

Police Aviation News

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PAR



Police in Munich Plan Ahead

Slovakia take Bell 429

NPAS Confirm P68R Fixed Wing

H145 for Yorkshire AA

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LAW ENFORCEMENT BULGARIA

BORDER CONTROLS: Bulgaria will increase the number of helicopters available to the border authorities to monitor the refugee flows close to the state border. After leaving their own countries the ongoing tide of migrants from such as Africa and the Middle East enter Europe either via the dangerous southern sea crossing to Italy or Malta or via a north-er route through Greece and Turkey. In the latter case many end up trying to pass through Bulgaria.

Prime Minister Boyko Borisov has announced additional resources to cover the Greek and Turkish border crossings. More than 15,000 people have been detained trying to illegally cross the border in the past six months.

Helicopters of the General Directorate of Border Police are monitoring the Bulgarian-Macedonian and part of the Bulgarian-Greek borders at regular intervals to meet a strict schedule of regular flights. [Focus Information Agency]

GERMANY

BAVARIA: The long standing plans to move the police air unit currently based at Munich Airport have quite a time to run.

A handful of years ago it was decided that the unit would move to Oberschleißheim [the site of the 2016 PAvCon] to share an existing facility as there were flightpath conflicts with the air unit wishing to cross the operational runway at Munich and an expectation that the problem would grow as the airport became busier.

The Federal air unit [Bundespolizei-Fliegerstaffel] Oberschleißheim are expected to move into their newly built facility this month and vacate the current building, Hangar 3, to enable it to be demolished with a view to providing space for the building of a new high tech facility for Bavaria.

Ed: Although it is not officially recognised the earliest police aviation organisation in Bavaria dates back to 1919 and was based on some Great War aircraft housed at Schleißheim for a few years until closed down by the Treaty of Versailles.



Federal Police EC135 ©PAR

FRONT COVER: The H145 is seeing increasing acceptance as the UK HEMS helicopter of the future with Yorkshire Air Ambulance having now joined those ordering it. They will receive delivery of the type one year from now. [Image BASL]



Soon to be demolished—Hangar 3 ©PAR

FEDERAL: The air unit at Oberschleißheim will leave the cramped facilities of Hangar 3 for a far more spacious high tech series of buildings.

The unit has a mixed rotary wing fleet of AS332L, EC135T2 and EC155B helicopters all housed in the single building which includes offices – the current ‘control tower’ is simply an office window. The operation will move across the apron and take-over premises that will provide each helicopter with a designated hangar space all overlooked by a high level control tower offering 360 degree views over the facility and much of the adjoining airfield.

This month the Federal Police will mark the 60th Anniversary of modern police aviation operations in Germany at a ceremony near Berlin. On September 17 there will be an event at the Bundespolizei-Fliegerstaffel Blumberg, Ahrensfelde that will include a speech by Dr Emily Haber State Secretary at the Federal Ministry of the Interior and licence presentations to the 35th Training Class.

NIGERIA

CROSS RIVER STATE: In order to deal with cases of militancy and sea pirates’ attacks in the southern region of the country, the Zone 6 Police Command in Calabar has taken delivery of a surveillance helicopter to use in a multi-agency task force to deter security threats in the area.

The ‘six-seat helicopter’ was received from the force headquarters in Abuja and on arrival at the Margaret Ekpo International airport, Calabar, by the Assistant Inspector General of police in charge of the Command, Mr. Tunde Ogunsakin.

A great deal is being expected of this single resource and it has already been promised that recent incidents of kidnapping and militancy in the zone would soon be of the past. The Marine Police was recently attacked and arms and ammunition carted away by militants who came in by sea. [Guardian/PAR]

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SLOVAKIA

MINISTRY OF THE INTERIOR: The Slovak Interior Ministry now possesses a new Bell 429 multi-purpose helicopter OM-BYM for use in a variety of police and rescue roles.

The Slovak Interior Minister Robert Kaliňák accepted the keys to the first of a number of Bell helicopters in a ceremony at Bratislava Airport on August 17.

The helicopter features a complete set of police equipment, including a rescue winch and Trakka searchlight and is painted in the classic green and white colours of the Slovak police complete with the inscription 'POLÍCIA'.

By the end of the year the ministry will take delivery of another helicopter of the same make. Apart from that, the ministry plans to announce public procurements for other helicopters, making it possible that eight new helicopters could join the Interior Ministry fleet in the next few years.

According to Slovakia's Central Register of Contracts, the contract for the first helicopter was signed between the ministry and companies called Forward Group Integrated Ltd. and Bell Helicopter Textron Inc. The contract includes the part exchange of a used and unserviceable 2001 Mil Mi-171 helicopter and three engines.

The value of the assets owned by Slovakia was calculated at €4.214 million, while the contract sets the market value of one Bell 429 helicopter at €5.38M. [Media]



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The trials P68R
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UNITED KINGDOM

NPAS: The contract for the 'long term' fixed wing contract has been let to Airborne Technologies and the unsuccessful bidders debriefed. The official signing will not take place immediately pending the completion of the negotiations.

The delay in award has been due to obtaining final NPAS Strategic Board approval and, subsequent to that, assurances from the Home Office that capital funding will remain available for the multiple years of the contract for four aircraft. This required Duty Minister sign off because of the Summer Recess.

The aircraft to be used is, as expected, the P68R. Some individuals have pointed out that this airframe is not currently IFR and indeed the first aircraft delivered will not be.

From airframe 2 onwards the aircraft will be certified for flight into known icing with the first airframe subsequently retro-fitted. There are some other capabilities being fitted which will improve poor weather operations too.

The location of the fixed wing base is still officially 'unknown' but negotiations are in hand for a location that will serve, probably from next summer.

Ripley, the helicopter base in Derbyshire will now close on January 20, 2016 at which time their aircraft will go into Bond at Staverton for the T2 upgrade. There is no news on a new location for the Ripley aircraft on its return.

As previously noted the first rebuild T2, originally G-SURY and now G-POLB, should be formally handed over at Helitech in October.

UNITED STATES

ALABAMA: The Shelby County Sheriff's Office has acquired a government surplus helicopter at no cost through the Federal 1033 program, making it the agency's first aircraft in its fleet since possibly the 1970s or '80s.

Sheriff John Samaniego has obtained his agency one of the most recent surplus options, a Bell 206/TH-67A Creek/JetRanger. The airframe is N67724 c/n 5195.

The Sheriff arranged for the helicopter to be flown from Fort Rucker to Coastal Helicopters in Panama City, Florida for repairs and a comprehensive safety inspection. The 20-year old aircraft is valued at over \$800,000.

The sheriff is using money from his discretionary account to fund the helicopter's operation, while the Shelby County Commission is expected to allocate other funding for the aircraft. Plans should see the construction of a hangar at the Shelby County Airport, a public use airport located four nautical miles southeast of the central business district of Alabaster, in Shelby County, Alabama.

Samaniego has prior knowledge of aircraft use from his time with the Tuscaloosa Police Department.



It has taken the unit a long time to recover from earlier equipment mistakes ©Metro

NEW YORK: The Suffolk County Police Department recently added a new H145 N171PD to its fleet, replacing an older AS350B2. Metro Aviation completed the twin-engine aircraft at its facility in Shreveport, Louisiana.

The multi-mission aircraft will be utilised for search and rescue, law enforcement and medevac missions. The interior includes an aluminium medical floor with avionics access, oxygen gas system, infrared camera system, Nightsun and the new Aerocomputers Model UC6000 Digital Mapping System.

The 900 square miles of Suffolk County are located on Long Island. With the addition of the new aircraft, the department's fleet consists of two AS350B2s and two H145s, which includes a EC145 completed by Metro Aviation in 2007. [Metro]

AIR AMBULANCE CANADA

ALBERTA: After years of lobbying by doctors, emergency workers and other local players, the provincial government announced last year it had committed \$5.5M to building a new helipad at the Fort McMurray hospital a site also known as the as the Northern Lights Regional Health Centre.

More recently the past premier Jim Prentice promoted the availability of the funding during a local visit last October, stating the helipad will save precious transport time for patients in a vast, thickly wooded region where many people work far from Fort McMurray. The government also pledged to start and finish construction this year, but the project has been mired in delays. It is stuck in the design phase, the original budget is under review and a completion date has been pushed back to late next year.

The helipad is supposed to be located on the hospital's roof. Previously, air ambulances landed in the health facility's parking lot, but Transport Canada closed that landing pad in 2007 because it didn't meet federal standards. That put the local service operating from the airport – a move that some claim has cost numerous lives, although no figures have been put forward. The local air ambulance operated by Phoenix Heli-Flight was upgraded last year with a new \$6.5M EC135T2e helicopter C-GERP upgrading the service previously based on AS350s and allowing 24-hour coverage for the first time. Phoenix, which is contracted by the Fort McMurray fire department at about \$3M annually, airlifted about 100 patients last year, compared with 40 to 60 in previous years. The current economic downturn should see a fall in patients this year.

Placing the helipad on the roof is posing challenges. The building was not built to have a helipad on the roof and potential reinforcements are being considered.

The Fort McMurray hospital services a population of about 125,000 including the non-permanent oil workers. The municipality is one of the largest in North America, covering 68,454 square kilometres. The hospital racked up 56,445 visits to its emergency department in the 2013 fiscal year. It is the only trauma centre for about 500 kilometres. [Globe and Mail]

UNITED KINGDOM

HAMPSHIRE & ISLE OF WIGHT: The air ambulance (HIOWAA) have reached a milestone 6,000 missions in the eight years that it has been operating.

Over the years of operating, the Air Ambulance has improved its service to members of the public; by carrying blood on board, flying with a doctor led crew and later this year introducing night time operations with a new upgraded aircraft.

The enhanced model of the EC135 helicopter is optimized specifically for night operations with crews equipped with night vision goggles to continue to deliver the highest standard of patient care.

Fenn Night Vision, the UK's leading designer and manufacturer of Night Vision Goggles (NVG's) for aviation, will be supplying the Hampshire and Isle of Wight Air Ambulance (HIOWAA) with NVG's when the charity begins night flying later this year.

The HIOWAA crew will be among the first to use the latest edition to the Fenn range of NVG's, the Fenn NG700+. The goggles work using a process of image intensification, and will have excellent light gathering power and a wide field of view, giving exceptional performance in low light conditions.

LONDON: Sources suggest that last month's item on the 50 day grounding of the London Air Ambulance was incorrect and the original media story was erroneous. As if to underline that the operator has announced that it is indeed going to purchase another Explorer!

With a figure of almost £4M so far raised towards a target of £6M, the organisation have completed on the purchase of a second MD Explorer. The purchased airframe, production number 00125, was previously operated by Gulf Helicopters for Hamad Medical Corporation. Hamad flew the aircraft from autumn 2008 until it retired its two Explorers in February 2014 when it commenced operations with three AgustaWestland AW139s.

Previously A7-NHA, the aircraft has now been registered G-LNDN.

Finance for the purchase has come from £1M from LIBOR fines levied on banks, another donation of £2M and £956,264 raised from other sources.

The acquisition of a second aircraft will ensure the minimum down-time during operational hours, in particular covering the annual maintenance period on the first Explorer.

The incorrect report repeated in PAN last month came from the London press mistakenly reporting a downtime of 50 days, thereby suggesting it was wholly a maintenance issue. Detailed analysis shows the 50 day absence being made up of 25 days for maintenance, 18 for repair to damage suffered while on the ground, and a cumulative 7 days during evening operational hours when the helicopter was available for the majority of those days. [Helihub/LAA]

THAMES VALLEY: Bond had a new EC135 delivered to them at Gloucestershire Airport on August 5. Delivered in the marks D-HCBA it was painted in a red colour scheme transferring to the UK marks G-TVAL to reflect the new users, Thames Valley .

THE AIR AMBULANCE SERVICE: In a short report published by the Charity Commission on August 12 they concluded that there were serious governance failings at The Air Ambulance Service [TAAS] charity after it ran a fundraising event that lost £111,000 and made a loan of £27,000 to its deputy chief executive.

TAAS operates two AgustaWestland 109 HEMS air ambulances and another dedicated to neonatal transfers as the Children's Air Ambulance.

A case report into the charity which runs air ambulance services covering Warwickshire, Northamptonshire, Derbyshire, Leicestershire and Rutland in central England and the Children's Air Ambulance which operates nationally, says that they received complaints about

the 2012 fundraising event, the loan - which the board was only told about after it was made - and a lack of oversight by the charity's trustees.

The failed fundraising event in 2012 involved the charity buying up seats for the London premiere of The Bodyguard theatre production, which it hoped to sell to raise funds. The purchase had been made before the event had been reviewed and in the event the offer was unpopular.

The commission said it found the event lost about £111,000 and concluded that it was "poorly planned and failed to apply proper project management methodology". The regulator also said the charity had failed to make adequate risk or due diligence assessments. The trustees contended that while the event was unsuccessful in raising funds, it had helped to raise the charity's profile and identify future donors.

The charity's most recent accounts state that the director of people and organisational management and deputy chief executive at the charity, received the loan to "secure her continuing employment".

The commission state that the trustees "did not exercise sufficient controls over the chief executive in relation to the two incidents" and that they appeared over-reliant on the chief executive and the chair. The two had a tendency to make strategic decisions without reference to the trustees. [CC/New Age/PA]

The report can be read at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/453021/the_air_ambulance_service.pdf



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The days of the Children's Air Ambulance being shunned across the UK air ambulance world have receded but the level of its success remains a little obscure. The service is promoted as being busy and indeed busy enough for them to consider the acquisition of two dedicated airframes – one based in the north and one in the south thanks to the Libor award but no sign yet of the additional airframe and or the bases.

A strange situation when only a short while ago the rest of the air ambulance community were adamant that there was no need for the service at all.

WILTSHIRE: The air ambulance charity may have found a new base in the county after a year-long search and early indications suggest that the potential neighbours will welcome them.

The lease on its hangar and offices at Wiltshire Police Headquarters in Devizes runs out at the end of 2017 and by then the charity hopes to be installed at a new site at Outmarsh Farm, Semington, south of Hampton Park West Industrial Estate and near Melksham.

Bosses at the charity needed to find a site that would allow helicopter crews to maintain their target of reaching anywhere in the county in 11 minutes. It is also away from major housing development and has good road links.

The charity recently presented its plans for the new base for public scrutiny by local people and businesses at a local rugby club. The complex will eventually include a helicopter pad, a hangar, offices and a visitor centre.

One of the positive spin-off attractions for the presence of the operation is that nearby Melksham does not have an ambulance station and the presence of WAA would provide enhanced out of hours medical cover.

This aspect was duly illustrated by taking some of their current neighbours to give testimony of past instances where WAA critical care paramedics with advanced medical skills have gone to neighbours in the rapid response vehicle to attend medical emergencies including road traffic collisions, heart attacks and strokes.

The financing of the project calls upon the largesse of an unnamed private benefactor who agreed to fund 75% of the building costs. This leaves the charity to find the rest of the projected £750,000 cost.

After the charity has assessed the feedback it receives, it anticipates submitting an outline planning application for the site later this year.

Pre-hospital blood transfusions can now be given to patients treated by Wiltshire Air Ambulance's Critical Care Paramedics.

On August 17 Wiltshire Air Ambulance (WAA) began carrying blood on the helicopter and rapid response vehicle, which will benefit seriously ill and injured patients in need of emergency blood transfusion.

The charity has teamed up with Great Western Air Ambulance Charity (GWAAC), based in Bristol, to fund the initiative and on the same date GWAAC began carrying blood on its helicopter. The two air ambulances are the first in the south west of England to carry blood.



The blood is collected daily from the North Bristol Trust Transfusion Laboratory at Southmead Hospital and delivered daily to WAA's Operations Centre in Devizes and GWAAC's airbase in Filton by the charity Freewheelers EVS, which covers the south west. Additional deliveries can be made if required by the air crews.

If the blood is not used, it will be returned to Southmead Hospital by the volunteer blood bikers after 24 hours. The blood storage boxes maintain the temperature of the blood within very narrow limits for well over 24 hours. Any unused blood units are therefore able to be put back into the Southmead Hospital blood bank, preventing waste.

The two units of O negative, is stored in a Credo blood box, an insulated box that maintains the blood within a narrow temperature range preventing damage and spoilage.

When blood is to be given to a patient it will be warmed from its cool storage temperature towards body temperature using a small portable device called a Belmont buddy lite Fluid Warmer.

The Credo blood box containing the units of blood can be switched from the helicopters to the Rapid Response Vehicles (RRV) used by WAA and GWAAC Critical Care Paramedics, if needed.

YORKSHIRE: Just when we thought it was all over Libor raises its head again in the air ambulance world. Despite the recent announcement from the AAA that the fund was used up more fines money has made its way into the air ambulance world. In this instance the money was delivered independently of the AAA.

The Chancellor of the Exchequer George Osborne announced a £1M cash injection towards a new state-of-the-art helicopter for Yorkshire Air Ambulance which should enter service in October next year.

Mr Osborne made the funding pledge during a hastily arranged visit to Yorkshire Air Ambulance's air base at Nostell Priory, near Wakefield, with longstanding charity supporter and cricketing legend Geoffrey Boycott who asked the Government for help.

Yorkshire have been searching for a new helicopter for some time – they were at Helitech in Amsterdam last year visibly inspecting both the Bell 429 and the Airbus EC145T2 which were on adjacent stands. The decision on which type to purchase was made in recent months but an announcement only brought forward with the donation of the £1M. It was otherwise set for a Helitech slot in October.

Yorkshire Air Ambulance has placed an order for a latest generation Airbus H145 helicopter to replace the older of its two MD902 Explorer aircraft, G-SASH, c/n 80 a VFR only asset and already 15 years old.



Geoff Boycott with the Chancellor George Osborne and air ambulance Chairman Peter Sunderland ©YAA

The £1M Government donation, from fines levied on banks, will contribute substantially towards the new £5.7M helicopter, which should arrive at Airbus Helicopters Oxford from Germany by September 2016 and will fly out of Nostell shortly afterwards.

Yorkshire Air Ambulance Chairman Peter Sunderland, said: "We remain totally dependent on the generosity of the fantastic people of Yorkshire.

"However, the phenomenal donation we have received today from The Chancellor of the Exchequer, will allow us to work towards fulfilling our mission to provide Yorkshire with the highest quality rapid response emergency service – and I express my sincere thanks for this exceptional contribution.

"In planning for the future we have been building up our reserves to ensure we can continue to develop and expand our life saving service by having the most up-to-date aircraft.

"G-SASH has been a familiar sight over the skies of Yorkshire for the last 14 years. But in recent years, maintenance costs have escalated and spare parts have become increasingly difficult to find. Now is the right time to replace her."

The new helicopter offers exceptional flight performance and will have significantly lower operating and maintenance costs.

Ed: The aircraft decision was already made but announcing it was pushed forward by Yorkshire and England cricketing legend Geoffrey Boycott OBE. Some weeks ago he held a fund raiser event for Yorkshire Air Ambulance in his home – just 70 guests raised a phenomenal £38,000 – and the conversation turned around to the other Libor awards [and the fact that some operations far from Yorkshire had received hefty government funds]. The result was that he was soon in contact with the Chancellor and the £1M came shortly afterwards. As Geoffrey wrote on his Twitter account @geoffreyboycoott Best letter I've ever written!

The H145 will be factory finished, including the Bucher role fit and hoist, in Germany. The winch is perhaps the most unusual element. Other UK HEMS including an AgustaWestland operator, have talked about it but not fitted it. It is not intended to use the hoist in the traditional manner – lifting patients and rescuers into the cabin - it will be more in the style of a long line lift of a patient from one spot to another to ease access. YAA believe that this option will not be as training intensive as the 'real thing'.



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UNITED STATES

MINNESOTA: Some feedback has been given on the incident at the 2015 Minnesota Air Spectacular on June 27 where an air ambulance on static display was started up by a member of the public and had to be taken out of service for safety checks.

The EC145 helicopter N145SM operated by Mayo One was in the static and the public were allowed in and around the machine.

At the time the flight nurse was at the aircraft alone while the rest of the crew was taking a short break. While standing near the aft cabin sliding door speaking to visitors, the flight nurse heard the display aircrafts engine starting. The flight nurse quickly went to the cockpit and climbed into the pilots seat on the right side. She found a male estimated to be in his late teens sitting in the left side of the cockpit starting the aircraft. The flight nurse verbally instructed the individual to exit the cockpit and physically moved his hands away from the instrument panel to prevent more controls being manipulated and potentially starting the second engine.

Once the spectator was removed from the cockpit, the flight nurse followed emergency shutdown procedures and pressed the two engine fire buttons. The aircraft did not seem to be shutting down in a timely manner. The flight paramedic returned to the aircraft and climbed into the seat that the spectator had been occupying.

The flight paramedic recalled training received a couple of months earlier and attempted to roll off the engine throttle. After a brief struggle with pushing the throttle detent, the flight paramedic successfully rolled off the throttle, turned off the generators, and secured the battery. The rotor brake was then applied bringing the rotors to a stop approximately two minutes after the aircraft was started.

Immediately following the event, both crew members recommenced working at the location speaking to air show spectators since they could not arrange relief and did not want to leave the aircraft unattended. During that time they learned that a small sun shade had impacted the rotor blades when they were turning.

Air show support personnel were eventually found, and the aircraft was taken out of service, towed to the nearby base hangar for inspection. No damage was found and the aircraft was returned to service approximately a week later.

A subsequent review was undertaken and a number of factors were identified as leading to the incident. Staff members were quickly inundated by the number of spectators and were not able to maintain a constant watch over the entrance to the cockpit. The crew did not

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consider securing the doors, or disconnecting battery power to the aircraft as they had been to smaller public events with no issues.

Large air shows are uncommon events but were not considered a higher than normal risk environment for a potential mishap during a static display.

New policies are being implemented to manage access to aircraft at public events and when an aircraft is unattended at any unsecured location.

The medical crew had been given minimal training in aircraft shutdown procedures yet their training was invaluable in preventing escalation of this event.

FIRE

UNITED STATES

CALIFORNIA: A new project aims to trial the creation of airborne controlled burn ignition. Water-bombing aircraft, both fixed wing and rotary, are standard wildfire-fighting equipment but the intended use of helicopters to throw fire onto the forest is potentially controversial.

Controlled burns are normally achieved by deploying wilderness firefighters, who use hand tools to prepare and ignite the burn. The helicopter flamethrower — a propane or petrol tank, suspended underneath a helicopter — gives the fire fighter the option to ignite a burn in hard-to-reach or dangerous areas. [CBS]

SEARCH AND RESCUE

THAILAND

MILITARY SAR: Airbus Helicopters has completed delivery of an initial four EC725s to the Royal Thai Air Force, providing highly-capable rotorcraft for this military service's search and rescue and troop transport duties.

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The order of four EC725s was signed in 2012, with the deliveries having just been completed. They are expected to begin operations later this month. Two additional EC725s were booked in 2014 for deliveries to the Royal Thai Air Force next year.

UNITED KINGDOM

CIVIL AIR PATROL: One of the groups to be found at this years Emergency Services Show at the NEC Birmingham is the CAP.

The group has forged strong ties with its very different US counterpart and this June Capt. Bill Henry of the US CAP was over in the UK flying an MTO Sport Autogyro normally crewed by pilot Steve Paffett and passenger Bill Henry.

Bill was at the 2015 Sywell Aeroexpo to reconnect with the UK Sky Watch Civil Air Patrol and its members.

He met up with Steve Paffett who brought his autogyro for a static display, which was a big hit with the visiting public and pilots and arranged a future meet up for a trial flight.

As a fixed wing pilot this was a new experience for Bill and he approached it with mixed feelings. After Steve's thorough preflight, they were positioned at the downwind end of the grass field and took off over the adjacent golf course with a good rate of climb considering the warm temperature and our weights (neither could be described as small).

Being an open cockpit with tandem seating, the visibility is almost unlimited. This, combined with the autogyro's low speed performance, provides an exceptional platform for aerial photography in addition to search and surveillance duties. As a primitive test photos were taken of familiar targets from 1000' for later analysis which confirmed easy identification and verification of the locations.

After stopping by Old Warden Field for the mandatory cup of tea, they returned and did a full stop landing, followed by a touch and go before the final landing. What was most impressive to the fixed wing pilot is the extremely short field landing possible with an autogyro.

[from an article for UK CAP by Capt. Bill Henry, CAP (USA)]



INDUSTRY

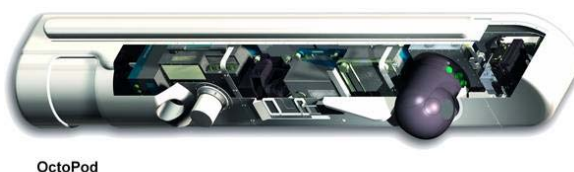
Pilatus Aircraft Ltd has appointed Pilatus Centre Southern Africa (PTY) Ltd as its authorised PC-6 Sales and Service Centre for sub-Saharan Africa. The new PC-6 distributor will be responsible for all future sales and maintenance activities of the Pilatus Porter PC-6 within its territory.

Pilatus Centre Southern Africa is a long-standing, independent partner of Pilatus and has already acted with success for many years as the Sales and Service Centre for the PC-12 in the same territory.

The Aerodata Group and its business partners have had some eventful periods in March to June this year. The period started with the unveiling of the new airborne sensors LFS-P and MWR-P at the Interspill 2015 and ended with the launch of the new OctoPod and the OPTIMARE SLAR during this year's Paris Air Show. This dazzling display of new products clearly reflects the ambitions of Aerodata AG and its subsidiary Optimare Systems GmbH in the business area of airborne surveillance.

During the launching ceremony of the OctoPod, held at the Paris Air Show 2015, the president of **Aerodata AG**, Mr. Hans Stahl, unveiled and presented the ground-breaking all-in-one airborne surveillance pod. The belly-mounted OctoPod represents the benchmark for pod-based multi-sensor payloads for airborne surveillance.

After joint efforts the Aerodata / Optimare team succeeded in integrating eight different sensors covering eight core functionalities and more than 20 different mission tasks for Airborne maritime surveillance, Airborne oil spill remote sensing, Search & Rescue and Airborne land surveillance



OctoPod



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The first integration into a King Air 350 aircraft is planned for Q2 2016.

During the recent Paris Air Show, **RUAG Aviation** signed an agreement with Guernsey's flag carrier airline Aurigny Air Services Ltd. for the sale of a Dornier 228 NG, scheduled for delivery by the end of 2015.

The bulk of Aurigny's fleet comprises Embraer E-195, ATR-72-200/500 and 15-seater Britten Norman Trilanders, which, after 40 years in operation, are reaching the end of their service life. The customer decided last year to replace the ageing aircraft with three Dornier 228, two of which will be New Generation models and one Dornier 228 classic. Aurigny opted for the Dornier 228 solution based on the aircraft's considerable flexibility and versatility as well as its impressive high cruise speed of max.

234 knots. As an interim solution, Aurigny is using two refurbished Dornier 228, but will be one of the first customers to benefit from RUAG's serial production of the Dornier 228.



In Menominee, Michigan **Enstrom Helicopter Corporation** is continuing flight testing on the new TH180 training helicopter. Originally announced at the 2014 HAI show, Enstrom has since taken a number of signed MOUs on the new helicopter designed for the ab-initio flight training, light commercial, and private owner market.

Sikorsky looks likely to be owned by **Lockheed Martin** in the future. It is supposed to be a done deal but they are currently in due diligence so there remains a small possibility that the sale will falter.

Crews from the U.S. Air Force and the U.S. Coast Guard recently took delivery of two C-130J Super Hercules aircraft from the Lockheed Martin facility in Georgia. The Air Force crew ferried a C-130J-30 to Little Rock Air Force Base, Arkansas, while the Coast Guard crew ferried an HC-130J to New Mexico to be painted. It will then be flown to Coast Guard Air Station Elizabeth City, North Carolina for service entry. [LM]

Finmeccanica-AgustaWestland has announced that the new AW189 super medium twin engine helicopter has obtained Russian Civil Certification. This achievement will allow the AW189 to be delivered to customers in Russia, opening up a further market for the AW189, which is already in service in various countries including UK, Denmark, UAE, Qatar, Malaysia.

Civil Certification of the AW189 in Russia follows the recent order for ten units made by RN-Aircraft, a subsidiary of the oil company Rosneft, to perform transportation missions. Delivery of the aircraft will start at the end of 2015 and continue through 2017. Moreover, as already set out in the framework agreement signed in December 2014 and with the involvement of Russian Helicopters, a subsidiary of Rostec corporation, Rosneft plans to order up to 160 AW189 helicopters by 2025. The AW189 is perfectly suited to meet the evolving demand for this class of helicopter in the Russian market, which shows significant potential in the medium-to-long term.

With more than 150 helicopters already sold to customers worldwide, including orders, framework contracts and options, the 8.3/8.6 tonne AW189 is the most successful commer-

cial helicopter in the 'super medium' category and is able to carry up to 19 passengers. Developed to respond to the growing market demand for a modern multirole helicopter with large capacity and long range capability, the AW189 meets the latest and most stringent certification and safety standards. The cockpit design, incorporating the latest in advanced situational awareness technologies, reduces crew workload and enhances safety.

The UK Home Office has awarded Lot 1 of the forthcoming Emergency Services Network [ESN] to engineering company **Kellogg Brown and Root** [KBR] after lengthy negotiations. KBR will take charge of delivering programme management, support, training and integration from mid-2017.

Ongoing negotiations with the bidders on Lots 2 and 3 – Motorola and EE – are expected to conclude later in the autumn. As these suppliers are now the only remaining bidders for the lots the result is very much a foregone conclusion.

Ultimately, ESN will replace the existing Tetra network provided by Airwave using an enhanced commercial mobile network to deliver public safety functionality, with features guaranteeing priority for the emergency services over civilian users.

Even without the problem of a lack of bidders [after one other decided to pull out late in the process] the Home Office has been criticised for choosing not to procure a private system. In their defence the Home Office state that the enhanced commercial network presents better value.

The ESN will cover 250,000 operational staff across 44 police and crime commissioners and police forces, 50 fire and rescue services, 13 ambulance trusts, the National Crime Agency, the British Transport Police, the Ministry of Defence Police, the Civil Nuclear Constabulary and the National Police Air Service. The total value of the three contracts is predicted to be from £555M to £1.2Billion depending on take up [Computer Weekly]

Ed: A year ago the Home Office said that new service contracts were expected to be awarded in 2015 with a view to having the service mobilised from late 2016. This has clearly slipped and even though the contracts are now being awarded more slippage might be expected.

In the past the government and Airwave has been criticised for expensive and unreliable police mobile coverage in the wake of the 7 July 2005 bombings.

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In contrast last month two contracts were let to Selectric GmbH, in Germany for the supply of more than 6000 Sepura TETRA radios to fire brigades in the regions of Straubing and Passau. These contracts – comprising a combination of the market-leading STP9000, STP8X Intrinsically-Safe ATEX/IECEX hand-portables and SRG3900 mobile radios, plus accompanying accessories – build on previous successes in Bavaria and bring the total number of Sepura TETRA radios in frame contracts for German Public Safety users to over 350,000. <http://www.sepura.com/>

Sepura systems played a major part in securing the recent G7 Conference in Bavaria [Sepura UK]



Erickson has secured a contract to provide aerial fire fighting capability to authorities in Turkey. The single S-64E Airplane will be based in Istanbul and will provide water bombing services for the Municipality of Istanbul and the surrounding areas of Turkey. The agreement calls for the use of the one helicopter to assist with regional fire suppression and emergency response operations 365 days a year for two years.



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August 2015 Sikorsky UH-60 Black Hawk Colombian National Police. Seventeen police officers were killed after their helicopter crashed in thick jungle while on operation against one of Colombia's most powerful drug gangs. Two were critically injured when the UH-60 Black Hawk came down in the northwest of the country but one subsequently died. The officers were hunting for Dairo Otoniel Usaga, the leader of Colombia's most violent drug cartel in the department of Antioquia some 450 km northeast (280 miles) of the capital, Bogota. There were three helicopters in the operation, and the other two didn't hear any shots fired apart from those from the three helicopters (in the operation).

4 August 2015 Sikorsky/Croman SH3H N611CK Fire fighting operated by Croman or Oregon. Hit a tree during fire fighting operations in Springville, California. [FAA]

4 August 2015 helicopter. Undertaking fire suppression. Light Chief pilot Jim Bob Pierce, left, and executive director Jordan White stand next to Two Bear Air Rescue's Bell 429 helicopter at its Glacier Park International Airport hangar recently. The helicopter with its state-of-the-art search and rescue equipment and the expenses to keep it operating have been funded entirely by part-time Whitefish resident Mike Goguen.

The executive director of Two Bear Air Rescue, Jordan White, was uninjured when his small single-engine helicopter crashed into Beaver Lake north of Whitefish. He was able to exit the helicopter as it sank and swim to shore. White is a former Flathead County undersheriff who now works for venture capitalist and philanthropist Mike Goguen, the man who pays for Two Bear Air, which has completed dozens of air rescue missions in the region since being founded in 2012. White had been dipping water out of Beaver Lake to place on a small fire on private property when the helicopter crashed into the lake.

6 August 2015 Mil Mi-17. Air ambulance of the Pakistan Army. An air ambulance helicopter of the Pakistan Army crashed in the mountainous Tanawal area in Mansehra, killing all 12 people on board, including five majors, in the resultant impact and fire. The helicopter was on a medical mission from Rawalpindi to Gilgit to evacuate a soldier who was seriously sick and needed urgent medical treatment. Those who died in the crash included two pilots, Major Humayun and Major Muzammil, Major Dr Shahzad, Major Dr Atif, Major Dr Usman, Havaladar Munir Abbasi, Flt Engineer Havaladar Asif, crew chief Naik Amir Saeed, technician Naik Maqbool, Sepoy Rahmatullah, nurse Amanullah Khan and Sepoy Waqar. It is believed the helicopter had crashed due to the bad weather.

10 August 2015 Trixy Princess Gyroplane N743SS. Midland County Sheriff, Texas, USA. A privately owned gyroplane was being demonstrated to the Sheriff, Gary Painter from Midland Aeropark but ended up in Windland Park [across the highway from the end of the runway] when it apparently stalled and crashed ending up on its side on grassland. No one was seriously injured and there was no fire. The one year old gyrocopter was badly damaged. [CBS7]

Ed: I understand from a correspondent that the US Department of Justice, which sponsors the light aircraft, including autogyros, programme for the smaller law enforcement agencies, only recommends factory built aircraft. The DOJ also works closely with the technology department of the Sheriff's Association of Texas so how this small police department in Texas end up crashing a kit built 'Princess' remains a mystery. Until a handful of years ago they operated 1033 airframes.



16 August 2015 Cessna 441 Air ambulance operated by e-Med 24. Whilst on approach to landing at Cape Town International in bad weather hit high ground, crashed and burned killing all five persons aboard. The crash location was Tygerberg Nature Reserve near Platteklouf, Cape Town, South Africa. The five people aboard the plane were two pilots, one paramedic, one patient and a passenger. The Cessna was airlifting an 80-year-old South African patient with back injuries, Gabriel Lerous, from Oranjemund to a hospital in Cape Town. He was accompanied by his daughter Charmaine Koortzen. Those who died in the crash are three Namibian crew and two South Africans. The pilot was Steven Naude (53), his co-pilot Amore Esbag (23) and the paramedic as Alfred Ward (24). The aircraft was about 11 kilometres from the airport and in a holding pattern after a reported airport radar failure. [Namibian]

16 August 2015 Bell 412 N412LA. Los Angeles County Fire Dept. Helicopter working a fire in the National Forest at Montebello, California lost power and made a heavy landing in a cemetery resulting in the MRB striking and cutting off the rear of the tail boom. All three people on board were uninjured. [LBTimes]

25 August 2015 Piper PA-31 Navajo ZK-WTH Air Ambulance operated by Air Wanganui. Medical transfer flight made an emergency landing at Kapiti Coast Airport due to engine trouble on. It had originally been diverted to Palmerston North Airport but this was altered. [Stuff]

FLIGHT SAFETY

THE NTSB has written to the FAA urging the improvement of fuel designs of all newly manufactured helicopters.

The NTSB communication suggests that the certification authority require all newly manufactured rotorcraft have a fuel system that meets the crashworthiness requirements of 14 *Code of Federal Regulations* 27.952 or 29.952, "Fuel System Crash Resistance."

The recommendation is derived from a EMS accident that the National Transportation Safety Board (NTSB) has investigated in which the impact forces were survivable for occupants but fatal or serious injuries occurred because of a post-crash fire that resulted from an impact-related breach in the fuel tanks.

The incident that brought this to a head was the October 4, 2014 crash of a EMS Bell 206L1+ helicopter, N335AE, that impacted terrain while on approach to the United Regional Hospital helipad in Wichita Falls, Texas. The commercial pilot later reported that the Bell, long held to be a type with good crash resistant features, was inverted at impact and quickly filled up with smoke. He punched out the windshield and evacuated the helicopter. Footage from surveillance cameras at the hospital show a large explosion where the helicopter hit the ground about 6 seconds after impact. The pilot was seriously injured; the flight nurse and paramedic survived the impact but later died from their injuries, which included thermal injuries. The patient likely died before impact, and his death was determined to be a result of the injury sustained before the accident. The helicopter was destroyed by the post-crash fire.

This helicopter was manufactured in 1981 and did not have a crash-resistant fuel system as currently required by 14 *Code of Federal Regulations*(CFR) Part 27 airworthiness standards for normal-category rotorcraft. The FAA revised these standards along with Part 29 airworthiness standards for transport-category rotorcraft on October 3, 1994, to add "comprehensive crash resistant fuel system design and test criteria" for newly certified rotorcraft. Fuel systems on newly manufactured rotorcraft with type certificates approved before October 1994 are not subject to these regulations and, as a result, may pose a hazard to occupants if the systems are breached during a crash. Although the helicopter involved in the October 4, 2014, accident was manufactured before 1994, the circumstances of the accident illustrate that the impact forces alone during certain helicopter accidents are survivable if a post-crash fire can be prevented or its severity reduced.

Between 1994 and 2013, the NTSB has investigated at least 135 accidents in the United

States involving certificated helicopters of various models that resulted in a post-crash fire. Those accidents resulted in 221 fatalities and 37 serious injuries. Only three of the accident helicopters that experienced fires had crash-resistant fuel systems and crashworthy fuel tanks. Although these accidents involved circumstances other than fire that made them non survivable, this sample from the NTSB's database illustrates how few helicopters in operation today are equipped with the critical post-crash fire-related safety enhancements that the FAA mandates for newly-certificated helicopter designs.

As of November 2014, the FAA aircraft registry includes more than 5,600 helicopters manufactured since 1994. However, of those, according to certification data provided by the FAA, only about 850 (or 15%) are models with crash-resistant fuel systems that meet the 1994 requirements. So in the 20 years since the requirements for newly certificated helicopters were put in place, 85% of the newly manufactured helicopters did not have crash-resistant fuel systems.

The NTSB concludes that the implementation of crash-resistant fuel system airworthiness standards for all newly manufactured rotorcraft, regardless of original certification date, would help reduce the risk of a fire in survivable accidents involving those rotorcraft.

Ed: This is a major ask of the US industry – and will clearly affect foreign manufacturers wishing to sell into the same market.

The post 1994 designs cited were designed specifically to incorporate the safer fuel systems and even then proved to be difficult to achieve. Even the MD900 when it first appeared had to be heavily modified into the 902 to meet the standards as they were clearly not understood by the manufacturer at the time. It is suggested that part of the failure of the Bell 427 was that it too failed to meet the standards [as well as being overweight].

Reverse engineering a crashworthy fuel system into an existing design will cut fuel capacity, increase weight and potentially destroy the economics of operational use.



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PEOPLE

EAST OF ENGLAND NHS: The interim chief executive of the East of England Ambulance Service (EEAS), who had been criticised over his pay, has stepped down.

Dr Anthony Marsh will remain chief executive of the West Midlands Ambulance Service after previously combining both roles.

Dr Marsh had been appointed to the EEAS, a service that covers a significant area of eastern and central southern England and oversees a number of air ambulances, in December 2013.

In August last year the ambulance trust was fined £1.2m over missed targets. The same month, the then Health Minister and Suffolk MP Dr Dan Poulter criticised Dr Marsh's "obscenely high" £232,000 a year salary for running both trusts. [BBC/Guardian]

Ed: The EEAS has since announced that Robert Morton has been appointed as its new Chief Executive and started work late last month.

Robert, a paramedic and a community first responder, has worked in the ambulance service for nearly 25 years, predominantly with the National Ambulance Service in Ireland where he eventually became Chief Executive for three years. He then went on to be Chief Executive of the South Australian Ambulance Service.

Meanwhile Dr Marsh appears to have been on holiday from the West Midlands job.

MOVE ALONG THERE

It has often been stated that a good leader will inspire followers. Where a figure instils leadership by example others will follow.

Commissioner of Police for the Metropolis Sir Bernard Hogan-Howe, the holder of a rank that always gets the media declaring him as the 'Top Cop' in England and Wales, has been pontificating again.

Recently the one time architect of the National Police Air Service declared that in future all recruits to the Metropolitan Police in London would have to be able to speak two languages. It is uncertain whether he actually declared what these were to be but a whole list was forthcoming in the media and the inclusion of German led to one Member of Parliament rightly retorting that it was a ridiculous inclusion as most Germans were doing their best to speak English!

The waning storyline received a suitable resurgence in interest when Sir Bernard answered a request from the media by declaring that his own skills in the language arena matched my own and being 'English and Yorkshire' [a local dialect].

Ah! A leader of men.

The Home Secretary has been urged to take action after a police force admitted it is seeking assurances from a private company about what has happened to sensitive evidence from cameras worn on officers' uniforms.

A government minister says he cannot be sure that videos of crimes and confrontations recorded by around 1,700 police body-worn cameras are safe.

The concerns follow a Sky News investigation that found police cameras sold by American firm Taser are automatically uploading videos to a third-party computer cloud storage system which a cyber expert says could be unsecure.

West Yorkshire Police said it is trying to ensure all its videos have been deleted from Taser's storage system after trialling the system and has pledged not to use it again.

According to Taser, four British police forces are still using the cameras, with 1,000 at the Metropolitan Police, 400 being used by the British Transport Police, 200 at the City of London force and 25 in Staffordshire.

Taser says all the cameras are uploading videos to commercial server space they rent as

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part of a system it markets as Evidence.com.

The Metropolitan Police, *rashly wrote to local community leaders last year assuring them its camera's videos would be uploaded to its own servers*, now admits they are not and has now apparently retreated behind a statement that says the force complies with UK best practice [whatever that is for an entirely new product line].

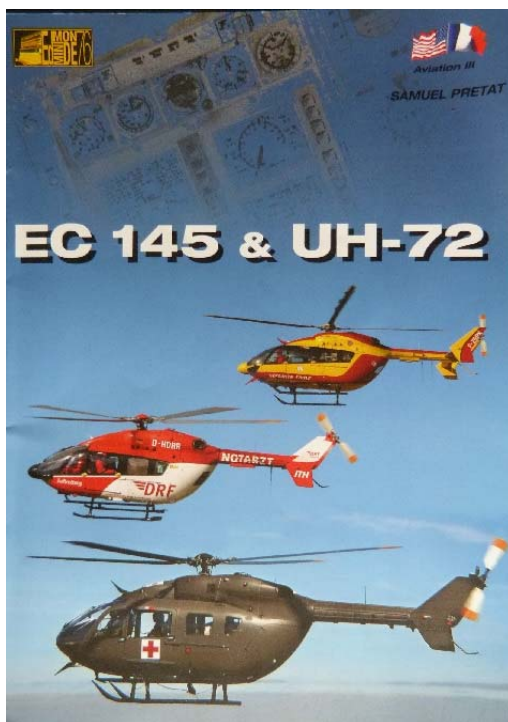
BOOKS

EC145 & UH-72 by Samuel Prétat

The soft backed book, ISBN 978-2-9541818-1-3 was published Editions Minimonde 76 in France in July and a review copy provided.

The 80 page book is, as the title suggests, dedicated to the BK117 family and is claimed to be the first presenting the EC145, its historical development, variants and missions with a range of operators.

It is bi-lingual..... French and *American*..... attractive and full of colour with use of a range of images from Airbus Helicopters and its predecessors with an eye to the 'enthusiast' market. If I might criticise it is because in some ways the outcome of stapling together some of the manufacturers finest brochures through the ages. Very glossy, a real quality feel but some might want a great deal more. The eighty pages is of course equal to just 40 in each language so it is the fine images that are of importance. The current EC145T2 Technical Data book is in only a slightly smaller A4 format but 20% bigger – at the expense of photographs. A reference work for modellers certainly and at €27 good value. Check out www.editions-minimonde76.com



Das große Hubschrauber-Handbuch [The Big Helicopter Handbook] by Michael Mau and Helmut Mauch.

The hardcover book, ISBN 978-3-7654-7001-1 was published on May 15 at €30 and is available via GeraNova Bruckmann, Verlagshaus GmbH., Infanteriestr. 11a, 80797 München www.geramond.de No review copy was made available.

It may be German language throughout but for the international market this is a book to own for the images alone,

Michael Mau, was born in Germany a month or so before I joined the Metropolitan Police in 1965 so the reader can decide whether he is a bit of a youngster or the editor is really old!.

Aside from his interest in the subject he does have a technical background in aviation. After training in wholesale and export four years he joined the aviation industry from 1987 with 4 years with the Army Flying Regiment No. 20 as an aviation fuels specialist culminating in in a maintenance training course on the B0105 helicopter type at the MBB plant in Ottobrun.

His fascination for helicopters has remained since.

As a source for the book Mr Mau has what will rank among the largest private helicopter archives in Europe, with over 100,000 images, manufacturers brochures and magazines from all over the world.



EVENTS

It is always difficult to find a suitable slot for an event to fit into and this month just underlines that problem

*On the **15 September** for instance [a day that marks the 75th Anniversary of Battle of Britain Day] there is a little event battle going on for our time.*

I really need to be at the market but awaiting my attention is BGAD, the one day General Aviation Show normally held north of London at Cambridge Airport but this year starting a bi-annual slot at Biggin Hill in Kent and including it seems a Battle of Britain flying set piece to whet your appetite! Eat your heart out Helitech Duxford this is the stuff of many dreams! I always used to manage a blitz trip to Cambridge, putting in an hour to take in the niche show before returning back to where I ought to be!

As if that were not enough Terrapinn have brought their airline orientated Aviation Festival exhibition to the Business Design Centre in Upper Street Islington for two days on 15-16 September. You may recall a PAN report on another similar Terrapinn show from Singapore – very much an airline and travel technology show and so perhaps even less airborne emergency services orientated than others.

But if the two former events are perhaps less hardcore PAN the same cannot be said of the third event opening on that day. DSEi – primarily a Defence Services event but very close to the police and anti-terror markets – opens at the ExCel in Docklands and thankfully runs through most of the week.

Which does not help me greatly because I need to be travelling to and from Berlin and the 60th Anniversary of the German Federal Police aviation operations on 17th ! Decisions, decisions!

Which discussion of 'available dates' leads us on the selection of the dates of the **PAvCon 2016** in Germany. The location has been set for a while so it was simply a case of selecting a suitable date or two. Many long term attendees have asked [on past performance not too successfully if the truth be known] for the avoidance of the late May public holiday dates. The 2015 event managed to get entangled with that Europe wide day off yet again.

So for next year we have moved into June and the 14-15 June works well for most of us. But it seems that it clashes nicely with the mainly military Eurosatory event in France so it will not please everyone.



InterDrone in Las Vegas

European readers will probably have ignored the recent adverts for InterDrone despite the undoubted attractions of Las Vegas business travel, but it should interest the aspiring unmanned air vehicle operator in north America. For them too the venue is attractive but is the subject worth travelling to the gambling capital of Nevada?

The latest updates from InterDrone, to be held September 9-10-11 in Las Vegas, suggest it is popular for a start up event with 75 exhibiting companies and attendees already registered from 45 states, 30 nations, and 6 continents., and the door remains open to fresh exhibitors.

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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAvCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

There is what is called an all-star line-up of 120 speakers teaching 100 sessions. There are lots of special initiatives including the InterDrone Film Festival, drones in agriculture Summit, an area for drone startups, a demo area and even a quirky Women-In-Drones luncheon.

DSEI 2015 ExCel London

From 15-18 September 2015 at ExCeL London you can visit an event that covers the latest technological developments from the security sector and the rapidly evolving challenges within the cyber domain.

On Thursday 17 September, the Security & Counter Terror Expo will host a series of special sessions on Security, Counter-Terrorism and Force Protection featuring leading speakers from government and industry, including a session by the Home Office.

The Home Office session line-up includes:

How Government Works with UK Security Sector and Supports Exports' Paul Mott, Deputy Director for Security Industry Engagement, Office for Security and Counter Terrorism (OSCT), Home Office and Simon Everest, Director Business Strategy & Senior Security Adviser, UK Trade & Investment Defence & Security Organisation (UKTI DSO)

Dr Mark Stroud, Centre for Applied Science & Technology (CAST), Home Office

The Security and Special Forces Zone is located in the centre of the DSEI exhibition hall, underlining its increasing importance for DSEI and its status as the 'fourth pillar' of the event.

We look forward to welcoming you to DSEI 2015,



NEC | BIRMINGHAM | 23-24 SEPTEMBER 2015

Not far behind DSEi on September 23-24 is **The Emergency Services Show** in Birmingham and this year the Drone bug appears to have bitten there as well as everywhere else and in addition to the military unmanned craft you will find Sky-Futures, Excelerate and Primetech exhibiting drones.

This emerging technology (which has been dominating the headlines this summer mostly for all the wrong reasons) will be covered by two speakers in the free-to-attend seminar sessions. In the Innovation Theatre on 23 September at 2.30pm delegates can hear what has been learned by West Midlands Fire Service, which has over 10 years' experience of using UAVs in partnership with other category one services. On 24 September at 12.20pm Justin Pringle, a drone developer with Drone Ops will give an overview of the benefits UAVs can offer the emergency services, particularly in managing ground crew risk.

Meanwhile in the exhibition (also free to attend) visitors can find out about the CAA-approved UAV training courses offered by Sky-Futures, a global leader in drone based oil and gas infrastructure inspections. The company can train remote pilots to fly safely and procedurally in increasingly demanding, operational training scenarios using best practice from manned aviation and its 8,500 hours of operational drone flying experience. On the Excelerate stand visitors can learn more about the benefits of UAVs for achieving 360-degree aerial views at incidents and video streaming to required locations. Primetech meanwhile will launch new MultiNet Comms portable, battery-powered communications system, which incorporates UAVs for live-streamed aerial imagery gathering.

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. www.emergencyuk.com



Get to the Emergency Services Show to meet Sky-Futures a UAV training organisation

Emergency Fire and Safety Ltd. are once again hosting the **Rescue, Emergency, Air, Cardiac and Heart (R.E.A.C.H.) Conference** in Belfast on Tuesday 29th September 2015. Following the success of the 2013 conference with delegates attending from around the world, the event will feature a live rescue demonstration and the worlds' first Rescue Drone Conference.

Designed to provide organisations with the latest rescue techniques, legislation and innovative products, the REACH Conference attracts specialists from the rescue, trauma and medical fields as well as companies and charities involved in search and rescue.

Search Systems will be launching the worlds' first MediDrone for first responders and Flyability will be showcasing their worlds' first collision proof drone. Key speakers will cover legislation and real use cases of drones in rescue scenarios.

Indoor and outdoor demonstrations will also be taking place for a range of rescue and trauma techniques plus a live demonstration will be outside in the River Lagan.

The REACH Conference takes place on 29th September 2015 in the Titanic Exhibition and Conference Centre, Belfast. Tickets are £30 plus VAT including meals and must be booked in advance at www.emergencyfire.co.uk



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MORE EVENTS FOR YOUR DIARY

6 September 2015 North Weald Airfield Museum Open Day www.nwamuseum.co.uk

15 September 2015 BGAD British General Aviation Day, Biggin Hill, Kent. This has become a significant date in the industry calendar, showcasing all of the key elements usually experienced in a three day trade show in a single day.

BGAD was first created in 2001 to offer the UK business aviation industry a cost effective exhibition and meeting place and from the very start it achieved that aim. Partnering with Marshall Business Aviation Service at Cambridge Airport, BGAD has become an informal yet productive networking day with around 500 attendees.

This year BGAD is partnering with London Biggin Hill Airport - and in future years, BGAD will rotate between London Biggin Hill and Cambridge.

And this year, BGAD will be much larger - more booths, more aircraft, twice the seminar space. Two shows in a single day!

There are extended opening hours - BGAD will be open for business from 09.00 - 18.00 and will then conclude with a fabulous reception and historic flying display drawing on the past history of the famous World War Two Battle of Britain airfield. BGAD this year takes place on what is the 75th anniversary of Battle of Britain Day, the occasion will be celebrated by an historic aircraft flying display immediately following the BGAD event.

Entry to BGAD is free of charge, and visitor registration is now open by visiting this page on the BGAD web site - <http://www.bgad.aero/register.html>



20-21 October 2015 The Commercial UAV Show takes ExCel, London. It's a conference and exhibition featuring the latest Unmanned Aerial Vehicle (UAV) technology and most innovative end user case studies from around the world.

The floor will include 100+ exhibitors including Textron Systems, Aerialtronics, UTC Aerospace and Airware who will be showcasing new technology.

There will also be 3 technical seminar programmes covering the most significant advances in UAV technologies including; data capture and analysis, flight control and navigation, payload technology, power systems and inter-connected robotics.

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15 November 2015 AAA National Conference and Air Ambulance Awards of Excellence. Millennium Hotel, Kensington.

17-20 November 2015 Milipol, Paris. Paris Nord Villepinte Exhibition Centre

Milipol Paris, an international event for internal State security organized under the aegis of the French Ministry for the Interior, in partnership with the French National Police and Gendarmerie, the French Civil Security and Crisis Management Department, the Ministry of Economy and Finance, the French Customs Department, the French Community Police and Interpol. For more than 30 years the Milipol brand has been synonymous with high quality international trade shows involved in internal State security matters.

Over the years the Milipol trademark has been proudly represented by Milipol Paris and Milipol Qatar. At present the Milipol network is growing with an Asia Pacific edition that completes the offer responding to a strong demand from the sector's main actors. Milipol is taking over Global Security Asia, an exhibition created in 2005 and renamed Milipol Asia-Pacific. As a result, Milipol is establishing a wider scope in its domain by including a highly successful and reputable event. www.Milipol.com



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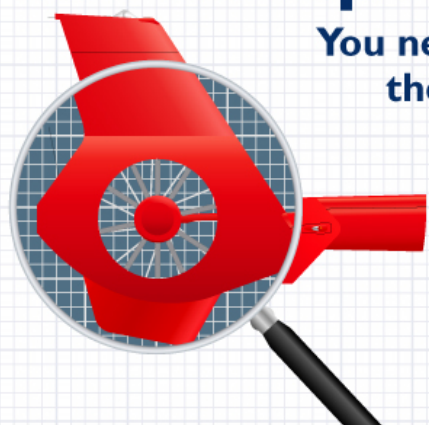
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