

Police Aviation News

A red and white police helicopter is the central focus of the image, parked on a red and white striped tarmac. The helicopter's main rotor blades are visible at the top, and its tail boom extends towards the right. The cockpit area is white with a large black window. A red emergency light is mounted on the side of the fuselage. The background shows a clear blue sky and some distant structures.

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Number 236 December 2015

PAR

ALEA SUPPORT BRAZIL

NPAS REVISITED

OVERDOSE AMBULANCE

A.A.A. UK AWARDS

ALTERNATE FUELS

STOP that UAV getting through!

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LAW ENFORCEMENT

BRAZIL

ALEA: In keeping with recently announced plans, a party of Airborne Law Enforcement officials and trainers attended and took part in the 2015 Brazilian Public Safety Aviation Conference, Brasilia last month.

The party included Bryan Smith, ALEA's Safety Program Manager, Don Roby, the Training Program Manager and Dan Schwarzbach the ALEA CEO.

The three took with them decades of police aviation service knowledge to impart to the Brazilian airborne law enforcers – all three are current airborne law enforcers with units in Florida, Maryland and Texas respectively. [Facebook]

Right Bryan Smith speaking at the 2015 Brazilian Public Safety Aviation Conference, Brasilia, Brazil



CYPRUS

POLICE: The most recently delivered Cyprus Police Aviation Unit Bell 412EP CP-4 delivered in 1997 underwent a major overhaul in Germany earlier this year and now wears the same dark blue and white marks as the AgustaWestland AW139s delivered 2010.

The overhaul included the cut away modification of the tail fin to improve stability. [AFM]

Ed: The FAA certified BLR FastFin tail rotor enhancement and strake stability system modification is the first in European law enforcement. Agrarflug Helilift in Germany handle the sales.

Merry Christmas
to our readers
[Other religious festivals are available]

FRONT COVER: At last months Dubai Airshow an image of the local National SAR AgustaWestland AW139 in the static park taken by Ian Frain. The event contained few representatives of the rotary wing fraternity but most of those will no doubt have the chance to appear at next years Dubai Helishow.

FRANCE

NATIONAL: Airbus Helicopters is to provide global service solution for French Gendarmerie Nationale and Sécurité Civile EC145 fleet in a five-year contract for full-by-the-hour support, logistics, and technical assistance.

The SIMMAD (*Structure intégrée du maintien en condition opérationnelle des matériels aéronautiques du ministère de la Défense*, responsible for the maintenance and overhaul of French state-owned aircraft) has awarded Airbus Helicopters a contract for a global service solution covering the entire fleet of 50 EC145 operated by the French Gendarmerie Nationale and Sécurité Civile.

Fifteen EC145 are used by the Gendarmerie Nationale and 35 by the Sécurité Civile. The aircraft are on call 24/7 throughout France and its overseas departments (France, Corsica, Guadeloupe, Martinique, Guyane and the Réunion). These helicopters are used to perform public service missions (search and rescue) as well as police missions.

The 50 EC145 will be supported by the recently created Military Support Centre France, a dedicated Airbus Helicopters organisation designed to support all French military and parapublic customers and providing them with the most tailored services fitting their specific needs. [Airbus]

NEW ZEALAND

POLICE: A pilot and six tourists were killed late last month when their Squirrel helicopter crashed into a New Zealand glacier in “terrible” weather conditions. The helicopter plunged into the 13 km (eight miles) long Fox Glacier, a popular tourist site on the West Coast of the south Island that attracts thousands of tourists each year.

Weather conditions were reported to be heavily overcast and raining at the time and questions are being asked as to whether the helicopter should have been flying at all. A photograph released by police showed the wreckage wedged between walls of ice in a crevasse on the glacier but debris was reported to be spread over several hundred metres.

A paramedic and an alpine rescue team who were winched down to the crash site confirmed there were no survivors. Inspector John Canning the local police officer in charge halted operations to recover the bodies because of the bad weather, declaring “I’m not going to risk any more lives, we’ve lost seven.”

He added: “It’s the top of the glacier and it’s heavily crevassed, very rough country and it’s going to take a lot of care to get the people out of there. It’s quite dangerous.”

Later reports on the incident stated that the police intended to employ unmanned craft to survey the site prior to committing people. In the event a recovery team was able to remove three of the bodies using a hovering helicopter before the UAV arrived and before the weather again clamped down. The remaining bodies were removed as the weather improved.

A commercial photography drone survey was being commissioned of the accident area when weather and other on-site operations allow but this will be a survey of the accident debris field rather than aid for body recovery. Immediate photography was undertaken by

helicopter and a helicopter will be used to haul the wrecked machine out of the crevasse where it is wedged and lift it off the glacier to enable the accident investigation work by the Transport Accident Investigation Commission (TAIC) to continue. [NZHerald/police/PAR]

IMAGE NZ Police



PHILLIPINES

NATIONAL POLICE: The Philippine Senate has agreed to increase the proposed 2016 budget of the Philippine National Police (PNP) to enable the refurbishment of a pair of R44s purchased in 2009. The Robinson's have been grounded for several years as they were subject of a court case surrounding the manner of their purchase.

The PNP acquired three R44s in 2009, but after it was belatedly realized that two of these were pre-owned and had 498 and 536 hours on the airframes allegations were flying. The third aircraft, a Raven II, was bought new from the factory and around the same time, but written off in June 2013.

The two pre-owned examples were manufactured in late 2003 and therefore due to be overhauled under the calendar life limit. Some doubt has been expressed whether there are enough funds available to return both to the air this year.

As PAN reported three years ago from the Tangent Link police conference in Kuala Lumpur the PNP stated that they were choosing between the Bell 412 and the EC145 for a larger airframe. A local newspaper the Philippine Star states that the PNP suggested that they may have come down in favour of the EC145 but that 2017 was the earliest budget where this would fit in. They were looking for six twin engine light utility helicopters with a minimum of 10 seats, nine single engine 7-8 seat helicopters, and a fixed wing transport type with a 40 seat capacity. [HellHub/PAR/Star]

SLOVAKIA

BORDER GUARD: Slovak officials say eight people, including seven Afghan migrants, died last month when a Ukrainian-registered Mil Mi-2 helicopter crashed in eastern Slovakia. The crash site wasn't discovered immediately because of thick fog in the area

Slovakia's Interior Ministry said on November 14 the victims of the crash, which likely occurred on November 11, included a Ukrainian pilot and seven Afghans -- five men and two women.

In apparently trying to avoid detection by ATC radars the Mi-2 flew too low in very poor meteorological conditions. The Ukrainian border guard service stated that it was 'likely' that the helicopter was being used by human traffickers to transport illegal migrants.

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TECHNOLOGIES

UNITED ARAB EMIRATES

DUBAI: At last month's Dubai air show the local police air unit, operating since the mid-1970s, marked 20 years of airborne law enforcement with the AW109. The small Dubai Police fleet of AW109Ks has now flown over 16,000 hours [800pa] and the operation is to introduce the all new AW169 into service for transport, law enforcement and medical evacuation missions in the near future.

The 4.6 tonne AW169 is certified to EASA CS-29 / FAR Part 29 standards and can comfortably accommodate up to ten passengers or up to two litters plus medical attendants in its large, unobstructed cabin, fitted with a range of customised equipment and systems. The type incorporates several new technology features in the rotor system, engines, avionics, transmission and electric power generation and distribution systems.

The co-located Dubai Air Wing has a similar history and it also marked 20 years of operations of its AgustaWestland helicopter types including the AW109 and the AW139 in an event ceremony hosted by the manufacturer. The Air Wing, mainly assigned to VIP duties, will soon receive examples of the all new AW189 super medium and the AW169 light intermediate helicopters, which will be used to perform transport missions.



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UNITED KINGDOM

NPAS: As previously reported the NPAS Control Room has now been centralised in the police HQ building in Wakefield. The previous Control Room took a small part of a far larger standby facility located in an underused police building at Dudley Hill, Bradford. [see PAN December 2013].

The new facility is in a significantly smaller room but offers the plus of being readily accessible to the management team. There have been some equipment upgrades since 2013 – including the incorporation of an Airbox Panda system - but visually it remains primarily a control room having multiple screens and the difference is only in the detail.

The Airbox system provides law enforcement users with a truly mobile Command & Control capability, taking the technology onto the streets with an "all informed net" and presenting its' users with the right data, in the right place, at the right time. With NPAS having a legacy mixed fleet the system will hopefully fill in those gaps in true interoperability across the fleet via a hand-held device. The large screen in the control room is pretty much a stand-alone work in progress but it will be integrated with the control room over the coming months and the whole aircraft fleet will itself plug into its use, some within the fleet upgrades, some as part of the new buy fixed wing fleet and the others using the hand-held option.



The large screen feeds into the Control Room included the news – muted and reduced to text – and on the day the Chancellor of the Exchequer George Osborne featured prominently as he gave the Autumn Spending Review statement in which it was taken for granted that the police, and therefore NPAS, were facing yet more swingeing cuts. It was therefore a very pleasant surprise to learn that police budgets in England and Wales will be protected in real terms. Mr Osborne said: "Now is not the time for further police cuts, now is the time to back our police and give them the tools to do the job." Osborne also pledged to increase the counter-terrorism budget by 30% and invest in new border security.

Unspoken was the presumed link between the statement and the November 13 terror attack on Paris.

The Statement lifted the mood in NPAS significantly but it is not likely to alter the ongoing developments there greatly.

As previously mentioned in PAN there have been modifications in the planned dates of unit closures, mainly temporary reprieves in closure brought about by the delays in the arrival of the new fixed fleet and planning difficulties relating to taking on new sites [East Midlands Airport is definitely off and Elstree in abeyance] but also related to the supply and demand in the pool of pilots and crews.

The former base at Halfpenny Green is now just a refuelling stop and the accommodation now appears to have a new tenant, not what was in the 2012 plan. Meanwhile Husbands Bosworth on the other side of Birmingham and due to close under 2012 flourishes as a full 24 hour base.

The enthusiastic people still with NPAS show their dedication to their chosen career in police aviation by travelling long distances and moving around the country to fill in the gaps that have inevitably appeared. There have been instances of officers formerly in the south moving themselves and their families north to fit in with a long held personal ambitions, another moving from Essex to Devon to fit in with long term plans to retire there or simply taking on a long distances commute on a weekly or fortnightly basis. The number of redundancies has been very low but there have been lots of life changing personal decisions – not all of which have been happy ones. There have been instances of officers voluntarily returning to ordinary street policing, only to be facing a stark reminder that there was a reason why they left ‘the sharp end’ a few years earlier – and, sadly, it is often a case that things have not improved.

The police Explorer fleet will diminish in the coming weeks with the closure of South Yorkshire and Humberside. Already the former South Yorkshire and Dorset airframes are acting as spares ‘Christmas trees’ at Staver-ton, helping to ease the spares problems. The Explorer spares situation has greatly improved of late, a position that has been greatly helped recently by the behind the scenes work of Henk Schaeken and his team at Specialist Aviation Services in sourcing both new and recycled spares.



The Dorset MD902 Explorer

The fact is that the individual airframes are being very ‘unique’ in their serviceability rates, there are those that cause little trouble and others, often much younger that are the veritable rogues. The most used Explorer airframe continues to be the former West Yorkshire G-YPOL with some 18,000 hours on it and yet it continues to outperform, by a large margin, others that are far younger with less hours. Identities have been mentioned but I will not repeat them as they will be for sale one day!

NPAS has a long way to go, under a management team that it is unlikely to change before mid-2017. Clearly it is a set up that bears little resemblance to the 2012 plan but most areas that have the main concentrations of the population and crime now have reasonable access to 24/7 air policing on every reasonably clear day of the year served by airframes that will all eventually offer a capability enhanced by IFR and NVis flight aids. As always, notwithstanding the inevitable bad weather and serviceability issues. The difference may well be that these understandable difficulties with technology and nature will not be denied quite as regularly as occurred under the past fragmented regimes.

In contrast to other European countries it will never be a service to match the potential capability apparently offered by the ‘hundreds’ of airframes nominally assigned to law enforcement in France, Germany and Italy but, as ever, apparent numerical ascendancy can be pretty deceptive.

DYFED-POWYS: Although the die is cast and the police in south west Wales will lose its dedicated helicopter in January when the force joins the National Police Air Service it has been announced that the base at Pembrey will continue to be used as a forward operating base for the foreseeable future. The crews will disperse, mainly to St Asaph.

Meanwhile the aircraft is available to the NPAS controllers should the need arise but the limited hours, a permanent late turn 12 hour shift from 3pm, and a lack of direct control make that extremely unlikely.



The Police and Crime Commissioner for Dyfed-Powys, Christopher Salmon, has claimed that the deal is a good one for the force area but several of his political rivals have discounted his positive stance – despite Mr Salmon having a place on the National Board for NPAS. As previously noted the individual forces have not had any real choice in the matter they either have air support through NPAS or none at all. All joined although Cumbria chose not to embrace all the communications infrastructure requirements.

There are positives in that joining NPAS brings access to 24-hour cover, reduced costs and greater availability. Members now avoid the unscheduled repair bills and the maintenance down-time no one spoke of. Areas were without air cover for weeks on end when the local aircraft was in maintenance. Round the clock police air cover will cost Dyfed-Powys £890,000 a year, around £275,000 less than in 2014-15.

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SOUTH WEST: Police in Devon and Cornwall and Dorset have embarked on a six-month trial of unmanned aerial systems (UAS) to aid officers in a number of policing matters including missing people searches and crime scene photography. Inspector Andy Hamilton from Devon and Cornwall Police, is heading up the trial.

Police in the region are able to call upon the services of two DJI Inspire 1 Drones, which are equipped with high definition (HD) cameras which can capture both video and still images.



UK Civil Aviation (CAA) regulations state that drone operators must pass a national CAA accredited qualification. Currently the force has three trained operators in place for the trial, including Inspector Hamilton, and there are plans to train further officers should the trial prove to be a success.

Insp Hamilton stated “This technology still has its limitations; the models we are trialling are currently unable to fly at night or in adverse weather, but having the option to put a drone in the air in a few minutes’ notice could help save lives.

“Both drones have a HD downlink, which means officers on the ground can see live footage captured by the drone in the air. It can stay in the air for up to 18 minutes at a time before returning to the operator to change batteries. Each drone has several batteries and therefore can be kept operational for a prolonged period of time if required.”

A new twitter account has been created @DC_PoliceDrones which will keep the public informed about where and when the drone is in operational use within Devon and Cornwall, as well as sharing operational footage and images of the drone in action. [D&C]

UNITED STATES

CALIFORNIA: FlightSafety International has been selected by the Los Angeles Police Department Air Support Unit to provide training for the Airbus Helicopters AS350 B3. The training will include use of the first Level D qualified simulator for the AS350 B3 [aka H125] and take place at FlightSafety’s new Learning Center in Denver, Colorado once it opens in 2017.

The new centre will offer simulators for the single-engine Airbus Helicopters types including the H130, and Bell 407GXP helicopters. The Airbus Helicopters H135 simulator that is currently located at FlightSafety’s Learning Center in Dallas, Texas will be the first simulator to be installed. The remaining three will enter service once the company completes the design, development, and manufacture of the simulators.

The new Level D qualified FS1000 simulators will be equipped with the industry-leading VITAL 1100 visual system, CrewView glass mirror display, electric motion control and cueing, and advanced instructor operating station.

The Denver location will also offer classrooms and a full complement of Customer service areas. It will be expanded in the future to accommodate additional full flight simulators as required.

FlightSafety operates the world’s largest fleet of advanced full flight simulators at Learning Centers and training locations in the United States, Australia, Brazil, Canada, China, France, Japan, the Netherlands, Norway, South Africa, and the United Kingdom.

AIR AMBULANCE

MEXICO

Mexican police found 38 kilograms [83 pounds] of cocaine in the luggage of a supposed patient about to board an air ambulance flight to New York City.

Federal police in the northern border city of Tijuana were inspecting a Lear-Jet air ambulance due to fly to El Paso, Texas when a cancer patient and two female paramedics arrived with baggage in a road ambulance to join the Lear. Sniffer dogs detected 38 packages of cocaine in the patient's three suitcases.

The supposed patient, the paramedics and four people aboard the plane were detained pending investigation – including whether the patient was indeed ill.

The use of small planes to smuggle drugs is a regular occurrence but it is rare for air ambulances to be used in such schemes.



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AgustaWestland AW139 of Saudi Air Ambulance

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UNITED KINGDOM



All of this year's winners with Sophie Long and Rav Wilding

NATIONAL: Almost 350 guests celebrated the best and brightest from the UK air ambulance community last month at the national Air Ambulance Awards of Excellence 2015. Awards hosts, BBC News presenter Sophie Long and Helicopter Heroes presenter Rav Wilding handed out 11 Awards to outstanding individuals and teams, whose stories were inspirational, astonishing and humbling. The awards, which are independently judged, went to pilots, paramedics, doctors, fundraisers and volunteers who collected their trophies at a ceremony held in central London last night.

Air Ambulance Campaign Award

WINNER: Cornwall Air Ambulance Trust

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Charity Staff Member of the Year

WINNER: Jackie Eastwood, Cornwall Air Ambulance Trust

Sponsor: Milestone Aviation Group Ltd

Charity Volunteer of the Year

WINNER: Olive Nathan, Essex & Herts Air Ambulance Trust

Sponsor: BIU Group Ltd

Air Ambulance Doctor of the Year

WINNER: Dr Gareth Grier, London's Air Ambulance

Sponsor: AgustaWestland

Innovation of the Year

WINNER: London's Air Ambulance

Sponsor: Sloane Helicopters Ltd

Lifetime Achievement Award

WINNER: Peter Holden

Sponsor: Medical Aviation Services

Air Ambulance Paramedic of the Year

WINNER: Gerry Lea, Thames Valley Air Ambulance

Sponsor: Prometheus Medical Ltd

Air Ambulance Pilot of the Year

WINNER: Captain Rob Mackie, Devon Air Ambulance



Sponsor: Turbomeca UK

Special Incident Award

WINNER: Midlands Air Ambulance Charity

Sponsor: Airbus Helicopters

Outstanding Young Person Award

WINNER: Ben Lovegrove, Midlands Air Ambulance Charity

Sponsor: Bond Aviation Group

AAA Chairman's Award

WINNER: Peter Aldrick

LINCS & NOTTS: A new Chief Executive Officer will soon be leading the Lincolnshire and Nottinghamshire Air Ambulance Charitable Trust to replace Peter Aldrick who has been in post for 16 years.

Karen Jobling will take over the helm of the Charity when Peter retires in mid-January. Karen has 25 years' experience at senior leadership and management level in the Charity and Fundraising sector, nationally and internationally. She joins the LNAACT from World Cancer Research Fund International / UK where she was Executive Director.

Brought up on the Isle of Wight, Karen, a commissioned officer graduate from RAF Cranwell, completed a six year commission as a fighter controller serving in the UK and abroad before moving into senior roles in the Charity sector. She includes among her hobbies flying (she has a private pilot's licence).

NORTHERN IRELAND: Two months on from a commitment made by a minister a decision is reported to have been made to invest in the development of both the Regional Trauma Network and an air ambulance for Northern Ireland.

A public campaign led to a petition being handed into Stormont, the Parliament for Northern Ireland, but that is itself a troubled organisation and no significant move forward with the long stalled project has been made.

The matter is now out for public consultation over two months from November 23 until January 22, 2016 alongside a series of public meetings to formulate how the service should run.

Ed: It seems clear from the current moves and the past history of costly and loss making attempts to set up and run a charity air ambulance that Northern Ireland will be following the original Scottish model in having a publicly financed rather than charity air ambulance.



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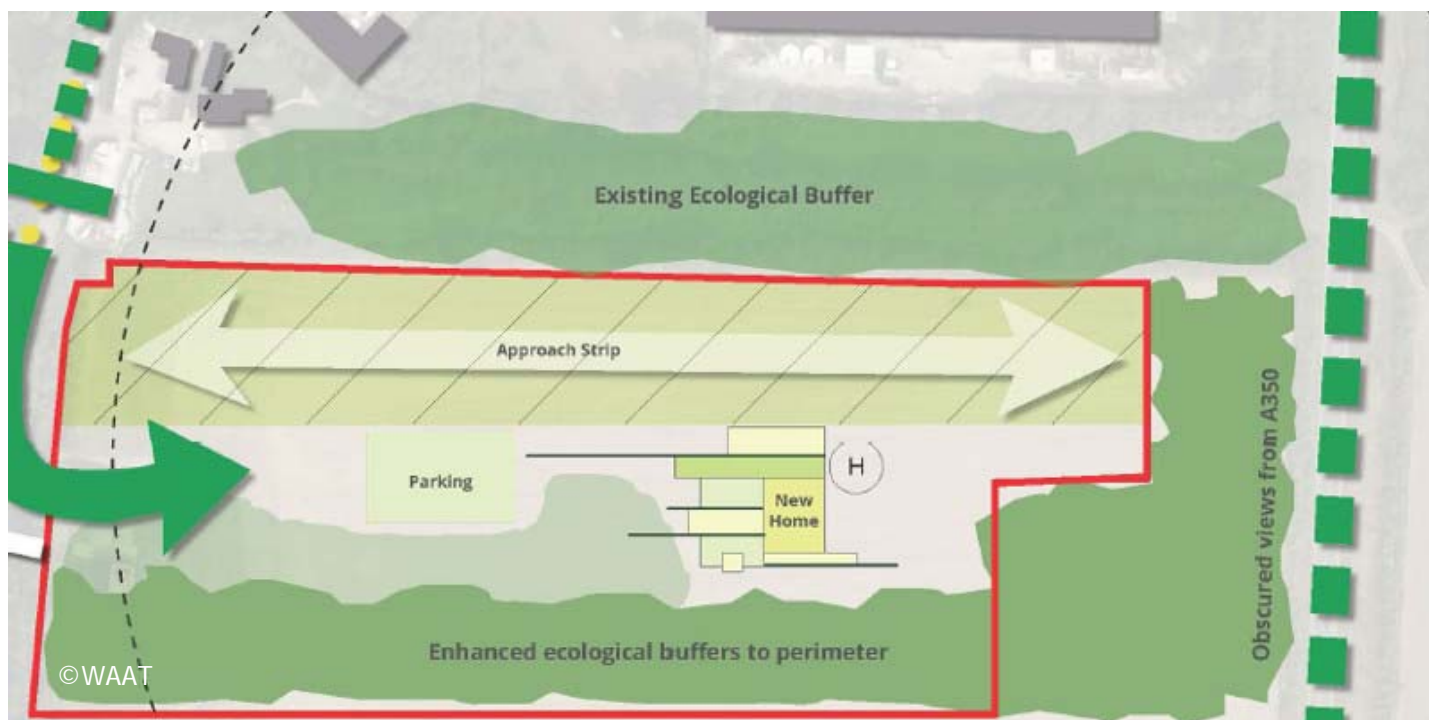
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WILTSHIRE: The Bell 429 operating air ambulance charity (WAA) has submitted an Out-line Planning Application to Wiltshire Council for its proposed new home.

The operations centre is proposed to be built at the charity's preferred site on land opposite Outmarsh Farm, Semington, Melksham. Currently the land is green field on the edge of a small town it adjoins Hampton Park West Industrial Estate and is next to the track bed of a former railway line.



The new home would enable the charity's helicopter, aircrew and office staff to be on one site. Currently the helicopter and aircrew are based at a hangar at Wiltshire Police Headquarters in Devizes, while the charity team is based at offices on Porte Marsh Industrial Estate, Calne. The lease on the hangar runs out on 31 December 2017 and the lease on the offices runs out at the end of January 2018.

The charity has agreed to purchase the 12.6 acre site, subject to planning permission being granted.

The planning application - reference number 15/10766/OUT - can be viewed online at www.wiltshire.gov.uk If planning permission is granted, the charity will hold a public consultation event before submitting a detailed proposal. [WAA]

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UNITED STATES

OKLAHOMA

Medi *Flight* the critical care air medical transport service at Oklahoma University Medical Center utilises two EC-130 helicopters to support The Children's Hospital and Oklahoma's only Level I Trauma Center housed inside OU Medical Center.

The Medi *Flight* EC-130 Helicopters - the first EC-130s configured for use in emergency medical transport – offer computerised technology for quicker starts and shutdowns, superior engine performance and average air speed of 145mph for shorter transport times.

The operation is staffed by a crew of eight pilots and three mechanics, with pilot experience averaging 20 years of rotor wing time and nine years of EMS flight time.

TEXAS: ETMC's Air 1 program is approaching a milestone with 30 years of service in East Texas. The first flight was December 1985 with a transport of a burn patient to Dallas. The operation, partnered with Metro Aviation Inc., has now grown into one operating three EC135 helicopters stationed at Tyler, Athens and Mount Pleasant available 24 hours a day throughout the year.

As a primary air ambulance ETMC Air 1 has transported victims of car accidents and cardiac and stroke patients, but has operated beyond its normal remit in assisting in the finding of a lost child in the past.



FIRE

CHINA

Russian Helicopters has signed a contract with China's Jiangsu Baoli for delivery of four Ka-32A11BC fire-fighting helicopters in 2016-2017.

Once delivered to China, the Ka-32A11BC helicopters will be used in fire-fighting operations, as well as for patrols and supporting special operations.

China's fire-fighting service has considerable experience of using Ka-32A11BC helicopters to fight fires and in search-and-rescue operations. In early January this year the Ka-32A11BC played a crucial role in rescuing passengers from the ice-bound Akademik Shokalsky research ship.



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VIETNAM

It is planned that firefighting departments in Hanoi and Ho Chi Minh City will be equipped with two helicopters for aerial firefighting and rescue missions at the beginning of next year. The nation's capital and the southern city, as well as the National Center for Emergency Fire Prevention, Fighting and Rescue, will be provided with two as yet unidentified helicopter types for aerial firefighting under plans by the Ministry of Public Security for equipping fire prevention and fighting police. Trials over Ho Chi Minh City in the recent past utilised examples of the Mil Mi-8.

The change will be applied only when all requirements on personnel, including pilots, technical teams, and flight infrastructure, are met and approved by the prime minister. Each firefighting unit will be given five fire engines, two rescue trucks, one ambulance. The ladder truck will offer ladders with a length between 32 and 52 metres.

In addition, the units focused on fighting shoreline and shipboard fires will be supported by one fireboat and two lifeboats each.

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SEARCH AND RESCUE

ARGENTINA

SEARCH & RESCUE: The US State Department has approved the sale of four Bell 412EP helicopters and associated equipment, parts and logistical support at an estimated cost of \$80M on November 17.

The Government of Argentina intends to use these aircraft for search and rescue operations, humanitarian assistance and disaster relief, peacekeeping support, scientific operations in the Antarctic, and other missions. The proposed sale will improve Argentina's standardization of operational procedures, logistics, and associated maintenance and augment its current inventory of U.S.-origin utility helicopters. [Office of Congressional and Public Affairs].

CANADA

COAST GUARD: Alpine Aerotech are to supply the new Cabin and Cargo Floor Protection Kits for the Bell 429 helicopters on order for the Coast Guard. Constructed from high-quality impact, wear and heat resistant material to protect the cabin and cargo floor from damage the kits are light yet easy to install and maintain.

The additional layer on the floor drastically reduces the risk of damage to expensive panels. This design was based on the success of the existing Alpine Aerotech kits for the cabin floor, tail boom baggage compartment, aft cabin and pylon wall protection kits for the Bell 205, 212 and 412 as well as currently designing new kits other Bell aircraft and the Airbus AS350.



FALKLAND ISLANDS

STANLEY AIRPORT: The Bristow Group are having Grubb provide a hangar to support oil and gas sector transport operations at Port Stanley Airport, Falkland Islands. The company has been successfully using a Grubb hangar manufactured in fabric at Norwich International Airport in the UK since 2010 and a growing number of operators, including NPAS, have found the designs to meet their new build needs well. Bristow decided a similar fabric structure would be the best solution to house three Sikorsky S-92 helicopters at Port Stanley. The aircraft support both oil industry crew change and SAR in the region.



The new BE helicopter hangar facility measures 39.5m span x 45m long x 6m to eaves. It features a 30m wide x 6m high manual sliding door. The hot dipped galvanized steel frame is clad with an inner PVC skin insulated with encapsulated rock wool designed to achieve thermal efficiency as specified in UK building regulations. The outer PVC membrane completes the structure.

Two doorways link from the hangar's left sidewall to Bristow's offices and accommodation. There are two pedestrian/fire doors in the right sidewall and two in the rear gable end of the building.

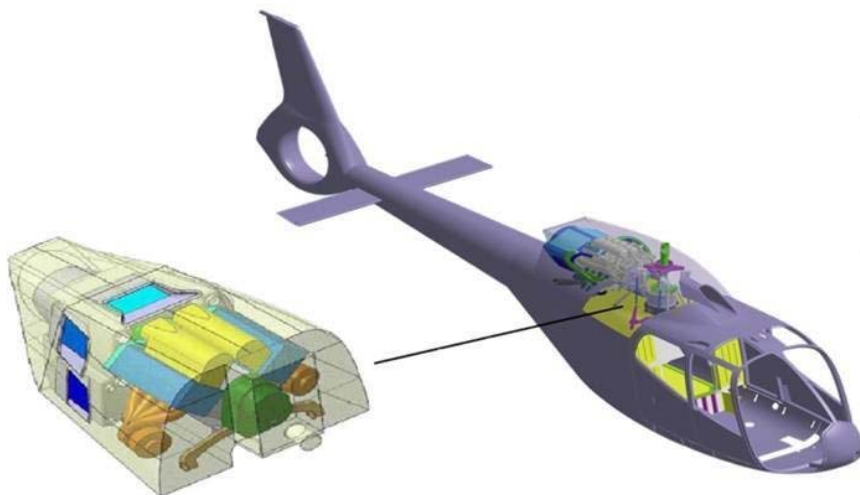
The high specification electrical system includes 700 lux lighting; a short wave infrared heating system and a mechanical ventilation system, which provides three air changes per hour.

Grubb were able to successfully complete the building, working closely with the local groundworks contractor. The hangar will be used to service, maintain and store Bristow's fleet of helicopters. It will also be used to support SAR operations and training exercises.

INDUSTRY

Airbus Helicopters successfully completed the first flight test of the high-compression engine demonstrator aircraft in early November. The development and test airframe based on an H120 flew from Marignane Airport. The development and flight test of this new technology demonstrator is part of the European Clean Sky initiative's Green Rotorcraft Integrated Technology Demonstrator (ITD) programme, with support for these flight tests provided by the consortium of TEOS Powertrain Engineering based in Montigny-le-Bretonneux, France and Austro Engine GmbH based at Wiener Neustadt, Austria.

"The first result of the 30 minutes flight confirms the advantages of new-technology high-compression piston engines for rotorcraft in offering reduced emissions; up to 50% lower fuel consumption depending on duty cycle, nearly doubled range and enhanced operations in hot and high conditions", said Tomasz Krynski, Head of Research and Innovation at Airbus Helicopters.



In addition to confirming improvements in eco-efficiency, Airbus Helicopters' in-flight evaluations in the upcoming months will also focus on the right power-to-weight ratios that would



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make high-compression engines sustainable alternatives to the turbines typically used in the helicopter industry.

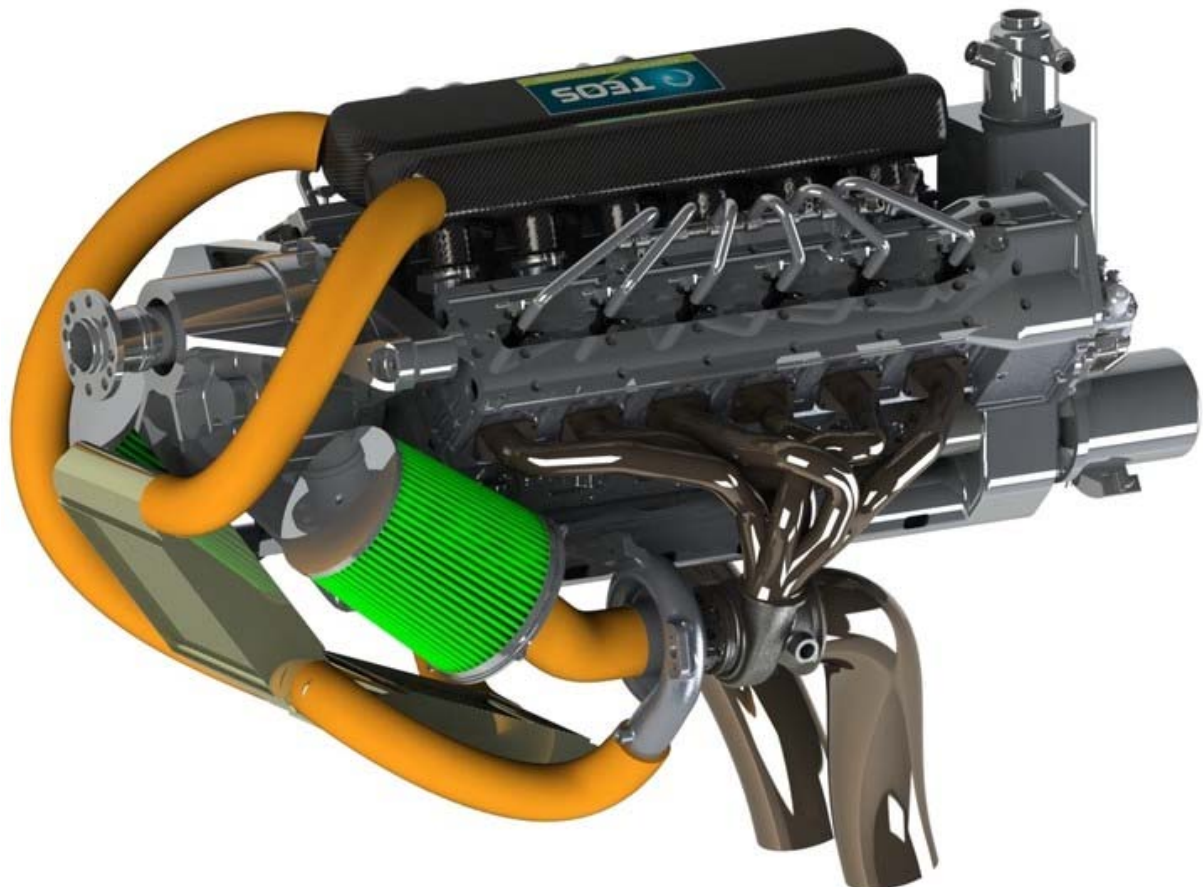
Integrated into an H120, the 4.6-litre high-compression piston engine incorporates numerous technologies already applied on advanced self-ignition engines, and runs on the widely-available kerosene fuel used in aviation engines. Its V8 design has the two sets of cylinders oriented at a 90 deg. angle to each other, with a high-pressure (1800 bar) common-rail direct injection and one turbocharger per cylinder bank.

Other features include fully-machined aluminium blocks and titanium connecting rods, pistons and liners made of steel, liquid-cooling and a dry sump management method for the lubricating motor oil as used on aerobatic aircraft and race cars.

Clean Sky's goal is to develop breakthrough technologies that significantly increase environmental performance of the air transport sector, resulting in quieter and more fuel efficient aircraft and rotorcraft. Environmental targets of Clean Sky are to reduce specific fuel consumption by 30%, CO₂ emissions by 40% and NO_x by 53%.

Airbus Helicopters' high-compression piston engine activity began in 2011, followed by company bench tests and system simulations, including Iron Bird successful tests in February 2014. Ground runs with the H120-equipped helicopter were performed during February and March of this year, leading to the first flight.

Ed: The basis of the engines used in this airborne technology is an automotive engine sourced in Europe. Whether the current 'problems' with the claimed emission levels will impact on the programme remains to be seen. The unit is different from the 2 litre AE300 produced in quantity by Austro for Diamond airframes.



The first example of the **Airbus Helicopters** H130 has been delivered to The Kingdom of Bhutan. This is the first of two helicopters acquired by the Royal Bhutan Helicopter Services Limited (RBHSL) to serve parapublic and commercial missions. The second H130 is expected to be delivered in June 2016.

RBHSL's H130s have been equipped with a tracking system, cargo sling, Bambi bucket and stretcher to perform a wide range of parapublic missions, such as emergency medical services (EMS), fire fighting and disaster management. At the same time, the quick-role change capabilities allow the interior to be converted for VIP transport or for panoramic helicopter flights.

The H130 is the quietest helicopter in the light single engine range and its low fuel consumption is key for the environmentally-conscious RBHSL. Extremely powerful, this helicopter offers the largest cabin in its category and has now added three new missions to its already wide range of mission capabilities: aerial work with a new 1,500 kg cargo hook, private transport with an elegant "Stylence" version and EMS, thanks to a "plug and play" new kit specially developed for the aircraft.

Prior to Airbus Helicopters' entry, Airbus Group has long established a strong and unique presence in the Kingdom of Bhutan. Its current aircraft fleet includes one ATR 42-500 and six A319s, operated by Bhutan's national carriers, Druk Air and the privately owned Bhutan Airlines.

It is some time since it was announced that **Russia** was successful in gaining the contract to set up the manufacture of the Ka-226 in India to meet the long standing military need in the country to replace the airframes based on the Sud Alouette 2 and 3. Less good news is that the latest word on this project is that Russia is implementing a programme to create a Kamov Ka-226 helicopter for India with an emphasis on technology transfer. Things move awfully slowly in India and this is the latest example.



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Schiebel has completed testing of a new heavy fuel engine for the CAMCOPTER® S-100 UAS (Unmanned Air System). This engine builds upon the extensive experience gained by Schiebel with rotary engine design and development and meets a growing demand for heavy fuel use across both military and civil maritime domains.

Following on from the first Heavy Fuel Engine (HFE) designed and released in March 2012, the Schiebel engineering team has been undertaking extensive testing, redesign and development of a new HFE, adapted from a commercially available rotary engine core to power the CAMCOPTER® S-100.

The head of capability, Chris Day stated that “The CAMCOPTER® S-100 customers demand an HFE able to operate across all climatic environments, from the coldest Arctic areas to the hottest deserts. There are many variables associated with the reliable use of heavy fuel that make these conditions especially challenging; such as variation in fuel quality. Demand for an HFE remains strongest with our naval customers and so we have spent considerable time developing this new engine to meet the operational requirements and reducing the cost of maintenance”.

The engineering team at Schiebel has designed the aircraft installation to retain backwards compatibility with the existing gasoline engine. This allows customers the maximum flexibility with fuel choice and the broadest operational capability within a multi-fuel environment. The new heavy fuel engine can accommodate JP-5 (F-44), Jet A-1 (F-35) and JP-8 (F-34) and will be ready for delivery to customers early in 2016.

As part of the redesign weight savings have also been identified with new batteries, an upgraded exhaust system and a completely new engine control unit to manage the fuel flow and engine power output. The operational performance of the CAMCOPTER® S-100 is unaffected by the new engine retaining the standard 6 hour endurance with full operational payload and an optional 10 hour endurance with an auxiliary fuel tank. Schiebel expects that with ongoing development this endurance could be extended further. [Schiebel]

We have yet to see unmanned craft gain wide acceptance and yet the such are the fears surrounding their arrival yet another system has been designed to spot, monitor and disable them. The latest entry into the market is **CACI International Inc.** CACI has released the SkyTracker tracking system which can detect and identify unmanned aerial systems (UAS) flying in banned or protected airspace.

Based in Arlington, Virginia, CACI said its proprietary technology uses a drone's radio links to locate and identify a UAS, as well as its operators on the ground. The SkyTracker system has wide applications ranging from protecting airports to safeguarding critical infrastructure or events.



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Another system newly on offer comes from **Airbus Defence and Space**. Their counter-UAV System detects illicit intrusions of unmanned aerial vehicles (UAVs) over critical areas at long ranges and deploys electronic countermeasures – minimising the risk of collateral damage. According to the developers, the system uses a highly effective combination of sensor data, drawn from various sources, and the latest data fusion, signal analysis and jamming technologies. It uses operational radars, infrared cameras and direction finders to identify the drone and assess its threat potential at ranges from 5-10km (3-6 miles).

Based on an extensive threat library and real-time analysis of control signals, a jammer then interrupts the link between the drone and pilot, and/or its navigation. The direction finder tracks the position of the pilot who subsequently can be arrested. According to Airbus, the jamming signals only block the relevant frequencies to operate the drone.

The jammer contains versatile receiving and trans-mitting capabilities, more sophisticated measures, such as remote control classification and GPS spoofing can be used as well. This allows effective and specific jamming and also a controlled takeover of the UAV. The Counter-UAV System has been tested extensively.

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The first German testing centre for unmanned flying (DEU: Deutsche Erprobungszentrum für Unbemanntes fliegen) was officially opened on the premises of Grob Aircraft, a move the Bavarian Government sees as an important milestone in the implementation of their aerospace strategy. The test centre opens new fields of activity in a dynamic industry. The Bavarian aerospace cluster of companies, bavAIRia has with its UAS Forum (operating since 2014), taken the task of promoting unmanned flying in Bavaria in the areas of policy, civil population and industry. The company Grob Aircraft AG has declared itself and their factory airfield as available for these trials. Two years ago, bavAIRia received the 'start-up' permit for UAS up to 150k for the Mattsies (Grob Aircraft) and Manching (Defence test centre 61, 60k N. of Munich).



In the last edition PAN ran an article on the current state of Thommen – and this was not the only article on the subject although most were local news reports.

In the wake of this limited interest Thommen issued a press release that sought to explain all. According to the release **Thommen Aircraft Equipment Ltd (TAE)** has successfully entered a new strategic plan. As part of the new plan, SATORI a French company located at the Le Bourget Airport in Paris with subsidiaries in Dubai and active in the aviation MRO business shall take over the production of Thommen's STAND BY instruments and the mechanical/quartz clocks product line with effect as per March 2016. Thommen Aircraft Equipment Ltd. State that they will strengthen and set a special focus on its digital product line such Air Data Computers, digital clocks and Search lights while launching in the course of 2016 a new and exciting range of products in the mission equipment area.

Ed: A question mark remains over whether SATORI, an MRO, would be acceptable to EASA as a manufacturer of the Thommen products.

Flight tests of the second prototype Mi-171A2 have commenced by **Russian Helicopter** at the Mil Moscow plant.

The Mi-171A2 represents the latest development of the internationally renowned medium multirole Mi-8/Mi17 series, with improved technical features as well as a higher level of safety, comfort and automation.

The power plant comprises a full FADEC VK-2500PS-03 engine and an auxiliary power plant by Safir, which enables the engine to be started at altitudes of up to 6,000m. The main rotor systems of the entire Mi-8/17



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series have been completely overhauled.

The use of composite blades, as well as upgrades to the swashplate and bushing, have reduced the total weight of the main rotor and increased thrust by 700kg. An X-shaped tail rotor with composite blades has also been added to increase responsiveness and reduce noise.

These upgrades has increased the helicopter's total take-off weight by 1,000kg in category A. The maximum cargo load carried on an external sling has also increased by 25%, to 5,000kg. The helicopter's cruising and maximum speeds have also increased, as has the maximum flight time. The KBO-17 avionics suite, a glass cockpit with five multifunctional LCDs enhances the types night and all weather flight capabilities and yet enabled the reduction of the crew size from three people to two.



The *Daily Telegraph* first ran a version of the story at a time when **Airbus Helicopters** were declining to comment but only a few days after the newspaper ran its story Airbus put out its own release which mirrored the original.

Airbus Helicopters has received funding from the Department for Business Innovations and Skills (BIS) for two separate projects: one supported by the Aerospace Technology Institute (ATI) and the other through Advanced Manufacturing Supply Chain Initiative (AMSCI). These projects, the first time Airbus Helicopters has participated in UK Government-led industrial development, demonstrate the company's growing commitment to the UK and its ambition to increase its UK-based research and manufacturing activities.

The first project, worth £2M and part-funded by government through the ATI, will partner Airbus Helicopters with Cranfield University, BHR Group and SME Helitune Ltd. With the

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aim of developing technologies to measure blade deformations in flight, the project will create a unique tool for future research into rotorcraft blade dynamics and will allow engineers to actively monitor rotor blade performance during flight tests. This will have a major impact on flight safety, operations and maintenance, and will contribute towards reductions in point-to-point travel time (one of ACARE's Vision 2020 goals). It will also support the UK's skills and capability in the field of advanced aerodynamics, an area where the UK is a global leader.

The second project, worth £1.2M and supported by BIS' AMSCI, will see Airbus Helicopters partner with project lead NetComposites under the Dual Use Technology Exploitation (DUTE) cluster, to help develop and produce lower weight, lower cost helicopter armour at an increased rate and enable more flexibility in military helicopter design. This project will help bring maturity to existing technologies, shortening the time to market from up to 15 years down to three. The technology will also have the potential to be used more widely in areas such as personal protection and body armour, a global market estimated to be worth \$2.4 billion in 2013.

Colin James, Managing Director for Airbus Helicopters in the UK said, "Unlike the rest of Airbus Group which has a balance of core business activities spanning France, Germany, Spain and the UK, Airbus Helicopters still has, by comparison, an underdeveloped industrial presence in Britain and we mean to change this." [AH/Daily Telegraph]

Ed: This looks to be an important move. In recent years – the period since the last of the McAlpine Helicopters shares were bought up by the then Eurocopter - the Oxford site has been greatly enhanced in style and capability but has appeared less dynamic than in the past. It remained a great maintenance centre but in a period of recession only undertook a small number of civil completions and the work on the renewal of the RAF Puma fleet. Most of the recent civil emergency services sales successes have arrived from the factory largely complete with little hands on completion work to be undertaken.

Sensor manufacturer FLIR Inc. are to open a new Abu Dhabi facility, which will provide enhanced training, service and customer support to local partners for our ever-expanding base of deployed products in the region.

The United Arab Emirates (UAE) is a key growth area for FLIR's commercially developed, military qualified products, and is a proven defence innovator. The opening of our new facility further reinforces our investment in providing this region with the solutions they need today and tomorrow.

"FLIR is committed to providing exceptional support to our customers worldwide, and is proud to be a long term partner with the UAE," said Steve Williams, Vice President, Global Sales at FLIR. "We look forward to expanding our local capacity for world-class training and support, and providing the region with the responsiveness customers have come to expect from FLIR."

In addition to regional service facilities in Dubai and Saudi Arabia, the new 244-square metre facility in Khalifa Park, Abu Dhabi further proves FLIR's loyalty and growing presence in the UAE, while providing our expanded base of customers and partners 24/7 support, training and service.





Robinson are to halt production of the R22 helicopter in favour of a redesigned R44 in the first quarter of 2016. While suitable for a wide variety of utilitarian applications, Robinson developed the Cadet with the training market in mind.

The Cadet retains the same basic airframe, rotor system, and Lycoming O-540-F1B5 engine as the R44 Raven I; however, the rear seats have been removed and the aft compartment reconfigured for cargo. Maximum gross weight is 2,200 lb (200 lb less than the Raven I). Engine power is derated to 210 HP takeoff/185 HP continuous (down from 225/205 HP in the Raven I). The lower weight and derated power provide increased performance margins at high altitudes. Also, with a newly designed muffler, the Cadet's flyover noise signature is more than three decibels lower than the current R44 Raven I.

A variety of optional equipment will be available including air conditioning, autopilot, and avionics packages optimized for VFR or IFR training. FAA certification is well underway with final flight tests expected before the end of the year. The base price for the Cadet will be lower than the R44 Raven I and will be announced prior to Heli-Expo 2016. For additional information, visit www.robinsonheli.com.

Airborne Technologies is undertaking the 2015 Vienna LIDAR survey to meet a tender put out by the City of Vienna, and area of 483 km². It is flown using a Cessna single with a high point density of 16 PTS/m² and a high strip overlap of more than 50%. The whole survey consists of 470 flight lines, around 35 hours of flight over 10 days. Due to the presence of the airport of Vienna and the low height above ground (around 500m) it is a challenge to operate in the area. Even night flights have to be done. The post processing team has very high accuracy requirements of 10cm in position and 5cm in height to achieve.



Bell Helicopter has reached a point at the factory in Mirabel, Canada, that it has now registered the 300th 429. This likely means the aircraft is close to manufacture completion and start on the flight test phase.

Serial #57300 will carry the local test registration C-FLZC. There is no indication at this stage which customer has their name pencilled in against this airframe. The 429 has – as a helicopter model – now proven itself as the most popular light twin ever produced by Bell, with production clearly ahead of the 222, its previous best selling light twin with a production total of 191. Within three years Bell expect the Bell 429 to reach a production total of 464. This is the point where it matches the combined production of the 222, 230, 427 and 430. By comparison, Airbus Helicopters has now produced 1,200 EC135s and over 810 AS355s, while AgustaWestland are close to a total of 1,500 AW109s. [HeliHub]

ACCIDENTS & INCIDENTS

12 August 2015 Eurocopter AS365N N730 Dauphin Air ambulance of CareFlight Air and Mobile Service, Dayton, Ohio, USA. Approximately 5 minutes into a flight departing from a public relations event the CareFlight Communications Center was notified by the Landing Zone Scene Commander that "something" had departed the aircraft as it departed. Communication Center informed the aircraft and upon safely landing, it was verified that the left vertical fin was missing. It was also found that the six of the bolts had sheared off. [Concern]

26 October 2015 Airbus Helicopters EC130B4 N344AM. Air ambulance of Air Methods, Bedford, Kentucky. Approximately four minutes in flight, responding to a scene call, the aircraft was traveling at approximately 1,000 feet AGL. The PIC noticed a large bird at approximately the same altitude and altered his course. The bird, an American buzzard, also altered its course on a direct path to the aircraft. The PIC banked the aircraft to try and prevent contact, but the bird flew directly under the rotor disc and entered the aircraft via the right rear greenhouse window. The flight paramedic, who was sitting in the right seat and wearing his helmet with the visor down, was struck in the head and face by the bird, along with pieces of the window and damaged interior. The PIC made a precautionary landing in a clear field that was directly ahead. The aircraft was subsequently removed from the field on a low loader. [Concern]

7 November 2015 Bell VH-*** Air ambulance of RACQ CQ Rescue was forced to make an emergency landing at Marian about 11pm due to significant thunderstorm and lightning activity. Shortly after take-off, the helicopter crew were advised that significant weather was forecast but managed to land safely at Proserpine just after 5pm as a large thunderstorm formed overhead. A decision was then made to then transport the patient back to Mackay Base Hospital by road with a doctor and paramedic accompanying him in the ambulance. RACQ CQ Rescue were forced to wait almost five hours for the weather to clear and then returned to Mackay. En route to base, the weather conditions again deteriorated with gusty winds, rain and lightning forcing the crew to set down at Marian to wait for the weather to pass.

11 November 2015 Bell 206L4 N. Air ambulance of LifeTeam, Newton, Kansas USA. While in cruise flight at approximately 4,000' MSL, aircraft was struck by a duck. The bird strike resulted in damage to the LH chin bubble. Uneventful precautionary landing. [Concern]

12 November 2015 AgustaWestland Lynx Royal Navy HMA8 XZ732 '302' A BBC-organised Children In Need charity event left several youngsters injured when a helicopter tried to make a surprise visit to a school - and blew a shed roof off. Around 190 excited children, 70 staff and a Pudsey Bear had gathered yesterday in the playground at Christ Church First School in Frome, Somerset to welcome the helicopter from 815 Naval Air Squadron RNAS Yeovilton. But as it tried to land the force of the down draft from its rotors blew off a roof from the school's nursery equipment shed and some of the tiles on the main school building. [Daily Mail]

17 November 2015 PiperPA-31T N28CA. Air ambulance of Cal-Ore Life Flight based in Brookings, Oregon departed on a flight from Crescent City, CA (KCEC) to Medford, Oregon. The Company Director of Operations (DO) received a call from the Air Force that a 406ELT signal was being received from N28CA. The signal was received when the satellite passed over the Medford, OR area. The DO was able to reach the pilot by cell phone on the ground. It was determined that the ELT switch was accidentally hit when the pilot exited the aircraft.



15 November 2015 Sikorsky S-92 G-MCGJ UK Coast Guard based at Caernarfon, Wales. The helicopter was called in to an incident at Chapel-le-Dale near Ingleton, North Yorkshire was stranded on-site for five days after making an emergency landing on grass.



Images by Thomas Beresford and the CRO



Members of Clapham-based Cave Rescue Organisation (CRO) were scrambled to the scene on Sunday November 15 following a request for help from a walker in difficulty in the NW corner of the Dales National Park. The team then requested the help of a SAR helicopter for a medical evacuation and the Sikorsky from Caernarfon Airport, over 100 miles [190km] away, was dispatched. The helicopter landed safely, despite wet and windy conditions, for a briefing but when it attempted to take off and reach the summit of Ingleborough it developed a fault and abandoned the take-off. Back on the ground it started to slide down the grassy slope and in danger of rolling over. The crew abandoned the aircraft. CRO members temporarily secured the helicopter until fire engines arrived with air bags to support it. The next day the aircraft owners, Bristow, sent in a n Aberdeen based technical team in a Super Puma (G-ZZSF) and fixed the fault but it was Wednesday before it was placed on an even keel by road crane brought in from Lawson's in Cockermouth and able to take-off the following day. The casualty was taken off by the CRO team on foot. [bezberesford/Craven Herald/CRO/PAR]

24 November 2015 AgustaWestland AW139 C-**** Air ambulance of STARS made a precautionary landing after a bird strike at the Saskatoon airport. The helicopter was about 50 km from the city, returning from a cancelled emergency call when the flight crew heard a thud. Subsequently some vibration was noticed in the aircraft. The pilots could not confirm if they had struck a bird or something else had happened, but decided to make a precautionary landing at Saskatoon International Airport. After landing, one of the main rotor blades was found to be damaged. No emergency was declared, and pilots didn't have any problem controlling the helicopter. [TC]

FLIGHT SAFETY

Another subject very much to the fore at the moment in NPAS is the story that a British Airways pilot suffered injury from a laser strike in recent weeks. An unnamed British Airways pilot suffered 'significant' eye damage when a laser was shone into the cockpit of a plane landing at Heathrow Airport, damaging his retina earlier in the year but the story only became public late last month.

Its importance was that it was recognised as having caused the most serious injury ever inflicted upon a pilot in the UK during a laser attack to date. His retina was burnt on one of his eyes and it has been assumed that the laser must have been military strength because the damage was much more severe than that caused by common laser pens.

Fortunately the victim was a co-pilot at the time of the incident and was not operating the plane, but he was taken to a hospital and has not been back to work following the attack in the spring.

Figures suggest the rate of attacks in the UK are particularly high and apparently made worse by more attacks using stronger lasers.

Until the 'no cuts' news broke the buzz of the day was that the day before PAN's visit Dave Taylor the Head of Safety & Compliance for NPAS [and involved with police aviation as a pilot for the best part of 20 years and a former Chief Pilot with North Wales Police] was invited onto the Eddie Mair PM Show on BBC Radio 4 [24 November @ 46mins] to comment on the growing problem.

Getting the message out there that a range of laser devices are causing problems is difficult. How do you do it when such as laser pointers, usually red and pretty harmless, are common and yet the blue and green light devices can often blister paint on a wall from a few feet let alone damage eyes.

As the programme explained, the average office laser pointer emits about one milliwatt where the dangerous devices are rated at 5-7 watts some 7,000 times stronger than they need to be for 'domestic' use.

It is all about education and getting the public to alert the authorities when suspect devices are being misused. They are not yet illegal devices and easily obtained by mail order so keeping track of who has them is extremely difficult. Increasing arrests help as long as the stories hit the media and people listen to them but even the numerous cases of children receiving life changing eye injuries from 'toys' are simply not getting enough airtime.



In the USA the FBI get the message out there in an aggressive manner threatening 5 year prison sentences \$250,000 fines and \$10,000 rewards but the UK with its 4-5 attacks each day stays pretty mute on the matter.



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PEOPLE

Funeral services were held in Florida last month for a former Deputy and pilot with the Hillsborough County Sheriff's Office after his death in a plane crash.

Lester C Hathcox, 58, was recently retired after a 30 year career with Hillsborough and was flying a local attorney in his private aircraft when both died when the Cessna turboprop crashed near Climax, Georgia en-route for Cairo GA.

The funeral on November 19 was ten days after crash and attracted a large congregation and a five helicopter flypast from law enforcement and newscasters. Lester, from Sefner, FL flew with two local news organisations as well as in the law enforcement role. [NC8/WFLA]

EVENTS

AIRTEC 10th International Aerospace Supply Fair Munich 3-5 November 2015.

A correspondent visited this event on behalf of PAN as it was not seen as a core market event – but that may be a misjudgement for there were elements at the event with some PAN synergies including companies like Airborne Technologies and Aerosimulators who are PAVCon stalwarts were there alongside Grob and RUAG who have yet to be attracted to supporting the niche event on their doorsteps. Overall some interest in PAVCon was apparently generated in the hall. This tends to underline the [unpalatable] truth that you can go to any show and find someone or something with links to the airborne emergency services. There are simply too many shows on offer to consider visiting them all.

The event also underlined a growing trend of people and companies not wishing to pay for a booth but who then target the vendors ["walk the floor"] with a view to actively sell their products. It tends to be a pointless exercise as for the most part, those attending are Sales and Marketing and not engineers and the potential customers are similarly walking the floor largely unnoticed.

Booths may be expensive but they do offer some hope of attracting customers, as do opportunities to give presentations in the exhibition area. These can be equally soul destroying – some booths and presentations barely attract any interest if the visual appeal is confused or unattractive – but it only takes a handful at each to offer the hope of turning a complete show around and bringing paying future customers to the displays. [G2]

COMING THIS MONTH

2 December 2015 UAS 2015, in association with UAS CDC, is taking place at Twickenham Stadium, London from the 1-2 December 2015. Now in its fourth edition, the event will explore unmanned systems across the full spectrum of the defence and security domain embracing land and maritime systems, as well as air.

UAS 2015. This year's keynote address will be delivered by Rear Admiral John Kingwell. As Director Development, Concepts and Doctrine Centre, he is responsible for the production of horizon-scanning strategic trends, concepts and doctrine – underpinned by thorough research and experimentation – to help inform decisions in Defence strategy, capability development and operations, and to provide the foundation for joint education, both now and into the future.

NEXT YEAR

27-28 January 2016 SkyTech 2016, organised in collaboration with SUAS Global, RUSTA and Flightpath Consulting, at the Business Design Centre, London. After the success of the first SkyTech event in April 2015, the organisers have launched SkyTech 2016, organised in collaboration with SUAS Global, RUSTA and Flightpath Consulting, which will take place at the Business Design Centre, London. <https://skytech2016.eventbrite.co.uk>

16-21 February 2016 Singapore Air Show. Changi Exhibition Centre, Singapore. Singapore Airshow 2014 wrapped up the trade segment of the six-day event with deals announced worth US\$32 billion, surpassing the value of deals announced in 2012. Major announcements include contracts for Airbus, Embraer, Boeing and Rolls-Royce. This reinforces Singapore Airshow's standing as one of the most important aerospace and defence exhibitions in the world. Singapore Airshow 2014 played host to over 1,000 exhibitors from 47 countries and 279 delegations from 72 countries. In all, over 40,000 trade visitors from 125 countries visited the show during the first three trade days, compared to some 38,000 in 2012.

1-3 March 2016 HAI Heli-Expo The world's largest helicopter trade show is landing in Louisville at the Kentucky Exposition Center in 2016. The show will attract more than 20,000 exhibitors and aviation industry representatives, including helicopter manufacturers, owners and operators, and representatives of government agencies and helicopter industry product suppliers.

13 June 2016 PAVCon Classes and 14-15 June 2016 PAVCon Police Aviation Conference 2016. Basic details of the event, how to travel there and book your hotels are now on-line at www.pavcon.org

7-9 November 2016 Dubai Helishow 2016. The Domus Group is presenting the 7th Edition of the Dubai Helishow 2016. It will

be at The Grand Stand, Meydan Hotel, Meydan Racecourse, Dubai – United Arab Emirates. www.dubaihelishow.com Dubai Helishow represents a unique opportunity for the International Helicopter community to showcase their products, services and technologies covering the Commercial, Civil and Military Helicopter including sub sectors like Air Medical Rescue & Military and Homeland Security. The exhibition will incorporate hall exhibits and outdoor static displays and two sub-events Air Medical & Rescue sector of the show and a Military & Homeland Security event with the inclusion of Unmanned Ground Vehicles (UGVs), Unmanned Surface Vehicles (USV), Unmanned Aerial Vehicles (UAVs) alongside Armoured Vehicles and other products and services.

