

Police Aviation News

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PAR

G7 Germany *all secure*



**Red faces in Winnipeg * FBI Outed
Association of Air Ambulances Triumph
K-Max returns * ALEA in Houston
Emergency Services Show Preview**

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LAW ENFORCEMENT CANADA

WINNIPEG: Winnipeg police have apologised and launched an investigation after officers flying in a helicopter mistakenly broadcast a cockpit conversation via the sky shouting speakers that one person says referred to a sex act.

In the cockpit of the EC120 C-GAOL they were not aware that many in the city could hear their workplace chatter which witnesses said contained remarks that were inappropriate.

The conversation came to light when people took to social media using the hashtags #whoops and #speakerphone.

The police in Winnipeg have apologised for the error made by their EC120 crew and the matter remains under investigation. [Media]

GERMANY

G7 CONFERENCE: This year's PAvCon Police Aviation Conference was scheduled to be jointly hosted by the Federal and Bavarian police at their new joint air operations base near Munich. In the event Angela Merkel decided to host a G7 Conference near there at Elmau Castle within days of the chosen date and the conference was deferred for a year until 2016.

Last year the PAvCon was held within sight of the arriving heads of state – Barack Obama landing just a km or so away in Air Force One –and our hosts managed ably with meeting the security needs.

In Germany the Federal Police effort is somewhat different – they not only guarded the event but took a hand in transporting the arriving international ministers.

The newly built air base added to the police facility at Oberschleißheim near Munich was complete enough to act as the main air support base in the G7-mission [see opposite] but is even now not quite complete.

Sepura TETRA radios played a major part in securing the 41st G7 Summit, held in Schloss Elmau, Krün, Bavaria, Germany on June 7–8, 2015.

This annual summit, the highest profile global conference, brings together the heads of state from the countries which make up the G7 group. In order to run successfully and guar-

FRONT COVER: The Federal Police acted as the primary transportation for politicians from across the Western World at the recent G7 Conference at Elmau Castle, Bavaria. Here Britain's newly re-elected Prime Minister David Cameron is shaking hands with the second in command of the air unit Torsten Hallmann [Federal Police]

"Flugwerft Oberschleißheim" the new build facility used to support the G7 Conference air operations is at the top of the complex. Next year this is scheduled to host the PAVCon 2016 ©Federal Police

anteer the maximum levels of security and safety for the VIP delegates and their teams, this conference needs secure and flawless communications.

The emergency services organisations deployed for the event used the German public safety TETRA network for their communications. The Bavarian Police and the Bavarian Red Cross used Sepura TETRA terminals throughout the duration of the summit; during the conference almost 18,000 TETRA radios were used on a daily basis.

Six years after market entry, Sepura is now the leading supplier of TETRA radios to the German public safety sector with over 300,000 radios shipped to date. Today over 50% of BOS-net (German public safety network) users trust Sepura technology and this is testament to the strong and successful relationship between Sepura and its longstanding channel partner Selectric.

BAVARIA: The Bavarian Police in Germany has received the first upgraded H135s, which are benefitting from a retrofit package that significantly improves the operating performance and the handling qualities.

The retrofit programme is designed to bring previously-built models of the EC135 to the performance and safety standards of Airbus Helicopters' newest version, the H135, as it is currently showcased at the Paris Airshow.

During the past weeks the upgraded helicopters have been deployed on a variety of missions in the police fleet's range of tasks. On the occasion of the recent G7 summit in Bavaria, the retrofitted machines proved their advantages in performance and handling. The resulting gain in safety was especially evident during flights at night and in the difficult, mountainous terrain.

Three of the law enforcement agency's eight helicopters have completed the process and are already in service today, with the remaining five to be converted and delivered during the upcoming



©Police Bavaria

ing months. The retrofits are being applied at Airbus Helicopters' production facility in Donauwörth, Germany, which is home to the H135 production line.

Included in the retrofit package is an enlarged main rotor with improved blade profiles, the transfer of front-mounted engine air intakes to a lateral position, augmented engine capacities and an extension of the horizontal stabilizer's span and removal of its endplates, while the tail skid is replaced with a mini bumper.

In addition to the improved handling and yaw control, the upgrade also offers a lower noise footprint thanks to the increased rotor diameter.

UNITED KINGDOM

NPAS: With the retirement of Supt. Richard Watson at the end of this month [see people] there will be a number of management changes to the organisation. Where there were two people undertaking the day-to-day management there will now be one, Oliver Dismore, supported by local managers some of whom have only recently been put in place.

During the build-up of NPAS Richard was the ground liaison lead – he was the link with police forces that were losing their air support – with Ollie Dismore covering the air side. Now, because the 'ground' role is virtually complete both roles will be covered by Ollie with the enhanced support of regional managers. Last month this column mentioned that Russ Woolford, a former Essex Police sergeant, was taking over the South West in this role and he moved westward last month. Russ has also recently taken on the role of investigating the potential for unmanned aircraft within or outside NPAS. With all that is still going on in inducting full size aircraft though this is very much back burner stuff.

All is not going too smoothly with plans to set up a new joint operations base for NPAS and the Great West Air Ambulance by the M5 Motorway at Almondsbury near Bristol. The base will replace the current one at Filton which has now received planning permission for nearly 3,000 homes and an aviation enterprise zone that would no longer include the helicopters that currently fly from there.

A meeting of local people was called by Filton and Bradley Stoke MP Jack Lopresti at a sports club in Filton part of which was to cover the fears of villagers worried that the new base would be too close to their homes.

Representatives from NPAS the GWAA Charity, BAE Systems who own the Airfield, and South Gloucestershire Council were at the meeting chaired by Mr Lopresti.

Around one hundred people attended the meeting. The main reported line of complaint was that there was no need to leave Filton as the air operations there were long standing and that, aside from the expected noise nuisance, the chosen site at Almondsbury was green field and could only be used in special circumstances. It was not considered by some in the audience that a wish to move from Filton constituted such special circumstances.

In response, chief superintendent Caroline Peters, representing NPAS, responded by saying: "The airfield site is going to be a construction site for probably 15 to 20 years.

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"We have to be able to maintain our air operations services and that means that we can't stay where we are – it's not fit for purpose."

This was reiterated by John Christensen, chief executive of GWAAC, who said during the meeting that the charity "can't stay" where it is. The discussions continue.

Mystery still surrounds the outcome of the fixed wing contract. It was expected that Airborne Technologies would announce the deal at Paris but that did not happen. Nonetheless it is still expected to be the Austrian company receiving the contract – the question remains when the announcement will be made. The siting of the new base remains unresolved.

In a similar vein the conversions of the high skid EC135 fleet to the new low skid configuration is being hidden away from public announcement. Although the first partially completed airframe has been seen and photographed unofficially over a month ago the completion will not be unveiled until the Helitech Show in London. That is in early October, three months away.



Plans to update the digital radio system have been less than trouble free. As previously mentioned in PAN the national digital radio networks will be upgraded soon to move from a system called Airwave that promised much but delivered it at a price that few police forces wished to afford. In particular the Airwave system could not handle data at a reasonable price and most street police can be seen carrying a 'cheap' mobile/cell phone as a cost-effective addition to the Airwave equipment. The Airwave system used unique equipment and that boosted the price of each of the items of equipment associated with it.

Bids have already been considered from the incumbent providers and the main mobile phone networks – EE, O2, Three and Vodafone. Plans are that the new system will piggy back on the existing 4G networks which has already displayed itself to be capable and economic. The result was that two of the mobile phone providers were selected to vie against each other in the final stages of the competition, such as Airwave were quickly set aside.

Unfortunately one of the final two, EE, pulled out because they decided they would be too busy being taken over by BT to act as their future cell phone provider.

Whether this will require the competition to return to basics for a start over remains to be seen. Such a move seems unlikely with the commencement of the new system set for just a year away.

DYFED-POWYS: Similarly in Wales there are political moves to meet largely uninformed local criticism surrounding the helicopter currently in operation from Pembrey. There are several issues in play here including the low use of the helicopter, lack of finance overall and even that the police themselves moved the helicopter out of the HQ complex because an earlier Chief Constable and others thought it too noisy to stay there. A lot of the moves are political posturing which fly in the face of what is now possible within the law. Even the local PCC [Police and Crime Commissioner] for the area has a supposed conflict of interest in supporting the retention on the local AgustaWestland 109E whilst being a member of the NPAS Board.

SCOTLAND: The public house involved in the tragic police crash – The Clutha in Stockwell St, Glasgow– is scheduled to reopen for business at the end of this month. The final report on the cause of the November 2013 accident to the Police Scotland EC135 has still to be published.

UNITED STATES

FEDERAL: Every so often news media reveal long standing situations as 'exclusive revelations' and it is in this vein that news hit the media in the US to declare that The Federal Bureau of Investigation [FBI] operate aircraft to spy on US citizens.

More specifically it is said that agents are using a fleet of small aircraft under the front of fictitious businesses to undertake surveillance missions across the USA. The aircraft are fitted with electro-optical sensor pods and cell phone surveillance systems to gather intelligence related to specific, ongoing investigations. The controversial element in this for American consumption is that the missions are not being undertaken with the prior approval of the courts.

A large and growing crowd of US citizens are voicing concerns over, if not outright objecting, to the use of aircraft – especially unmanned aircraft systems (UAS); many groups have formed in protest, citing privacy infringement and safety fears. This revelation about the FBI's use of small aircraft to watch over the public certainly won't allay those fears.

Reporters at the Associated Press (AP) have traced at least thirteen fake companies that act as a front for registering the aircraft used.

That the FBI uses aviation is no secret – there have been several instances of open purchases in the past – and the web makes mention of the use of aircraft by the agency's Critical Incident Response Group (CIRG) – specifically modern jets and other aircraft that respond to crisis situations domestically and around the world. Including those used in "foreign transfer-of-custody flights for high-profile terrorism and criminal subjects and the delivery of hazardous and explosive material to crime laboratories located throughout the United States."

These larger aircraft tend to be hidden away in cover companies and exposed now and again by foreign governments who fall foul of enabling these 'Extraordinary Rendition' flights passing through their airspace.

Where the latest row appears different is that some residents in the US whilst quite happy to let anyone anywhere spy on and snatch citizens from anywhere in the world appear to have either just realised that the FBI is also spying on them or they have finally got the message out that it has been going on for years.

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AIR AMBULANCE NORWAY

NORSK LUFTAMBULANSE: The Norwegian Air Ambulance (Norsk Luftambulanse AS) has selected Turbomeca's (Safran) Arrius 2B2 Plus engine to power its three new Airbus Helicopters H135. Signed at the Paris Airshow, this agreement marks the first step of a new collaboration with one of Europe's major medical airlift service provider.

Norwegian Air Ambulance CEO, Syver Leivestad, said: "We decided to switch to the Arrius 2B2 Plus on our new H135 because it delivers lower operating costs. It will allow our crews to operate with extra confidence in the most demanding mission environments."

Specifically developed to power light helicopters, the Arrius 2B2 Plus was certified by the European Aviation Safety Agency (EASA) in September 2014.

KUWAIT

LIFE FLIGHT: In recent weeks Life Flight Kuwait has taken delivery of its Bell 429 fleet and they now have two Bell 430 [49096 and 49047] and two Bell 429 [57230 and 57231] marked respectively as MOH-1 to MOH-4.

Recent Facebook images show that the operation is short of cover from the searing heat of the region - there is no air conditioned hangar available for day-to-day maintenance - and that even the on aircraft air conditioning is struggling against the 50°C [122F] plus heat. The result is AirCon units that are wearing out faster than normal and maintenance regimes that are pushed into the relative cool of the night.

The operation in Kuwait is run for the local Ministry of Health by Al-Safwa Security and Defence Systems and the aircraft were delivered from Piney Flats, Tennessee, [Photo K. Aircraft Leasing]



UNITED KINGDOM

NATIONAL: The Association of Air Ambulances (AAA), which represents the majority of air ambulance operators in the UK, is delighted to announce a further increase in its membership.

Over the past six months the North West Air Ambulance, Wales Air Ambulance, The Air Ambulance Service and the Wiltshire Air Ambulance have joined the Association, which now means that 34 of the 36 Helicopter Emergency Medical Service (HEMS) aircraft in operation across the UK are operated by full members of the AAA.

After meeting the necessary membership criteria and agreeing to abide by the AAA's Code of Conduct, the charities will be able to access a tailor made range of benefits, services, information and resources, together with statistics and clear guidance on improved charitable, operational and clinical best practice.

Clive Dickin, National Director of the AAA said: "The AAA's strategy is to improve patient treatment through shared knowledge and collaboration, so to see the Association's Membership grow to almost reflect the entire UK HEMS network is a real tick in the box for patient care. Additionally having a unified membership further enhances the Association's ability to affect change on issues that it feels needs improvement."

Fiona Morris, North West Air Ambulance Charity Chief Executive Officer said: "As a charity, we are committed to continuously enhancing our service. By sharing best practice with other members and easily accessing key resources, this membership will allow us to provide an even better service to those in need in the North West."

Andy Williamson, Chief Executive Officer at The Air Ambulance Service, which operates the Children's Air Ambulance and local air ambulances for Warwickshire, Northamptonshire, Derbyshire, Leicestershire and Rutland, said: "We look forward to working in collaboration with the AAA to drive further improvements in the quality and safety of services provided by air ambulances across the UK."

Into the future the AAA continues to act as the voice of the air ambulance community and to pressure the government on a number of issues including better landing facilities at hospitals.

Ed: This latest news now brings together almost all of the UK air ambulance operations un-

der one organisation. It has been a long sought position that there would be a single representation body for the charities to the government of the day and other bodies and it has been a difficult journey via the ultimate dead ends represented by the Automobile Association funding, the AAF [Air Ambulance Foundation] and the AAAC all designed in some way to bring together the charities.

The modern AAA represents more than just the charities and has succeeded in also attracting elements of the NHS, charities without aircraft, commercial companies with fixed wing aircraft used for repatriation flights [albeit only in the position of Associate Members at this stage] and sponsors and therefore moving beyond the original intentions of such as the AAF.

The single charity still outside membership is Yorkshire. Although outside membership they will continue to receive access to member benefits as they were under the recent LIBOR funds.

Following on from last month's editorial comment about taking money from the government of the day Clive tells PAN that despite the apparent promise made under the pressure of the recent General Election by a Liberal Democrat spokesman there are no further LIBOR funds left. All funds were spent in the final budget of the previous coalition government. The AAA had no dialogue with the LibDems before or after their public comments but they did inform AAA members shortly after the comment was made.

Meanwhile planning for the annual conference is ongoing. The AAA has called on all of the UK's air ambulance community to nominate an individual or team for this year's Air Ambulance Awards of Excellence. These prestigious, independent awards honour the exceptional contributions of staff and volunteers in the UK air ambulance community.

Although only recently created the Awards of Excellence have quickly become a prestigious event for the pre-hospital care sector and last year saw over 250 people watch BBC Breakfast presenter Louise Minchin hand over 10 Awards to some outstanding individuals and teams.

Nominations are now open so the entire sector's most inspirational people get the recognition they deserve. The Awards are judged by an independent panel of experts, chaired by Chloe Smith MP, and presented at a gala dinner in London on 16 November. Recipients last year included pilots, paramedics, doctors, fundraisers and volunteers.

This year, in recognition of the incredibly forward-thinking nature of the air ambulance sector, a new Award has been added: an Innovation Award. Nominations are now sought in the following categories:

- * Outstanding Young Person Award – Sponsored by Bond Air Services
- * Charity Staff Member of the Year – Sponsored by Milestone Aviation Group
- * Air Ambulance Paramedic of the Year – Sponsored by Prometheus Medical Ltd
- * Air Ambulance Doctor of the Year – Sponsored by AgustaWestland
- * Air Ambulance Pilot of the Year – Sponsored by Turbomeca UK
- * Air Ambulance Campaign of the Year – Sponsored by Lottery Fundraising Services
- * Charity Volunteer of the Year – Sponsored by Bag It Up Group
- * Special Incident Award – Sponsored by Airbus Helicopters
- * Lifetime Achievement Award – Sponsored by Medical Aviation Services
- * Innovation Award – Sponsorship to be confirmed

The closing date for nominations is 1 September 2015. The winners will be announced at the Air Ambulance Awards of Excellence gala dinner to be held on 16 November.

Further details of award categories, together with a nomination form, can be found at: <http://www.aaaa.org.uk/aaaae/>

DEVON: Derriford Hospital on the south Devon coast at Plymouth celebrated the official opening of a new helipad on June 5 with its first ever landing of a Search and Rescue helicopter.

In 2012, Derriford Hospital officially became the Peninsula Trauma Centre and receives around 400 patients per year as emergencies needing transfer by air. After talk of building a new helipad many years ago, it became a reality when the closure of the Plymouth Airport was announced, leaving the hospital without a backup plan.

Previously the hospital did not have a recognised helipad and instead had a small grassed-

over area adjacent to the Emergency Department, which had been used for some years as a set-down area for air ambulances.

The new helipad has been funded by the County Air Ambulance HELP (Helicopter Emergency Landing Pads) Appeal, which has contributed £850,000 alongside £900,000 capital funding from the hospital Trust.

The hospital's previous area was unsuitable for larger helicopters, such as those from the Military and Search and Rescue, and it also had no lighting. No flights, even from smaller helicopters, had been able to land at Derriford at night.

In the days prior to the opening the equipment intended to be used with the new facility was tested. One such was a 'trolley dash' with Julie Richards, Associate Director of Estates, playing the role of a patient, as members of staff from our Emergency Department (ED) walked through the route that a patient being transferred by air would travel.

It was important to test the especially purchased motorised trolley and the new designated trolley route, to give staff confidence in using the equipment to ensure a smooth and safe transportation of the patient in real circumstances.

Ed: Another helipad project currently underway for service next year is at the Northern General Hospital, Sheffield in Yorkshire. The hospital has an existing pad area but that requires the use of ground transport to move the patient from the helicopter to the emergency room. The new pad being part financed by the HELP Appeal will be immediately outside the emergency room and will same at least five minutes in the transfer.

ESSEX & HERTS: Essex & Herts Air Ambulance Trust (EHAAT) recently welcomed representatives of UPS at the Trust's Visitor Centre and Air Base in Earls Colne to present a cheque for £27,758. This substantial grant was awarded to the Charity to purchase a new Rapid Response Vehicle to enhance the service it provides to the critically ill and injured of Essex, Hertfordshire and surrounding areas.

This grant was made possible with the help of 22 UPS employees who raised vital funds for EHAAT by completing the National Three Peaks Challenge which involves walking the highest mountains in Scotland, England and Wales within 24 hours. As a result of the challenge the group accrued more than 50 hours of fundraising time which lead to the Charity being offered the opportunity to apply for a UPS Foundation Grant. EHAAT took the opportunity to apply for a grant towards the purchase of a Rapid Response Vehicle to add to its fleet. The application was more than successful with EHAAT being awarded £27,758, the full amount to cover the purchase of the car outright and the largest grant given by the UPS Foundation in the UK last year.

Photograph: Jane Gurney, EHAAT CEO (centre with cheque) with members of the UPS Team and Air Crew ©EHAAT



The rapid response vehicles carry full life-saving equipment and drugs exactly like the helicopters enabling them to offer the most appropriate and advanced emergency department level of care at the scene. Unlike the helicopters, the cars are not weather dependent thereby improving the resilience of the service, so that advanced care can be provided to patients whatever the weather or when the helicopters are offline due to maintenance.

On June 10 the Essex & Hertfordshire Air Ambulance Trust [EHAAT] held its annual one day Aeromedical Conference 'HEMS – not just trauma' at Chelmsford's Anglia Ruskin University. The event attracted a broad church of attendees but they were in the main air ambulance people from the south east – doctors, paramedic's fundraisers and charity trustees. The programme content was heady stuff very much orientated towards medical practice with both local and guest speakers presenting a number of real life scenarios that would leave even the most avid watchers of "ER" types of programmes bemused. Definitely an event for the medical practitioner rather than others but actually not without areas of wider interest.

Local though the event was it attracted speakers from across the United Kingdom – with input from the west and northern Scotland and a keynote speaker from the USA.

The American Professor James E Manning, MD, Vice Chair Department of Emergency Medicine; Director Resuscitation Research Laboratory, University of North Carolina gave an important and detailed presentation on 'Pre-Hospital Extracorporeal Oxygenation (ECMO)' – which will fly clean over almost everyone's head but in its basic form it is all about treating heart attacks.

Manning, seen centre in the EHAAT supplied image below, flew with the Hertfordshire Air ambulance for a day at the North Weald base as a clinical observer. Being a Tuesday it was also the weekly review of missions attended as part of the clinical governance process.

It was clearly a medical conference but some elements had clear links with the wider emergency services. One speaker was able to call upon the use of private CCTV footage to illustrate in real time a heart attack case they had dealt with. That footage had shown the patient falling to the ground with a heart attack, being treated by the first aiders on site, showed the highly creditable times of arrival of the ground ambulance and then the air ambulance and all the treatment.

It was clearly highly instructional footage and only being shown to a limited audience but the physical and legal difficulties faced in acquiring it for training use – let alone showing it to a wider audience – were massive.

In the real world the number of actual CCTVs is falling slightly but the recent arrival of emer-



agency workers carrying an even greater number of body cams as a matter of course might alter that. Body cams will be taken into live emergency situations with an enhanced potential for subsequent value in training. The question was raised as to whether the footage would become easier or harder to access.

GREAT WEST: The charity was formed in 2008 is now 7 years old, and the crew attended their first mission on 3rd June.

They were called to a road traffic collision on the M5, at junction 21 for Weston-super-Mare. Since that day the team, who are currently based at Filton airfield in Bristol, have attended 14,323 missions.

Of those 4,251 were by helicopter and 10,072 by one of the two rapid response vehicles. GWAAC provides one of the busiest air ambulances in the UK, serving the counties of Bristol, Bath and North East Somerset, South Gloucestershire, Gloucestershire, North Somerset and parts of Wiltshire.

It is estimated that one patient in five – a patient otherwise expected to die – survives.

KENT SURREY SUSSEX: The Trust has reached an agreement with wireless supplier Tactical Wireless (TWL) to jointly research and develop a backpack-mounted version of TWL's existing Omni-Hub multi-mode communications unit.

TWL has collaborated with a number of other suppliers, including satellite operator Inmarsat and load-balancing and virtual private network-bonding specialist PepLink, to develop the Omni-Hub system.

Omni-Hub integrates a number of technologies, including a multi-band router and advanced video management system, to offer communications capability in remote and hard-to-reach areas.

Its key feature is a multiple-input-multiple-output (MIMO) antenna pod, which combines up

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to eight cellular, four Wi-Fi and a GPS antenna. By aggregating bandwidth and managing the transmission, the MIMO pod ensures an Omni-Hub unit can use the available bandwidth more efficiently.

Using its high-gain MIMO technology, TWL has surveyed key parts of KSSA's area of operations. Managing all four UK mobile networks – EE, O2, Three and Vodafone – it has already managed to achieve live video transmission in areas that were otherwise not-spots for mobile communications.

KSSA will use the backpack-mounted version to provide its paramedics with high-definition video, audio and medical data links to and from the Trust's control centre based in Marden, near Tonbridge in Kent. It will be capable of operating for eight hours a day using on-board battery packs.

The Trust is also in discussions with TWL to develop another version of Omni-Hub for use in-flight.

WALES: Wales' new 'flying' doctors' have been officially cleared for take-off after being launched by the First Minister of Wales, Carwyn Jones.

The Welsh Government-funded EMRTS (Emergency Medical Retrieval and Transfer Service) Cymru sees consultants join critical care practitioners on Wales Air Ambulance missions for the first time.

The teams are able to reach 95% of the population by air and 46% by road within 30 minutes.

Having been operational since the end of April, the 'flying doctors' have already completed more than 100 missions on board Wales Air Ambulance's helicopters.

To date, the team have carried out six blood transfusions and administered more than 20 emergency anaesthetics. More than half of the calls the EMRTS team have responded to have been trauma incidents.

As well as deploying doctors on the air ambulance's fleet of helicopters, EMRTS Cymru has also introduced new technology and equipment pioneered by the armed forces and developments which are a first for helicopter emergency medical service operations in the UK.

Upgraded services include new equipment usually only seen in hospitals; new 4x4 emergency response vehicles and an increased range of treatments for seriously-ill and injured people across Wales.

The launch of EMRTS Cymru means Wales Air Ambulance has become one of the first civilian services of its kind in Europe to carry three separate blood products, allowing the critical care team to carry out blood transfusions at the scene of an emergency. It has also introduced state-of-the-art monitors, ventilators, blood monitoring apparatus and ultrasound scanners.



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The Welsh Government is providing £2.868M from 2015-16 to support EMRTS Cymru's critical care team. The Wales Air Ambulance continues to rely on charitable donations to raise the £6M required each year to keep the air ambulances flying.

Planning permission has been granted for a new Wales Air Ambulance headquarters and a helicopter base in Llanelli. The plan will require the raising of £500,000.

In March, the lifesaving charity laid out its aims about plans to relocate its headquarters from two separate sites in Swansea to one site in Llanelli. The permission relates to a site at Llanelli Gate, near Heol Aur, in Dafen and will see the erection of head office facilities, a hangar and a helipad for the Air Ambulance helicopter.

It will be the first time the charity's head office is being co-located with a helicopter and it will also bring about ownership of the property thus saving the charity thousands of pounds every year – the figure has been put at £40,000 a year - by having its own fuel supply.

UNITED STATES

INDIANA: A new helicopter landing pad on SpringHill's property in northern Jackson County could help save lives in the event of a medical emergency.

SpringHill in West State Road 258 near Seymour, is an evangelical Christian organization that hosts thousands of children and families for summer camp, family camp and youth retreats.

In the past, anyone requiring medical air transport in that part of the county would be taken to Hamilton Township Volunteer Fire Department in Cortland, where a StatFlight helicopter would land.

Now in less than 12 minutes, StatFlight can make a landing at the new landing site near the Red Brush pavilion on SpringHill's property.

TEXAS: Air ambulances are called when minutes matter and a new partnership with The Medical Center of Plano and PHI Air Medical (PHI) are ensuring that patients receive the most advanced trauma treatment available while in flight.

The Medical Center of Plano is supplying PHI with plasma and blood products for placement on four of its North Texas Helicopters. PHI has installed special refrigerators at their helicopter bases and on their helicopters to safely accommodate the blood products.

Results of recent medical research indicate that giving patients in haemorrhagic shock excessive IV fluids inhibits blood clotting by diluting the patient's intrinsic clotting factors, and patients with massive haemorrhage need rapid administration of packed red blood cells with equal and concurrent administration of plasma in order to effectively treat shock.

The Medical Center of Plano is the only Level II Trauma Center in Collin County and had more than 3,500 trauma activations last year, and is currently taking steps to become a Level I trauma facility.



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FIRE CHINA

On June 9th in the aviation industrial park located in Liangjiang New Area's Longxing Industrial Park, technicians were preparing for service an American Bell 412 helicopter that just arrived in Chongqing. The helicopter purchased by Chongqing General Aviation Co., Ltd will be used in transportation, emergency rescue and firefighting. [CQNewsNet]

UNITED STATES

OREGON: The vice president of a defunct Grants Pass helicopter company Carson's was sentenced to 12½ years in federal prison for lying about the carrying capacities of his firm's helicopters, including the overloaded Sikorsky S-61N that crashed at a Northern California fire in August 2008, killing nine people.

Co-defendant Levi Phillips also facing prison was Carson's director of maintenance and reported directly to Metheny, he pleaded guilty to one count of conspiracy to commit mail and wire fraud and cooperated in the government's case against Metheny.

According to prosecutors, Metheny filed false documents for Carson Helicopters to gain \$51.7M worth of Forest Service contracts a fraud that was revealed in the wake of the deadliest crash involving working firefighters in U.S. wildland firefighting history.

Carson's deliberate understatement of the weight of its helicopter and lapses in safety oversight caused the crash in 2008 a NTSB investigation found. NTSB officials said the helicopter weighed more than 19,000 pounds when pilots tried to take off from a mountaintop clearing. If Forest Service guidelines had been followed, investigators said, the weight shouldn't have exceeded 15,840 pounds.



SEARCH AND RESCUE CANADA

In a reversal of the previous position it seems likely that the EH101 airframes purchased from the USA are likely to enter service as airframes rather than being broken up for spares.

The helicopters were designed to transport U.S. presidents but went astray from the original concept and were ultimately cancelled and the parts sold off to Canada.

The Department of National Defence had been insistent that the presidential helicopters, purchased in 2011 for spare parts for Canada's current search-and-rescue choppers, would never be used as actual aircraft.

It is now being argued by some within the Royal Canadian Air Force that since the \$3-billion helicopters, known as the VH-71, were airworthy, it didn't make sense to strip them down for parts. They are pushing for the aircraft to be added to the RCAF flight line of 14 remaining Cormorants.

The nine new helicopters, as well as more than 800,000 spare parts, were purchased for about \$164M. Seven are deemed to be airworthy.

Defence sources say the RCAF is considering using the helicopters to bolster the search-and-rescue fleet in the coming years since it will have to remove some Cormorants from service as they go through a mid-life upgrade.

Canada embarked on the presidential helicopter deal with the aim of trying to cut down on the excessive amount of time the Cormorants spent on the ground because of a lack of parts – that aim is said to have been met just using the stockpile of spares that came with the airframes. [Ottawa Citizen]



EUROPE

MEDITERRANEAN: During the month ships of many nations sailed to help the horde of migrants attempting to cross from Northern Africa to Europe.

As the month wore on though some nations let it be known that they were again of a mind that providing the easy and guaranteed rescue service was making matters worse and leading to yet more unsuitable vessels setting off north from the coastline.

Early in the month British, Swedish, Spanish and Italian ships were sent to help some ten migrant boats that called for assistance in the wake of the rescue of thousands of others in the Mediterranean the previous weekend. In that instance 3,500 migrants were rescued from nine wooden boats and six rubber ones about 45 miles from the Libyan coast. According to the privately funded Migrant Offshore Aid Station (MOAS) two German ships, an Irish ship and several Italian ones were involved.

Days later the British warship HMS Bulwark launched a mission to rescue at least 500 migrants, a helicopter having identified four migrant vessels in apparent distress.

The Italian coast guard, which coordinates rescue efforts from Rome, said a total of 10 distress calls had been received. Apart from the international group of navy ships in the area, a Singapore-based merchant ship had also been called in to help.

The European Union bolstered its presence in the Mediterranean between Sicily and Libya to help rescue people in boats taking advantage of the calm summer seas to attempt the crossing but the EU is still debating how to handle the refugees and migrants once they are ashore. There was a plan to disperse 40,000 asylum seekers from Italy and Greece to other member states but that did not go down well in many countries.

The Commission's plan also foresees bolstering the enforcement of an EU treaty that says an asylum seeker must seek refuge in the nation where he or she enters the bloc.

During the first five months of the year, there were 46,500 sea arrivals into Italy, a 12% increase on the same period of last year, and it is predicted that 200,000 will come this year, up from 170,000 in 2014. [Arab News]

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KOREA

The Korean Coast Guard has once again selected AEM's Loud Speaker systems. The new contract is for 700W systems to be set up on their Ka-32 helicopters. The immediate requirement is for five systems that will be installed, tested and certified in Korea by LG International's Aviation Unit.

UNITED KINGDOM

BRISTOW HELICOPTERS: UK SAR provider Bristow Helicopters have entered into a substantial agreement with AV Group for a series of steel modular buildings that will provide exclusive accommodation and welfare facilities for its new helicopter search and rescue (SAR) team, operating out of Lydd Airport in Kent.

The SAR operation due to launch in July 2015 from Lydd, will employ about 30 crew, engineers and support staff. The airport is undertaking a significant programme of re-development and expansion to accommodate the new service. New facilities include a runway extension and new hangar.

Twelve 9.7m x 3m steel units, have been manufactured by Danzer Limited for sister company the AV Group. They have been fitted out specifically for Bristow Helicopters and will provide support facilities enabling them to carry out missions along the south coast of England from Lydd for at least the next 12 months once the Royal Air Force ceases operations in July.

Danzer's Dan Holloway says, "This is a unique project and we are delighted to be able to provide some of the facilities required to deliver such an important service. We were selected by Bristow due to our ability to develop cost effective layouts, using our 32x10 Open-Space modules and cabins, and we designed the configuration which best suited their needs, available space and budget."

The units have been installed within the main hangar at Lydd Airport. The space will allow the provision of Avionics and Aircraft workshops, a bonded store, lecture and training rooms, chief pilot, crewman, and engineer's offices, and welfare facilities including locker rooms, a canteen, toilet and showers.



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A BZ Media Event

At the May SAR2015 event in Brighton Kingston University was displaying a very rustic looking device called the Eddley Search Target [EST]. At first viewing it appeared that one booth was occupied by nothing more than the left overs of a failed clothing shop – the number of apparently abandoned polystyrene heads gave out the wrong message. Still it was a good start for a talking point.

The purpose of the 'debris' was a very worthwhile economy search tool and in any case far better than the black plastic bags used for the well-known and often quoted search trials undertaken by the UK Home Office.

The EST is a cheap, robust and effective search target. It was designed for a research project, measuring the effectiveness of thermal imaging cameras for finding drowning people from lifeboats.

The designers claim that it has a number of features that make it superior to traditional rescue dummies for training and research.

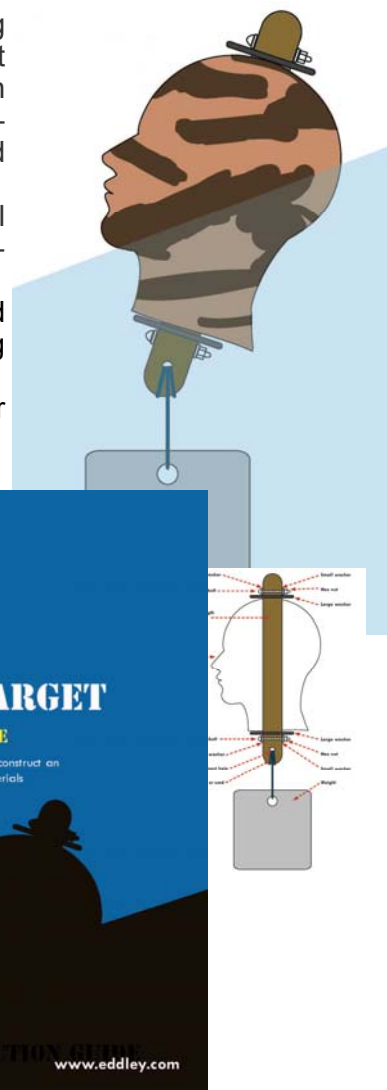
The EST can be put together for around \$5, where a typical manufactured device weighing about 40kg costs around \$1,000 and is just as likely to sink as work.

The classic Eddley is made using a polystyrene shop mannequin head, although any shaped lump of polystyrene would suffice.

The heads can therefore be shaped or selected to be the exact size and shape of the target required and can be painted as appropriate.

To provide realistic movement: the Eddley has a 3 kilo weight suspended by a line underneath the target so that it sits at a realistic depth under the water. The swinging movement of the weight makes the target "bob" or "nod" as it swings, creating a movement similar to a person.

It is possible to add lights, RFID transmitters, GPS or heat pads thus varying the type of signature and enables it to be tracked and to demonstrate the action of currents on swimmers.



UNITED STATES

FEDERAL: The Coast Guard delivered its 93rd upgraded MH-65D Dolphin helicopter to Air Station Detroit in early May, bringing this segment of the recapitalization and modernization program to full operational capability.

With this delivery, all air stations with short range recovery helicopters now have the upgraded MH-65D. The Coast Guard is in the process of upgrading the last six MH-65Cs, which will be stationed at the Aviation Logistics Center in Elizabeth City, North Carolina, to support depot maintenance activities.

Since the first MH-65D delivery in 2009, the upgraded airframes have accumulated more than 116,417 flight hours. The "Delta" configuration incorporated a new cockpit computing system that will integrate with the common avionics structure anticipated in the next model of MH-65, the "Echo" model (MH-65E). The attitude gyros and wind estimation system used by pilots for navigation in the MH-65C were replaced with an improved embedded GPS and inertial navigation system. These improvements are not only more capable but also deliver dramatically increased reliability and reduced maintenance costs. Several other avionics components were replaced to further enhance the reliability of the airframe and avoid increasing replacement costs for obsolete parts.

In addition to the transition to the common avionics architecture system, or "glass" or digital cockpit, the MH-65E will include an updated Automatic Flight Control System, additional modernization of the avionics system and installation of new sensors. The digital cockpit will provide a common avionics architecture for the Coast Guard's rotary wing aircraft. Design work on this segment has been completed and the program begins test and evaluation this summer.

CybAero, which develops and manufactures remotely piloted helicopter systems, received an order in January 2014 for three systems to China Customs. The systems will be based on three new ships and used for applications such as customs control, port management and anti-smuggling operations.

CybAero completed the tests and trials for the first system which will be supplied to China Customs for operational use from the new ships. The tests were performed with the Chinese shipyard that builds the ships for the end user.

The main component of the system is CybAero's APID 60 autonomous helicopter with the extended capability to automatically operate from ships. This also includes ground control stations, landing systems supporting the capability of the helicopters to automatically take off and land on ships. This unique capability makes the system state of the art. China Customs will be the first client in the world to adopt this unique functionality. The system gives them the ability to efficiently and automatically survey very large areas, making China Customs pioneers.

The tests were successfully performed in Sweden according to plan. However, a few of the tests are not allowed to be performed on site in Sweden, but will be performed on site in China instead.

The first system will now be shipped to the client where final integration with the ship and additional final tests will be performed. The remaining two systems will be shipped shortly afterward.

The German Armed Forces (Bundeswehr) have awarded **Airbus Helicopters** a full-service contract for the new H145M rotorcraft – which is to make its military debut with the German Air Force later this year.

This seven-year comprehensive co-operative support and services agreement will ensure optimal availability, reliability and readiness for the German Air Force's fleet of 15 H145M helicopters (previously designated the EC645 T2), which are to be used primarily in missions with the country's Special Forces Command (Kommando Spezialkräfte).

Airbus Helicopters' responsibility includes e.g. the management and implementation of maintenance and repair activities, material supply and airworthiness. The company will locate a dedicated team at the Laupheim Air Base in Baden-Württemberg, South Germany, creating a close cooperation with the Bundeswehr technicians who will support these helicopters during their missions around the world.

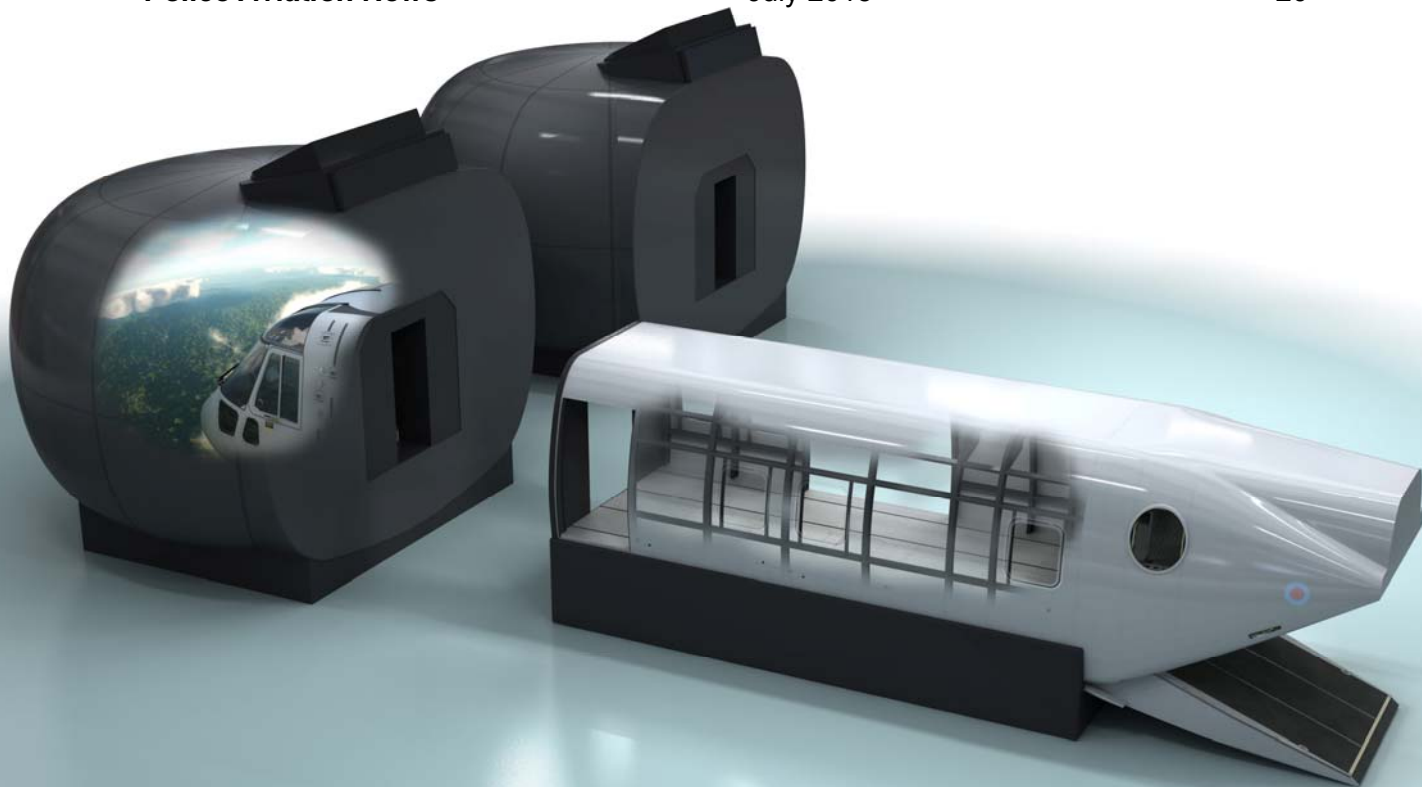
Kaman Corporation Aerosystems division has resumed production of commercial K-MAX® heavy-lift utility helicopter. The aircraft will be manufactured at Kaman's Jacksonville, Florida and Bloomfield, Connecticut facilities and production and hiring for the program has already begun. The first new helicopter is expected to be delivered in early-2017.

K-MAX® aircraft are used around the world for firefighting, logging and other missions requiring repetitive aerial lift capabilities. The U.S. Marine Corps maintains two unmanned K-MAX® aircraft developed with Lockheed Martin. These aircraft successfully supported the U.S. Marine Corps in Afghanistan for thirty-three months from 2011-2014 carrying more than 4.5 million pounds of cargo. Additional unmanned firefighting and humanitarian missions for K-MAX® are also being developed and tested.

Development of the K-MAX® was led by Kaman founder and former CEO, aviation pioneer Charles H. Kaman, and received Federal Aviation Administration certification in 1994. The single-engine, single-seat K-MAX® is a rugged low-maintenance aircraft that features a counter-rotating rotor system and is optimized for external load operations and designed specifically for vertical reference flight. The aircraft can lift up to 6,000 pounds (2,722 kg).



It has been around a long time—this was Helitech at Redhill in 1995!



©AgustaWestland

AgustaWestland has been awarded a contract by the UK Ministry of Defence (MoD) to supply AW101 Merlin Mk4/4a aircrew synthetic training equipment that will equip a dedicated training facility at RNAS Yeovilton. The contract is valued at approximately £29M (€40M).

AgustaWestland conducted a competition for the supply of the training equipment on behalf of the MoD, which attracted bids from several UK and international suppliers. Following an assessment of the bids, involving project stakeholders and flight simulation experts, CAE has been selected to supply two Flight Training Devices, a Flight Navigation Procedures Trainer and a Rear Crew Trainer.

The training devices will equip a dedicated Merlin Commando Helicopter Force training facility located at the aircraft's main operating base - RNAS Yeovilton. The training devices will enable multi-aircraft and whole crew training, utilising augmented reality which will further enhance the training experience for the rear crew.

The facility is scheduled to start delivering training courses in late 2017 and will achieve full capability from 2018.

Twenty five AW101 Merlin Mk4/4a helicopters will replace the capability currently provided by Sea King Mk4 helicopters after these are retired from service in 2016. The aircraft are being converted from the Merlin Mk3/3a by AgustaWestland.

SATcase™, the device that adds satellite connectivity and Search and Rescue (SAR) capability to the common smartphone, has teamed up with award-winning manufacturer SunnyBAG to add solar power to the offering. This means that users will now benefit from increased battery life, and longer lasting satellite connectivity, when other power sources are

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out of range.

SunnyBAG produces a range of bags that include integrated flexible solar panels. These panels enable each bag to convert sunlight into electrical power, creating personal power stations for charging mobile devices. As part of a strategic partnership, SunnyBAG is set to create a purpose-designed durable, yet lightweight bag to hold the SATcase™ when not in use. This will ensure the unit remains charged from a never-ending source of energy - the sun.

Sikorsky continues to cut back and last month it was announced that it was cutting up to 500 jobs in Poland at the PZL Mielec Plant as well as laying off 160 full-time employees and 560 contractors at its facility in Coatesville USA because low oil prices have cut demand for its helicopters from oil and gas exploration companies.

The Coatesville facility is headquarters for the commercial division. About 80% of its products go to oil and gas companies or firms in related industries.

Layoffs of full-time employees will occur over the next 12 months, contractors' agreements will not be renewed.

The layoffs will total 1,400 people, with the rest at Sikorsky facilities in Connecticut, where Sikorsky makes military helicopters, and in Poland. Sikorsky has also had some weakness in foreign military sales.

Although none of the layoffs were a result of a facility closing the company will close its plant in Bridgeport, Connecticut, moving some workers to its facility in Stratford, Connecticut. Meanwhile industry waits to see who will buy the company from United Technologies Corp [UTC].

UTC Aerospace Systems, [UTCAS] is expanding its rescue hoist and cargo winch systems maintenance, repair and overhaul (MRO) capabilities in Asia, Europe and the Americas. The expansion activities include local affiliates opening new MRO centers of excellence, adding capability to existing UTC Aerospace Systems MRO sites, and licensing preferred providers to perform MRO services to exacting standards. Activities are underway now and are expected to continue worldwide through 2016. The expanded capabilities join existing UTC Aerospace Systems hoist and cargo winch MRO centres of excellence, operated by affiliates in Brea, California, and Saint Ouen L'Aumone, France.



UTCAS is also enlarging support to customers with a new **Cloud Cap Technology** Surveillance Training & Services Center, providing education, hands-on experience and the support of a team of experts to users of its airborne reconnaissance payloads. Cloud Cap now offers customers classroom-based simulation and real-time training on operation, maintenance and image optimization of their electro-optical / infrared (EO/IR) imaging systems, including TASE gimbals and Piccolo autopilots.

The training facility supports customer education in two ways: by providing real-time surveillance training, simulation and airborne services; and developing custom curriculum for users with specific requirements, typically for airborne law enforcement and commercial applications. The facility features 10 stations, each with a full video simulation environment, giving students experience with the state-of-the-art EO/IR cameras.

The Surveillance Training & Services Center is located at the Cloud Cap Technology facilities in Hood River, Oregon, and training is also available at the customer site. For more information on classes and schedules, please visit www.cloudcaptech.com.

UTC Aerospace Systems designs, manufactures and services integrated systems and components for the aerospace and defence industries. www.utc.com.

During the Paris Air Show, **Turbomeca (Safran)** celebrated a major achievement: 100 million hours flown by its engine range. A Turbomeca-powered helicopter takes off every nine seconds, somewhere in the world.

The first flight of a Turbomeca turboshaft took place in 1949. Since then, Turbomeca has produced over 72,000 more and is now the leading helicopter engine manufacturer world-

wide.

Today, 18,200 Turbomeca engines are in service around the world. Through powering new-generation rotorcraft like the Airbus Helicopter H160 and the Bell 505 Jet Ranger X, the Saf-ran's subsidiary remains at the leading edge of innovation. It is committed to remaining the first-choice engine provider of the helicopter industry.

Turbomeca's history has been marked by numerous records. Its Artouste II powered the Alouette II, the first serially-produced turbine-powered helicopter in the world. The helicopter's flight altitude record was also set using a Turbomeca engine.

RUAG Aviation has taken the first steps towards bringing serial production of the Dornier 228 online. The move was announced against the backdrop of the International Paris Air Show.

RUAG will produce four aircraft per year from mid-2016, with this number set to increase in line with demand. Assembly of the fuselage has already begun, and the wing panels are currently in the forming process. The final assembly line has also been set up in Munich-Oberpfaffenhofen as part of the ongoing preparations to get the facility ready for the start of serial production.

Last year, RUAG Aviation signed a partnership agreement with Tata Advanced Systems to produce the airframes as part of its existing production to meet the needs of the Indian marketplace.



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PARIS AIR SHOW BY AIRBUS HELICOPTERS



At the Paris Air Show **L-3 WESCAM** announced that products from its MX Series line of electro-optical and infrared (EO/IR) systems have been selected by Airbus Helicopters as the targeting systems of choice for the company's Generic Weapon Systems (GWS) program.

L-3's MX™ 10D and MX™ 15D will be key components of the modernized system package offerings configured to support anti-submarine warfare, tactical troop transport, search-and-rescue, medical evacuation and special operations from Airbus' H225M and H145M helicopters.

"Our MX systems are commercial-off-the-shelf products designed with superior stabilisation, high-magnification optics and advanced GEO-location technologies," said Paul Jennison, vice president of government sales and business development for L-3 WESCAM. "We are

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very proud to supply Airbus Helicopters with targeting solutions that can be delivered on a short timeline, complete with all the technologies required to fulfil varying mission profiles."

L-3 WESCAM's combat-proven targeting systems provide powerful operational capabilities and are configured with high-sensitivity multi-spectral sensors for day, low-light and night missions. Over 530 MX targeting systems have been delivered since L-3 WESCAM's debut into the targeting market in 2005. These systems are operational on more than 40 different airborne platforms and continue to support militaries and government agencies across 15 countries. www.wescam.com.

FLIR Systems, Inc. has announced that the next generation FLIR ONE™ thermal imager is now available for purchase worldwide. With versions for both iOS and Android device platforms, the versatile and pocket-sized FLIR ONE transforms a mobile device into a powerful thermal imager that sees heat and accurately measures temperature. Providing users with the incredible ability to see temperature variations smaller than a tenth of a degree, the technology enables a host of practical applications, from identifying energy inefficiencies and water leaks in a home, to enabling safe and enjoyable outdoor exploration.

The new FLIR ONE utilizes either a micro-USB connector for Android devices or a Lightning connector for iOS devices to offer a compact accessory that easily connects to a smartphone or tablet. The FLIR ONE is powered by an internal battery and utilizes FLIR's latest generation Lepton thermal camera core, which features four times the resolution of the previous version. Images are further enhanced with FLIR's patented multi-spectral dynamic imaging (MSX®) technology, which embosses the edge details from FLIR ONE's visible camera onto the thermal image producing high fidelity images.

FLIR also announced that it will release an updated iOS software development kit (SDK) and a new Android SDK to enable developers to build and launch creative apps for both mobile device platforms. Two new programs will support the app developer community and end users of the FLIR ONE products:

The "FLIR Certified Developer" program offers developers training in thermal imaging technology and the use of FLIR ONE developer tools.

The "FLIR Approved Application" program offers developers publicity through FLIR marketing programs and the "FLIR Approved" distinction.

"Last year, we successfully introduced the world to the FLIR ONE, the world's first thermal imaging accessory for a smartphone. This next generation FLIR ONE builds on this success by offering higher performance, broader compatibility, and a compelling value proposition," said Andy Teich, President and CEO of FLIR Systems. "And with the launch of our new application developer support programs, we expect to see new applications and use cases emerge for this new FLIR ONE platform."

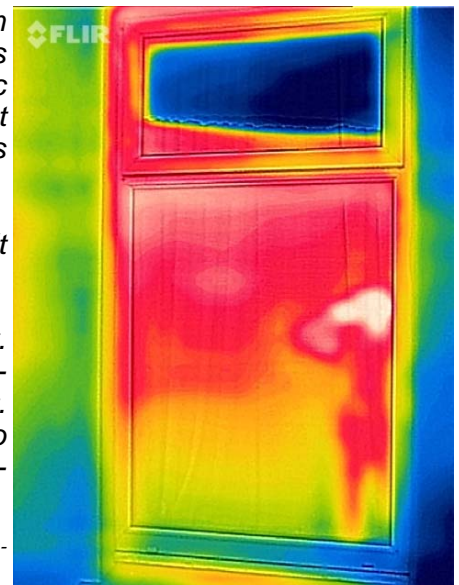
FLIR ONE, with an MSRP of \$249.99, is available worldwide for iOS devices on FLIR.com/FLIRONE, with the Android-compatible version being available from this month. Roll-out at worldwide e-tailers and retailers will begin in July and continue throughout the second half of 2015. The first generation FLIR ONE for Apple's iPhone 5/5s platform is now available for \$149.99. www.flir.com/FLIRONE.

Ed: The editor had loan of one of the earlier FLIR ONE devices on trial last year and found that it did offer all that was promised in terms of capability. Indeed the trial photography undertaken in a domestic setting was real money saving stuff in that it identified cold spots, hot spots and draughts that might, if remedied save significant amounts of money.

For those with only occasional needs In low level commercial use it presents an economic solution for engineering uses.

Where the device potentially failed was in the area of redundancy. Apple and their iPhone [wonderful though it may be] are not particularly robust partners and change their designs at the drop of a hat. That might potentially leave a FLIR ONE owner without a platform to use it on. This latest development in embracing further cellphone designs might well address this potential problem.

Just a window but clearly displaying a wide range of temperature variations not visible to the naked eye.



ACCIDENTS & INCIDENTS

29 May 2015 Airbus AS355N PR-ADA. Air ambulance. The helicopter took off to perform a patient removal flight to Tabatinga. At approximately 19 NM from Tabatinga, the aircraft collided with treetops and, as a result of this shock came to impact against the ground and caught fire at Atalaia, Brazil killing five persons..

29 May 2015 Bell 430 MOH-2 Air ambulance of Kuwait Life Flight HEMS. Suffered significant strike on the windscreen but the object—a stone did not penetrate the cabin.

2 June 2015 Airbus Helicopters AS350 9N-AJP Mountain Air Nepal on charter to Médecins Sans Frontières as a rescue helicopter in the ongoing earthquake emergency in Nepal crashed in Sindhupalchowk district, , about 60 km (38 miles) northeast of Kathmandu, Nepal killing four people including Captain Subek Shrestha the pilot, two other Nepalese males and one female of Dutch origin. Sindhupalchowk district suffered the highest death toll in the 7.8 magnitude earthquake, which hit the Himalayan nation on April 25 and May 12 in Nepal claimed the lives of more than 8,500 people. Some media reports said the chopper hit electric power lines before it crashed. [Media]

8 June 2015 Bell UH-1H N911NV Main blades clipped tree. Landed safely without further damage. [Helihub]

9 June 2015 Dornier 228 CG-791 Indian Coast Guard. The surveillance aircraft went missing at night with three crew on board. The aircraft CG-791, new last year, was in touch with airport authorities in Tiruchirappalli and was last located about 16 nautical miles off the coast of Chidambaram, somewhere between Cuddalore and Karaikal trying to get in touch with air traffic control authorities. It was on a routine sortie flown by pilot Dy Commandant Vidya Sagar, co-pilot Dy Commandant MK Soni and navigator Subash Suresh. [Media]

27 June 2015 Eurocopter EC145 N145SM. Air ambulance of Mayo Clinic, Austin, Minnesota. Aircraft being displayed at the static of the Air Spectacular at Mankato Regional Airport MN. The helicopter was inadvertently powered up by a member of the public and had to be taken out of service. The on-site team were able to quickly shut down the helicopter but two people suffered minor injuries when a nearby sun shade tipped over. [Media KEYC]

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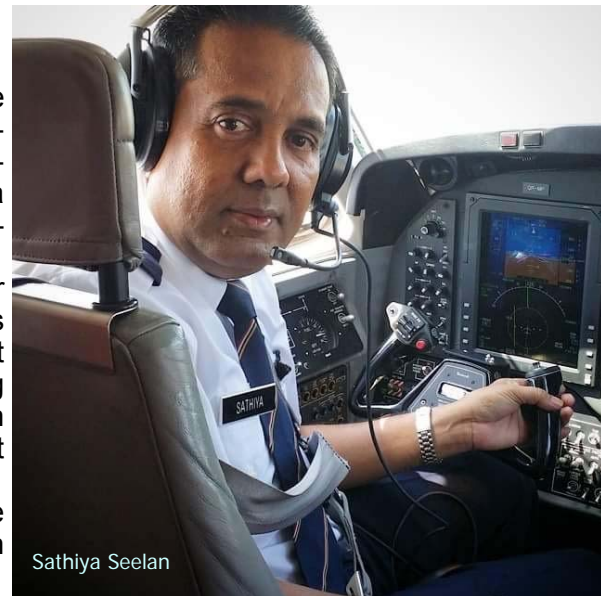
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PEOPLE

Senior Assistant Commissioner Sathiya Seelan of the Royal Malaysia Police has been promoted to command police air support in Malaysia effective June 16. He was previously the Deputy Commander of Air Operations. Sathiya has been 36 years in law enforcement, seven years in intelligence and nearly 30 years in airborne law enforcement. He still flies operationally as Captain of Beechcraft King Air 350 and has logged 4,000 hours flying various aircraft types including tail dragger Pilatus Porter PC 6B2H4. A recent edition of PAN detailed a ferry flight mission flying the King Air 350 from Wichita, Kansas to Malaysia with Capt. Alen Begg of Hawker Pacific in 8 days clocking a total of 41 flight hours.

He was the prime mover in a series of International Police Aviation Conferences arranged by the RMP in cooperation Tangent Link in Kuala Lumpur.



Sathiya Seelan



Superintendent Richard Watson of the UK National Police Air Service has tendered his resignation from the police service effective the end of July. He is retiring after 33 years service, leaving NPAS and his 'home' force in Kent.

Richard first came to notice of the wider aviation community in 2008 when he was linked with the ill-fated South Coast Project of BAE Systems designed to bring about the use of unmanned aircraft to patrol the English Channel for a number of agencies including Kent Police. During his term within aviation he visited a number of events to present on the development of NPAS including long distance missions to the Police Aviation Conference in Kuala Lumpur, Malaysia during 2011.

His retirement will result in some significant changes at the top of NPAS [See page 4 this edition].

MOVE ALONG THERE

Anyone already distressed at the thought of attending the upcoming DSEi and Helitech events at ExCel in London's Docklands rather than Duxford had better hope that the same fate that befell the recent IFSEC/FIREX/HEALTH & SAFETY show does not repeat itself.

A points failure at the start of the rail line that serves the ExCel half way through Day 2 meant that attendees were faced with a one mile walk to and from ExCel in the sun from the nearest working rail station or an alternative and wholly inadequate replacement bus service that many simply could not find.

Not the fault of the organisers but they would take the brunt of the complaints. As for the show affected I subsequently learned that the bustling venue was like a ghost town two hours after the failure set in. Shows need stamina and an unexpected route march for potential attendees tends to sap much of that.

Ed: Too late on the day but I subsequently learned that much of the walking could be eradicated by travelling to the station for the O2 Dome – North Greenwich on the Jubilee Line – and travelling back across the river by the Emirates Cable Car. If you use your travel card that only costs £3.40 and is worth every bit of the cost! Similar modes of travel across the world might cost ten times as much. A BARGAIN AND GREAT VIEWS!



AWARD ANYONE?

The editor has never been a great fan of any of the variations of the 'Annual Awards for Doing Your Job' on the grounds that if it's a real good job you will get a medal for it anyway and who is going to polish the bit of glass anyway?

There are other awards of course including the annual 'I like Bell Helicopter' competition but now there is yet another award fresh off the production line. Early last month *Vertical* the US magazine that has a PAN like sibling called *Vertical 911* put out a call for nominations for the world's best-looking law enforcement helicopters. From among the many fantastic photos that were submitted to them, they have narrowed it down to fifteen finalists and the public/reader vote was undertaken last month. It's too late now, it's all over! The favourites are being featured in the summer issue of *Vertical 911*:

In the online poll voters were given the opportunity to select three liveries out of the 15 finalists. Enough to say that the UK blue and yellow did not get a look in and that the only schemes without a distinctly American flavour were those of the Gendarmerie in France and Queensland in Australia – both oddly blue and white and certainly not the works of art I assumed they were after!

Apparently there will be a bonus distribution of 911 at the upcoming Airborne Law Enforcement Association Expo 2015, July 13-18 in Houston, Texas so I guess I had better go and collect mine in person!



FOR YOUR DIARY

DSEi Defence & Security Equipment International (DSEI) 2015 takes place at ExCel, London from September 15-18. The event will have its strongest ever aerospace offering, with leading platform and systems suppliers as well as smaller, specialist systems suppliers and the event will again feature an Air Zone dedicated to the aerospace supply chain.

While aerospace platforms are still central to the capabilities that will be on show at this year's DSEI exhibition, the event will also reflect the increasing emphasis on through life support and selective upgrades - a development which is being driven by the critical global trend in capital intensive programmes.

The exhibitor list features such OEMs and tier one suppliers as Airbus Defence & Space, Bell/Textron, Finmeccanica, L-3, Northrop Grumman, Saab, Raytheon, Thales and UTC. The exhibition also proves itself to be a valuable forum for smaller, specialist systems providers with many suppliers from other tiers exhibiting.



New helicopter project in the pipeline?

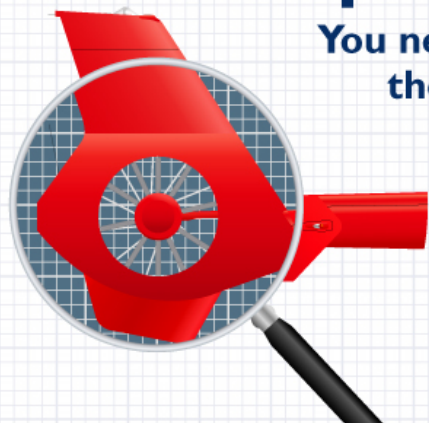
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EMERGENCY SERVICES SHOW UK. Increasing the dialogue and co-operation between the emergency services and the voluntary sector will be a key focus of The Emergency Services Show which takes place at the NEC in Birmingham from 23 to 24 September 2015.

Free to attend, The large Emergency Services Show features a dedicated Emergency Response Zone where key organisations and charities from across the voluntary sector can showcase their expertise and support services at no cost. Bay Search and Rescue, British Red Cross, Maritime Volunteer Service, Mountain Rescue England & Wales, National Association of Community First Responders, National Search and Rescue Dog Association, Royal Life Saving Society, Royal National Lifeboat Institute and The Salvation Army are among the many names who will be exhibiting there this year.



Visitors are being urged to engage with exhibiting organisations to gain a deeper understanding of the capabilities of the voluntary sector and the breadth of work it undertakes. Many will be surprised to discover free support services, training opportunities and the potential for joint operations.

Also exhibiting in the Emergency Response Zone are UK Civil Air Patrol. An organisation that encourages volunteers with the right qualifications to fly light aircraft, including helicopters and autogyros, to support the blue light emergency services and local government civil contingencies with affordable air observation and air to ground photography.

St John's Ambulance also hopes to raise awareness of this aspect of its work. Peter Huckle, national events and emergency operations manager, says: "Many are aware of the first aid our volunteers provide in their communities and at events, like football matches, marathons and music festivals, but they don't always know about the work we do in schools training hundreds of thousands of young people or our campaigning work or the free direct education we provide."

The Voluntary Sector Civil Protection Forum (VSCP) confirms that the voluntary sector employs over 15,000 and has around 260,000 volunteers it can call upon in the event of an emergency. It operates more than 2,000 vehicles including ambulances, 4x4s, lifeboats and aircraft. To register for free entry visit www.emergencyuk.com



The NEC is physically linked to Birmingham International Station and Birmingham Airport and is directly accessible from the UK motorway network. Parking for visitors and exhibitors is free of charge.

 **THE EMERGENCY SERVICES SHOW**

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Coming up this month is the annual gathering of the Airborne Law Enforcement Association. This year the event is being held in Downtown Houston, Texas in what is expected to be quite warm conditions! High season across the world [for air fares to get there] it is nonetheless cheap time in Houston because the heat means no-one really wants to be there! So it's the event and the associated classes rather than the location!

15-18 July 2015 ALEA Annual Conference & Exposition. Houston, Texas www.alea.org



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