine detail the situation is much as laid out in recent editions of PAN and will be modified in the light of the ongoing in-house research into ongoing operations.

There was nothing dramatic to be learned and indeed I came away slightly disappointed but subsequent analysis of what had been said did reverse much of that negative opinion.

NPAS does not yet own all the assets but it is now nearly there and able to make those recently announced decisions including the arrival of fixed wing and the removal of the Explorer fleet. Aircraft for aircraft NPAS has found the 902 to be costing them roughly twice the amount of the EC135 based upon a significant period of ownership by a single entity. And that is despite having the EC135 fleet maintained by reputedly 'expensive' Airbus Helicopters. Nonetheless the 902 has some years to run in service and the existing maintenance contracts will therefore not need to call upon the break clauses they contain. It is likely that each of the contracts [with PAS and AH] will be due for renegotiation before the 902s depart.

As we know Dyfed-Powys [A109E Power] and Humberside [MD902] will be shut down as soon as they join along with a number of other existing operational bases and that will leave large areas apparently uncovered. But the majority of those areas did not have significant coverage before NPAS and will arguably still have far better coverage than before from a combination of helicopters and fixed wing. The initial fixed wing may be based in one location at East Midlands Airport but there are clear options to move them forward either on a daily basis or even permanently.

There are battles to be fought with local action groups about the closures, not least Dyfed-Powys and Suffolk, but the protesters case is difficult to support when the use of the aircraft is placed under a microscope. Dyfed is flying way under 300 hours each year, a tremendous waste of a highly capable and expensive resource and many other areas had grown used to flying their helicopters in non-crime roles including watching over the horse racing, stamping out hare coursing and poaching. In the light of more than a year of operations NPAS maintain that those large gaps in coverage indicate areas of low need for the core police air support requirements of crime and terrorism.

It was therefore a surprise to read in the *Yorkshire Post* the next day a highly inaccurate article quoting Mike Pannet as its source. It may have been penned before the briefing but it contained some significant errors including claims that the in-service police aircraft had significant range issues and that Yorkshire was not to be getting useful air cover.

The closure of bases would mean that the whole of Yorkshire would be covered by just one helicopter based at Wakefield, a helicopter without insufficient operational range to reach some areas. The article mentioned it would take it 50 minutes to get to Whitby on the coast, about the time it would take me in my car! Suffice to say it would take under 30 minutes to get a helicopter there, well within the 2 hour endurance. Fixed wing would have up to five hours endurance and might arrive sooner.

It is significant that North Yorkshire did not have air support before the government made them join NPAS and as a result they only pay for a tiny 110 hours per year where South Yorkshire and West Yorkshire pay for 1,200 hours a year of air support based upon their long standing use of aircraft.

As previously stated NPAS is a 'work in progress' and can be expected to alter over the next few months.



SURREY & SUSSEX: Sussex and Surrey Police have been awarded almost £250,000 to expand a trial to see how the use of unmanned aerial vehicles (UAVs) could help keep people safe and assist with the investigation of crime.

The Home Office has awarded the two neighbouring forces the money from the Police Innovation Fund, which rewards creative, collaborative and cost-saving projects aimed at transforming policing.

The funding will be used to purchase five more UAVs to use in Sussex and Surrey to see how they can be used to improve policing across the country.

A trial of a UAV at Gatwick Airport last year showed that the equipment could provide a faster, safer and cheaper alternative to officer-led patrols in some circumstances.

A UAV can cover a distance seven times quicker than officers on foot and can be used in conditions where it is unsafe for helicopters to fly or officers to go, such as smoky environments or when hazardous chemicals or materials have been spilled.

They can also be used to gather evidence from the air, such as at the scene of road, rail or air crashes, can help with searches for missing or wanted people and can help to capture a broad picture of activities on the ground, such as the spread of flooding, the movement of people during public disorder or events at an armed incident. The Police Innovation Fund was launched last year. Every force in England and Wales received a share of £50M 2014/15.

Subsequent to this release from Sussex Police it was announced at the Counter Terror Expo in London that a number of other UK airports are also to be equipped with the Aeryon SkyRanger UAS to carry out security and surveillance missions at airports across the UK and will begin a phased deployment of the aircraft over the next 18 months. [Sussex/BTN]



SP File Photo

It is worth explaining to the wider readership the position of the various entities within UK police aviation as it has been clear for some years that some misunderstand the role some of the names have in police air support.



For many years many in the USA were under the false impression that such as Police Aviation Services, a commercial company, was a Government agency controlling UK police aviation. It was simply a fortuitous choice in company name.

The National Police Air Service [NPAS] is a new government agency created in 2012. They replace all prior police air support units based on the individual police agencies and they are now the agency controlling police aviation in parts of the UK.



NPAS can and do assist other agencies after a request but do not control police aviation in Scotland, Northern Ireland or the Channel Islands or those of the border or customs agencies.

Police Aviation Services [also known as Medical Aviation Services and Specialist Aviation Services MAS/SAS] is a long established commercial operation supplying aircraft, maintenance and pilots to police and other agencies worldwide.



Bond Aviation is a long established commercial operation supplying aircraft, maintenance and pilots to police and other agencies worldwide.



Airbus Helicopters [previously Eurocopter UK and McAlpine Helicopters] is a long established commercial operation supplying new aircraft and maintenance. They previously had now defunct subsidiaries supplying pilots and leased aircraft.



[The logos in this item are not necessarily those still used by the organisations mentioned]

UNITED STATES

CALIFORNIA: The first Trakkabeam A800 Searchlight installation and delivery for the new Californian Highway Patrol AS350 fleet has taken place. This marks the first delivery of fifteen new AS350's from Airbus USA for CHP. Airbus has collaborated with Hangar One, a leading MRO based in California, for integration and delivery of these new Searchlight systems.

CHP chose the A800 Mark II version for this fleet of aircraft. In addition to the standard features of the A800, the A800 MKII feature's the ability to link into the moving map and/or the EO/IR sensor, and also some new operational features commissioned by CHP, such as variable slew from the cyclic controls.

The San Diego County Sheriff's Department has taken delivery of a new \$4.8M Bell 407GX helicopter N972PC.

The all-glass cockpit contains a moving map which delivers weather and traffic in real time and external role equipment includes a Trakka searchlight and FLIR camera system as well as the ability to deploy a 'Bambi Bucket' for fire fighting.

The sheriff's department is in the process of buying a Bell 205 to act as a dedicated fire fighting machine. It should be delivered this fall and will take their fleet up to nine helicopters - six for law enforcement and three for firefighting and search and rescue.

TEXAS: The Dallas PD Helicopter Unit is having bird nightmares this spring! Last month PAN carried reports of two bird strikes – one causing little in the way of drama but the second causing damage and injuries that were certainly life threatening – but the birds have continued their assault on the DPD.

Like a return of Alfred Hitchcock's 1963 film "The Birds", Dallas pilots can't escape them, in the air or on the ground. The latest problem is that Starlings started nesting in the rafters of their hanger over the sliding doors their calls being a noisy distraction to the maintenance crew, as well as a serious environmental health and safety code violation. One mother bird apparently did get the message, however, and found a new cosy spot to build her nest – immediately below the main rotor mast of the Bell 206.



VIRGIN ISLANDS: Last month the island of St. Thomas was surveyed from the air for a few days looking for marijuana plants.

The operation went well and found some 1,500 plants – somewhat less than a similar operation last year. In September 2014, the sweep brought in 4,003 marijuana plants, and in August 2013, the operation found about 6,500 plants.

No arrests were made as part of the operation, but that is normal for this type of mission, if there are people in the area, they have usually fled by the time agents arrive on the scene.

The helicopter identified the grow from the air, radiod the information down to officers of the HIDTA on the ground and they hiked into the bush and go in and find it in the often remote sites.

HIDTA is a multi-agency taskforce focused on drug trafficking in the territory. The federal and local agencies involved in last month's surveillance mission included: the U.S. Drug Enforcement Administration, the V.I. Police Department, Homeland Security, Alcohol, Tobacco and Firearms, Internal Revenue Service, Customs and Border Patrol, the V.I. National Guard [the suppliers of the aircraft] and the U.S. Marshals. [VI Daily]

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AIR AMBULANCE

BRAZIL

RIO GRANDE DO SUL: Aeromot has taken delivery of its second AW119Kx single engine helicopter. The aircraft will be used to perform medevac/EMS, public utility and law enforcement missions by the Brazilian State of Rio Grande do Sul, joining the first AW119Kx delivered earlier this year.

These AW119Kx helicopters feature a complete EMS system with up to two litters, installed oxygen, and a range of dedicated medical equipment, rescue hoist, cargo hook, rappelling and fast rope kits as well as an NVG compatible cockpit. Both aircraft are supported with services delivered by AgustaWestland do Brasil, headquartered in São Paulo, and Aeromot which is based in Rio Grande do Sul. [AW]

INDIA

The aviation regulator for the country, the Director General of Civil Aviation (DGCA) is looking into suggestions that it should modify regulations to allow air ambulances to operate day/night, land at hospitals or accident sites and get priority over other operators.

The suggestions were made by Bengaluru-based Aviators Air Rescue Private Limited, which is hoping to launch air ambulance services in Karnataka, Tamil Nadu, Kerala and Andhra Pradesh by this year-end.

Meanwhile the operators will work within the existing regulations to operate from a number of bases, not all of which have been publicised.

Ground support will be provided by GVK's 108 ambulance service that will be first to reach the spot and stabilise the patient. Depending on the nature of the emergency, trained paramedic staff will decide the hospital to which the patient will be taken and alert the air ambulance if there is a need to airlift the patient.

NEW ZEALAND

The Palmerston North rescue helicopter covering Wanganui and Manawatu has been upgraded with the introduction of a \$3.6M twin-engine Kawasaki built BK117B2 ZK-IPT to replace the previous single engine AS350 helicopter that had served for 23 years.

It will fly from the base in Palmerston North, next door to the hospital's emergency department, and be able to land at the Whanganui Hospital helipad. Last year it flew 258 missions, 12% more than the previous year.

The far from new BK117 has spent the last nine months being refurbished and modified to suit the region's missions. It has a 270-kilogram rescue winch, night-vision capability and the cockpit now has a glass cockpit, all paid for by borrowing, reserves, grants, bequests and contributions. The local service, and others in the central North Island, is operated by the charitable Philips Search and Rescue Trust. [Chronicle]



SWITZERLAND: Bombardier has signed a firm purchase agreement with Swiss Air-Ambulance Rega for three Bombardier Challenger 650 aircraft. The transaction is valued at approximately \$130M, and includes various aircraft modifications, such as the instal-

lation of a medical interior. Deliveries of the modified *Challenger 650* aircraft are scheduled for 2018.

A loyal Bombardier aircraft customer, Rega is the leading Swiss air-ambulance provider, their current fleet of three *Challenger 604* aircraft are used exclusively for ambulance flights and are outfitted with intensive-care units. [B]



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UNITED KINGDOM

EAST ANGLIA: The aircraft the Prince is to fly on his return is the newly delivered Airbus Helicopters H145T2 G-HEMC which was launched late last month at the secluded five star Best Western Stow Cum Quy Hotel and Spa in Cambridge.

The helicopter launch involves the latest addition to the EC145 family and is the first of its type to be delivered to the UK. The helicopter offers greater space which will make hospital transfers possible for the seriously ill patients and also more can be done to help the patient during the transfer process.

Ed: This returns East Anglia to the class of helicopter it preferred to operate. Until the collapse of Sterling Helicopters they flew Eurocopter BK117C1 helicopters [broadly similar in specification to the H145] but were obliged to give them up and downsize to examples of the readily available EC135 provided by Bond when they stepped in to assist.

Prince William, the heir to the British Throne, took up his new job as an air ambulance pilot with Bond Air Services earlier this year. He has subsequently passed his training with a view to start flying rescue missions with the East Anglia Air Ambulance in Cambridge and Norwich later this year.

He is thought to be the first royal directly in line to the throne to sign a job contract with a civilian employer.

He has completed job-specific training and is currently on paternal leave before he begins piloting air ambulance missions on the new H145 helicopters which are to be flown two pilot.

The advertisement features a photograph of the cockpit of an Airbus Helicopters H145T2 G-HEMC. Two large AVALEX monitors are visible, displaying maps and flight data. The left monitor shows a map of London. The right monitor shows a 3D model of a city. The cockpit is equipped with various instruments and controls. The Bond logo is prominently displayed in red on the right side. Below the logo, the text reads: 'Superior Mission System Solutions, Designed with You for Your Mission', 'Integrated, Certified, Supported', 'The Missionizers', and 'www.bondaviationgroup.com'. At the bottom, it states 'A Babcock International Group company'. A circular badge in the bottom left corner reads: 'Selected by UK NPAS for Mission System Upgrade of 7x EC135'.

UNITED STATES

LOUISIANA: An air ambulance service company has been cleared to set up an ambulance air base on an acre of land it plans to lease on U.S. 165 South of Kinder.

Missouri-based Air Evac Lifetime wants to install a 40-by-40-foot concrete helipad with helicopter hangar and modular office building on land owned by Kinder resident Giles Brown.

Both the landowner and local residents expressed concerns about noise and the negative effects the business would have on noise levels and property values but these have been dismissed. The noise levels are not going to be that high when compared with existing noise from a nearby railroad track and should lead to some 12-15 local people being employed. [KLPC]



NORTH CAROLINA: Dare County MedFlight took delivery of an Airbus Helicopters H145 and became the first in the USA to take delivery of the latest version of the type formerly known as the EC145T2.

Dare County is the medical transport service for much of the Outer Banks region of North Carolina and plans to place the new aircraft into service in July, following installation of the air medical transport interior by Metro Aviation. The H145 will replace a BK117, an earlier version of the H145/EC145 family of helicopters.

Based at Dare County Regional Airport in Manteo, MedFlight serves all 1,563 square miles of the county, which has a lengthy Atlantic coastline and attracts large numbers of tourists. MedFlight has a dedicated staff of five pilots, two mechanics and 11 flight paramedics. [AH]

TENNESSEE: Air Methods Corporation has entered into a partnership with Vanderbilt University to acquire certain assets utilised in connection with the Vanderbilt LifeFlight Program, including medical equipment and three Airbus Helicopters H145 aircraft, as well as a 10-year agreement restructuring the program under Air Methods' Alternative Delivery Service Model.

Under the Alternative Delivery Service Model, Air Methods will provide aviation, fuel, maintenance, aircraft, dispatch, billing and EMS licensure. Vanderbilt will continue to provide all medical staffing, patient care and clinical services for Vanderbilt LifeFlight. The program will continue to operate under the Vanderbilt LifeFlight branding.

Vanderbilt LifeFlight currently provides hospital-based emergency air medical transport services throughout Tennessee and Southern Kentucky, with remote helicopter bases in Lebanon, Tullahoma, Clarksville, Smyrna and Mt. Pleasant, Tenn. Soon, a sixth base will open in Henry County, Tenn. LifeFlight also operates a fixed-wing aircraft (airplane) base at Nashville International Airport.

LOUISIANA: Flight Care EMS helicopter service has been in operation for 30 years, but it only started operations from St. Charles Parish in early March.

The Ochsner Flight Care service provides emergency transport for critically ill and injured patients from paediatric advanced support and neonatal resuscitation to the elderly.

The helicopter is an EC-135P2+ equipped with latest technology, safety equipment and features. It offers night vision goggles, radar altimeter, GPS navigation satellite tracking and communications. It also has HTAWS terrain warning. Its crews work 12-hour shifts and the helicopter, Rescue -1 New Orleans, is on call 24 hours a day.

WASHINGTON: Metro Aviation, based in Shreveport, Louisiana has delivered a new Airbus Helicopters H135 to Northwest MedStar based in Spokane, Washington and serving the US North West states.

MedStar operates a mixed fleet with four fixed wing aircraft and seven helicopters. Metro also operates all 11 aircraft for Northwest MedStar and has since August of 1994.

The new H135 helicopter N165AH includes the same advanced flight and medical features of others in the fleet, but is the first Northwest MedStar helicopter with the Garmin GTN 750 system. This system meets the FAA requirement for all aircraft to be fitted with Automatic Dependent Surveillance – Broadcast (ADS-B) equipment which must be installed by 2020.

Metro Aviation became the first to STC the equipment for Single Pilot IFR (SPIFR) in 2014.



FIRE PERU

AIR FORCE: the country has received the first of four Alenia Aermacchi C27J Spartan twin engine military freighters which are destined in part to serve as water bombers in the country. The first aircraft, FAP-328, will also see use as a military passenger and freight transport tasked with humanitarian and relief flights and search and rescue. [Flight]

UNITED KINGDOM

CIVIL AIR PATROL: In the USA the poor level of intercommunication between the emergency services is well known. With some 17,000 separate law enforcement agencies [let alone ambulances and fire departments] the scale of the problem might easily be predicted. Fortunately in the UK and across Europe the number of agencies is far lower and in the main they have easy access to a near common digital network that has been around so long that it is now due for replacement.

But that digital network is not actually available to all of the emergency services simply because some of them are viewed with suspicion and therefore kept away from the system that is supporting the 'government' controlled sector.

Not so long ago the argument against the Civil Air Patrol [CAP] in the UK was expressed at a level that seemed to say 'helicopters good fixed wing bad' but that has had to be modified somewhat because now it seems that fixed wing is arriving in the NPAS fleet to provide a light aircraft to provide a cost-effective means to add value to their capability. Fortunately

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the chiefs of police can continue to follow the other line of attack by discounting the pilots of CAP because they are poorly trained and dangerous flyers – a naturally flawed argument when faced with many pilots having airline and military backgrounds with many thousands of hours in their log books.

When all the arguments look to have flaws there is always silence. Although many agencies will and do cooperate with the CAP the police simply ignore them.

It is in the area of radio communications that this silent option works best. Anyone not wanted can simply be frozen out by the digital encrypted radio system. The CAP has no common system to link the police, Fire & Rescue Service (FRS) and even the Coast Guard (HMCG) and others. The alternative option for the CAP is the use of a VHF marine band transceiver in addition to the aircraft's VHF aviation band radio to permit communication with HMCG, RNLI lifeboats, commercial and pleasure craft and those Mountain Rescue Team's that use the VHF marine band frequencies allocated to land SAR. Trials in Scotland and in the South West show that it's perfectly feasible to add a hand-held VHF marine band radio with an earpiece inside the standard aviation headset.

A recent wildfire – not some raging wall of flame but nonetheless a source of danger – was encountered by a routine NE CAP coastal flight at the eastern end of Castle Eden Dean, which runs along the southern boundary of Peterlee.

The volunteer air patrol relayed an alerting call via 'Durham Radar' at Durham Tees Valley Airport (DTV) with a request that the Fire & Rescue Service (FRS) should be informed of the uncontained burn as the light aircraft orbited the fire until the FRS arrived some minutes later. It was fortunate that it was not a more complex encounter.

Needless to say the CAP made a subsequent report in an effort to influence the level of future reaction, highlighting the value of the 'eye in the sky' to spot and report such as the details of uncontained wildfires, including size and direction of travel, the lack of direct radio communication between the FRS and aircraft of the CAP.

The matter was set for the agenda for the next meeting of the VELG (Volunteer Emergency Liaison Group, a sub-committee of the Durham & Darlington Civil Contingencies Unit) in mid-April.

No-one was holding their breath for changes but subsequent to the meetings of the VELG, chaired by a member of the Civil Contingencies Unit (CCU) and the Training and Exercise Group (TEG), chaired by a senior FRS officer, the Durham CAP been invited to take part in the next FRS major exercise which takes place later this month. The scenario is expected to be based on multi-vehicle road accident involving a leaking bulk chemical tanker, motor cars (they do love cutting roofs off) and some cyclists. During the exercise the CAP aircraft will be equipped with a hand-held Airwave radio and will provide the on scene commander with a general overview and air to ground imagery at the debrief.



UNITED STATES

CALIFORNIA: The Orange County Fire Authority [OCFA] based at Fullerton Municipal Airport has recently commenced a six month trial of 24-hour operation with its four helicopters. The scheme replaces a daylight only operation and comes six years after an independent auditor recommended the fire authority could improve after the 2007 Santiago Fire that scorched more than 28,000 acres and destroyed 14 homes in Orange County.

One aircraft will be staffed with a pilot and crew chief, with a fire fighter/paramedic rescuer added on the weekends, at an annual cost of \$1.5M. OCFA has received military-grade night-vision goggles and training for its pilots to fly on night missions.

The new system should bring about some savings – as much as \$6,000 - because only one helicopter crew is working instead of two.

Previously, two helicopter crews worked a staggered 12-hour shift up to 8 p.m. during the week, and one crew worked a 10-hour shift on weekends, running the risk of small fires at night growing into larger ones, and injured or stranded hikers or bicyclists in sparsely populated areas facing longer wait times for help.

The extra coverage allows the OCFA to respond to the 25% of calls for air assistance that used to fall outside the previous 12-hour duty day. Last year, the agency's helicopters responded to 196 calls.

SEARCH AND RESCUE CANADA

COAST GUARD: Last month Bell Helicopter based in Canada signed contract with Public Works and Government Services Canada (PWGSC) for the supply of seven Bell 412EPi helicopters to the Canadian Coast Guard (CCG). The aircraft will support the CCG's maritime security and fisheries activities and will contribute to the safety, accessibility, sustainability and security of Canadian waters. [Bell]

CHILE & PACIFIC

An H125 rotorcraft chartered by the Airbus Helicopters Foundation [AHF] joined rescue activity in Northern Chile's Atacama Desert region, where the heaviest rainfall in 80 years has caused massive flooding and landslides.

With support provided by Airbus Helicopters representatives in Chile, the Santiago-based H125 from Transporte Aereo Albatros was flown to the affected zone, where it began transporting search and rescue personnel. This rotorcraft has also been available for flights to locate those trapped or isolated by the natural disaster.

Recent downpours in the Atacama Desert region – which normally is one of the world's driest areas – destroyed homes and bridges, cut off roads, and left thousands stranded as rivers broke their banks and flash floods filled dry valleys. [AH]

The AHF also cooperated with the French Foreign Affairs Ministry Crisis Centre to distribute medical supplies, food and other humanitarian aid to the communities affected by Tropical Cyclone Pam in Vanuatu, an archipelago in the South Pacific Ocean, some 1,7500 km east of Australia. The category five cyclone caused enormous damage to Vanuatu's infrastructure, leaving it "completely destroyed" according to Vanuatu's President Baldwin Lonsdale, who called for help to rebuild the country. Aid agencies have indicated that conditions are among the most challenging they have faced.

AHF partnered with New Zealand operator Garden City Helicopters (the owner of Vanuatu Helicopters Ltd) which has sent an AS350 and a BK117 to help with the on-going humanitarian aid operation.

The AS350 and the BK117 were freighted from New Zealand and arrived in Port Vila on March 20 and the first flight of the AS350 was completed on March 22 for the transportation of medical supplies.

The Airbus Helicopters Foundation continues to provide support to those in Vanuatu as the AS350 and the BK117 continue to work at their service.

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MEDITERRANEAN: As many as 900 people died when a single ship carrying migrants sank in the Mediterranean last month. Other vessels foundered killing yet more before rescuers arrived.

The decision of European nations to cut back search and rescue operations in the region has been heavily criticised.

The reason for the original cut-back late last year was to reduce the popularity of the traffic among those making the often perilous journey. Now at the point of proving the dangers they have started putting more resources into the region and thereby adding greater assurance to those making the journey. A threat to arrest the people setting up the vessels appears hollow.

European Union foreign ministers are to double the size of the Frontex "Triton" mission that replaced a larger Italian naval SAR operation ["Mare Nostrum"] that saved many lives after the deaths of 360 migrants off the island of Lampedusa in October 2013. It provided a literal lifeline to migrants, helping an estimated 150,000 reach shore safely.

But in the year it was operational, the number of people attempting to cross the Mediterranean soared — and with it, the number of deaths. The United Nations estimates 219,000 people crossed in 2014, well over three times the 60,000 migrants who crossed the previous year. An additional 3,500 people died trying to cross the Mediterranean last year, compared to 600 in 2013. Of the 36,000 who have tried to cross this year, 1,800 are believed to have died, a massive increase the death rate.

The current mission has only seven relatively small patrol vessels, two planes and one helicopter and cost about one third of the earlier tasking which deployed Italian warships close to the Libyan coast.

Ed: This is not a new development, various elements of the airborne law enforcement community have been drafted in in the past, but as Africa and the Middle East has become more unstable the numbers trying to leave have risen.

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Not without some justice the problem is blamed on European and American interference in the politics of the Middle East [Libya, Iran, Iraq, Palestine and Somalia included] but many of those choose to enter Europe by the northern route through Turkey which offers fewer large water barriers. Many would be Libya migrants come from the interior of Africa and are faced with even greater risk in not being familiar with large expanses of sea. Having paid vast sums to get to the Mediterranean coast they are obliged to set sail in vessels with marginal seaworthiness despite their unfamiliarity with the sea.

TAIWAN

NASC: The fleet of ten AS365 Dauphin rotorcraft operated by Taiwan's National Airborne Services Corps (NASC) will be covered by Airbus Helicopters' *HCare Infinite* Fleet Availability services under a five-year agreement valued at €54.5M.

An all-inclusive turnkey solution, *HCare Infinite* will provide NASC with a full fleet management service backed by an availability commitment across three bases in the country. Airbus Helicopters will perform all maintenance operations and manage end-to-end logistic needs, enabling NASC to concentrate on fulfilling critical flight missions in Taiwan. The service will be supported by Airbus Helicopters' connected services products, relying on Rusa-da ENVISION Maintenance Information Software.

NASC is the Taiwan Interior Ministry's agency responsible for search and rescue, disaster relief, emergency medical services, transportation, monitoring, reconnaissance and patrol. Its AS365s are based in three locations across the country at Taipei, Taichung and Kaohsiung.

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UNITED KINGDOM

NORTH SEA: The oil and gas industry has committed to fund a £60M search and rescue helicopter service to maintain safety standards North Sea oil and gas operators supplementing national SAR cover for parts of the Central North Sea.

The service will be operated by Bond Offshore Helicopters and will ensure existing rescue and recovery standards are maintained.

The service coincides with decommissioning plans for BP Miller platform, where the previous oil industry SAR operation - Jigsaw - was based.

The five year contract with Bond Offshore will operate out of the Bond Offshore Helicopters HQ at Aberdeen International Airport and cover a radius of around 160 nautical miles in the Central North Sea providing rescue and recovery and medevac cover for offshore workers in the sector.

SAR CONFERENCE: This month the SAR Conference will be held in the Hilton Metropole on the seafront at Brighton, Sussex.

An event long associated with the Shephard Group, Tangent Link now delivers the conference and attracts a wide range of exhibitors to present upon, discuss and Network rescue for the international SAR community.

This important event, coinciding with major changes in SAR developments in the UK, is being organised in co-operation with the MCA - Maritime Coastguard Agency & HM Coastguard and chaired by the familiar figure of Rear Admiral Terry Loughran CB FRAeS Royal Navy. The two day event will reflect the current moves from military SAR to civil in the UK but will also draw upon operations in Australia, Cyprus, the Mediterranean Sea, Malaysia, Pakistan and the USA.

At lunchtime on the second day [Wednesday 13 May] there is scheduled to be a demonstration off the beach by the locally based AW139 helicopter. A static display is also expected.

The event will include some two dozen exhibitors including such as Airborne Systems; Biardo Survival Suits; Cobham; Keela International; AgustaWestland; Vislink; CHC Helicopter; HR Smith; Adams Aviation Supply; Axnes Aviation; Sentient Vision Systems; RDDS; Honeywell; Trakka; Maritime Coastguard Agency and Bristow. <http://tangentlink.com>

UNITED STATES

The Public Safety Aviation Accreditation Commission (PSAAC) has released the initial, 51 page, draft of the Airborne Search and Rescue Standards for public comment within the search and rescue and public safety aviation communities. Interested individuals, public safety agencies and search and rescue organizations are invited to review the standards and offer comments/suggestions relative to their content and applications. The standards are in draft version and should only be used for the purpose of public comment at this time.

Comments should be directed to PSAAC at info@psaac.com. All comments will be read and considered prior to publishing the final version of the standards. The period for public comment is open for 90 days, from April 10, 2015 through July 9, 2015.



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INDUSTRY

The Rotorcraft Services Group [RSG] advanced medical interior design for the EC-135 and EC-145 helicopters offer flexible lightweight solutions for trauma, cardiac and neonatal transport. Attendant seating and patient loading systems can be sold in multiple configurations as approved by the supplemental type certificate.

Standard features include: Roll-in loading system with actuated folding-legs and mating ramp and lift-assist pneumatic backrest, one-hand release fold-down side-rails that can also be used for mounting medical equipment including monitors and infusion pumps. They meet FAR27.561 and FAR29.561 for High G Emergency Landing Loads and have a 300 lbs rating.

RSG have also announced its teaming agreement with PT Dirgantara Indonesia (PTDI) for the development and integration of an advanced Anti-Submarine Warfare suite for the Airbus AS565 MBe Panther helicopter. The integrated mission equipment suite will include L-3 Ocean Systems DS-100 Helicopter Long-Range Active Sonar (HELRAS) and Raytheon Mk46 or Whitehead A244/S lightweight torpedo launching system. The systems modular design will allow the multirole ASW helicopter to be quickly reconfigured for non-combat roles, including Maritime Surveillance, Search and Rescue, MEDEVAC, Utility and External Cargo Lift operations.



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Finmeccanica-AgustaWestland has a new AW169 Flight Training Device (FTD) at its A. Marchetti Training Academy in Sesto Calende, Italy. The device has been certified by a joint European Aviation Safety Agency (EASA) and Italian Civil Aviation Authority (ENAC) team to FTD Level 2 as per CS-FSTD(H), the certification specification for Helicopter Flight Simulation Training Devices.

The AW169 FTD has been designed and built by AW and is operated by Rotorsim, a joint venture between CAE and AW. The FTD offers the functionality of a Full Flight Simulator without motion.

L-3 WESCAM launched a high-definition (HD) colour spotter sensor for its MX™-10 electro-optical/infrared (EO/IR) imaging system. This additional capability has enabled L-3 WESCAM to be the first to market with a 10-inch stabilised turret complete with EO wide, EO narrow and daylight spotter camera offerings. L-3 WESCAM recently received its first order for an MX-10 with the HD colour spotter from the Stanislaus County Sheriff Department, which operates a Cessna 206 fixed-wing aircraft out of its Modesto, Calif. headquarters.

The MX-10 spotter is ideal for smaller UAV and airborne law enforcement mission profiles that are subject to operate with minimal Size, Weight and Power (SWaP) requirements. The spotter and all other sensor offerings within the MX-10 system are fully compatible with L-3 WESCAM's Kinetic™ technologies, a suite of powerful situational awareness and target detection capabilities. The suite includes Kinetic™ ISR – a map-based sensor management package, Kinetic™ MTI – a Moving Target Indicator tool, and Kinetic™ Speed – a tool that indicates the speed at which a point of interest is moving on the ground or in the water.



2014 was **Pilatus'** most successful year ever: sales revenue has never been higher. The final figure, 1,174 billion Swiss Francs, represents another 16% increase on 2013. The operating result is also better than ever: up 30% on 2013 for a total of CHF 200M [US\$204M]. Pilatus built and delivered 127 aircraft in the year – 15 more than in 2013. Half to civilian customers and half to air force customers.

In the USA although the market remains depressed when compared with the "golden times" of pre-2008 the situation has improved with Pilatus delivering 50 of the total of 66 PC-12

NGs to customers around the world.

Following the rollout last August, the first PC-24 prototype is due to make its maiden flight this month with the first deliveries from 2017 onwards.

Spectrum Aeromed have been touring Asia to showcase their medical interior in a new Pilatus PC-12 NG.

Selex ES has been awarded a multi-million Euro contract from Cobham Aviation Services in Australia to supply a number of Seaspray 5000E Active Electronically Scanned Array (AESA) surveillance radars. The radars will equip Cobham's Challenger CL-604 Search and Rescue (SAR) aircraft and be used to provide airborne search and rescue services for the Australian Maritime Safety Authority (AMSA).

The Seaspray 5000E has already been delivered to another customer for search and rescue operations on Challenger aircraft and is in service with a third customer on the Sikorsky S-92 SAR helicopter. Its bigger sibling, the 7500E, is in service on search and rescue duties with the US Coast Guard's fleet of C-130 long range maritime patrol aircraft. Seaspray radars are developed and manufactured at Selex ES's Edinburgh plant in Scotland.



Cambridge based, **Thermoteknix Systems Ltd.** is celebrating being named winners of a Queen's Award for Enterprise & Innovation 2015; the UK's highest accolade for business success. The award is in recognition of its ground breaking ClipIR® thermal imaging camera which brings a new dimension and enhanced performance to the world's Night Vision Goggles.

ClipIR® is a unique miniature thermal camera which attaches to industry standard Night Vision Goggles to create a fused picture, combining the goggle's image intensified output with the thermal image. This extends the performance of Night Vision Goggles for use into complete darkness, inside buildings and on urban patrol. Night Vision Goggles using image intensifiers have become the most widespread night vision technology with many hundreds of thousands of units deployed globally. The technology creates the first of a new breed of powerful detection/ identification devices which offer 'the best of both worlds' for use in many applications both civil and defence.

According to the **Military Search and Rescue (SAR)** Annual Statistics Report, U.K. SAR carried out approximately 1,906 callout missions in 2014. Even the best laid plans can go awry and when they do having a satellite phone could mean the difference between life and death.

To this end, the makers of [SATcase™](#) have designed a revolutionary device capable of transforming the common smartphone into a sophisticated, satellite phone. The transformation is seamless: after placing one's smartphone inside a durable, ruggedised case, users simply install the SATcase™ application. The resulting device runs on a familiar operating system that is now loaded with cutting-edge technology able to assist those in extreme emergency conditions, making it perfect for adventure-seekers, hikers, sailors and aviators, the military and the oil and gas industry.

During an emergency time is a luxury most can ill-afford and the chances for survival decrease dramatically as time continues to pass. The SATcase™ is equipped with a smart mix of emergency features that can reduce the time it takes SAR teams to locate people accurately. This includes an SOS button, two way rescue communications, online track and trace for live monitoring, silent alarms and infrared strobes for victims of kidnapping.

The device uses technology that can be utilised by SAR teams searching by land, air and sea. Much of the technology built into the unit is something that was previously available only to the military and professionals such as commercial pilots and ship's captains but now

outdoor enthusiasts, human-aid workers, off-shore wind farmers and private pilots alike can take advantage of this simple yet intuitive system.

SATcase™ is available to pre-order now. For more information, please visit www.satcase.com or email sales@satcase.com.

Dallas Avionics has completed the equipping of an Australian Airvan for a California based law enforcement agency in conjunction with Air Bear Tactical Aircraft (Air Bear).

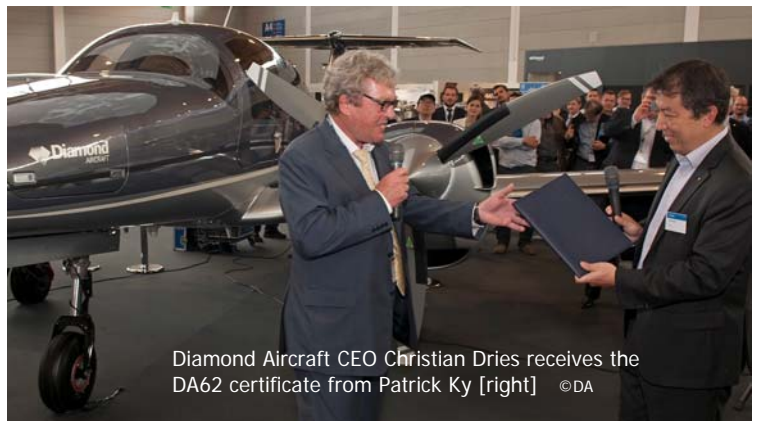
The Airvan is equipped with a wide array of electronic components specifically designed for law enforcement missions. The interior includes the latest Garmin glass panel systems and navigation; Technisonic P25 compliant TDFM 9300 and TFM 30 multi-band radios; Flightcell DZMx systems with remote head; Powersonix PA speakers and more. Comant antennas insure that all communications reach out to the multiple agencies supported by the mission specialized aircraft.

Much of the equipment for the Air Bear Airvan came from Dallas Avionics who train and support law enforcement nationwide.

This is the first aircraft of this type in California and both Air Bear and Dallas Avionics have plans for similar completions for law enforcement agencies in the future.

On April 16th Diamond Aircraft received EASA (European Aviation Safety Agency) type certification for its newest twin engine aircraft, the DA62. At AERO Friedrichshafen Patrick Ky, EASA Executive Director, personally handed over the type certificate to Christian Dries, Diamond Aircraft CEO.

The all-composite DA62 is powered by two 180hp AE330 Jet-A piston engines from Austro Engine burning just about 5.9 US gal (22 litre) per hour an engine when flying at 160kt. The aircraft is available in two different configurations. The 1,999 kg MTOM version can accommodate five persons, while the 2,300 kg MTOM type is able to carry seven passengers. The basis for both configurations is the same and can be down-



Diamond Aircraft CEO Christian Dries receives the DA62 certificate from Patrick Ky [right] ©DA

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The DA62 order book has been formally opened at AERO Friedrichshafen and twelve units have been sold to date. [DAJ]

Air Ambulance Technology (AAT), the Austrian-based specialist for customised EMS, VIP and Mission Interiors for helicopters and fixed wing aircraft, recently delivered the first EC135 Ambulance Equipment to Albania's Ministry of Health.

The helicopter, which will be based in Albania's capital, Tirana, is equipped for intensive care and primary rescue missions. The HEMS interior was installed on the customer's premises in Tirana. To date, Air Ambulance Technology has delivered more than 100 EC135 HEMS kits worldwide. [AAT]

A Santa Rosa California based camera bag design company **Think Tank Photo** contacted PAN with the offer of a trial of one of their new products the *Airport Helipak* backpack. The bag – or more correctly the back pack - is designed to easily hold a quadcopter and its ancillaries.

The bag is now with a US based quadcopter operator for trial and this is his initial report.



Headed out on holiday, but don't want to leave your drone at home? There is now an ideal, safe, and convenient way to take your DJI Phantom quadcopter with you! The Think Tank ® Photo Airport Helipak™ Backpack will fit in most airline overhead bins. Measuring 20.5 by 14 by 9 inches (35.6 x 52.1 x 22.9 cm), there are plenty of padded compartments for the quad (sans rotors), controller, extra batteries, charger, extra cameras, and other items. The soft sided case may not survive a brutal drop test, but it should protect your equipment during those long treks through the airport, a stuffing in an airliner overhead bin, and a moderate hike at your eventual destination.

The case comes with thick padded and adjustable arm straps with a chest level clip strap.



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The bottom of the case (or the side resting on your back) is also padded for the protection of the gear inside and for carry comfort. This is not your normal backpack, and supports a thicker lumbar pad for extra comfort. The case retails for \$239.75, but it also includes a pocket for a 15.4" laptop computer. It is a great case with strong zippers, padded interior pockets, and also includes a rain cover.

This case (pictured with a DJI Phantom Vision 2+) will be put through its paces on a trip to Hawaii in July. Expect a follow-up report on how it transports and protects a brand new DJI Phantom 3 Professional quadcopter (which hopefully ships soon!). Aloha!

The supplier is Think Tank Photo, 1105 N. Dutton Ave., #C Santa Rosa, CA 95401 U.S.A. Call [Brian Erwin on +1 \(866\)-558-4465](tel:+18665584465), ext. 208 www.thinktankphoto.com



MD Helicopters, Inc. (MDHI) has announced that the European Aviation Safety Agency (EASA) has approved an increased maximum gross weight of 6,770 pounds for the MD 900/902 Explorer. The extra 270 pound payload will allow operators in all market segments to expand the already superior mission capabilities of this versatile twin-engine aircraft. The FAA previously approved this increase in March 2013.

MDHI's twin-engine MD 900/902 Explorer entered the commercial market in 1994, setting new and still enduring benchmarks for safety, quiet operation, versatility and low cost operation. Today, nearly 50 percent of the global MD 900/902 Explorer fleet operates in service of emergency medical services, law enforcement and military/para-military organisations throughout Europe.



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ACCIDENTS & INCIDENTS

7 March 2015 Bell 206B3 N206FW. Fort Worth Police Dept. Texas USA. Helicopter searching condominium under construction for a reported burglar. At 500' AGL and 40 knots engine RPM dropped to approximately 75%. Pilot Randy Rowles entered autorotation, turned left and autorotated successfully to an empty street adjacent condo under construction. No damage, no injuries. Engine was 2.5 hours out of overhaul. [TS]

30 March 2015 Bell 206L1 N. U.S. Forest Service. Two were killed and a third survived with burns when the helicopter crashed during a mission to monitor a controlled burn of about 800 acres in De Soto National Forest, Mississippi. The crash took place near Saucier, about 25 miles northwest of Biloxi. Brendan Mullen, 42, was hospitalised the dead were Forest Service engineering technician Steve Cobb, 55, and pilot Brandon Ricks, 40. [Media]

30 March 2015 Bell helicopter. Air ambulance of EagleMed made an emergency landing in Oklahoma less than a month after another of the company's helicopters crashed fatally. There were no injuries as a result of landing at Latimer County General Hospital in Wilburton. [News on 6]

31 March 2015 Bell 206. A helicopter taking part in the emergency relief effort in flood-hit northern Chile has crashed, killing all four people on board. The Bell went missing in Atacama region and was found two days later. The helicopter was transporting workers sent to restore water service to the tens of thousands of people left without drinking water after the floods.

31 March 2015 AgustaWestland AW119Ke N911LS. Air ambulance of Life Star of Kansas, Topeka, KS. Upon departure from the Onaga, KS airport to return to its Junction City base, the pilot noticed the engine oil temperature slowly increasing above normal readings.



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A precautionary landing was successfully accomplished in a field a few miles from the airport. Upon inspection, an engine oil temperature sensor was found to have failed.

17 April 2015 MD Helicopter MD520N N103CG Burbank Police Department. Suffered an in-flight bird strike that caused damage to a radio aerial. Aircraft made a precautionary landing at Burbank. [FAA/Helihub]

22 April 2015 Bell UH-1H ZU-UHA. Employed on fire fighting duties by WoF Aviation in South Africa. While landing at the fire scene in strong winds, to configure the helicopter into the fire-bombing role, the Huey impacted a mountainside in Bain's Kloof close to Wellington and Ceres. The crew who died were the pilot Mr Darrel Rea (39) and the **Helicopter** Safety Leader crewmember Mr Jastun Visagie (23). Mr Rea was the chief pilot for WoF Aviation, had total helicopter flying time experience in excess of 3,300 hours. [Sowetan]

27 April 2015 Airbus Helicopter EC145 N. Air ambulance of STARFlight Texas. The EC-145 was dispatched for a rescue of an injured woman in the Barton Creek Greenbelt near the 2600 block of Barton Hills Drive. The greenbelt, which runs southwest from Zilker Park, is popular for hiking, mountain biking and rock climbing. During the rescue attempt, 46 year old Kristin McLain fell from the helicopter's hoist and was fatally injured. McLain was a registered nurse and has worked for STARFlight for seven years. The National Transport Safety Board is actively investigating this incident. [Media]

FLIGHT SAFETY

Related to the accidental death of Kristin above is a coincidental issue last month of a report on someone else slipping out of a harness.

An injured hunter who was being winched to safety passed out in an ill-fitting harness and fell 30 metres to his death, a report has found.

The tragedy happened as paramedics tried to rescue Robert Davis, 65, who had broken his ankle on a 2013 hunting trip in bushland at Macs Cove, near Lake Eildon.

An Australian Transport Safety Bureau report found the Sydney man was winched using an unsuitable "rescue strop", which straps around a person's torso.

As Mr Davis reached the helicopter, he became "limp and unresponsive" and was "making no apparent attempt to hold on" as he slipped from the strop.

"The patient probably lost consciousness due to the compressive nature of the rescue strop around their chest," the report found.

A paramedic tried desperately to grab his shoulder and arm but he fell out and crashed to his death.

The ATSB noted that a rescue strop could harm even a healthy person's heart and lung capacity.

Mr Davis weighed 138kg and suffered from medical conditions, including chronic heart failure.

The ATSB also found air ambulance crews received "limited guidance" on choosing the appropriate equipment for winch rescues.

Air Ambulance Victoria has since introduced a new seat-style harness and more education and training. The ATSB said its findings were not designed to apportion blame.

PEOPLE

Early last month Airbus Group announced that Chris Emerson, a veteran Airbus Group executive, has been appointed President and Chief Executive of Airbus Helicopters Inc. effective June 1. Emerson will also serve as head of Airbus Helicopters North America Region, which includes oversight of both the U.S. subsidiary and Airbus Helicopters Canada.

In his new roles Emerson will replace Marc Paganini, who has accepted a new assignment with Airbus Group as head of Special Projects. Paganini has headed Airbus Helicopters Inc., the Grand Prairie, Texas-based subsidiary of Airbus Group Inc., since January 2003.

A retired U.S. Army colonel has agreed to plead guilty to negotiating a job with financier Lynn Tilton's private equity firm while also taking steps to ensure a helicopter company it controlled got paid faster by the Department of Defense.

Retired officer Norbert Vergez was filed a plea agreement last month in a federal court in Alabama. Vergez also agreed to admit to failing to disclose receiving \$30,000 for relocation expenses from his future employer.

The papers do not contain any allegations of improper conduct by MD Helicopters, Patriarch Partners, or any of their personnel, nor do they identify by name either company but Vergez joined Patriarch as a senior vice president after retiring and both Patriarch and MD Helicopters cooperated fully with the investigation.

The plea bargain agreement said that while negotiating his future job, Vergez in 2012 took steps that allowed faster payment to the helicopter company, which engaged in foreign military sales through a US contract

Vergez, 49, also made a false statement to the Defense Department's inspector general during a 2012 audit involving Lithuania-based subcontractor Avia Baltika Aviation Ltd, which was overhauling Russian Mi-17 helicopters.

Vergez, scheduled to appear in court on April 16, faces up to five years in prison on each of three counts of making false statements and felony conflict of interest.

The case is U.S. v. Vergez, U.S. District Court, Northern District of Alabama, No. 15-cr-00086.

In a separate case the U.S. Securities and Exchange Commission has charged Tilton and Patriarch with defrauding investors by hiding poor performance of assets relating to loan obligation funds.

Tilton has denied wrongdoing and sued the SEC to block that case from going forward.

MOVE ALONG THERE

Stories in PAN come from all quarters so many different news feeds appear in the office including those of UAS. Recently there has been news of some UAS events being cancelled because of there being too many such events being set up.

A surprise then when the news according to the Easter Monday UAS Vision unexpectedly came in and was found to be a little unusual in that it was devoid of any news on any unmanned craft. Did it mean that the bottom had fallen out of the UAS World? The three stories were about the giant Lockheed C-5 Galaxy transport, the F-22 Raptor and the Supermarine Spitfire. Clearly something to do with deadlines and holidays? Or maybe they know something?

The not so greatly loved UK Association of Chief Police Officers (ACPO) ceased to exist on 31 March. On 1 April 2015, the National Police Chiefs' Council (NPCC) took its place—same beast different spots.

In view of the similarity I hope they do not get their messages mixed up with the NSPCC (the National Society for Cruelty Children).



Nuts I missed that!

In the latest edition of *Helicopter Life* the editor, Georgina Hunter-Jones, let her level of exasperation show through in a report from the floor of the HAI Heli-Expo.

Most of the press were there to see Lynn Tilton tell of her last ten years in the helicopter business with the all too usual waving of the Stars and Stripes [but nothing much else] and that frankly drove me away way before the end. Back to Ms H-J.... she headed her piece *MacDonald Douglas Helicopters* [sic] and noted that the press had been lured to her booth with implied "promises of champagne, then gave them beer and allowed them to watch her staff quaffing the champagne. Some might say (given the many changes of staff in the last ten years) safer with beer!"

With the ongoing difficulties Ms Tilton has with the media I guess that might have been an error!

UPCOMING EVENTS

This month sees the 2015 edition of the PAVCon Police Aviation Conference where over 100 police aviation professionals will meet together to discuss technology, tactics and products supported by around 30 exhibitors.

100 does not perhaps seem too many in one place but of course the law enforcing must go on and therefore only a limited number of current practitioners can actually make events such as these and even the administrators find it difficult to spare time.

I say 'such as these' but of course PAVCon is pretty unique in Europe and the only other international events like it are to be found in the United States. There are simply not enough spare officers and pilots available in this fairly lean industry to make a large event take place – especially if the work is to continue.

This year we have planned a conference with core themes of *Flight Safety and Unmanned Aircraft Systems*. An Opening address by Peter Koblenz, General Netherlands Air Force [Ret] and a local welcome by the Netherlands Police [KLPD] air support will be accompanied by a technical presentation.

Other speakers to include Bryan Smith [FL] who will be leading the Flight Safety session ably assisted by police officer representatives from Slovenia, Belgium, Germany, United Kingdom and the United States.

The Flight Safety Session will build on that led by Bryan Smith last year. This was a new tack for PAVCon and well received, being based on case studies in the world arena.

The main high risk areas that the data compiled showed last year was that IIMC, Loss of Control, and landing accidents in the year since the last meeting including the wire strike accident that killed four in Macedonia. For SMS, there is a new document and guide for SMS installation that people may be interested in.

Other presentations planned include Ice Rescue based on a number of documented incidents of police attempts to rescue in snow and ice conditions [and what might and did go wrong], CRM and SMS. Also there will be a presentation on IMC Survival, another on Anatomy of the New Mexico State Police Mishap

From Canada here is a presentation on the use of unmanned craft. The Royal Canadian Mounted Police is one of the largest users of unmanned air vehicles to overcome the lack of manned aircraft in the vast expanse of Canada.

This year the U.S. based ALEA [Airborne Law Enforcement Association] is sending an even larger contingent of speakers and facilitators and there will inevitably some discussion on continuing the interaction between Europe and other Nations and the growth and expansion of PACE.

As I write this item there is nearly a month to go to the event so I can say with some confidence that still in planning stage are a presentation on future communications from industry and on a few select industry subjects. The aim is to keep industry presentations to a minimum but if that still elusive 'future comms' presentation comes together it will be inserted into the programme. It may be awkward for some when the full programme is not available six months ahead of the event but there are times when the most up to date presentations can make the event.

In the same way our original plans to increase the content of unmanned craft and to have a flying day simply crumbled away.

The certification authorities in the Netherlands just made it too difficult to include that element. As will be shown in the limited presentations we have at the show the UAV may have its niche operations but it is not yet the be all and end all of law enforcement aviation.

As has been the case from the start of these conferences, the organiser will leave the proceedings to the attendees – it is their event, PAR just facilitates the framework of an event.

A similar event for the airline industry attracted 78 exhibitors and just over 1,100 attendees and to get that number the marketing was prodigious with a total of 8,000 brochures being printed and mailed to past attendees as well as a carefully selected audience of airlines, airports and solutions providers. A total of 6,000 visitor tickets were printed and mailed to



Breda International Airport
26-27 May
The Networking continues

drive visitors to the exhibition, 950,000 emails were sent to the organisers list of those likely to attend and even more went out through 3rd party electronic mail blasts via partnerships with trade media partners. There were over two dozen print and website adverts across the media and selected event and trade related portals along with a dedicated search re-marketing campaign via google display, you tube, face book and linked in put together by a dedicated marketing team.

The facilities at Police Aviation Research do not stretch to anywhere near that level of effort so the one hundred or so souls that will gather in Breda this year is pretty good by any mark.

There is still time for you to join them.

The 2nd **UAS Commercialization Industry** Conference is the leading cross industry forum, bringing together all the necessary stakeholders such as UAS adopters, government officials, industry partners and expert academia. These experts will discuss their current trials, future requirements, extensive capabilities, and forthcoming plans to leverage Unmanned Aerial Systems in commercial markets. For more information download the agenda here <http://bit.ly/1LRtANg>



This year's free to attend **Emergency Services Show** will again be at the NEC in Birmingham from Wednesday 23 September to Thursday 24 September 2015 in Halls 17 and 18 and the adjacent outdoor area. www.emergencyuk.com Twitter [@emergencyukshow](https://twitter.com/emergencyukshow) Facebook [The Emergency Services Show](https://www.facebook.com/TheEmergencyServicesShow) Linked In: [The Emergency Services Show](https://www.linkedin.com/company/the-emergency-services-show)

DIARY

12-13 May 2015 International Search & Rescue 2015. Brighton. Located at the Hilton Brighton Metropole Oxford Room on the seafront. Operated by Tangent Link. <http://tangentlink.com>

19-21 May 2015 European Business Aviation Conference and Exhibition, EBACE 2015 at Geneva, Switzerland. The NBAA conventions, conferences, forums and seminars featured in 2015 are designed specifically for business aviation professionals, with a wide selection of programme content. This includes continuing education, professional development, and networking; forums to share industry best practices; venues to find the latest products and services for your operation; or some combination thereof. NBAA's Conventions are large-scale, 3-day events that facilitate networking, foster and grow client relationships, and feature educational programs on a wide variety of topics. Check out the website for NBAA's conferences and Regional Forums. These go more in-depth on a single facet of the business aviation industry. www.nbaa.org

26-27 May 2015 PAVCon Police Aviation Conference. Breda International Airport, Netherlands. admin@pavcon.org www.pavcon.org www.policeaviationconference.com

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