

Police Aviation News

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PAR

FIRST POLICE H145

Baden-Württemberg, Germany

MALAYSIA CHOICE

AgustaWestland AW139 selected

NPAS ROUNDUP

The bases, aircraft and pilots

CLUTHA REPORT

Fatal EC135T2 report is out

Kent Air Ambulance Move

UK SAR now civilian

Event round up

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LAW ENFORCEMENT AUSTRALIA

SOUTH AUSTRALIA: Aerial camera footage taken from a police helicopter at a fatal siege in September was dismissed as “defective” by an Australian Coroner, Mark Johns. An inquest into a police shooting near Taillem Bend looked into the death by shooting of Alexander Kuskoff at his farm on September 17. Kuskoff, 50, had fired guns at police during the five-hour standoff, which ended in him being fatally shot by an officer from a range of 139m.

During the standoff, Mr Kuskoff allegedly fired a number of shots at officers and the police helicopter, which had been hovering above the property. The helicopter was forced to move away from the scene and settings on an in-flight recording system were altered, leading to footage of the incident being compromised.

The investigation continues and the inquest was adjourned until December to allow police to continue obtaining witness statements and forensic reports. [10 Eyewitness News]

CZECH REPUBLIC

POLICE: In July Thommen Aircraft Equipment AG announced that their HSL-1600 searchlight system had been sold to equip the first Bell 412 EPI sold to the Czech Police in Europe. The delivery is expected to be at year end.



DUBAI

POLICE AIR WING: The Air Wing have at least one Agusta-Westland AW189 on order, with serial #49023 noted recently test flying in Italy on the factory test registration I-EASN. The helicopter appears to be fitted with retractable steps on each side of the cabin below the doors and courtesy lights above. The Dubai serial DU-101 is carried – somewhat hidden away under the stabiliser – in just the same way this customer does with their existing four executive AW139 aircraft. Ostensibly operated by the Dubai Police, these aircraft are really VVIP transport for the Dubai ruling Al-Makhtoum family. It is not clear at this time whether the AW189 will replace the AW139 or be additional. [Helihub]

FRONT COVER: The police of Baden-Wurttemberg took delivery of the very first H145 in police configuration at Airbus Helicopters' industrial site in Donauwörth last month. Story next page. ©AirbusHelicopters CharlesAbarr



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GERMANY

BADEN-WÜRTTEMBERG: The state police took delivery of the very first H145 in police configuration at Airbus Helicopters' industrial site in Donauwörth. The aircraft is the first of an order of six to be handed over to the launch customer.

As the new reference helicopter for law enforcement, the H145 features all-in-one capabilities: deployment of Special Forces units, VIP transport, external load, as well as observation and reconnaissance. It is equipped with a modern mission management system by Euroavionics that facilitates the multi-role capabilities in police missions. The MMS, in combination with comprehensive connectivity options such as LTE and Wi-Fi, makes the aircraft the most modern police helicopter on the market.

Its primary surveillance mission is supported by forward-looking infrared (FLIR) and daylight cameras, controlled by an on-board operator who also handles communications and data exchange with ground-based police resources.

As one of the three largest German States in size and population, comprising the major cities of Stuttgart, Karlsruhe, Freiburg and Mannheim, the helicopter will cover an area of roughly 36,000 km². [Airbus Helicopters]

MALAYSIA

POLICE: The Royal Air Police Unit of Malaysia (Federal Air Wing, in Malay: 'Unit Udara PDRM' or UUP) is to receive up to six examples of the AgustaWestland AW139 over the next few years.

Malaysia has signed a US\$126.8M agreement to buy two of the AW139 helicopters but has aspirations of acquiring four more. The contracts, memorandum of understanding and letters of acceptance, were signed at the General Police and Special Equipment Exhibition and Conference (GPEC) Asia.

Home Minister Datuk Seri Ahmad Zahid Hamidi witnessed the signing of the contracts,

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memorandum of understanding and letters of acceptance in contracts that also cover the acquisition of other equipment including armoured cars.

Currently, UUP owns 10 AS355N and F helicopters that have been in service some twenty years. Of these only eight are available for use with one a wreck after an accident earlier this year at Kampung Rambal in Tanah Merah, Kelantan and another being rebuilt after an accident on October 7, 2010. In addition there are fixed wing assets including six Cessna Caravan and five Pilatus PC-6 aircraft.

The Officer in charge of the unit is Senior Assistant Commissioner of Police Sathiya Seelan. He told the New Sunday Times that the purchase of the helicopters had been approved by the Finance Ministry and that "The acquisition of the helicopters will enhance out effectiveness in managing and dealing with operational tasks of a larger scale" [Sunday Times]

SOUTH KOREA

POLICE: The government signed a \$19.2M deal last month to buy its fourth Korea Aerospace Industries Ltd. (KAI) Surion helicopter for police use, to be stationed on Baengnyeong Island in the Yellow Sea. The new addition, due for delivery in 2017, will be an upgrade from existing Surions in service with law enforcement.

Equipment will include weather radar, a traffic collision avoidance system, inertial navigation system, and more rescue equipment such as an external hoist and cameras. The upgrade in the avionics is because it will be operating near the border with North Korea, which frequently conducts jamming operations. (Yonhap)

SPAIN

NATIONAL: Spanish Police have impounded three helicopters, believed used in drug smuggling operations between Morocco and Spain, this year. They are thought to have broken two criminal organisations, and arrested a total of 15 and seized 810kg of hash, 4 vehicles, night vision equipment, fuel bowsers and at least two rented farms where the gangs hid helicopters and unloaded their cargo.

The Police investigation started with the seizure of the wreck of an R44 near Malaga in May 2014 killing the pilot, after it flew into power cables. Another helicopter operated by the same group was seized in October 2014. A further two helicopters were seized in December 2014 along with their four occupants and a quantity of hash in each.

Two people were arrested and locked up in a Spanish Gaol after being caught with a cargo of 600kg of hash in Squirrel HB-ZFA. [Helihub]

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TECHNOLOGIES

UNITED KINGDOM

NPAS: At last month's Helitech event in London there was a chance to finally see the great job that Bond have made of the conversion of the former high skid EC135T2 G-SURY into the low skid 'prototype' of the conversions to come. SURY is now G-POLB and looking far more pristine than its age suggests. You can do a great deal in a makeover and this was appreciated by a lot of people including the KLPD [the Dutch Police] who are looking for some makeovers themselves for their mixed fleet of EC135s and AW139s.

The upgrade of G-POLB has been a long process in which each stage of the work has been submitted to the users for comment and amended as appropriate. There are lots of little details in the work that have hitherto been difficult to entertain. Most of the prior upgrades and equipping for service were unique in themselves but the upgrades that follow will reflect the gains from the initial slowness and at the same time be far quicker to finish.

A range of industry suppliers have moved into the programme and many of these should also find themselves selected for the fixed wing programme to allow the NPAS TFOs to freely interoperate between types.

The cabin upgrade has inserted equipment from Avalex, Britannia, CarteNav, Terrafix and Vislink while work on the outside has included a refurbished searchlight from Spectrolab and a new smaller 10 inch EO/IR sensor from L3 Wescam mounted fore and aft on the right side attached to the now familiar Meeker Mount step. Non-essential external equipment, including the Power Sonic PA system, is mounted out of the way on the left side.

The works have saved an overall 150kg which will mainly be taken as additional fuel and range. The aircraft is primarily a three seater with a fourth rear seat available for Command use by police or fire. The Avalex screens fold in such a way that they enhance rear observer situational experience but left hand screen can easily serve the needs of the occasional fourth occupant.



More images of the handover event can be found in the Helitech Special ©PAR

Continuing the programme one high skid EC135T2, G-CPSH, is now in Bond and should emerge as G-POLC and G-NMHS will follow in January next year. It is not believed that NPAS reserved more registrations in the G-POL* series when they secured POLB and POLC but this may have changed since.

Other details that came out of conversations at the Helitech Show included something old and something new.

There have been a number of aircraft base movements including the transfer of the long term MD900 operation at Redhill to use of the EC135P2. The based MD900 G-SUSX has moved south to Bournemouth joining the former Dorset airframe. Two of the MD900 airframes are for sale.

The movement of the individual airframes is approaching a stage where it will be of little interest but it has not come to that point yet. There is a lot of movement at present but the different sub-types and standard of equipment will tend to cluster to reduce crew training and experience needs.

Last month PAN carried news that Rhuddlan the North Wales coast base had closed and that is confirmed along with news that the base at Wolverhampton [Halfpenny Green] has nearly passed into history. Halfpenny Green the former base of the first UK user of the EC135, Central Counties, is now only used as a refuelling facility, the based aircraft having left forever. NPAS will pull out of the airport fully in the New Year. A month later, on January 31, Dyfed-Powys will join NPAS and Sheffield will close. The former Rhuddlan EC135P2 has migrated to St Athan partly because it carries the dual language Police Heddlu marks but maintenance relief aircraft are unlikely to be so marked.

Meanwhile the Ripley base alongside the Derbyshire Police HQ closes on January 20 with the aircraft scheduled to join the upgrade programme, the staff will be dispersed to work on future projects which include the base for the new fixed wing operation in the North East. The fixed wing programme – probably unlikely to fall into place until 2017 - still has no confirmed base but the negotiations only relate to a single airport location.

Hawarden is now a 24 hour base and it is planned will eventually operate one of the EC145s in the fleet. London looks likely to remain at Lippitts Hill for the foreseeable future but still currently flies the EC145 rather than the predicted EC135. The lengthy transition of the engineering on the three EC145s from the 35-year old in-house option to Airbus Helicopters is now behind them and most of the maintenance issues resolved.

Warton is now a 12 hour, single shift, base winding down to the point at which it will close. Warton, Durham Tees Valley and Wattisham are likely to close later than originally planned because of the delays in fixed wing implementation.

As mentioned two of the current Explorer fleet of six are believed to be parked up and for sale, Helihub believes that one of these is G-SYPS the former South Yorkshire airframe which has been replaced by the former Cambridgeshire aircraft G-CMBS. There is an expectation that the Humberside Police aircraft will join NPAS but this is probably incorrect. Humberside Police will join but the aircraft is not theirs and it is they that will be faced with paying the owners significant end of contract fees. The delay in Humberside joining NPAS related to the strictures of the difficult contract ['horrendous' was one description] and an assumed difficulty in ending it.

What price NPAS may get disposing of its Explorer fleet remains to be seen. The tiny world fleet of Explorer's has an insufficient sales record to set the bar but the recent multi-million pound purchase price of the low time example from the Middle East for London Air Ambulance is unlikely to be reflected in what NPAS will realise for its high time airframes. A few examples of the MD900 for sale suggest a price of no more than £1.5M but the purchase price of the London one was being quoted as over £3M. Strange.

As has been illustrated in a small but public way by the NPAS London Twitter account the primary remaining issue remains the people. Many, perhaps more than predicted, of the original players in the police aviation world of October 2012 have voted with their feet and

returned to the streets of their own home police forces. Additionally a few were discarded as having too high a rank to fill the slimmed down infrastructure.

There remain lots of people who have been in the service of police aviation for decades so it is not catastrophic position it is just a little too public for comfort at times. The many new recruits come to NPAS without the personal baggage of what went before.

It has been many years since there was a large need for fixed wing pilots in UK police aviation, this was for a while the only area where serving UK police officers might get to be pilots. Most recently the operators were Cheshire [they moved to helicopters], Hampshire Constabulary the first unit to be disbanded as NPAS became a reality, and Greater Manchester. Even the latter, which was involved in the NPAS fixed wing trials, finally sought to sell off its aircraft earlier this year.



Now NPAS is advertising for new pilots to fly the new fixed wing fleet from next year. The Line Pilots to be located in 'the South Yorkshire/North Midlands' area are being offered a salary in the range of £54,213 - £57,135. The closing date for this was originally given as 4 October but this was quickly extended through to 18 October 2015. There was a good take-up in applications, thought to be due in part to military and Cobham downsizing. Candidates were to be required to fly as a rostered Line Pilot in accordance with the approved Flight time Limitation (FTL) scheme providing effective aerial support to the ground based officers. The ideal candidate will hold as minimum, a Commercial Pilot's Licence (Aeroplanes) with RT Licence and Class 1 Medical. You must also hold a valid Multi-Engine Piston Rating (MEP) land and a valid Single Pilot, Multi-Engine Instrument Rating (IR-SP-ME/SE) with a minimum of 1,500 hours to include 1000 hours as Pilot in Command (PIC) single pilot aircraft fixed wing, 500 hours as Pilot in Command (PIC) overland Visual Meteorological Conditions including a significant proportion of low level flying 100 hours flying time IFR and 500 hours on twin-engine aeroplanes to include a minimum of 40 hours PIC. Significantly less than the rotary wing hours.

NPAS is also looking to recruit a Marketing & Communications Manager to 'work alongside the OPCC, WYP Corporate Communications and the NPAS Accountable Manager to develop and deliver internal and external communications strategies that promote NPAS, reinforce the benefits to UK policing at local, regional and national levels and increase public and partner awareness and confidence.' They need someone to get an acceptable message out there and take the workload off Ian Whitehouse the Accountable Manager who has hitherto been juggling with the task.

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NORTHERN IRELAND: The PSNI has had a long standing pilot recruitment problem that stems back to the less than stable security situation in the province. Currently it is trying to attract two new pilots with a salary of £60,000 each.

One role is specifically for a helicopter pilot who will fly the EC135 and EC145 helicopters and the other is for a fixed wing pilot for their Britten Norman fleet of two. They still have the older Islander G-BSWR and a recently acquired newer BN-2T 4S Defender. The closing date for the posts was October 16.

SCOTLAND: The Air Accident Investigation Branch [AAIB] report on the Clutha Vaults, Glasgow accident of on November 29, 2013 has been published after a lengthy delay. It is reported that an earlier version of the report was sent back for a significant revision but it was finally shown in its final form to the families of victims in the middle of last month and published on October 23. The AAIB held private meetings with the loved ones of the ten people killed in the Clutha Vaults crash and it is reported that some of them were unhappy with the final report.

Those in the leased EC135T2 helicopter G-SPAO on that fateful night in 2013 were pilot David Traill, who was an experience pilot employed by Bond Air Services and attached to Police Scotland's air support unit, and police constables Tony Collins and Kirsty Nelis. They all died. Seven others who were in the city centre pub at the time also lost their lives. They were John McGarrigle, Mark O'Prey, Gary Arthur, Colin Gibson, Robert Jenkins and Samuel McGhee. Joe Cusker was pulled from the wreckage alive but later died in hospital. Many more were injured.

The AAIB said in an interim report published last year that both engines on the aircraft failed, but the cause was not outlined. That report said the engines had "flamed out" before the helicopter crashed into the packed bar at 10.22pm but only rumour mentioned an apparent fuel transfer problem that meant the remaining fuel was not fed to the engines.

For this investigation the AAIB was hampered by not having any form of voice, data or image flight recorder to consult so they were left with only being able to investigate the wreck, damage trail and a limited amount of information imparted by outside sources including radar tracks, radio traffic, CCTV and witness statements.

Ultimately the 100 plus page AAIB report goes through all the evidence and finds that switches that should have been on were off and declares that it cannot work out why the pilot acted as he did in apparently ignoring all the standard warnings that had successfully steered hundreds of 135 airframes over 20 years from a similar incident concluding as this one did. The pilot also failed to undertake a safe autorotation with the result that it hit the roof of the Clutha at a sink rate estimated as 70g – way beyond the survival capability of the stroking seats and other crashworthy features. The report confirms early reports that in addition to having two engines that were shut down, neither main rotor or Fenestron tail fan were rotating. Fortunately there was no fire.

The investigation identified the causal factors that included 73 kg of usable fuel in the main tank became unusable as a result of the fuel being in the wrong part of the tanks. The transfer pumps were switched off for unknown reasons. The helicopter did not land within the 10-minute period specified in the Pilot's Checklist Emergency and Malfunction Procedures, following continuous activation of the low fuel warnings. At the core of the report is a sense of mystification as to why any of this happened.

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Seven Safety Recommendations have been made, these relate to changes in powering the radio altimeter and the fitting of a recording capability for aircraft operating emergency services flights to capture data, audio and images in crash-survivable memory, a FDR. It is assumed that the availability of such FDR equipment would resolve much of the mystery surrounding this crash. Similar crash recorder recommendations have been made before and not carried out.

<https://www.gov.uk/aaib-reports/aircraft-accident-report-aar-3-2015-g-spa0-29-november-2013>

Ed: Airbus Helicopters have a project to introduce a FDR for their helicopters but it is relatively new and voluntary. For the moment, this type of programme is not mandatory for helicopters from a regulatory point of view but a 'proper' FDR is being implemented for Oil & Gas operations on a voluntary basis. In addition there is a lighter system co-developed with Appareo Systems, that records high resolution images of the cockpit, as well as the aircraft's GPS position, acceleration and attitude. This data can then be used for flight debriefings as part of training sessions, where the flight path is displayed and used as a teaching aid. This might have met the needs of the AAIB in this instance but not if there had been a fire. It is worth noting that most accidents involving the EC135 have not involved fire. It is an optional extra mainly on the H125 series.

The comments by the AAIB have led to a misplaced media frenzy whereby air ambulance charities are now being criticised for not having any form of FDR and that includes both old airframes and new that clearly could not have had access to the comments at the time of their completion.

Fuel switch problems were evident in the 1985 police Edgely Optica G-KATY crash in Hampshire that killed two police employees. That aircraft also did not have a flight recorder so it was left to the AAIB to surmise the cause as being the pilot's error in switching the fuel tank selector switch incorrectly. The simple three position switch was badly located behind the pilot low on a console and out of sight even though the aircraft type did not have anywhere near the complexity and crowding of instruments and systems of the EC135. That accident was to have far reaching consequences on the manufacturer and the aircraft type.

Across UK police aviation Scotland has been particularly unlucky in the terms of the number of accidents. The AAIB report lists three of them as 24 January 1990 Bell 206B II, 17 February 2002 G-SPAU and G-SPAO each of which has connections with Glasgow/Strathclyde and Bond and its predecessors and led to far reaching consequences in levels of training and, in the case of the 1990 crash, an insistence on twin engine operations. Not unexpectedly the report ignores the September 1969 instance where a Scottish Chief Constable, William Kerr, was seriously injured in a tail rotor strike near Glasgow.

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UNITED STATES

ALASKA: Alaska State Troopers have already grounded one of their two search and rescue helicopters due to budget cuts, and officials say if changes aren't made they may not be able to afford the other. The operation of the single engine AS350 is reported to cost about \$250,000 per year – a stark contrast with typical numbers quoted for operating a twin in Britain.

ARIZONA: The Arizona DoPS has taken delivery of two M28 Skytruck fixed wing aircraft from the Department of Defense. The first of the pair, N342BD, was demonstrated to local officials late last month.

The deliveries were on a similar basis to the government surplus helicopters but the usual aircraft made available are such as the Beech King Air rather than the 18 seat Polish tactical aircraft formerly used by the USAF Special Operations Command from 2009. The variant flown by USAF is similar to the Skytruck, but fitted with Pratt and Whitney PT6A-65B Turboprops. The USAF started retiring the aircraft this year and eleven of sixteen aircraft delivered were reported as stored in Davis-Monthan AFB, Arizona by June this year despite their youth.


CALIFORNIA: Eagle Copters Ltd. has delivered another fully refurbished Bell 205A-1++ to the San Diego County Sheriff's Department. The helicopter was completely refurbished and highly customized with mission specific equipment at Eagle Copters facilities in Calgary, Alberta, Canada.



The Contra Costa County Sheriff took delivery of a new \$4.5M Bell 407 N408CC at the end of September. The Bell helicopter operates from Concord, California. The air support unit will be using the chopper to provide airborne firefighting and long-line rescues. The county Sheriff's Office bought it for approximately \$4.5M. Starr 3 touched down at Concord's Buchanan Field Airport last month, a \$4.5 million craft that the agency is using for the first time to fight fires and extricate people trapped in hard-to-reach places. As a further move in enhancing the capabilities the craft is equipped with a FLIR 380 sensor.

The Riverside County Sheriff's Department has added a new H-125 helicopter with state-of-the-art technology to its fleet.


The aircraft features new avionics and the FLIR 480HD infrared camera - a step up from the usual type of EO/IR used in the USA so it gives a clearer picture. There's a new hoist that can carry two people instead of one and a new Trakka light that makes their night vision almost 20/20. [Gulf California Broadcasting].



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NEVADA: The Las Vegas Metropolitan Police Department (LVMPD) Aviation Unit has taken delivery of a new MD530F helicopter N530JL. The LVMPD's purchase of the new aircraft was approved by Metro's Fiscal Affairs Committee on April 27.

Configured to mirror the capabilities of the Las Vegas Metropolitan's existing MD 530F fleet, the new helicopter features a 650shp Rolls-Royce 250-C30 engine, extended tail boom and longer main-rotor blades, extended heavy duty landing gear, and mission equipment that includes a LoJack® police tracking system, Spectrolab SX-16 Nightsun® searchlight, and Stark POP300 EO/IR Sensor. The cockpit configuration features a complete Garmin suite; the Garmin 500H EFIS flight display, GTS800 Traffic Avoidance System and Garmin GTN650H touchscreen GPS/Navigation and communications panel to support safe flight operations. LVMPD's new MD 530F also features an updated black and white paint scheme. Over time, this more traditional look will be implemented throughout the fleet. [MD]



©MD Helicopters

NEW MEXICO: A case review by the New Mexico Supreme Court ruled that a controversial 2006 marijuana raid included an unconstitutional warrantless aerial search because a low-flying helicopter was too intrusive. The court didn't rule out all aerial searches, citing case law supporting searches using aircraft flying at "navigable" altitudes of 400 feet or higher and with little impact on the ground but a State Police operation in 2006 was undertaken at low level and allegedly had damaged property, caused dust to be stirred up and caused a panic.

It is a long running case relating to just 14 pot plants observed at a home in Taos. That ended up in the Supreme Court upholding a conviction in 2013 and it is that decision that was overturned on the basis of the activities of the low flying helicopter. The neighbors stated that two National Guard helicopters flew back and forth low enough to lift off a solar panel and scatter rubbish, break a four-by-four beam and cause turkeys to squawk and so that although the cannabis clearly existed that was enough to overturn the conviction. [Albuquerque Journal]



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AIR AMBULANCE

CANADA

NORTH WEST TERRITORIES: The two companies awarded an eight-year medevac contract by the Northwest Territories government, Air Tindi and Advanced Medical, celebrated a grand opening of a new base in Yellowknife last month.

Air Tindi and Advanced Medical, were awarded a \$17.5M annual contract for medevac services in NW Territories in January under the name ACCESS Air Ambulance — ACCESS stands for Aeromedical Critical Care Emergency Services Specialists. They were previously separately contracted, Air Tindi providing aircraft and flight personnel, and Advanced Medical the on-board medical staff.



The new base has been operating since April, but the two companies waited until October for their grand opening in order to complete facility renovations and bring in new aircraft. Air Tindi partners Aklak Air to provide the aircraft on a 24/7/365 basis. The aviation partners operate a fleet of seven King Air 200's and 100's with five aircraft dedicated to EMS. The rest of the aircraft fleet includes examples of the Dash 7, Twin Otter, Caravan and a Lear Jet.

UNITED KINGDOM

HAMPSHIRE & IOW: The Hampshire and Isle of Wight Air Ambulance (HLOWAA) has moved one step closer to full night flying capability with the arrival of its enhanced model H135T3 helicopter, specially equipped for night time flying. The arrival of the aircraft is part of a three step process which will lead to the commencement of night flying in early 2016.

The HLOWAA crew have already completed NVIS (night vision imaging system) ground school training, will begin to undertake short night time flights on board the aircraft. Throughout December and January they will take part in night clinical training exercises with the neighbouring Thames Valley Air Ambulance (TVAA).

When HLOWAA commences night HEMS operations next year, the Isle of Wight will benefit from being able to call upon the air ambulance at any time of the day or night, in daylight and darkness, 365 days of the year.

KENT, SURREY & SUSSEX: The air ambulance for Kent, Surrey and Sussex is set to be stationed at a small airfield near Paddock Wood, Tunbridge Wells, Kent if a £10M plan gets the go-ahead. The charity will seek planning permission from Tunbridge Wells Borough Council in the week beginning November 16. If all goes according to plan flights will start in 2017.

The charity want to move the emergency service from its long standing current HQ and flying base at Marden and base it at Old Hay airfield, a grass field currently used by light aircraft. The privately owned airstrip, near Paddock Wood was established in 1989 and is home to a number of vintage aircraft types and the Kent Scouts Air Activities Group.

The air ambulance is intending to lease a section of the plot big enough to allow a three-bay hangar to be erected and to operate the two-craft from there. www.OLDHAYAIRFIELD.CO.UK In the future there are plans to change one of the two airframes operated to the larger AW169 and to move to fly 24-hours a day, answering 999 calls and responding to incidents at a rate averaging eight to ten flights a day, with two to three during the night. The Redhill site will be retained but will not be a primary operating base.

The charity also intends to use training facilities at Benenden Hospital to teach would-be airborne paramedics. [Courier]

Ed: The Marden facility is on the edge of an industrial estate and the hangar is a comfortable fit for the current aircraft but it is insufficient for the future plans. The building will be retained as an administrative base for the charity and the Trust (KSSAAT) will continue to fundraise from Marden the £6.5M a year it needs.

The distance between the two locations is not great [about 6 miles/15 minutes] but it does place the base further west and that will reduce the need for continuing a two base organisation as at present. The use of an airfield will improve the open area flying characteristics

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of the aircraft. In addition to the physical size of its building Marden does have restrictions to the flightpath access from the air.

The retention of Redhill, in a hangar also housing the NPAS operation, may be related to seeing the lease out but it will provide additional flexibility in the meantime.

LINCOLNSHIRE & NOTTINGHAMSHIRE: Although they have had their current MD902 aircraft a relatively short period of time the operator is to commence operations with a new AgustaWestland AW169 to be supplied by Specialist Aviation Services from next year. The AW169 aircraft will replace the charity's current MD902 Explorer and will enable paramedics to get to emergencies faster in a machine with a significantly larger cabin area offering space for an additional person to be carried if required.

The organisation's chief executive, Peter Aldrick, confirmed the decision on October 7 at Helitech International 2015.

He said: "We plan to continue to enhance the services we are able to provide to the people of Lincolnshire and Nottinghamshire.

"We introduced a night HEMS service with our very capable MD Explorer three years ago.

"And we are now looking for our doctors and paramedics to be able to deal with a wider range of patient cases and we are very much looking forward to doing this with the new AW169."

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LONDON: Although it was an open secret for many weeks, on October 1 London's Air Ambulance officially announced it had acquired a second MD902 Explorer to be registered G-LNDN and to be operational early 2016 after it has been brought up to a suitable EASA IFR standard.

The fundraising total to date of its 'Your London, Your Helicopter' campaign is just over £4M but the target figure remains £6M in order to support the operation for five years. The largest pledge to date is from the London Freemasons, who have committed to donate £2M and of course the Libor money brought in another £1M of the money so far achieved.

Through the acquisition of a second helicopter and by extending its daylight flying hours in the summer months, the charity estimates it will be able to reach a further 400 patients per year by aircraft. This year, the charity flew longer hours in the summer months for the first time in its history and, as a result, it was able to reach, and treat, a further 67 patients by air.



London's Air Ambulance, alongside partners Barts Health NHS Trust and London Ambulance Service, scooped the 'Cross-sector Partnership' award at the Charity Times Awards for their pioneering work on REBOA, a technique to control haemorrhage in trauma patients. REBOA was first developed in the Emergency Department at The Royal London Hospital, and after two years of development, the procedure was delivered for the first time at the roadside with London's Air Ambulance. It has been the culmination of several years of hard work by a variety of teams and individuals including The Royal London Hospital Emergency Department, interventional radiologists, trauma surgeons and anaesthetists, as well as paramedics from London Ambulance Service.

Now in its sixteenth year, the Charity Times Awards continue to be the pre-eminent celebration of best practice in the UK charity and not-for-profit sector. London's Air Ambulance was also shortlisted for 'PR team of the Year' for its 25th Anniversary campaign, and for the 'Fundraising Technology' award alongside partner, Rapidata. londonsairambulance.co.uk.

SCOTLAND: The days of the Bolkow BO105 use in the emergency services on the UK mainland are drawing to a close. There have been a number of false dawns for this taking place – PAN carried a headline way back in April 2007 when the end was predicted but the type has clung on – but the Charity Air Ambulance in Scotland [SCAA] is set to take one of the former Scottish Air Ambulance EC135T2+ helicopters this month. The 15 years old EC135 will displace the 30-year old BO105DBS-4 G-CDBS which itself was the first dedicated Bolkow with Cornwall Air Ambulance, itself a 1987 start-up operation. The BO105 was instrumental in introducing HEMS operations to the UK, pioneered by Bond in the

1980s and beginning with that 1987 operation in Cornwall which was provided free of charge. Most of the current charity operators used the type in early operations simply because it was a written off asset that was affordable for both operator and the charity. [Helidata/GINFO]

Ed: The end has been predicted before of course and there is the little matter of the potential start up in Northern Ireland needing an economic starter airframe from somewhere so we may yet see the old classic lingering for a little longer.



Gama Aviation, the global aviation services company, has opened a new purpose built base at Glasgow airport to support its contract with the Scottish Ambulance Service (SAS).

The base will house Scotland's national specialist transport and retrieval service (SCOTSTAR) for critically ill NHS patients and will be the first time anywhere in the UK that all the country's national retrieval services will operate from a single, central base.

This provides the Scottish Government with the huge benefit of being able to combine the external expertise of Gama Aviation with the clinical care of its own services. SCOTSTAR brings together the Scottish Neonatal Service (SNTS), the Transport of Critically Ill and Injured Children Service and the Emergency Medical Retrieval Service, with the SAS, which co-ordinates the teams. The result is a single integrated national service with a sustainable multidisciplinary medical and clinical team, making best use of the range of air and road transport by providing immediate access to specialist aircraft and vehicles.

Gama Aviation has carried out air operations for the SAS since 1993 with its current contract due to run until 2020. The number of flights operated by the company has grown annually – last year Gama Aviation carried out 491 missions out of a total of 2,654 cases to which the SCOTSTAR teams responded.

Gama Aviation currently operates two Beechcraft King Air 200C fixed wing turboprop aircraft based at Glasgow and Aberdeen airports, along with two dedicated Eurocopter EC145T2 helicopters located in Glasgow and Inverness. This core fleet is supplemented when needed by Eurocopter Super Puma helicopters based in both Shetland and Aberdeen.



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UNITED STATES

ARKANSAS: Sikorsky Aircraft Corp. has delivered two S-76D™ helicopters for air medical transportation to Arkansas Children's Hospital.



The new aircraft join two S-76C+™ helicopters already flying the Angel One® team as it performs life-saving missions every day throughout the greater Arkansas region. These Sikorsky S-76C+ helicopters have been active since 2002, responding to critical calls to transport young children including infants to the hospital for the unique care it provides.

Located in Little Rock, Arkansas Children's Hospital coordinates with a network of local hospitals that depend on Arkansas Children's Hospital to respond to cases that require an expertise in infant and child medical care. Sikorsky has now completed S-76D deliveries into all mission segments including offshore oil, search and rescue, VIP and air medical transportation. Sikorsky has delivered more than 800 S-76® helicopters to customers globally since 1979.

PENNSYLVANIA: STAT MedEvac has ordered two H135-series helicopters from Airbus Helicopters Inc. to replace older aircraft. STAT MedEvac provides air medical transport services to residents of much of western Pennsylvania and operates some 10,000 missions a year with a fleet of 20 helicopters, including 14 EC135s and six EC145s. The new helicopters ordered will be used to replace older aircraft.

TEXAS: Air Medical Group Holdings (AMGH), a major U.S. air medical transport services provider, has contracted with Airbus Helicopters Inc. for the purchase of six H135-series helicopters with options to buy four additional aircraft.

AMGH, based in Lewisville, Texas is the largest independent provider of air medical services in the world operating through seven subsidiaries: Air Evac Lifeteam; Med-Trans Corp; Reach Air Medical Services; EagleMed; Air Med International; Lifeguard Ambulance; and the AirMedCare Network. These subsidiaries transport more than 75,000 critically ill patients each year.

More than 1,200 examples of the H135/EC135 family are in operation globally and have accumulated a total of more than three million flight hours. Previous versions can be fully retrofitted to bring them up to the technical level of the H135.

UTAH: Airbus Helicopters Inc. announced that it has received orders from Air Medical Resource Group (AMRG) for three H125 and two EC145 helicopters. The new helicopters will be put into service with AMRG's community and hospital-based air medical transport programs. Two of the H125s were to be delivered to AMRG last month, with the other three aircraft to follow at later dates. AMRG has air medical transport bases in 10 states and Puerto Rico.

The addition of three H125 AStar (formerly AS350 B3e) single-engine helicopters will bring to 20 the number in the AMRG fleet.

FIRE

SOUTH KOREA

FOREST AVIATION: A delegation from Russian Helicopters visited South Korea late last month as part of its contract for the overhaul of Ka-32 helicopters operated by Korea's Forest Aviation Headquarters.

Ka-32 helicopters have been supplied to South Korean operators since 1993. They have been found to be ideally suited to operations in the challenging geographical and climatic conditions found in remote parts of mountainous regions, northern latitudes, tropical regions with hot and wet climates, and over water. More than 60 Ka-32 helicopters operate in South

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Korea, where they have racked up more than 100,000 hours of flying time on fire-fighting, search-and-rescue, cargo transportation, construction work, logging and other tasks.

South Korea's police force deploys the Mi-171A2, one of the aircraft of the Mi-8/17 series, for routine patrols and special operations. It is the only helicopter in the Korean police force's fleet able to fly over the sea for distances of up to 250 km.

There are currently two service centres in South Korea for servicing Russian-built helicopters: one at LG International and the second at Forest Aviation Headquarters.



SEARCH AND RESCUE CANADA

AIR FORCE: In an article that all but accuses the politicians of being less than truthful the Huffington Post has stated that the recent retirement of the fleet of Sea King SAR helicopters was a sham. According to the article only four of the air force's venerable CH-124 Sea King helicopters are due to be written off between now and the end of next March, despite a high profile retirement event in June.

The Conservative government, which has struggled to get the new Cyclones into service promised that the Sea Kings could begin retiring in 2015 and held the event to underline it. Since then documents obtained under the Access to Information Act have highlighted the real position.

With some 26 Sea Kings still operating and the two "written off" airframes now confirmed as being long standing wrecks anyway it looks like this saga has quite a few months left to go until the Sea King does actually leave service! This pair and two others have been removed from flying status but have yet to be formally disposed of.

The Cyclones, originally ordered by the Paul Martin's Liberals in 2004, have had a troubled development history but Sikorsky are currently promising to deliver 28 'fully operational' helicopters by 2018. The fear is that getting that standard may still slip to 2021. In their delivered state they are still restricted to aircrew training, SAR and ground surveillance missions. They are not yet ready for all-weather operations at sea.

A defence source suggests that the old Sea King will still be around if Sikorsky is unable to deliver fully capable Cyclone helicopters between 2018 and 2021 as promised.

CHINA

SAR: The China Ministry of Transport (MOT) has taken delivery of its final two S-76D™ helicopters in a ceremony at Sikorsky Aircraft's commercial helicopter centre. The MOT's helicopter fleet, which is the foundation of China's airborne search and rescue (SAR) maritime operations, now totals 16 S-76® helicopters, eight of which are S-76D aircraft. Sikorsky Aircraft Corp. is a subsidiary of United Technologies Corp.

In December 2012, the China MOT purchased four S-76D SAR helicopters, and then in July

2013 contracted for four additional aircraft of the same model. The latest SAR contract is the fifth that China's MOT has awarded to Sikorsky for the S-76 series of helicopters since 2000.

"We have had a long legacy of success with our S-76 aircraft, resulting in hundreds of lives being saved since 2001," said Mr. Wang Zhenliang, Director General, China Rescue & Salvage Bureau, Ministry of Transport. "These two S-76D helicopter deliveries mark another significant milestone in our program, providing us with the latest technology and enhancing our capabilities for our search and rescue missions."

UNITED KINGDOM

SAR: The new civilian search and rescue (SAR) helicopter service has reported a busy first six months, 1 April to 31 September 2015, as crews across five new bases respond to almost 400 taskings.

Bristow Helicopters Ltd is operating the civilian search and rescue helicopter service for the UK on behalf of HM Coastguard. New SAR helicopter bases at Humberside and Inverness went live in April with the base at Caernarfon following in July. A fourth UK SAR base went live at Lydd Airport in August and the fifth has just gone live at the beginning of October. The bases at Inverness and Caernarfon have proven the busiest with Inverness responding to 163 taskings from the Aeronautical Rescue Coordination Centre (ARCC) in the first six months, and the Caernarfon base responding to 100 call outs in its two months of operations alone.

Combined with the two Gap SAR bases in Sumburgh and Stornoway which Bristow Helicopters already operates on behalf of HM Coastguard this brings the total number of taskings the service has completed in the six months to 567.

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INDUSTRY

Bell Helicopter has sold eight Bell 206L-4s to Air Medical Group Holdings (AMGH). AMGH [Air Evac Lifeteam] is one of the largest independent providers of helicopter emergency medical services (HEMS) in the world, and the aircraft will be configured for HEMS missions and operated by Air Evac Lifeteam, an AMGH subsidiary. Deliveries are scheduled to begin next year.

HeliHub.com has pointed out that AMGH has been the prime customer for the LongRanger. Some 79 aircraft have been delivered in the last six years and that of these 50, or 63.3%, have been sold to AMGH and they already have a fleet of 130 LongRangers serving 120+ air medical bases across 15 states.

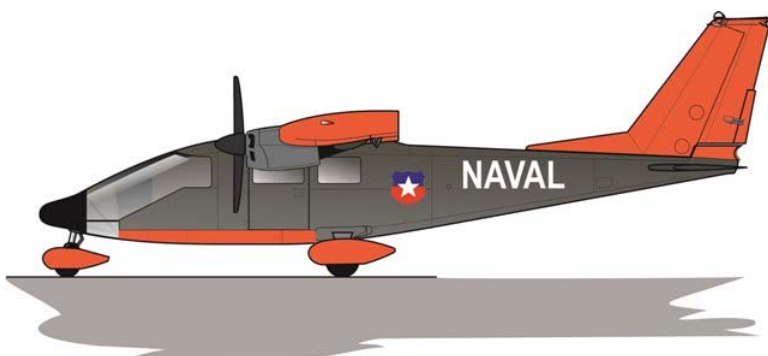
Helihub points out that without AMGH only 29 LongRangers would have been produced over the last six years, and that is unlikely enough to make the production line viable to keep open. They are already taking Bell 407s and but have only seven in their fleet.

Airbox Aerospace Limited, the intelligent mapping systems developer has been chosen by Cubic Global Defense (CGD), a business unit of Cubic Corporation), to develop AD-SA (AWES Distributed Situational Awareness), a fully functional portable terminal displaying Cubic's innovative Area Weapons Effect Simulator (AWES) and Digital Advanced Warfighting Experiment (DAWES) data. The portable terminals will provide unprecedented levels of situational awareness to commanders and field observers at British Army Training Unit Suffield (BATUS), Canada and Salisbury Plain, United Kingdom in addition to mobile exercises such as the notable annual Joint Warrior exercise.

ADSA is based on Airbox's powerful PANDA mapping engine and allows many levels of visual data to be displayed over digital mapping with little or no loss of performance in the Command Centre and out on the ranges. PANDA ADSA allows range commanders and mobile observers to see the locations of personnel and vehicles involved in training in real-time. Additional information on specific exercises is also made available, including complex information regarding fire engagements.

The new system delivers a more intuitive interface than was previously available and is now truly portable, allowing users on the ranges to have - at the touch of a finger - all the information previously only available back at the Command Centre. PANDA ADSA allows operational plans to be securely communicated around the range in real time and provides users with much better access to information than before. Other benefits include improved safety functionality, particularly around live fire exercises and improved air and land integration for future training.

In the wake of the recent success with the NPAS in the UK **Vulcanair** are seeing a minor surge in sales of their light twin aircraft. In September the Comptroller of the Chilean Army (Directemar) approved a contract for the supply of seven Vulcanair P68 Observer 2 aircraft in 2016-17. The flexible Observer 2 will be deployed for several missions including: Search and Rescue, Maritime Police, Search and Reconnaissance, Medical Evacuation and Transport.



The aircraft will specifically be configured with special mission equipment, including an AIS for the identification of the ships, and an Infrared camera and other critical mission equipment. The Observer has a plexiglas nose provides a "helicopter-like" visibility. Its long-range capabilities were paramount in the aircraft choice, some of the missions require flying for up to 800 nautical miles.

Life Flight Network of the Pacific Northwest and Intermountain West United States has exceeded 10,000 flight hours in their fleet of AW119Kx life-saving EMS helicopters, just two years after initial deliveries to the customer and three years after the aircraft was outfitted with a glass cockpit and unveiled to customers and industry. Life Flight Network has now taken delivery of 19 AW119Kx helicopters, including two in June of 2015.

Full execution of Life Flight Network's contract will bring the total number of AW119Kx helicopters operated by Life Flight Network to 21, reinforcing the critical care transportation network's confidence in the aircraft, its capabilities, and the support provided by Agusta-Westland. Integrating the Garmin G1000HTM flight deck system into the proven AW119 platform, certifying the new avionics suite, and delivering the next-generation helicopter to customers in the United States, Brazil, Chile, Australia, and other nations over the course of two years was a testament to the success of the AgustaWestland design engineering and production teams and has contributed to the strength of the aircraft across all market segments.

All Metal MS, manufacturers of aircraft maintenance stands, fall protection platforms, hangar equipment, portable field equipment, and specialty tooling has announced that it delivered a customized line of solution driven MH-60 Jayhawk maintenance stands and hangar equipment to the United States Coast Guard's Clearwater, FL facility. The custom "Safety First" maintenance stands, door racks, cowlings racks, blade racks and work tables were designed for use when performing both routine maintenance and complete overhauls on the MH-60 Jayhawk, and can be used on all models of the Black Hawk.

All Metal developed the concept of designing a cohesive set of smaller stands which surround the aircraft with platforms crafted for specific functionality. The door racks, cowlings racks, blade racks and work tables were designed for hangar space efficiency and storage functionality. In September, All Metal tested the prototypes in the Coast Guard's Clearwater, FL facility. After the testing, All Metal put the stands and hangar equipment into production.



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On May 18 Revue Thommen AG changed its name to **Thommen Aircraft Equipment AG**. In recent years the company, still nominally based at Waldenburg, Switzerland, has become best known for its new generation searchlight but historically it was the manufacturer of aircraft instruments and sought after watches.

With the recent move towards glass cockpits Revue Thommen found its older generation dial instruments side-lined and only used as standby instruments, a much smaller market that was also declining. The management went looking for a financier to bring the company into a position where it might invest to improve the product lines to meet modern needs and stem the decline of the mechanical instrument business that had faded away by 50% in a 3 year period.

The Russians, the Transas Group, bought into an ailing Thommen and brought along a Russian designed searchlight which was good but like much Russian equipment did not meet an acceptable standard for most Western markets. As part of the 2012 deal Thommen were to work on developing and certifying the searchlight into something the West would buy partly through having an acceptable Swiss name and address. Under the original agreement Transas paid half of the agreed share price to be completed at a later date.

The initial owners, Transas Group, has since severed links with the Thommen brand and now appears to be working on a new name of "TAV" but they still have the original searchlight design primarily for the Russian market. <http://www.t-aviation.ru/#industry> There is now no obvious legal link between TAV and Thommen, the buyer of Thommen was Transas Marine Ltd registered in Ireland www.transas.com and the sought after watches are no longer part of the deal. On September 22 the second half of the share price was paid in Zurich confirming the Russians as the owners of the complete entity.

PAN understands that following this completion Thommen sent a letter to each of its OEM customers of an intention to wind down and the terminate production of mechanical instruments by the end of this year. This is the core-activity of the remaining 80 employees and supplies such as Airbus Helicopters, AgustaWestland, Bell etc. Where this will place the need for about 25 more years of support and delivery of spare units is unclear.

Meanwhile Thommen continues to market the westernised variant of their searchlight with modest success. Whether that, as the primary marketable product will be sufficient to support the factory remains to be seen.

Spectrum Aeromed has been exhibiting their 2200 Series advanced modular system in the Cessna Citation CJ4 aircraft. Using a seat rail adapter, the systems fits into the Citation CJ4 using pins that fit directly into existing hard points on the aircraft. The system uses a quick release system making it easy for quick conversions.

The Spectrum Stretcher has a 1000-watt inverter, four single 230 or 115 volt outlets and one 28- volt DC outlet. The outlets allow for electrical supply, oxygen and other devices. It also has an IV mount. www.spectrum-aeromed.com.



Airbus Helicopters Inc., exhibited the Mississippi Department of Public Safety's H125 AStar at the 2015 International Association of Chiefs of Police (IACP) Conference in Chicago, October 25-27.

The Mississippi Department of Public Safety has operated the H125 (formerly AS350 B3e) to conduct a wide variety of law enforcement missions, including patrol, aerial searches with thermal imaging systems, photo missions, and marijuana eradication since delivery in 2014.

Orion Photonics Ltd., of Beaworthy, Devon UK manufacture precision thin film coatings for numerous applications including the Aerospace and Defence industries.

The company has recently developed a laser rejection Ophthalmic coating specifically for pilots which blocks known laser pointer wavelengths whilst maintaining a clear view of the outside world. This coating can be applied to standard eyewear and prevents the pilot from being dazzled by laser pointers aimed from outside the cockpit during operations. Although the problem is spasmodic it is becoming a more frequent occurrence world-wide.



Orion are looking to market this eyewear both in Europe and internationally and are currently seeking to have sample air units in the UK to comment on the effectiveness of the glasses. PAN is arranging for samples to be tested by air units and hopes to have an independent and unbiased report from them in the near future. www.orionphotonics.com

Ideagen will be exhibiting at the upcoming Flight Safety Foundation International Air Safety Symposium event in Miami at the start of November. Aviation safety and risk management software specialists Ideagen is exhibiting its latest developments in technology under a theme of 'Aligning Safety Risk Management and Safety Assurance', Ideagen's team will showcase the company's latest innovations and software products.

Ideagen currently supports over 300 aviation organisations globally in their safety and risk management operations, providing software such as Q-Pulse and Enlighten to help airlines, airports and MROs manage safety, risk and quality against a series of strict international regulations and standards.

This year's IASS event takes place at the Eden Roc Miami Beach hotel in Florida, USA between Monday, November 2nd and Wednesday, November 4th. It will cover a number of crucial aviation safety topics including issues like crew health, safety information protection, aircraft tracking, lithium batteries, and accident crisis communication, training and operations, human performance, risk and understanding data.

The Ideagen Group has a customer base of over 1,500 organisations including many blue chip names such as BAE Systems, Emirates, Shell and the European Central Bank as well as 150 hospitals in the UK and US.

The first **Airbus Helicopters** final assembly line in China to be set up in cooperation with Sino-German Ecopark. **The** historic partnership paves the way for the establishment of an H135 final assembly line and a comprehensive industrial hub in China.

A Letter of Intent (LOI) for the establishment of a final assembly line (FAL) of Airbus Helicopters' H135 in China was signed between the Sino-German Ecopark and Airbus Helicopters. The agreement is a major step forward for Airbus Helicopters in China – a country which is becoming the world's largest market for helicopters and in which the European rotorcraft manufacturer keeps increasing its footprint. An ecosystem will be developed with the Chinese partners - it will include the country's first Airbus Helicopters final assembly line, a sales office for locally-assembled H135s to be distributed domestically, as well as

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maintenance, repair, overhaul and training capabilities to support the Chinese H135 fleet. This powerful industrial hub will ensure a long-term presence for Airbus Helicopters in China.

The H135 is one of the most popular light twin-engine helicopters in China currently, performing mainly helicopter emergency medical services (HEMS) and police missions. With the expected increase in civil and parapublic services demand for helicopters as China's general aviation market continues to expand, the set up of the H135 FAL is a timely development.

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ACCIDENTS & INCIDENTS

20 June 2015 Eurocopter EC135P2 N37RX. Air ambulance of REACH Air Medical Services, Santa Rosa, California. Whilst operating a ferry flight with pilot and passenger on board climbing through 7,200' MSL (1,000' AGL), the pilot heard three loud pops in rapid succession and simultaneously a #1 engine chip light illuminated. The pilot immediately began a turn towards lower terrain and lowered the collective to an OEI profile at which time the engine completely failed. The pilot secured the engine in accordance with checklist procedures and proceeded to the closest, most suitable landing area wherein he made an uneventful landing. The engine was removed and sent to PWC for teardown analysis. There was a failure of the #3 bearing. [Concern]

12 August 2015 Bell 407 N408FC. Air ambulance En route to a local hospital, with a patient on board, near the Fresno Airport, a drone was spotted within 15 - 20 feet at approximately 1,000ft AGL. The pilot diverted around the drone. [Concern]

30 September 2015 Beechjet 400A N492AM Air ambulance operated for AirMed International LLC - Mayo MedAir Medical Transport, Rochester, MN. On departure roll from Rochester International Airport, as aircraft rotated, a loud bang occurred. Shortly after the bang, both pilots and the medical crew smelled a strange odour. The crew was uncertain of the cause. The aircraft returned to the departure airport and made a precautionary landing. The aircraft landed without incident. Post-flight inspection showed that the left engine had ingested a bird. The engine required a borescope inspection, engine wash and power assurance run-up prior to return to service. No damage was found. [Concern]

5 October 2015 Bell UH-1H PNC-073 Colombian National Police. Crashed and burned out after reported loss of hydraulics led to loss of tail rotor control and an emergency landing at Puerto Gaitan. Six fatalities named as Pilot Javier Arias F, co-pilot Germán David Beltrán; Col. Carlos Alberto Melendez, police commander for Meta region, along with colleagues Jeison Alejandro García and Luís Felipe Nieva Gómez, plus one other not named

15 October 2015 Bell Royal Thai Police Came down in a banana plantation with an engine problem at near Mong Kua village in tambon Mae Chan of Umphang district.

24 October 2015 Airbus Helicopters AS350B3 N911WL Placer County Sheriff's Office. Whilst undertaking a autorotation training flight with three on board the aircraft struck the ground hard causing damage to the tail boom. [media]



25 October 2015 Helicopter Air ambulance operating for Cox Medical Center South in Springfield, Missouri suffered a bird strike on the windscreen that caused a crack while transporting a child to St. Louis Children's Hospital. [Louis Post-Dispatch]

FLIGHT SAFETY

The two incidents that follow might be more controversial than usual if it had been placed some 15 pages earlier in this edition. They cite instances of safety advice and devices diligently developed, tried and tested only to be ignored at the peril of those directly affected.

Investigators of the private-jet crash that killed billionaire Lewis Katz discovered that the sports mogul's personal pilots almost never performed the required pre-flight safety checks when regularly flying their employer and his associates around.

According to preliminary information released by the NTSB there were only two occasions among some 176 trips undertaken by Lewis Katz's Gulfstream IV in which the pilots bothered to fully run through the pre-flight check lists and undertake tasks that included the testing of the flight controls before take-offs. Although blame has yet to be assigned by the NTSB it is clear that basic safety procedures were regularly ignored. On the final push back on May 31 on a flight from Bedford, Massachusetts to Atlantic City, New Jersey led to the plane skidding off the runway and bursting into flames, killing seven people - the pilots, a flight attendant, and four passengers.

The aircraft was sophisticated and in the background a computer duly recorded every action undertaken by the crew over hundreds of flights. It recorded a regular catalogue of failure to undertake the simplest of pre-flight checks. Even the most basic observer knows from movies that all pilots get into an aircraft and waggle the controls to see that they work even if they do not actually comprehend what that achieves. Testing whether a plane's flight controls are working is one of the most elementary safety checks, with pilots making sure all their controls can move normally and completely before beginning every takeoff. Basic airmanship. According to the papers so far released the very experienced crew barely did that more than 1% of the time.

Well it seems that on the evening of May 31 the Katz pilots gain did not do that, the simplest of checks. They set off towards the runway and on the way noted but cancelled and ignored a warning that the rudder was not working. The first indication they had that they couldn't lift off came 29 seconds after they began accelerating as they reached about 150 miles (241 km) an hour.

They pushed the throttles forward and set off down the runway and even when they realised that all the controls were immovably locked they dithered long enough to fail to stop the aircraft on the runway. According to the source one pilot is heard to state "Lock is on," seven times as they sped down the runway. The crew waited 10 more seconds and reached a maximum speed of about 185 mph before trying to stop. They simply ploughed onward to their deaths.

In a similar vein a full report into a helicopter crash that killed two US Marines from Camp Pendleton was caused by improper maintenance that led the transmission to seize up and the main rotor to stop. The two Marines aboard the Bell UH-1Y Venom [Super Huey] helicopter crashed just 400 yards from its intended landing point on January 29.

The investigation found that an improperly installed filter cover caused the transmission to lose its oil during the flight from Camp Pendleton. A warning light that alerted the pair to a transmission problem was noted and cancelled about 34 minutes into the 49-minute flight. The pilots noticed that their oil pressure gauge fluctuated and then plummeted to zero. It appears that the pilots assumed the problem was due to a faulty gauge, not actual fluid loss, because of recent maintenance issues. About a week prior, their aircraft had undergone maintenance because of a faulty reading, which included replacing oil pressure sensors.

As a helicopter it could have been landed immediately, or diverted to a nearer airfield and investigated but it was not and the flight continued for a further fifteen minutes as the gear-box pumped out all the oil and seized up plunging the machine earthwards. [Bloomberg/ASN]



PEOPLE

The Association of Air Ambulances has announced the appointment of **Liz Campbell** as the Independent Chair of the Association of Air Ambulances Charity (AAAC), a legally independent body which is designed to funnel national donations into individual air ambulance charities.

Liz replaces Chloe Smith MP; the interim Independent Chair of the AAAC and brings a wealth of experience and knowledge to the role. Her achievements and leadership has seen Liz become the Director of Wellbeing of Women; a medical research charity that has just celebrated its 50th year, Chairman and Vice Chairman of Surrey Police Authority and a Non-Executive Director of the NHS to name a few. She will now play a key role in leading the AAAC along with its Board of Trustees.

Mitch Snyder, formerly executive vice president of military business at Bell Helicopter, has been named president and CEO of Textron. He will succeed **John Garrison**, who moved to Terex Corp. Snyder previously led Bell Helicopter's government business operations and oversaw the V-22 Osprey program.



One of the leading auditors and advisers to UK emergency services is today changing its name as part of a global rebranding exercise. Baker Tilly is adopting the name RSM, uniting under a single common brand with RSM audit, tax and consulting firms across the world. **RSM International** is the seventh largest network of independent audit, tax and consulting firms, encompassing more than 110 countries, 730 offices and more than 37,500 people. The network's total fee income is \$4.4bn.

In the UK, RSM has a significant presence in the emergency services market. The firm provides services to 44 police and crime commissioners, police forces and fire services. RSM delivers a number of outsourced and co-sourced internal audit contracts and the firm also provides a number of other services to emergency services clients including tax, VAT, IT assurance, fraud risk services, lean, risk management and governance support, contract risk and social impact services. To coincide with the rebrand, the firm will be launching its new look website at rsmuk.com.

As this edition went to press news was coming in that one of the prototype **Agusta Westland AW609 [N609AG]** had crashed in Italy killing the two pilots Pietro Venanzi [seen right in 2012] and Herb Moran.

Mr Venanzi's Linked In profile shows he had been a test pilot with AgustaWestland since 1999, and for the 16 years prior to that had been with the Italian Air Force on both fixed and rotary wing. Herb Moran joined AgustaWestland in 2011 after 11 years at Bell Helicopter, working on both the UH-1Y and AH-1Z upgrades as well as the 609. He was a 13 year veteran with the US Marine Corps.



MOVE ALONG THERE

Another case of what do you call it. It was born a Bolkow and most were built as MBB's and very few met the classification of being a Eurocopter - and yet that is a fate we are now assigning to a whole tranche of Aerospatiale and MBB products that are retrospectively being called Airbus helicopters. So is a BO105 going to be an AH? Maybe, not this time for a Sud Alouette is still a Sud unless it's a Hindustan....

EVENT NEWS

The **Emergency Services Show** held at the NEC in Birmingham on 23 and 24 September attracted a record number of 6,151 visitors. This represents the ninth consecutive year-on-year increase in visitor numbers and a ten per cent increase on last year's attendance record. In addition to the record visitor attendance, over 400 delegates attended co-located meetings at the event, and the same number of first responders came to represent their organisations in the Emergency Response Zone. In 2016 The Emergency Services Show will move to the larger Hall 5 at the NEC, enabling the expanding event to be housed in a single hall. The event will take place on 21 and 22 September 2016. The organisers have confirmed they will continue to offer entry to the exhibition and seminars free of charge as well as provide free parking. More details of the 2016 event will be published on www.emergencyuk.com

After the success of the first **SkyTech** event in April of this year, the organisers have announced the launch of SkyTech 2016, organised in collaboration with SUAS Global, RUSTA and Flightpath Consulting, which will take place on the 27th & 28th January 2016 at the Business Design Centre, London.

SkyTech 2016 is a two-day tradeshow dedicated to advancing the global commercial UAV industry. It aims to serve as a platform to encourage growth, further education and advance safety within this emerging market. Now in its second edition SkyTech is more than doubling in size and will feature 70 exhibitors, 50 speakers and over 3000 attendees. SkyTech's exhibition is completely free to attend and will feature the latest in cutting edge technology and services from across the global unmanned aviation industry. To secure your free exhibition tickets register now at <https://skytech2016.eventbrite.co.uk>

Bookings for exhibition stands are now being taken. Organisations booking exhibition space before the 15th July 2015 will receive an early booking discount. Alongside its exhibition SkyTech will also feature a number of conferences and break-out workshop sessions providing information tailored to all aspects of the commercial UAV industry.



It was originally intended to hold the inaugural **Rotorcraft Asia** in the Changi Exhibition Centre in Singapore during September 2016 but the realisation that the island of Singapore is blighted by bad visibility caused by the illegal forest fires in Indonesia led to a change of plan and the event is now slipped into early 2017. The Changi Exhibition Centre was to hold a dedicated intent on gathering the entire civil helicopter industry in the Asia Pacific market.

The new event will run during 18-20 April 2017 under the same name, Rotorcraft Asia, operated by Experia Events. Rotorcraft Asia will gather the global civil helicopter industry in Singapore, catering to the growing civil, medical, rescue and parapublic aviation demands in this flourishing region. www.rotorcraft-asia.com

THIS MONTH

2-4 November 2015 IASS Miami. 68th annual International Air Safety Summit (IASS) 2015_Eden Roc Miami Beach hotel, 4525 Collins Ave, Miami Beach, FL 33140, United States. Flight Safety Foundation has provided the aviation industry with an International Air Safety Summit filled with networking and access to speakers and issues that are timely and of great importance to the community.

12-13 November 2015 HeliASEA Singapore. Civil Helicopter Southeast Asia Summit 2015 will be gathering 200 industry professionals representing relevant government officials, OEMs, operators, financing providers and leading industry solution providers together, discussing topics of South East Asia Civil Helicopter Market Forecast and Regulation Update, Offshore Oil and Gas Helicopter Market in SE Asia, Exploring best training approach to tackle pilot shortage challenges in Asia and EMS& Law Enforcement Helicopter Market Prospects. In this unique occasion, you can capitalize on the fast expanding helicopter opportunities in South East Asia, strengthen your leadership branding, gain visibility and increase market awareness, demonstrate your product value proposition and develop partnerships with key local prospects.

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.

For more details on Milipol Paris 2015 please visit www.Milipol.com

17-19 November 2015 Business Aviation Conference and Exhibition, NBAA 2015 at Las Vegas, Nevada, USA. The NBAA conventions, conferences, forums and seminars featured in 2015 are designed specifically for business aviation professionals, with a wide selection of programme content. This includes continuing education, professional development, and networking; forums to share industry best practices; venues to find the latest products and services for your operation; or some combination thereof. NBAA's Conventions are large-scale, 3-day events that facilitate networking, foster and grow client relationships, and feature educational programs on a wide variety of topics. Check out the website for other NBAA conferences and Regional Forums [primarily operated within the United States]. These go more in-depth on a single facet of the business aviation industry.

www.nbaa.org



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Complementing the front cover image is this picture of the handover ceremony for the H145 helicopter and the flashback image from Michael Mau in July when the aircraft featured at a unit Open Day.



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