

Police Aviation News

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Issue 257

September 2017

An aerial photograph of a rural property. In the upper left, there is a large, oval-shaped area filled with many small, young trees planted in rows, likely a nursery. A dirt road runs vertically through the center of the image. To the right of the road, there are several buildings, including a large barn-like structure and smaller outbuildings. The surrounding landscape is dry and hilly with scattered trees and shrubs.

PAvCon Europe Details
AAA Conference Move
Ireland HEMS launched
Buy Buy a Blackhawk

LAW ENFORCEMENT INTERNATIONAL

PAvCon POLICE AVIATION CONFERENCE: Early last month the effective operation of PAvCon moved to a new organisation called *PAvCon Europe Polizeiluftfahrtsconferenz Eur* and is no longer a part of Police Aviation Research.

The operation has its own separate bank account set up in Austria. The old PAvCon was entirely administered by Bryn Elliott but the signatories of the new are currently Bryn Elliott and Gareth Davies. Others may join in due course.

The effect of this administrative move may not be evident to most but clearly the currency and the bank name have changed for the 2018 event. Outstanding invoices from the 2017 event are not affected, all debts for the 2017 event having been paid by Police Aviation Research. In future Police Aviation Research affairs will relate only to Police Aviation News and other historical and publishing activities undertaken Internationally. Moving the bank account from the United Kingdom to Europe is a far from subtle message.

PAvCon Europe 2018 will be held in Poland. A provisional date for your diary is 21-24 May 2018. The next meeting with the venue is in October at which time the date and venue will harden. The long-standing exhibitor fees of £1,000 will now change to 1,250 Euros.

HUNGARY

RENDORSEG: A little more information about the future of the former UK Explorer fleet is apparent. It appears that some or all of the MD900s are being transferred to the same register as the State Police airframes acquired from Germany. They were registered R-900 to R-904. Two of the UK aircraft have been noted locally being painted as R-905 and R-906 which suggests that the replacement HEMS fleet in Hungary will carry the marks up to R-912.

This is early days on this development so it may change. The current HEMS fleet of the Hungarian National Emergency & Ambulance Service (OMSZ) consisting of former Austrian EC135s is on the civil register (HA-ECA to HA-ECG). [PAR]

ISRAEL

POLICE: Last month saw the arrival of the Israel Police Force's four new Airbus H125 helicopters. The four helicopters are part of a six aircraft contract, with the remaining two H145 helicopters being delivered in the future. The H125s are all equipped with special command and communication systems, they will be used for law enforcement, fire and rescue missions as well as counter-terrorism [Y-net/Helihub]

TRINIDAD & TOBAGO

AIR GUARD: Publicly there have been no major changes in the situation reported on last month. Last month's report stated that the Four Leonardo AW139 helicopters operated by the Air Guard and used in anti-crime operations had been grounded after the government could not afford the existing multi-million-dollar maintenance contract.

Cobham Aero Systems continue to negotiate the restructuring of the deal relating to the three operational helicopters and a fourth example in deep store. Cobham, believe they will get it back on track but it may take some time.



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FRONT COVER: Changing times. At one time the crop in those neat lines of bushes in the top of the image - Cannabis - would result in a visit from either the DEA or the local sheriff. Now such seemingly large crop so tenderly cultivated would often be considered 'for personal use.' [PAR pre ALEA event sortie of the San Francisco Bay Area]

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UNITED KINGDOM

NATIONAL: Mentioning a lack of press releases from NPAS last month seems to have worked pretty well so far.

Four days later a press message duly appeared on their website – although strangely it was ‘hidden’ away out of the usual chronological order, fifth from the top.

The content was pretty uninspiring, it was simply in the form of a position statement about how the operation works. Still better than nothing I guess.

From our national network of 15 airbases, the National Police Air Service provide air support to the 43 police forces of England and Wales.

Our helicopters are only able to fly on tasks if they have been assigned to them by our National Operations Centre, based in Wakefield. All requests for air support throughout England and Wales are now made through this one central point.

To meet the criteria to receive air support, police officers have to demonstrate that a significant level of threat, risk or harm is posed to an individual, to communities or to property and that a police helicopter is required to support police officers on the ground in their response.

Before, during and after all flights, our helicopter crews are in continuous radio contact with our National Operations Centre, not only to ensure that stringent national safety requirements are met but also that real-time information about the location of our full fleet is available across our organisation to aid decision-making and the prioritisation of resources.

As a national policing operation, the relative threat, harm and risk posed by tasks is continuously assessed as new information becomes available. Our full fleet of aircraft is available to meet the demands of UK policing on a borderless basis, meaning that the nearest available aircraft and crew are sent in response to tasks, whether they are airborne at the time or taking off from one of our network of airbases or elsewhere. This approach necessitates continuous contact with our National Operations Centre, and unbroken monitoring of our helicopters and crews.

Nowhere does that press release mention fixed-wing aircraft. It may be just an accidental omission but, two months after the arrival of the first of the new fixed-wing aeroplanes was reported at Doncaster, it seems that the moment has yet to happen. Checks with the CAA on-line show no sign of any Vulcanair P-68R being registered to the predicted marks G-POLZ. The new facility at Doncaster appears complete but unattended. A visit by the local EC135 was apparently staged during the month and Tweeted just to give the expensive but forlorn site a bit of life.



NPAS Carr Gate @NPASCarrGate · Aug 6
 Called in at @NPASDoncasterSA and our Base Manager took this pic.
 @vulcanotothesky hiding in the background.



The first NPAS aircraft, c/n 496R, was registered last year to OE-FAH in the ownership of Airborne Technologies GmbH at 2700 Wiener Neustadt, Viktor-Lang-Strasse 8, Flugplatz Wiener Neustadt Ost, Austria. There it apparently stays.

Few expected the belated upgrade of the 30 years old P68 to full icing standard to be trouble free, indeed the first airframe was not expected to be delivered to that standard. This apparent 2-3 months delay already suggests deeper problems may indeed be there even if it is a 'simple' upgrade. The certification authorities have been strict of late on 'full icing' work – examples of the AW series of helicopters were significantly delayed through awaiting FIPS work. Icing certification is a big issue – just ask the people at ATR they have had massive issues getting their twin-prop airliners into the USA because of a historical ice issue. The ATR is far larger and has more power to overcome any perceived weight/performance issues.

Perhaps another line of questioning might be what are NPAS doing with their recently hired fixed wing pilots. Adverts for them were put out one year ago. They still have nothing to fly so perhaps will soon need to spend time at the local flying club keeping up their currency.

Having removed the MD900 Explorer from the fleet, closed down the bases in the east, [Wattisham and Teesside for instance] they still have nothing to plug the capability gap. If, as we might have expected, they needed the fixed wing to help provide the service what resource is looking after that significant capability shortfall?

Secrecy

The minutes of the June meeting of the National Strategic Board are still awaited. Does it really take more than two months to obliterate half the content of a ten page minutes document with black lines of redaction before it goes on line?

You cannot learn a great deal about the operations of NPAS from the material they post in the public domain. The KGB would be proud of their openness.



On the move—perhaps

The former Metropolitan Police helicopter base - currently at Lippitts Hill, High Beach - could relocate to North Weald Airfield. The Met, and more recently NPAS, have been looking to move the unit for years and the previous favourite was RAF Northolt near Heathrow airport.



NPAS approached Epping Forest District Council, which owns the airfield, about the possible move as it has been given notice to leave Lippitts Hill by the time its current lease expires at the end of March next year.

NPAS is initially seeking a temporary site with a view to making the move permanent, for three helicopters and a fixed wing aircraft to operate from the airfield in west Essex on a 24/7 basis.

To accommodate the aircraft and have space to store and maintain its fleet NAPS would need at least one acre of land where a 35m x 35m (1,225sq.m) hangar could be built, along with some portable office accommodation for support staff.

The airfield is already used as a base by the Herts and Essex Air Ambulance Service which has recently approached the council about establishing a more permanent base at the airfield to operate two helicopters. Their current activities register 1,300 movements a year, mainly in daylight. With all air ambulance services also increasingly offering 24/7 operations the council's decision for both the police and air ambulance applications will be profound.

The relocation of NPAS would mean the relatively quiet daylight only airfield absorbing an additional 20,000 movements a year and being open all hours that would be a "key consideration" for any new location to absorb.

The council has requested a comprehensive Environmental Impact Assessment to include a noise assessment covering all proposed hours of operation. The council could receive about £120,000 per annum in ground rent and movement fees (with the number of movements capped at 20,000).

The cabinet report concludes: "In reaching a decision on the NPAS proposal, Members (councillors) will need to balance the likely environmental impact against the potential revenue benefits to the council of the proposal, which is in line with the council's stated objective of intensifying aviation activity.

"This also needs to be considered alongside our role as a public body in supporting the Police in ensuring community safety and crime reduction." [David Jackman Everything Epping Forest/PAR]

Ed: I said PAvCon should have been at North Weald this year! Early days yet though.

There are recently published local planning options for house building that name the remote green rural site that is Lippitts Hill as a space to provide housebuilding. Complaints have been submitted on the housing proposals because of the rural location of the site in mainly farmland and a golf course but also the fact that much of the site is of architectural historical interest.

No doubt the Metropolitan Police might want the tenants out to free their hand should the site ever come onto the housing market.

That said the demise of Lippitts Hill has been forecast several times already. Most recently In February 2015, they said it would close in 2016. Plans to go to Elstree, a similarly endowed local airfield, were thwarted when the local residents stated they did not want a 24-hour emergency services site in their backyard. EFDC have yet to convince the residents of North Weald and Thornwood that they might wish to give up their nights to helicopter noise.



HEMS at North Weald last month ©EHAA



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SOUTH YORKSHIRE: Four members of a police helicopter crew accused of filming naked sunbathers and a couple having sex have been cleared of misconduct charges. NPAS were smeared by the case although it had nothing to do with them—it pre-dated the NPAS takeover by a significant margin but some of the accused were still on the staff of the newer organisation.

South Yorkshire Police officers Matthew Lucas, 42 and Lee Walls, 47, and pilots Matthew Loosemore, 45 and Malcolm Reeves, 64, were charged after a fifth officer shot the footage and kept copies for personal use.

The four were acquitted following a three-week trial held at the Sheffield Crown Court in South Yorkshire. The case against the acquitted officers centred on whether they could reasonably have known what their colleague was doing.

PC Adrian Pogmore, 50, had admitted misconduct in a public office and subsequently appeared for sentence for offences that were described as showing him to be 'sex obsessed.' He had already been sacked by South Yorkshire Police.

During the trial, the court heard a couple sitting naked by a caravan were filmed in July 2008, while the aircraft also filmed a garden where a woman was sunbathing naked with her daughters in 2007. The footage also showed a couple having sex on their patio in July 2008 and at one point, the naked woman waved at the aircraft.

The other officers insisted they were not aware what he was filming and he was the only person who was present on each of the four occasions the recordings were made and the jury accepted that.

The former officer was sent to prison for a year. [Media]

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UNITED STATES

NATIONAL: The ALEA has modified how it runs its local events this year and last month set-up its first 'Safety Stand-To' hosted by the Minnesota State Police at their airbase [see image below]. As the first of many this event was opened to remarks by the ALEA President Steve Roussel (Los Angeles PD), and CEO/Executive Director Dan Schwarzach and Lieutenant Craig Benz (MSP). There were thirty-one in attendance at the event that was sponsored by Cirrus Aircraft.

The ALEA's is also offering Remote Pilot-In-Command Courses to its members intending to operate unmanned aircraft. Each course includes twenty (20) hours of classroom training.

The course is designed to provide the student with a review of the Federal Aviation Regulations PART 107 Remote Pilot Certification Process. The course is a must-have for agencies to train their personnel on how to operate sUAS and to obtain pilot certification. This course will prepare the student to successfully take the FAA Pilot's Exam for this rating. Successful completion requires attendance at all classroom sessions.



Gathering at the MSP event ©ALEA

In addition, three briefings specific to law enforcement use of sUAS will be conducted, including: an introduction to Law Enforcement use of sUAS; Obtaining certificates of authorization and Part 107 waivers and Aerial search and seizure

The course, under the instruction of Instructor: Al Frazier (afrazier@alea.org) is intended for public safety personnel, both sworn and non-sworn, that are interested in obtaining their FAA Remote Pilot Certificate under FAR PART 107.

The first event has already taken place in Grand Forks North Dakota. The remaining venues will be: -

Willmar, MN : September 16-17, 2017
 Seminole County, FL : September 23-24, 2017
 Chino, CA : October 7-8, 2017
 Ventura County, CA : October 28-29, 2017
 Alameda County, CA : November 18-19, 2017

For more information, call ALEA Headquarters at +1 301-631-2406 the ALEA website at www.alea.org.

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TECHNOLOGIES

President Trump will again allow the Pentagon to distribute surplus armoured vehicles, grenade launchers and large-calibre weapons to local police, as well as make it easier for law enforcement agencies to obtain military-grade explosives and drones. Although the Defense Department controls the military surplus, the policy reversal was announced by the Attorney General in a move to restore tough-on-crime policies.

Local law enforcement agencies have received \$6 billion worth of military gear, including tracked vehicles and heavy weapons used by SWAT tactical teams but the effort came under sharp criticism for weak controls and poor oversight. In 2015 President Obama announced the end of grants of heavier equipment.

CALIFORNIA: The Sonoma County Sheriff's Office, operating in Santa Rosa and covering a county north of San Francisco, has secured authorisation to proceed with its purchase of a new helicopter to replace its current 21-year-old Bell 407 aircraft N108SD, operated as "Henry 1."

The new Bell 407GXP single-engine helicopter, slated for delivery next year, will cost the Sheriff's Office a projected \$5.1M, including \$1.5M in law enforcement and SAR role equipment.

Covering an area 1,500 square miles of Northern California and having a population of around half a million, this unit was established in 1972 and undertakes approx. 80-90 EMS and rescue missions annually. They undertake law enforcement back up for all law enforcement organisations in the county and have been certified by the California Dept. of Forestry and Fire Protection as an aerial fire-fighting resource. The unit has a history of being threatened during budget problems or safety concerns only to be saved at the last minute because of its political popularity and ability to make dramatic rescues in rugged, hard-to-reach areas along the coast and in the mountains.



Sonoma County SO Bell 407 ©SCSO

At last month's Board of Supervisors meeting Rob Giordano, formerly the assistant sheriff, was appointed to replace former Sheriff Steve Freitas and the supervisors voted to approve \$2.5M in financing to purchase the new helicopter. The bulk of the funding for the new purchase, \$2.9M, will come from asset forfeitures. There is also a \$100,000 grant from the Department of Homeland Security for the purchase.

From 1982 to 2008 Sonoma County contracted helicopter service with a private operator. The Sheriff's Office purchased its current helicopter from the Los Angeles Police Department in 2009 for \$2.1M and it should sell for around \$500,000, similar examples are listed around \$1.5M but as it will be close to reaching 10,000 hours, a point that triggers up to \$500,000 of repair and maintenance a significant cut can be expected. The annual budget for the current operation is stated to be \$2.2M. The team typically includes the pilot, a deputy who acts as a tactical flight officer and a paramedic. The crew is on duty 10 hours a day, but on call around the clock, seven days a week. [Press Democrat]



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NEVADA: The Las Vegas Metropolitan Police Department has finally officially launched its new H145 helicopter.

The helicopter, which is the only twin engine helicopter in the fleet, will primarily be used for search and rescue in Southern Nevada.

The tail number, N145DV, was chosen to mark the memory of a former officer David VanBuskirk, who died in an accident a little over four years ago. He was killed on a live mission during a night time helicopter rescue.

The H145 cost \$9.6M but the police department believes it was money well spent and it will service the community for many years to come.



NEW YORK: The New York State Police has placed its newly acquired Sikorsky S-76D in service. The helicopter was purchased at a cost of \$12.5M, which included flight training for five pilots. In November 2016, the state comptroller's office denied the request purchase the helicopter, which was outfitted with a "deluxe VIP interior group" that provides seating for eight passengers. The controller's office was concerned because the State Police did not provide an explanation regarding modifications that would be required for the helicopter to perform law enforcement and rescue missions. In a letter to the State Police the comptroller's office wrote "It is unclear how this helicopter could be efficiently used for these other missions."

The request was subsequently approved two days after a State Police Bell 430 carrying Governor Andrew Cuomo and his staff made an emergency landing at Stewart International Airport near Newburgh, New York, when its cabin filled with smoke on January 11, 2017. The contract was finally signed in April and marked the first addition to the State Police rotary wing fleet since 2002.

The State Police's fleet of 13 helicopters currently includes six Bell 430s that were purchased in 2001 and 2002 as well as three smaller Bell 407s and four larger Bell UH-1H and Huey IIs. Funding for the new helicopter was originally provided in 2013.

The aircraft, which received its airworthiness certificate in November 2014, was previously used as a demonstrator by Sikorsky Aircraft and had reportedly flown just 335 hours. The twin-engine Sikorsky, which entered service in mid-July can fly around 100nm (185km) further than the 430s and its 178mph (286km/h) maximum cruising speed is about 20mph (32km/h) faster. [Tom Kaminski]





OHIO: Early last month the Toledo Police Department's Robinson R44 Police helicopter N135WB sold during an online GovDeals.com auction for \$150,000. The two-week long auction brought in 24 bids, starting at \$20,000. With a 12% buyer's premium, the total purchase price for the helicopter came to \$168,750.

Acquired in August 2001 the Robinson cost about \$504,000 new and has been used the past 16 years for surveillance, search and rescue, night patrols, overseeing chases, and in other emergency situations.

The helicopter averaged under 250 hours annually, the cumulative time when sent for sale was just under 3,780 hours.

City officials decided it was not worth the \$300,000 cost of a mandatory factory overhaul required every 2,200 flight hours or every 12 years, whichever comes first. In September, 2005, when it was four years old, the helicopter received such a factory overhaul at a cost of \$190,000. The cost was met by recourse to a federal grant. [Toledo Blade]

Ed: A credible source suggests that the money from the sale is being invested in three drones.

ERRATUM

Two corrections to the text for last month. Page 6 mentioning the Yorkshire Air Ambulance MD902 disposals should have shown the registration G-CEMS and not G-SEMS.

On page 20 there was a similar error where the AW139 leaving Portland was shown as G-SARO rather than G-SARD.

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AIR AMBULANCE

UNITED KINGDOM

NATIONAL: The Association of Air Ambulances, an organisation that represents the majority of the charities and others operating the 36 HEMS operated by 20 charities and ambulance services, has announced the hosts of this year's annual get together. BBC News journalist Sophie Long and Helicopter Heroes presenter Rav Wilding will once again host this year's Air Ambulance Awards of Excellence in London this November.

This year, the Awards move to a larger venue - the Millennium Chelsea Harbour Hotel - where significantly more guests can enjoy celebrating the best of the best. The Awards will take place on Monday 13 November 2017.

On September 1 nominations closed for entry submissions which include a new award: 'Air Operations Support Staff Member of the Year'. This category is expected to see nominations of dispatchers, engineers, back office staff and other non-flying personnel whose roles are not covered by other Award categories.

The Air Ambulance Awards of Excellence are now in their sixth year and have become a popular and prestigious event for the pre-hospital care sector. Last year saw over 275 people watch Sophie and Rav hand over Awards to delighted recipients, all of whom had a remarkable story to tell. Nominations this year are for the following categories:

- Air Ambulance Campaign of the Year Award
- Air Ambulance Doctor of the Year
- Air Ambulance Innovation of the Year Award
- Air Ambulance Paramedic of the Year
- Air Ambulance Pilot of the Year
- Air Operations Support Staff Member of the Year
- Charity Staff Member of the Year
- Charity Volunteer of the Year Award
- Lifetime Achievement Award
- Outstanding Young Person Award
- Special Incident Award

#



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HAMPSHIRE & IOW and THAMES VALLEY: Babcock MCS Onshore Ltd have successfully completed an innovative partnership project with Hampshire and Isle of Wight and the Thames Valley Air Ambulance to enable airborne connectivity. The first within the Babcock HEMS Fleet.

Comprehensive EMI (Electro Magnetic Interference) testing has been completed in accordance with current EASA (European Aviation Safety Agency) requirements to ensure that the installation and any devices which may connect to it do not interfere with the aircraft systems.

The modification allows our HEMS paramedics and doctors to gain access to the internet using the 3G/4G network from the aircraft whilst airborne.

The ability to transmit live from the aircraft opens up a world of technological advances for the medical crews including:

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Building 657 as it was in April 2014 will remain in use but will require a few detail alterations to better suit operations by the yet to be delivered H145. (PAR)

MIDLANDS: In June of this year Midlands Air Ambulance applied to Shropshire Council to be able to make changes to, Building 657 [above], the hangar located off Horsa Way that acts as its base at RAF Cosford. The request was granted on August 1.

Hangar refurbishment works include alterations to the front elevation and doors to facilitate the housing of an H145 helicopter in place of the current EC135. Concertina doors on the front and a fire door and replacement metal framed double glazed windows replacing the existing single glazed timber framed windows will alter the rear aspect. The lightweight concertina hangar doors will incorporate a pedestrian access. The building currently provides hangar space for the rescue helicopter, plus ground floor workshop, office, welfare facilities and first floor storage to help with the running of the service.

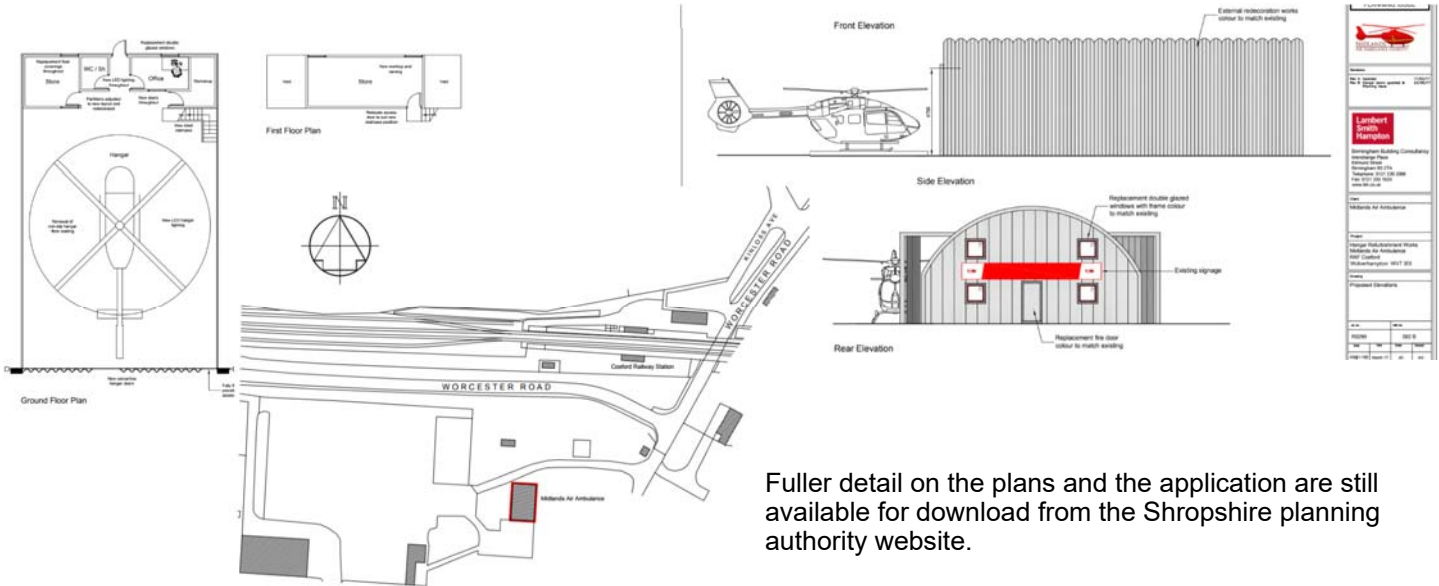
In January, it was announced that the Midlands Air Ambulance would buy the new £7M helicopter following a £1M grant financed by the fines imposed on banks for fixing Libor rates. The new helicopter is due to join the fleet next year



The current solid sliding panel doors will give-way to concertina opening doors with a pedestrian access feature at one end. (PAR)

The charity currently owns one EC135 helicopter, based at RAF Cosford in Shropshire and leases two further EC135 models from Babcock Mission Critical Services, based at Tatenhill airfield in Staffordshire and Strensham Services on the M5 in Worcestershire.

The charity made the decision to buy a larger helicopter and lease only one in future to enable it to develop its clinical and operational service in pre-hospital patient care. It is hoped that this will reduce operating costs, making the charity more sustainable.



Fuller detail on the plans and the application are still available for download from the Shropshire planning authority website.

NORTHERN IRELAND: After a 12-year campaign the new air ambulance service based at the Maze/Long Kesh near Lisburn was called out to a tractor accident as the official launch of the new service was taking place.

Launched with money obtained through the Libor fines it is a service that includes a doctor in the medical crew. The EC135 helicopter and pilot are supplied under a contract agreed with Babcock Mission Critical Services in the west of England. In future financial support is intended to be wholly by public charitable donation.

Ed: This is in effect the return of a semblance of HEMS to the region for the first time since 72 Squadron Westland Wessex HC2 were stood down in early 2002. Temporary measures have been in place on an ad-hoc basis but this is the birth of the first potentially reliable air ambulance service since the RAF went.

WALES: Additional Specialist doctors have joined Wales Air Ambulance crews in north Wales for the first time in a bid to further improve the operator's ability to treat seriously injured patients faster.

The "flying medics" will be based at Caernarfon Airport, along with a new helicopter and rapid response vehicle.

Wales has three primary HEMS and a children's helicopter operating, the South and mid Wales machines have had a Emergency Medical Retrieval and Transfer Service since 2015 and launched in the north last month based on an Airbus Helicopter H145 G-WENU.

The doctors replaced a service based on the primary use of paramedics and will enhance the ability to give casualties blood transfusions, anaesthetics, strong painkillers and conduct a range of medical procedures not normally performed outside of a hospital - all at the scene of an incident.

WILTSHIRE: Paralympic swimming champion Stephanie Millward MBE is the latest high profile figure to support the funding of the air ambulance and its new build airbase.

Stephanie, from Box in Wiltshire, has become a Charity Ambassador with Wiltshire Air Ambulance and last month she visited the site of the new airbase at Outmarsh Farm, Semington, near Melksham, to see the progress of the construction.

Stephanie was close to a place in the British international able-bodied swimming team and hoped to qualify for the 2000 Olympics in Sydney before she was diagnosed with Multiple Sclerosis at the age of 17.



Stephanie Millward MBE with a few of the building team at Outmarsh Farm last month ©WAA

She qualified for the 2008 Paralympics in Beijing, followed by the 2012 London Paralympics and Rio 2016 Paralympics and has won 10 Paralympic medals, including two golds. She is also a multiple World and European Para Swimming champion. She will be competing in the World Championships next month and hopes to compete at her fourth Paralympics in 2020 in Tokyo.

Work on building Wiltshire Air Ambulance's new airbase began in April this year and is due to be completed in Spring 2018. The charity has received a donation of £2.5 M from a benefactor and £1M from the LI-BOR fund towards the airbase.

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FIRE

UNITED STATES

CALIFORNIA: Both the Los Angeles County Fire Department and Cal Fire are to purchase Sikorsky S-70 Blackhawk helicopters to replace existing Bell Huey helicopters that are increasingly difficult and expensive to support. The Cal Fire deputy director of communications Janet Upton confirmed that the agency intends to award a contract to Air Methods/United Rotorcraft for up to a dozen S-70i Black Hawks at approximately \$20M each, plus the cost of training and mission equipment. The S-70i is the export variant of the UH-60M.

The export version of the Blackhawk looks favourite to be in service fighting fires and undertaking rescues in California. (Wikipedia Commons)



According to its request for proposal (RFP), Cal Fire anticipates acquiring 12 aircraft over a five-year period. However, as actual purchase rates and quantities may vary, the five-year contract will include an option to extend the contract for up to three additional one-year periods. [Vertical]

A pilot wearing a helmet and flight suit is seated in a cockpit, looking at a large digital display showing a map. The cockpit is filled with various instruments and controls. The background shows a landscape through the cockpit window.

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ERICKSON ACTIVITIES: The leading global aerial fire-fighting company for more than 30 years, owns the world's largest S-64 Airplane fleet, and the Airplane Helitanker is recognized throughout the industry as one of the most effective and efficient firefighting aircraft in the world. Northern Hemisphere fires are experiencing above average conditions, and what follows is an outline of Erickson's current jobs. In late fall, the Airplanes are mobilized to the Southern Hemisphere to fight fires south of the equator.

Erickson's Airplanes have 2,650 gallon hydrotanks and a sea snorkel that helps provide outstanding capabilities for fire authorities in for both initial attack of fast moving fires and advanced structure protection.

Australia: The National Aerial Firefighting Centre (NAFC) has extended a contract with Erickson for 2017-2018, through Australian partner Kestrel Aviation, for six S-64 Airplane helicopters to support firefighting efforts across the country. It's expected that Erickson will provide services beginning in early October, which is the start of fire season in that part of the southern hemisphere. Earlier this year, six Airplanes fought fires in Victoria, New South Wales and Western Australia.

Greece: Erickson currently has three Airplane Helitankers under contract to provide fire protection throughout Greece and are based in the cities of Tatoi, Elefsina and Andravida, Greece.

Turkey: Erickson currently has one Airplane under contract in Istanbul, Turkey for year-around fire protection and emergency services response for natural disasters. Erickson has worked with the Turkish authorities for more than three years.


British Columbia Canada: Erickson currently has multiple Airplane Helitankers assisting fire authorities across British Columbia as they battle several large-scale fires that have consumed vast forested areas and released smoke visible all along the West Coast of North America.

California: Erickson currently has one Airplane under contract with Los Angeles County, one Airplane with Los Angeles City, one with San Diego Gas and Electric, and one under contract with CalFire in Santa Rosa, CA for initial attack and rapid response to the extreme fire conditions across California. Additional Airplanes are available to the U.S. Forest Service for western U.S. wildfires.



This image is of an S-64 airframe deeply involved in rescue in support of Hurricane Katrina. Similar rescue and public safety efforts are ongoing in Texas today.


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AUSTRALIA

QUEENSLAND: A new rescue helicopter is earmarked for Cairns under a bold plan to fix the region's emergency response issues.

It comes as the State Government unveils a revised recreational snorkelling code of practice for Queensland, to reduce the amount of tourist deaths on the Great Barrier Reef.

Major concerns have been held for several years due to the lack of back-up available when the Cairns-based Rescue 510 chopper is down for maintenance. A second helicopter based in Townsville was meant to act as the redundancy for both cities but has reportedly been out of action for months, and is a different model, a Bell 412, meaning Cairns staff are not qualified to operate it.

The Government is in the process of buying two new aircraft to be stationed in Cairns and Townsville. These will be the same model as the Cairns helicopter, the AW139, which would then become the back-up for both cities.

UNITED KINGDOM

Bristow Helicopters is taking delivery of another AW189 from the Leonardo factory in Italy – serial 89002 and registered G-OENC. This will join the first two Bristow offshore AW189s G-OENA and G-OENB in the near future.

The new aircraft will free up another AW189 to return to the SAR fleet. During the time that the AW189 was not being used on the Maritime and Coastguard Agency contract – while they awaited the FIPS (Full



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Ice Protection System) certification – one of the SAR fleet was re-configured for offshore work. To reduce confusion, Bristow even changed the registration from G-MCGN to G-CJNV and removed the Coast Guard titles etc. This aircraft will now be converted back to SAR and take up its previous registration once again.

Bristow originally ordered 11 Sikorsky S92s and 11 AgustaWestland AW189s for the UK SAR contract. While the AW189 FIPS approval was pending, additional S92s and AW139s were brought in.

Additional cover was also provided by four new Sikorsky S92s, and these are to be reallocated, with two going to each of the Stornoway and Sumburgh SAR bases. The four S92s already operating in those locations are of a less comprehensive spec – the old “Gap SAR” spec based on the previous CHC operation before Bristow took over. There was presumably no point in Bristow re-configuring these aircraft to the “Full SAR” spec when they had four available in exactly the required configuration, so the older four will be released for other work or onward lease or sale – each with around 2,300 airframe hours [Helihub]



ESG's modular Counter-UAS System was an integral part of the security infrastructure of the July G20 Summit in Germany.

The Federal Criminal Police Office (Bundeskriminalamt/BKA) commissioned **ESG Elektroniksystem-und Logistik-GmbH** to ensure the reliable and effective protection of the G20 Summit in Hamburg from 7th till 8th July 2017 against the unauthorised use of drones with components of their modular Counter-UAS System “Guardion”.

The system combines customer specific, scalable solutions to the problem of detecting and defending against commercially available drones thus protecting the customer from the dangers emanating from their unauthorised use.

Guardion is the result of cooperation between ESG, Rohde & Schwarz and Diehl Defence, benefiting from their proven expertise in the fields of radar, radio detection and electro-magnetic countermeasures as well as sophisticated Command & Control Systems.

Donaldson Aerospace & Defense, has delivered more than 30 dry media Inlet Barrier Filters (IBFs) for factory installation on new Bell 505 Jet Ranger helicopters. The aircraft received Federal Aviation Administration (FAA) certification in June.

The Donaldson IBF protecting the Bell 505 Safran Helicopter Engine's Arrius 2R power plant features next-generation non-woven dry media with proprietary Ultra-Web® filter media technology. This technology is

key to the filter's superior capacity to hold dust and directly contributes to reductions in maintenance requirements.

Donaldson dry media IBFs are also fast and easy to clean by rinsing with water. Convenient flat storage is an additional benefit, with a flexible filter design that conforms to the installed configuration.

DART Aerospace has received FAA & EASA approvals for the redesigned H145 emergency float system. Now certified for Sea State 6, the float system boasts longer maintenance intervals, weight savings and is compatible with OEM fixed provisions.

DART offers an exclusive patented float design with integrated liferafts. The safety benefits of this system architecture compared to in-cabin rafts include improved access to the raft in emergency situations and offers faster deployment following a water landing.

Nearly 10 years ago, the National Transportation Safety Board (NTSB) conducted a study on several helicopter accidents in which the aircraft crashed or ditched into the Gulf of Mexico.

Last month the first air ambulance landed on the **Royal Bournemouth Hospital's** (RBH) new helipad following a complete rebuild, funded by the HELP Appeal.

Dorset and Somerset Air Ambulance's AW169 landed on the new pad, which allows the new larger aircraft entering service to land day and night.

The rebuild, which came to £119,000, was completely funded by the HELP Appeal.

Work began in early June, with air ambulances landing at St Peters School playing fields while work was carried out.

Honeywell have reported that their researches suggest that the first half of 2017 appears to be strengthening at the core. Most of our leading indicators are showing tangible signs of stabilisation- potentially promoting a healthy recovery in 2018. It is anticipated that industry momentum will gradually gain steam in the second half of 2017 and return the sector to growth.

Lockheed Martin have announced the first flight of a VH-92A configured test aircraft in support of the U.S. Marine Corps' VH-92A Presidential Helicopter Replacement Program. The July 28 flight signals the start of the 250 hour flight test programme from the Lockheed Martin facilities in Owego, New York.

Spectrum Aeromed has completed production on their newest 3200 Series Carbon Fibre PTU. Integrating composite components into the product lines for more than 8 years now, this is the latest full carbon fibre unit the company has designed and manufactured.

The first production unit is permanently installed in a Boeing 777, but certain modular design features allow integration into a wide range of different aircraft and applications.

The new 3200-System quickly attaches into standard aircraft seat tracks. A modular concept allows fast conversion times, where the unit is not installed permanently. Equipment pull-outs, storage drawers, integrated or movable stretcher, and a wide range of medical devices can be customized to meet specific mission profiles.

ACCIDENTS & INCIDENTS

5 May 2017 Airbus Helicopter AS365N3 N600LL. Air ambulance of Life Lion Critical Care Transport, M.S. Hershey Medical Center, Hershey, Pennsylvania. While en route to a receiving hospital the right rear cabin door opened in flight. The door was secured and the helicopter continued the short flight to the receiving hospital pad where the aircraft was landed without further incident.

19 May 2017 Airbus Helicopters EC145 N197LL. Air ambulance of Indiana University Health LifeLine operated by Metro Aviation. While in cruise flight at 3000 MSL, a "loud bang" was heard with a secondary "loud rushing" noise. After landing, a post-flight inspection revealed a broken co-pilot chin bubble with bird remains. No injuries were sustained and no additional aircraft damage was noted.

25 June 2017 Airbus Helicopters AS365N2 N89SM. Air ambulance of Parkview Samaritan, Fort Wayne, Indiana, USA. Operated by Mercy St. Vincent. Shortly after take-and in cruise flight from a scene, the left rear wing door opened striking the side of the aircraft. A precautionary landing put them on the ground. After the aircraft was deemed flyable, all doors were secured and the patients were safely transported to the receiving hospital. It was determined that the left wing door pins were never secured into the airframe prior to departure. [Concern]



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10 July 2017 Airbus Helicopters BK117-C2 N145HH Air ambulance of LIFE STAR Hartford Hospital. Hartford, Connecticut operated by Air Methods Corp. While en-route from Mid-State Medical Center, Meriden, CT, to The Hospital of Central Connecticut, New Britain, CT, LIFE STAR 1 had a light illuminate and experienced an engine run-down. The pilot undertook a run on landing to KHFD runway 29 as a precaution in order to not exceed any limitations on the engine. It was found that a collective switch had an intermittent contact, it was cleaned and then replaced. [Concern]

25 July 2017 Airbus Helicopter AS365N N625CF Air ambulance of CareFlight Air and Mobile Services, Dayton, Ohio operated by Air Methods Corporation. The crew had just completed a patient drop-off. Before departure the crew conducted a walk around of the aircraft and cited no deficiencies. Within 30 seconds of take-off it was found that the left rear door was ajar and slowly sliding open. There was no caution panel illumination. The aircraft returned to the helipad, landed safely and was inspected. It was found that the door handle latching pin had incorrectly latched. [Concern]

30 July 2017 Airbus Helicopters BK117-C2 D-HLRG. Air ambulance of ADAC Luftrettung GmbH. "Christoph 75". Searching for a body, that was spotted in a lake near Neunkirchen-Seelscheid, Siegburg county. While circling over the site, the crew did not spot a 10,000 volts power line at an altitude of 15 metres (50 feet) above ground, which was struck and clipped by the main rotor. There was no major damages visible, but all four blades were disassembled and along with the helicopter craned onto a low loader and ground-transported for further inspection to the nearby maintenance shop in Hangelar.



3 August 2017 MD900 Explorer OE-XWF Knaus Helicopters Martin 4 based at Matrei in Osttirol. The helicopter flew in to pick up a 48-year-old mountaineer, who had complained about heart problems, at the Erzherzog-Johann-Hütte. On arrival to make the pick on a ridge by Mount Großglockner the pilot apparently lost control and the machine slewed around and eventually tipped on its side destroying its main rotor. Believed caught by a strong gust of wind, updraft on mountain ridgeline. [Media/Knaus/ASN]

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8 August 2017 Sikorsky HH-60 Jayhawk. U S Coast Guard. Helicopter made an unscheduled landing in a car park at Fiddler's Cove Marina & RV Park near San Diego, California - the Silver Strand area. The helicopter was on a training flight with an experienced pilot when a warning light for suspected transmission failure came on. No one was injured and there was no damage related to the emergency. [10 News]

12 August 2017 Bell 407 N31VA. Virginia State Police. The helicopter was attending a public order event in Charlottesville, Albemarle County, Virginia. It crashed under unknown circumstances into a wooded area near a residence on Old Farm Road and burst into flames killing both crewmembers. The officers on-board were pilot, Lieutenant H. Jay Cullen, 48, of Midlothian, VA., and Trooper-Pilot Berke M.M. Bates, 40, of Quinton, VA. No one on the ground was injured. [VSP]



13 August 2017 Agusta-Bell 206B3 JetRanger III VF-10. Fire Department helicopter of the Vigili del Fuoco, Italy. The pilot of the AB-206 helicopter lost control just prior to landing near Fonte Vetica (Mount Gran Sasso) in a strong wind. After spinning at low level for several revolutions it hit the ground and fell over on its right side. 2 of 3 occupants were slightly injured the machine suffered substantial damage but remained largely intact. [ASN]



20 August 2017 Helicopter. Fire fighting helicopter operated for the Civil Protection Service by Everjets in Portugal. Crashed after colliding with high tension cables. The 51-year-old pilot, identified by national newspaper Correio da Manhã as Américo Sousa, died after becoming trapped inside the stricken chopper. The helicopter had been dispatched to help tackle a fire in northern and central Portugal. [media]

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UNMANNED

The UK Civil Aviation Authority has issued a two page document that provides limited exemptions to emergency service drone operators when operating in situations where life is at risk.

The document can be accessed at <http://publicapps.caa.co.uk/docs/33/1233.pdf> but in brief it seeks to exempt any member of the United Kingdom Emergency Services acting as the person in charge of a small unmanned aircraft in support of a United Kingdom Police Force, from some of the existing requirements. This exemption only applies to short term reactive situations aimed at preventing the immediate risk to human life, or during a major incident, where strict observance of the restrictions would be likely to hinder.

The intended purpose of this exemption is to allow a more flexible, but controlled, use of a small unmanned aircraft during an emergency operation where an increased risk to life becomes apparent at short notice (e.g. missing persons scenarios where it is clearly evident that swift action is required). It should be viewed in a similar fashion to that where Police, Fire or Ambulance vehicles are permitted to proceed through red traffic light signals, disregard 'keep left' signs, exceed speed limits etc. It is not intended to be used for longer term planned, or routine operations, where a more detailed permission or exemption would be required.

The US Army have issued a ban on the use of all DJI equipment for reasons of 'security'. No further details as yet, but it appears linked to the worry that the DJI craft can transmit confidential information to the manufacturers in China.

Everyone seems to accept some telemetry data is shared to help DJI track whether the drones are performing well or developing bugs, as is usual with most technology.

One researcher however has discovered that the app used on phones or tablets to operate the drones also records audio from the microphone, so the pilot's conversations could be unsecure. This has obvious operational security concerns as there could be sensitive information being recorded that users are totally unaware of. They would also therefore be unaware of the need to secure it.

A father and son Australian company has developed a new process to create a lightweight, solar-powered drone, which they hope will be able to fly almost indefinitely during daylight hours.

Praxis Aeronautics has worked out a new way to encapsulate standard solar cells in composite material without losing efficiency, thus solving one of the key problems that had been holding back solar-powered aircraft – the weight and cost of accommodating solar cells.'

Praxis, based in Adelaide, has attracted the attention of the South Australian Government's early commercialisation fund, which will contribute AU\$150,000 to the company's efforts to produce a larger prototype to test its acceptance in the market.

Previous technology set up a similar capability using a thin film of solar cells that can be wrapped over the body of the drone, but that technology costs about \$35,000 per square metre compared to the Praxis method at \$1000. [InDaily]

Police in Norfolk will be using drones to help search for missing people, obtain crime scene photography and investigate rural crime, as a three-month trial of the technology begins.

Police have two drone units which cost £1,500 (Inspire) and £850 (Mavic) and can fly in winds of up to 50mph. Both drones have a 4K downlink which means officers on the ground and in the Contact and Con-



The US authorities have banned the DJI equipment on the grounds of security. In the UK Hampshire Police temporarily banned the use of any public owned 'small unmanned aircraft systems' in the vicinity of the docks in Portsmouth in conjunction with Royal Navy movements. A detailed sign that clearly involved a great deal of forward planning. [JO]

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

trol Room (CCR) can see live footage captured by the drone in the air. It can stay in the air for up to 20 minutes at a time before returning to the operator to change batteries.

Sergeant Danny Leach, who was the first officer to be trained, said: "Every incident which requires air support currently costs the Constabulary £1,320. Although the drones aren't suitable for every deployment there are certain situations which they are perfect for.

"To get the overall project operational it has cost less than £8,000 giving the Constabulary the capability of two operational drones and four qualified pilots. If we can successfully deploy to just six incidents we would have saved enough money to pay for them again.

There are already questions in the technology media over the differences in service delivery and approaches to compliance issues with other legislation such as privacy and data protection. Several elements of the media and private individuals are questioning police activities.

In the UK there is no national organisation for police drones as was the case with early police helicopters individual forces get into contests with each other. When you add in the potential for interference from the Police and Crime Commissioners there is a danger of both the police and the PCC imparting alpha male inputs into decision making that should be even handed and moderate.

At the moment the questions range from whether Sussex Police with their fleet of £64,000 Aeryon Labs Skyranger drones may or may not decide to fly away after an update – just like those operated by the Ontario Provincial Police. An alternative is that of Devon and Cornwall with their far cheaper DJI kit that may or may not be transmitting police conversations back to China. Where now the new radio system and a declared need for encryption when the quad rotor is cutting through all the red tape?

No news yet on the whereabouts of that missing OPP drone at £50k. It appears though that the incident led to OPP grounding over £500,000 worth of similar kit leaving them with four far cheaper drones that presumably are telling tales to China.

And if you are really into Drones and their police use you should really be following Ian Povey's on-line blog full time. As a professional he understands the subject and has regularly been asking questions of the police. Awkward questions that it is clear they are going into default mode in not answering. Perhaps because they are scared to talk but much more likely that they simply do not know the answer. Nothing wrong with not knowing but only if you are big enough to admit that to yourself. From experience I can say that requires many years 'in the cloth' for any policeman to stand there and admit to a lack of knowledge. The latest blog is at:

<http://clearvisionsecurity.co.uk/police-drones/>

Ian Povey is the Operations Director of Clear Vision Security Ltd.

And another figure that remains far from impressed with the UK police attitude to the safe and efficient use of Drones is Gareth Davies the Chairman of the PAVCon this year.

Chairman's travels

Having just returned from the ALEA yearly bash it was surprising to discover the overall lack of apparent concern by active Air Support Units (ASU's) regarding the ongoing and seemingly relentless proliferation of drone activity into what used to be scared cow world of anyone driving a Police helicopter. Well, be warned guys. With any number of 'networking' sessions under my belt and the occasional connecting of dots this is what I predict will happen.

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Having not paid much general attention at the recent PAvCon conference in Doncaster, NPAS will not have heard (or again not paid much specific attention) as the Belgium State Police ASU and the former RCMP expert share their operational experiences on the use of drones in their world and their conclusions.

The recent forming of the 40 officer Devon and Cornwall drone unit will have the effect of making force ground officers start defining airborne mission support scenarios (MSS) for these drones. PAN has been banging on about ASU's defining MSS for some time. Defining MSS's assists both the ASU and the ground guys in knowing and understanding when and where the ASU, with all associated and subsequently trained on 'bling', unit can bring to bear on the ground guys mission scenario identified problem.

During the Falklands war, an old salt told me, the Captain of a particular ship went to the air crew's mess and suggested it might be a good idea to make themselves 'viable' to the ground forces. Obvious you might think but nevertheless the Captain had to say it.

This has not happened in the ASU world. The Ground guys will use, and as experience gathers, further use, drone coverage as opposed to ASU coverage as human nature will kick in and you will call someone you know as opposed to someone you do not. This will result in less call out time for the ASU from the individual forces, this will result in a decrease in budgets and so on and so forth.

NPAS should worry!



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PEOPLE

Over the years of research police aviation, editing PAN and running conferences I have managed to meet up with each of the incumbent UK police chiefs [ACPO/NPCC] aviation representative. It has not always been a pleasant experience.

Last month I was thwarted in my intention of meeting up with the current person. **Chief Constable Simon Byrne QPM** of Cheshire Police. Having got myself to Chester and in a hotel the meet was unexpectedly cancelled late the day before. Ouch.

It was the following day before an explanation arose. Byrne was suspended from duty following an independent investigation into allegations of gross misconduct first brought to light last year. No details are known but one newspaper stated that it was a dispute with a fellow officer.

An investigation into the claims was launched and managed by an outside police force and it is said this concluded there is a case to answer. He will remain suspended from post and duties until there is a hearing.

As a consequence of this action the NPCC, and by default NPAS, has no chief officer responsible for police aviation at a time when the latter are under extreme scrutiny from police & crime commissioners, chiefs officers of police across England and Wales and HMIC over the service they provide.

Fortunately there are still some useful 'lead' NPCC members that relate to aviation in post. These include the lead for drones/unmanned craft Sussex Police ACC Steve Barry who may have his own troubles with the rolling out of drones in a police service that knows little about CAA regulation and apparently understands even less.

Another option is the Chief Constable of North Yorkshire. Steve Jones. He is the lead on volunteering and no doubt that led to the recently reported volunteer day out with NPAS. He should also be talking to the aviation volunteers with wings, the Skywatch/Civil Air Patrol variety, but thus far no-one in the UK police has stepped down off their pedestal to talk sensibly to them. Numerous members of the police on the street do talk to volunteers – anyone that might get the job done - but they are regularly castigated for even talking to CAP. The latter are offering nearly all the services that drones offer without the complication and cost of ownership but that is still deemed unacceptable by NPCC.

The US lost a key figure in aerial filming last month. **Alan Purwin** was a highly experienced helicopter film pilot who founded and owned Helinet Aviation. He has over 100 movie credits including the remake of The Italian Job, Airwolf, Die Hard, True Lies, Jurassic Park, Air Force One, Enemy of the State, Pearl Harbor, Terminator Salvation and Insurgent.

He was onboard a twin-engine Piper Aerostar that crashed en-route to Enrique Olaya Herrera Airport in Medellin following production wrap on the film "Mena" in Columbia. The purpose of the flight was to ferry crew from location to the airport. Reports blame the weather for the crash.

Aside from Helinet, Alan financially backed both Cineflex and Shotover, was a philanthapist in field of medical transport including work with Dallas Children's Medical Center and with the Children's Hospital, Los Angeles.

MOVE ALONG THERE

After my comment last month about the Devon & Cornwall 'Drone Empire' having 40 officers when air support mostly had less than ten over a similar area a flurry of messages took place in defence of the plan.

It is said that you probably need at least 40 trained drone 'pilots' to cover Devon & Cornwall plus Dorset 24/7 with a 4 shift system plus 'floaters' to cover leave, sickness and attendance at court etc. With 6 or 7 drones on the road at any one time this might provide good coverage and a fairly quick response.

I accept I might be very wrong on this but there is still that wage bill of £1.2M apparently set aside for this little empire! Yes they can do other jobs but as with the firearms officers everyone is going to be reticent to lose track of the local duty UAV man when he or she gets tied up with a domestic on the 12th floor of a tower block.

SECURITY OF TENURE

The story comes from Boeing and is primarily about airline pilots but an air craft driver is an aircraft driver bar a bit of retraining so it suggests that the person up from is never likely to be out of a job so long as they behave and stay out of prison.

Boeing has forecast a demand for more than 1.2m key airline personnel including 600,000-plus pilots over the next 20 years in its newly-released 2017 Pilot and Technician Outlook.

Boeing forecasts that between 2017 and 2036, the world's commercial aviation industry will require some



637,000 new commercial airline pilots, 648,000 new commercial airline maintenance technicians and 839,000 new cabin crew members.

The 2017 outlook shows a slight increase of 3.2% for pilots over the 2016 outlook, and a slight decrease of 4.6% in the need for airline maintenance technicians, primarily driven by the reduction in maintenance hours required on modern airframes.

Broken down by region, the guide shows the greatest demand over the next 20 years will be from the Asia-Pacific area, with an expected need for 253,000 pilots, 256,000 technicians and 308,000 cabin crew.

The corresponding figures for North America are 117,000 pilots, 118,000 technicians and 154,000 cabin crew, while for Europe it is estimated 106,000 pilots will be needed, 111,000 technicians and 173,000 cabin crew.

All this suggests that keeping pilots loyal to the emergency service might get to cost a great deal of money sooner rather than later.

ETC. ETC...

This month there is so much material on the UK NPAS that I simply had to split it up throughout the issue and not necessarily along sensible lines. It would have been more pleasing if even half of it was positive.

NPAS has strict launch protocols that aim to reduce wasted flights and reduce costs but they can never effectively overcome human frailties. Their edict of requiring an assessment of the *threat, harm and risk* cannot rule out every call. Add a missing child and most rules are firmly set aside anyway. They always were before NPAS and little has really changed.

Take the mission in the early afternoon of Sunday August 13.

A beautiful warm day with bright sunlight that really brought out the crowds to play, shop and eat in central London.

Among all the good things of life a drama was unfolding in the vast and thriving Nine Elms market on the south side of the River Thames near Vauxhall. A three year old girl was missing. The child, the daughter of two European immigrant market traders, was with them on the stall and then suddenly gone into the milling crowds.

The frantic parents raised the alarm and progressively the whole market was looking for a little girl in a red 'Armani' top.

Local police officers arrived and around ten of them were combing through the thousands of shoppers picking their way through the lines of stalls piled high with goods and packaging.

At the London NPAS base at Lippitts Hill in Epping Forest the duty EC145 lifted and headed south west towards Vauxhall at a little over 1,000 feet.

Their noisy progress was noted almost as a passing irritant to the calm of the day by the sunbathers and roller skaters as it crossed The Serpentine in the greenery of Kensington Gardens. Heads tilted skyward to take in the intruder as it purposely flew overhead. A few even expressed out loud the question "I wonder where the police are off....?"

Meanwhile on the market the search continued unabated.

The helicopter arced to its left and joined in the search, first a clockwise search around the sea of bodies among which it was difficult to see the police officers let alone a tiny child, then straight runs along the banks of the River Thames. For ten minutes the aerial search was added to the activity below without success.

Finally the radio crackled from below to release the air asset. The child had been found curled up in a cardboard box fast asleep on her parents market stall.

Do not even stop to consider what that effort search cost in police time and effort. That's what they are there for.



En-route, the Albert Memorial Kensington Gardens—a stately attraction for tourists. [PAR]



EVENTS NEXT MONTH

16-17 October 2017 15th Aerial Fire Fighting Europe 2017, Nimes, France. Supported by the Ministry of Interior, Securite Civile. Tangent Link brings the 15th Aerial Firefighting Conference to Europe to debate, learn and acquire the skills and lessons-learned for safe aerial fire fighting. The provisional conference programme covers Interoperability of EU aerial firefighting resources, Training & Simulation, Aerial Demonstration, Suppressant & Retardant Technology breakthroughs and Aerial Surveillance Aircraft & Systems. <http://tangentlink.com/event/aerial-firefighting-europe-2017/#programme>

Two days later at the same venue you can pick up on

19-20 October 2017 Search & Rescue International 2017, Nimes, France. Also run by Tangent Link based at Dorney House, 46-48a High Street, Burnham, Buckinghamshire, SL1 7JP, United Kingdom. Email: info@tangentlink.com | Contact Telephone: +44 (0) 1628 660 400 | Website: www.tangentlink.com

EVENTS THIS MONTH

5-7 September 2017 ALEA Safety Seminar. Marriott at River Cree, Edmonton, Alberta, Canada Contact Murray Maschmeyer +1 (780) 984 1577 mmaschmeyer@alea.org

6-8 September 2017 InterDrone 2017 Las Vegas. The 2016

After an impressive second show (3,518 attendees from 54 nations, 155 exhibitors, 150 press, rave reviews) InterDrone returns to Las Vegas in its established calendar slot. It will feature conference tracks for engineers, software developers, executives, investors, regulators and commercial drone "buyers and flyers" in more than a dozen vertical market segments plus LOTS of new add-ons (stay tuned). 4,000+ attendees and 175+ exhibitors. www.interdrone.com berndtson@aol.com

12-15 September 2017 DSEi ExCel, Docklands London. An event focussed on all things military but including a good sprinkling of equipment and information of interest to the emergency services both in the air and on the ground. www.dsei.co.uk



18-20 September 2017 InterDrone 2017 in Las Vegas. To be held at the Rio Hotel and Casino in Las Vegas. You cannot really lose at this event. As soon as the drones bore you there are plenty of bars and casinos beckoning! Never been to Las Vegas? Shame on you but there again perhaps it will be cheaper to go to Birmingham in the UK for the show that attracts all of the thinking man's emergency services [except NPAS]....

20-21 September 2017 The Emergency Services Show. Hall 5, NEC, Birmingham, B40 1NT Visitor entry free. In 2016, The Emergency Services Show featured over 460 exhibiting companies and attracted a total of 6,433 visitors, making it the biggest event in its 10-year history. The impressive indoor and outdoor exhibition is a one-stop shop for sourcing all the latest services and equipment required for emergency response and keeping the public safe from threats such as floods, road traffic accidents and terrorist attacks. A bit slanted towards the fire services but has an air ambulance and police element. There are bound to be drones attending. Register online at www.emergencyuk.com

19-22 September 2017 The 17th Aviation Expo China 2017 China National Convention Center, Beijing, China An event expecting around 198 exhibitors from 16 countries and 20,000 trade visitors. China Promotion Beijing Tel: +86 10 87730641 richard@cpbjlf.com www.beijingaviation.com

26-28 September 2017 AirMed World Conference, ExCel, London. The key driver for improvements and innovative change has always been constructive criticism, be it in terms of medicine, management, flight operation, maintenance, design or development guidelines. For more than 30 years, AIRMED World Congresses have been organised to inform about the latest facts, share experiences and define the future in professional aeromedical services.

Again, delegates from all over the world will meet to exchange ideas, to discuss established and new concepts, to define the necessary changes for the future of aeromedical services, and all that with an interdisciplinary and inter-professional approach.

Employees of EHAC member organisations pay only a reduced special rate. For the first time, the congress is co-located with Helitech International to link stronger and unite with the complete helicopter community.

www.PoliceAviationNews.com
A wealth of on-line resources



The 1st Goodrich Rescue Hoist Operator's Conference in London. Is to be held on September 30 and October 1 2017. Goodrich are striving to get as many of the London / Europe Operators together as we can. There are existing registrations from the Middle East and Australia. The UTC Aerospace Systems (UTAS), Hoist & Winch Business Unit first annual Europe Rescue Hoist Operators' Conference, is being held at the Hilton Hotel London Canary Wharf, South Quay, Marsh Wall, London E14 99SH. Register using the following link: <http://www.goodrichhoistandwinch.com/company/operators-conference-europe/>.

UTC are seeking nominations for 2017 Rescue of the Year. Please submit nominations by email to michelle.matthews2@utas.utc.com Please include a brief description for the nomination. We will be announcing the winner on Day 2 of the conference. Video uploads can be submitted to the Hoist and Winch Website at <http://www.goodrichhoistandwinch.com/>



16-18 October 2017 Association of Air Medical Services [AAMS] Annual Conference and Exposition. Fort Worth, Texas, USA. The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). www.aams.org

16-19 October 2017 Public Safety Drone Expo 2017, Doubletree Hotel, New Orleans LA www.alea.org

16-17 October 2017 15th Aerial Fire Fighting Europe 2017, Nimes, France. Supported by the Ministry of Interior, Securite Civile. Tangent Link brings the 15th Aerial Firefighting Conference to Europe to debate, learn and acquire the skills and lessons-learned for safe aerial fire fighting. The provisional conference programme covers Interoperability of EU aerial firefighting resources, Training & Simulation, Aerial Demonstration, Suppressant & Retardant Technology breakthroughs and Aerial Surveillance Aircraft & Systems. <http://tangentlink.com/event/aerial-firefighting-europe-2017/#programme>



19-20 October 2017 Search & Rescue International 2017, Nimes, France.

Tangent Link. Tangent Link Ltd, Dorney House, 46-48a High Street, Burnham, Buckinghamshire, SL1 7JP, United Kingdom

Email: info@tangentlink.com | Contact Telephone: +44 (0) 1628 660 400 | Website: www.tangentlink.com

21-24 November 2017 Milipol Paris. The 20th edition of a well established Interior Ministry event held at the Paris Nord Villepinte close to the Charles de Gaulle Airport.

28-30 November 2017 ALEA Safety Seminar Marriott Napa Valley, Napa California Contact Dave Ellis +1 (509) 477 3290 dellis@alea.org www.alea.org

29-30 November 2017 UK Security Expo 2017, Olympia Grand Hall, London. The Tactical Demonstration Theatre will include material put together by Counter-IED UK. Live scenarios including: Marauding Terrorist Firearms Attacks, Improvised Explosive Device Disposal, CBRNE Attacks and Drone and Counter Drone Surveillance. Partnered with DIT DSO to deliver high impact live demonstrations of the UK Industry's Counter-Improvised Explosive Device capabilities. The demonstrations will run throughout both days of UK Security Expo and show case the depth and high quality of the UK response to the threats posed by IEDs worldwide. We will use very realistic scenarios and highly qualified, specialist operators from the DSO Export Support Team to ensure you can engage with the right people from government and industry and see their capabilities being used. There will be opportunities to meet experts from the companies involved who are all members of Counter-IED UK, a group that brings together the power of the UK Counter-IED industry and partners with the UK government to engage with our national and international partners to counter the threat. Speakers include Leicestershire Police and the National Police Chiefs Council