

Police Aviation News

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PAR

A detailed photograph of a helicopter engine, showing various components like the compressor, fuel system, and cooling fans. A man in a white shirt is visible on the right side, looking intently at the engine. The background shows a wall with a 'Helicopter Recognition Chart' and other aviation-related posters.

INDIA: BSF in turmoil

USA: The 'Loach' bows out

UK: Lucy takes flight

Milipol & Heli-Power Reports

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AUSTRALIA

QUEENSLAND: At one stage it looked as if the short-term police helicopter trial was to be undertaken using a Robinson R44 but the police officers complained that it was not a suitable type and it looks as if their protests were heeded.

Last month the Heliwest Group won a contract to supply Queensland a Bell 206L LongRanger, which will be operated by Heliwest pilots and crewed by police officers for the a six-month trial. Heliwest will be equipping the Bell with a sensor pod and searchlight but will also have NVG's for the pilot and crew members. [Media]

WESTERN AUSTRALIA: Australian Defence Force (ADF) personnel have been training in recent weeks for their duties at the forthcoming Commonwealth Heads of Government Meeting (CHOGM) 2011.

The training, in conjunction with Western Australia Police, practiced a range of scenarios relevant to the security of a major public event to ensure the conduct of a safe and secure CHOGM held in Perth from 28-30 October 2011. [ADF]

ESTONIA

POLICE & BORDER GUARD: In September the Police and Border Guard Board criticised the Italian helicopter producer AgustaWestland for poor support but it is now revealed that the government agency may itself be to blame for the delays in the maintenance work.

One of the AW139 helicopters has been off line for seven months undergoing a 1,200 hours maintenance point in Belgium. If the down time had been AgustaWestland's it would clearly have been very much the scandal that was inferred last month but it seems that more than two months of the seven can be laid at the door of the Estonian authorities as they sought to sign up a suitable maintainer. Documentation was slow in arriving.

The delay has been attributed to the administrative capacity of the Police and Border Guard Board headquarters by Allan Oksmann, head of the aviation department.

Currently all three of the Police and Border Guard Board's helicopters are out of service. In addition to the one is still undergoing maintenance in Belgium, the second has a broken stabiliser and the third a problem with its tail rotor brought about by poor forward planning in

Cover image: At the heart of every aircraft is an engine—without that you are going nowhere. In this instance the engine under maintainer is working on a Turbomeca Arriel [image Turbomeca]

the wake of a recent grounding. Two of these groundings are, at least in part, due to them not paying a premium for faster AOG response times.

GERMANY

FEDERAL: On 16 September ESG Elektroniksystem- und Logistik-GmbH together with Swiss UAV AG and the Federal Police successfully conducted experimental flights with the Unmanned Mission Avionics Test Helicopter (UMAT) from a Federal Police ship in the Baltic Sea.

With these flights, the companies continued their analyses and verifications on unmanned aircraft systems. The UMAT proved its operational capabilities in the maritime environment and conducted precision take-offs and landings from the ship.

The UMAT is based on a NEO-S300/-S350 from Swiss UAV AG. This Vertical Take Off and Landing Unmanned Aircraft System (VTOL UAS) type was operated during this Federal Police feasibility study with ordinary diesel fuel that is available onboard the ship.

In addition, the integrated, stabilised Gimbal sent video data in real-time to the mission control station during all phases of the flight.

The Federal Police ship BP 21 "Bredstedt" is 65.4 m long and 9.2 m wide and has a 9 m x 11 m helicopter deck. The Bredstedt is used for example for the border police protection of German territory and therefore belongs to the area of responsibility of the Coast Guard.

Parallel to the UMAT-flight campaign Swiss UAV AG and EADS Astrium tested with a second VTOL UAS a precision navigation system (Integrated Precision Landing System) to support accurate landing on the helicopter deck. These tests were very successful and underline the broad integration capabilities of the UMAT system.

Because of the open system design of ESG's UMAT and its mission control station, various military and civilian tasks can be studied and different equipment can be integrated. In August the UMAT successfully completed test flights with the miniaturised Synthetic Aperture Radar (SAR) SUMATRA from the Fraunhofer Institute for High Frequency Physics and Radar Technology.

For almost five decades, ESG has been one of Germany's leading companies for the development, integration and operation of electronic and IT systems. With more than 1500 employees globally, the company provides logistics, system development, training and consultancy services for military, government and industry customers. Independent process and technology consultancy is one of ESG's key areas of expertise. [ESG]



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INDIA

BORDER SECURITY FORCE: A recent HAL Dhruv crash near Ranchi that killed three crew members has prompted the BSF to review its current support contract with Pawan Hans Helicopters Ltd.

The BSF, which has the use of a dozen helicopters - five Dhruv, six Mi-17 and a Cheetah - has no pilots to fly them, all are contracted in from Pawan Hans. Five of the aircraft are deployed in areas where they operate against Maoist factions, another is based with Hindustan Aeronautics in Bangalore where Pawan Hans pilots train on it.

There were attempts to train up BSF personnel as helicopter pilots but this has had only a limited success. Over the past two years fourteen pilots have been trained at very high cost but none of them is operational. Four licence-holding pilots are trained on Chetak helicopters while the others are trained on the single-engine Schweizer. The BSF owns neither of these types.

It seems that the hours needed to keep the trained Pawan Hans pilots current on the operational types are blocking the progress of the new pilots to gain hours and convert to operational types. Alternatives including training with the military are also blocked by a chronic lack of available flight hours. [Telegraph]

KUWAIT

Police Aviation Services has been successful in renewing its Police Air Wing engineering contract with the Ministry of Interior in Kuwait, which it has held for the last 5 years.

The contract involves the management of over 20 staff providing a full range of maintenance, logistics and technical services in support of two EC 135 and two AS 365 Dauphins on a round-the-clock basis out of Kuwait City.



Managing Director, Henk Schaeken said “We have been able to achieve exemplary aircraft availability for the Kuwait Police over the last contract term and we are very pleased to retain this business and build on the existing work we are doing out in the region”. For more information visit: www.specialist-aviation.com



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JALISCO: The State Government of Jalisco has taken delivery of a Sikorsky S-70i Blackhawk helicopter for use by its police. It is intended that the craft was to be initially deployed as a general law enforcement resource at last month's XVI Pan American Games.

"An aircraft of this quality and value is a big investment for a state," said Luis Carlos Najera Guittierrez de Velasco, Secretario de Seguridad Publica of Jalisco. "The functionality and performance of this S-70i helicopter means that Jalisco now has a new and valuable tool to support our policing in the region."

The S-70i aircraft arrived in Guadalajara on September 18 aboard an IL76 Cargo plane from Poland less than four months after the state placed the order with Sikorsky in late May 2011. [Sikorsky]

PHILIPPINES

NATIONAL POLICE: In May 2009, the Philippine National Police (PNP) negotiated with Manila Aerospace Products Trading Corp. (Maptra) for the purchase of three new Robinson R44 helicopters for its Special Action Force.

In July this year allegations started flying about suggesting that two of the three aircraft were not 'new' as described and therefore the price charged for them was higher than it should have been.

The pair were said to have been pre-owned by former President Gloria Macapagal-Arroyo and her husband Jose Miguel "Mike" Arroyo, and paperwork seems to have surfaced suggesting that the aircraft in question date back to March 2004.

The latest in this saga is that three Philippine senators have filed graft complaints against the former President's husband and 18 former government and police officials.

SWEDEN

NATIONAL: The National Police Board (Rikspolisstyrelsen, RPS) has reportedly decided to purchase a seventh helicopter for a new base in Skåne, in southern Sweden.

The addition of the new airframe has saved the helicopter station in Östersund, which was to have been closed to enable the move to Skåne.

The Swedish Police Wing operates a fleet of six EC135s from four bases throughout Sweden: Boden, Gothenburg, Stockholm and Östersund. It has a seventh helicopter, a Jet Ranger, which is used for training duties at Gothenburg. [Sydsvenskan via Nordic Rotors and Helihub]

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UNITED KINGDOM

NPAS: At last month's Shephard Heli-Power Conference and Exhibition' an event that historically has been a wholly military forum the organiser's provided a short section on 'Blue Light' subjects. At its core was an NPAS presentation followed by another AgustaWestland endorsed vision on a possible future where all UK air resources work together for the common good.

Much of the content was a repeat of the material presented at the recent Helitech Show conference and the editorial comments relating to that very recent presentation still apply [see Helitech report]. On this occasion the NPAS case was put forward by Supt. Watson and obviously the presentation style was very different but 'on message' and has not advanced significantly in this short length of time. Although the deadline for Police Authority decisions on whether to sign up to NPAS has passed only 27 have yet agreed to it and another [South Yorkshire] has said no.

This presentation was not designed for further critique by PAN in such a short timescale but it did in fact address another area of the industry – the military. A telling comment from the mainly military audience was that perhaps the death of SAR-H was a good thing that allows the industry at large to again re-assess the overall needs of the UK at a time when all sectors including the Blue Light and the military are facing downsizing pressures through budget restrictions.

To be continued.

During the second day of Heli-Power [held at FIVE, Farnborough, Hampshire] the local air support resource called by. The EC135T2 G-SURY was not to stay long before being called away but remained long enough for a few photographs. In the background an unfamiliar view of the chalet positions for next year's Farnborough International Air show 2012. No chalets of course, just the bases and supporting metal-work. At a time when all events are struggling organiser's Farnborough International Ltd (FIL) confirm an expectation of a buoyant exhibition and has announced sales figures are up on those from the same time in the last show cycle with many companies upsizing the scale of their presence.

With only nine months remaining until the opening of the show, FIL is confident that the forthcoming Air show which takes place 9-15 July 2012 - will see an even higher proportion of exhibitors upgrading from hall space to corporate hospitality chalets. A significant number of new exhibitors have also signed up for the show since space went on sale in June this year.



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Meanwhile a report on Police Oracle has raised awareness about the flaws expected from replacing Police Authorities with Elected Police and Crime Commissioners just a year from now. The move will help NPAS overcome the intransigent Police Authorities like South Yorkshire – but only if the person in post agrees with the ‘NPAS line’.

Analysts fear the loss of expertise – or collective memory as they put it – as the old group is thrown out in favour of the new. Casualties among chief constables can be expected as the new system takes charge, equally the more powerful chief constables may pose difficulties because they are going to be harder to handle.

It was also predicted that the figures put in place to be Police and Crime Commissioners would be politically directed – few if any would be independent. Far from being lone figures the new person will effectively be a body just like the Police Authorities before it as commissioners would be assisted in their role by a team – and held to account by Police and Crime Panels. It has already been mooted that the members of the teams might sensibly be made up of existing members of police authorities! You couldn’t think it up!

NATIONAL: When it takes place next year the annual HOSDB Exhibition organised for the Home Office by an outside contractor is to change its name to ‘Security and Policing 2012.’ The event is earlier than previously taking in 31 January to 2 February.

The change is due to the HO Scientific Development Branch being replaced by the new Centre for Applied Science and Technology [CAST]. This was an event once known as the PSDB open day that progressed to RAF Halton, then to FIVE at Farnborough and now has undergone another quick name change designed to ensure that potential attendees forget the event and all this ably assisted by a change of date and [in this instance] a failure to confirm the location! I guess it’s at FIVE again – should be daunting for the attendees as they walk from the car park to the building in the chill winds of late January.



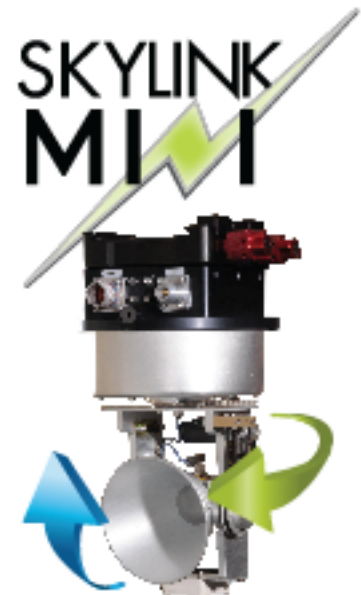
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HUMBERSIDE: Early last month [3 October] a potential disaster was averted by Humberside Police after a vehicle was left abandoned on a railway line in Hull.

A silver Ford Mondeo car failed to stop for a police patrol in the city, the driver subsequently abandoning it on the railway lines leaving it in the path of an oncoming train.

The MD902 helicopter was called to the scene to provide an overview on the scene. It became clear to the flight crew that an eastbound train was approaching the spot unaware of the incident and needed to be warned to stop. The helicopter was able to intercept the approaching train in good time and attract the attention of the driver and signify a need to stop by hovering low about 60-100 feet ahead of the approaching train and using lights. The train stopped safely short of the obstruction.

By good fortune the police pilot, Kathryn Chapman a former Royal Navy pilot, was aware from a brief earlier experience as a train driver in 2007-08 that the flashing of white lights was an accepted means of halting trains.

The driver of the vehicle, a 40-year-old Hull man, was arrested by officers at the scene for failing to stop and suspected drugs offences. He has now been released on police bail pending further enquiries.



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SOUTH EAST: The thinking time continues as far as final decisions on accepting NPAS as the future goes. There are a few areas where there remains resistance to the move and some brighter members of the Police Federation are apparently belatedly realising that replacing three aircraft with one is not actually going to be as safe for their members as keeping all three.

It is now feared that the people living in East Sussex will have to wait more than 20 minutes for a police helicopter under present NPAS plans. Bob Brown the Chairman of the Sussex Police Federation has reportedly realised that the NPAS 'promises' of 24 hour cover with a 20 minute response time may be flawed as far as his locality is concerned. Bob Brown thinks it may take up to 30 minutes for around 300,000 people in East Sussex to be reached from the proposed bases.

Mr Brown, whose organisation represents rank and file police officers, said people in Sussex who are currently serviced by a helicopter based in Shoreham will be reached by one based in Dunsfold, in Surrey. I seem to recall – only a few months ago - a similar failure to grasp the blatantly obvious as far as the prime Police Federation representative in Hampshire was concerned, he was getting a better service with two helicopters at that time even after the fixed wing was withdrawn. Post 2012 will be different.

Elsewhere in the same region the public are getting in on the act where policemen apparently fear to tread. The police in both Hertfordshire and Bedfordshire have signed up in principle to NPAS and signed away their Chiltern Air Support EC135T2 based at the relatively new base in RAF Henlow from July 2013.

Now a 'concerned' Hertfordshire resident Annabel Cowdrey has started a Facebook campaign group – *Save the Herts and Beds Police Helicopter* – which has so far amassed around 80 members. That may not be a massive number, but it is fair to point out that in a similar campaign under 200 voters seem to have swayed the South Yorkshire Police Authority to hold off on signing up to NPAS in their region.

The call is to do just that - write to or email the local police authority and, if you can believe the chatter on the Facebook pages, the fledgling campaign has apparently been discussed by the police forces it is aimed at on their own pages.

Ms Cowdrey worries that not having a police helicopter dedicated to Herts and Beds will require reliance upon the nearest alternative which means the Metropolitan Police who she assumes are already overstretched covering the London area or the other Chiltern resource, a new EC135P2, travelling from Oxfordshire. The Oxford aircraft is of course being cited as a resource to fill in the very gaps that Hampshire, Surrey and Sussex are predicting when they go '3-2-1' in a couple of years time! So, which way to turn?

She believes that the people in the area will still be paying for air support but not getting any coverage from a helicopter.

The proposed model predicts a saving of about £15.27M - 22.8% nationally – from a cut of around 30% in aircraft and bases.

In a separate story it seems that confusion continues to reign. Sussex Police Authority has agreed in principle to support the introduction of the NPAS whilst putting in place "stringent" caveats but believes that it would move from being served by the two aircraft of the South East Air Support Unit (SEASU) to being served by aircraft based in Surrey, Hampshire, Kent and Oxford. That suggests four aircraft – but of course there are just two, those in Surrey and Oxford covering a far greater area. No mention is being made of the Metropolitan or Essex based aircraft. [BBC/Comet/Mercury/PAR]



UNITED STATES

NATIONAL: Mid-2013 is the latest estimate for when the Federal Aviation Administration (FAA) will allow operators of small unmanned aerial vehicles (UAVs) to fly in national airspace without having to go through a lengthy bureaucratic certification process.

There will be a lengthy process of producing a draft, comment periods and then finalising the procedures operators will have to go through to launch, fly and land small UAVs, just as general aviation pilots do every day without having to notify Washington. Currently, any entity wishing to fly an unmanned aircraft in the national airspace must obtain a certificate of authorisation from the FAA.

The US Coast Guard has brought criminal charges against the sole survivor of a 2010 helicopter crash in which three people from Air Station Sitka, Alaska died. Lieutenant Lance Leone is facing possible court martial for negligence and the death of two of his crewmates -- all violations of the Uniform Code of Military Justice, and all charges he intends to fight.

In July of 2010, a newly refitted Jayhawk helicopter 6017 was flying to Sitka from Astoria, Oregon, when it ran into some power lines strung across a channel and crashed into the water off La Push, Washington killing three of the four occupants.

He is facing three charges: The first is that he negligently failed to navigate the helicopter away from charted hazards, and failed to make sure it was flying above 500 feet, in accordance with Coast Guard policy. The second charge is for the destruction of military property -- the Jayhawk -- which was valued at \$18.3M. Leone's hearing is tentatively scheduled for December

ARIZONA: The Pima County Sheriff's Department air unit located in Tucson maintains a Cessna 210 and a Cessna 310 (for transport), two Helio Courier HT-420 patrol/surveillance airplanes, as well as one helicopter to operate over 9,000 square miles of territory. After operating a mainly fixed wing fleet a \$1.6M Homeland Security Grant was received in 2008 for new helicopter and an MD530FF was delivered that same year. In another instance of MD Helicopters losing their iron grip on the US police market when this aircraft was lost its replacement went to Eurocopter.

Pima County recently placed an order for its first helicopter from American Eurocopter -- an AS350 B3e AStar. After the tragic accident earlier this year, Lt. Bob Kimmins and Capt. Don Kester were tasked with redefining the Department's helicopter mission and identifying the appropriate aircraft for that mission. For many years, the Pima County Sheriff's Department maintained aircraft for border crime enforcement and tactical insertion missions, while the Arizona Department of Public Safety (AZ DPS) was the primary helicopter provider for the Sheriff's search and rescue missions. However, recent budget cutbacks by AZ DPS increased the need for PCSD to have search and rescue capability. So, the Sheriff's Department needed a helicopter capable of supporting all three missions.

CALIFORNIA: The Santa Monica Police Department (SMPD) has donated a 1973 Cessna 172 Skyhawk aircraft to the Santa Monica Museum of Flying. The aircraft served the department for more than 30 years and its overall condition is now considered too poor for future law enforcement use.

Purchased in 1980 by the City of Santa Monica for \$25,000, the blue and white Cessna 172 Skyhawk N102PD had logged thousands of flight hours and performed hundreds of operations in support of law enforcement and they now rely upon a helicopter for aerial law enforcement operations.

It seems that the donation was not entirely out of the goodness of the police. Due to the age and condition of the role modified Cessna no broker showed interest and selling the aircraft turned out not to be a viable option. The Museum of Flying contacted SMPD to acquire the Skyhawk and display it at its facility.

In US Border Patrol [USBP] service the former Vietnam War era Hughes OH-6A Cayuse family of aircraft has flown more than a million hours, supported more than 9.5 million illegal immigrant apprehensions, and contributed to the seizure of more than half a million pounds of drugs. After 32 years of service, the last of these helicopters, in what is now the CBP fleet, conducted its final flight.

In a ceremony held at the El Paso Air Branch, retired and current pilots gathered together to watch the last flight of the first airframe the USBP acquired in 1979.

The Hughes OH-6 Cayuse (nicknamed "Loach", after the requirement acronym LOH – light observation helicopter) was built and developed by the Howard Hughes Tool Company in 1963 as a single-engine light helicopter with a four-bladed main rotor used for personnel transport, escort and attack missions, and observation platform.

It was used by the US Army extensively during the Vietnam era and it formed the basis of many law enforcement air units across the USA when it was pensioned off.

The USBP received its first OH-6 in El Paso, the second arriving at Chula Vista Sector, near San Diego, later that year. The USBP eventually acquired 42 helicopters, stationing them all along the southwest border.

Recently CBP has replaced the ex-DoD examples of the OH-6A with examples of the new, more capable, Eurocopter AS350 AStar.



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MARYLAND: As reported briefly in last month’s edition, following a major about-turn by the Baltimore Mayor Stephanie Rawlings-Blake the police have ordered four replacement Eurocopter EC120s and an associated support package.

American Eurocopter has now officially announced the Baltimore Police order for four EC120’s to update its current fleet of four aircraft. The new helicopters will be part of a fleet renewal program and are scheduled to start delivering in summer 2012.

Baltimore utilises the EC120s for airborne law enforcement missions that include patrol and support as well as Homeland Security missions. Its current fleet of EC120s was purchased in 2000 and in July 2010, the department had the first EC120 in the world to reach 10,000 flight hours. The Baltimore PD fleet now has more than 35,000 flight hours. [AEC]

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NEW YORK: With money in short supply aircraft operators in the law enforcement world are trying all sorts of ploys to attract some money to keep themselves flying in the face of some fairly intractable politicians.

The Onondaga County Sheriff is looking to sell naming rights to N407SD the Bell 407 helicopter the police agency uses for search and rescue missions and emergency medical transports. The Onondaga Sheriff Kevin Walsh has been telling his local newspaper the Post-Standard of Syracuse that his department is seeking businesses that would support the costs of operating the helicopter Air-1 in exchange for the prominent display of the donor's logo. Walsh is talking but has not landed the money yet.

Ominously the county budget includes no funds for the helicopter in the proposed 2012 budget. It costs about \$500,000 a year to operate and later in the month the County Legislature voted to cut the final \$107,000 earmarked to cover the basic insurance and supplies for the unit. It does not look good. [Media]


The fatal crash of the tourist Bell 206 helicopter N63Q into New York's East River early last month highlighted the continuance of apparent problems with the NYPD's Bell 412 rescue helicopters. In the past the operation has used dedicated Bell 412 helicopters for the SAR role and kept another high spec airframe fitted with a Wescam SX-15 sensor for near covert work. Since the crash of one of the SAR Bell's this covert airframe has been pressed into service in the SAR role and is barely covert anymore.

Reports that the NYPD were looking at alternative airframes from other manufacturers are gaining increased credence as the months go by. Two types have been linked to fleet renewal, the Eurocopter EC145 and the AgustaWestland AW139. The former is probably too small for the rescue role but the 139 is the modern equivalent of the 412 and was once a Bell partnership product that they inexplicably walked away from. [PAR/Media]

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AIR AMBULANCE

AUSTRIA

SCHENK AIR: For the last decade the private hospital operated a number of helicopters but in recent weeks the fleet has been cut down to a single Bell 206. Agusta delivered the 100th A109 Power, OE-XSA and an A119 Koala operating in an EMS configuration attached to a private hospital located in Schruns (Vorarlberg). The customer base was mainly the skiing community. The operation was set up with the assistance of the Tyrolean State Government.

On 14 October 2002 the A119 was involved in a rescue practice when the single-engine helicopter faced an FADEC failure and engine overspeed and dropped the passenger in a lake. He drowned and use of the Koala was halted, another Power was bought as OE-XSC. In June 2004 Schenck Air added a JetRanger and expanded into air-taxi and sightseeing. Last month the company cut its ties with the EMS operation and sold both of its AW109E Powers to Italian operator Elilombardia, leaving it with just one JetRanger. [Helihub/PAR]



JAPAN

DOCTOR HELI: As reported in the September edition [page 19] the Japanese HEMS operation is about to receive an AgustaWestland A109E Power. Photographer Dave Hedges managed to catch A109 JA02KG (the former G-WNAA) ground running in the unseasonal bright sunshine outside Sloane's at Sywell late last month. [A-B]

QATAR

HAMAD MEDICAL: Hamad Medical Corporation's Emergency Medical Services (EMS) rolled out the first phase of its night operations on October 1, enabling it to be ready to respond to emergencies in the outlying parts of Qatar from 6am until midnight.

"When we started four years ago, we only operated during the daylight hours of 6am to 6pm. Now we have extended our operations until midnight," said Khalid Shaheen, Operations Manager for Special Events and Public Relations at EMS. "The LifeFlight serves areas outside Doha, including the northern and southern parts of the country."

The LifeFlight service uses the bright green MD902 Explorer in the HEMS role to ensure faster access for critical emergency care to areas which are too distant for road vehicles to reach quickly, improving survival rates. Last year, the LifeFlight crew received 799 calls, treating 425 patients at the scene of the emergency and transporting 288 patients to the hospital.

At the moment they are responding to about 60 calls a month during daylight hours. With the extension from 6pm to midnight, it is expected to increase to 70-80 calls a month. The

vast majority of the calls are trauma emergencies: road traffic accidents or industrial accidents.

Hamad Medical Corporation is the primary non-profit healthcare provider in Qatar. It was established by Emiri decree in 1979 and manages seven highly specialised hospitals. www.hmc.org.qa.

SAUDI ARABIA

RED CRESCENT: The Saudi Red Crescent Authority (SRCA) has finalised its landmark air evacuation plan for this year's Haj, said Capt. Abdulhakim Al-Jawfi, director of the Red Crescent's air ambulance operations.

The service was initiated during last year's Haj to help pilgrims in case of accidents or emergencies. It was also implemented during the holy month of Ramadan this year to serve the huge numbers of Umrah performers.

Five air ambulances are now ready on the roads that link King Abdulaziz International Airport with the holy cities of Makkah and Madinah [Mecca and Medina].

UNITED KINGDOM

EAST ANGLIA: With the former Sterling/Longmint companies now being wound up the only two EMS-fit 117s in the UK, G-OEMT (2001 build) and G-RESC (1996) are being disposed of.

Axiom Aviation Inc. Based in Richmond Heights, Ohio is offering G-RESC for sale on behalf of the owners a major US bank that repossessed it. It is not part of the liquidation. A part of one of this aircraft's Turbomeca Arriel 1E2 engines was owned by the charity and the bank have settled with the trust for its value. For the record Axiom is quoting that the engines now fitted are Serial Number: 18017 and Serial Number: 18147. [Axiom]



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LUCY CHILDREN'S: There has been a lot of controversy surrounding the setting up of specialist charities to deal with the transfers of child patients. Three of these have been trading in recent years and two of the longest existing still have to show signs of providing a service.

It has fallen to Lucy Air Ambulance for Children Charity - the operation with the lowest public profile—to undertake an operational task. The first dedicated children's air ambulance transfer in the UK was a baby transferred from Manchester to London accompanied by it's mother, in a specially adapted fixed wing aircraft made available by Oxford based Air Medical Ltd. A highly skilled and experienced medical team from the complex field of neonatal air transfer was supplied by AM Airborn to monitor the baby throughout the entire transfer process.

According to the charity—and indeed the other charities that are seeking the same charitable funds—certain very ill babies and children require time critical access to specialist life saving support, which is not available to them locally. Road transfer may not be appropriate due to the associated time delays, especially if significant distances are involved.

There is no established medical air transport system for babies and children covering the whole of England, Wales or Northern Ireland. It is a matter of debate whether the existing options are sufficient. The service is provided at no cost to those children requiring hospital transfers by air at the request of the senior medical staff co-ordinating their care.

Fundraising is already underway via Lucy Air Ambulance for Children Charity and the Trustees will raise sufficient funds to provide transfers, initially by chartering aircraft and in time, through leasing their own dedicated helicopter equipped for all levels of medical dependency including intensive care.

Lucy's claims that the existing air ambulance charities require their helicopters to provide trauma cover for roadside recovery within their defined area and so cannot accommodate this service, on their part they dispute that and have always done so. [Lucy's/PAR]

WALES: In its tenth anniversary year, Wales Air Ambulance has ten new paramedics to form part of a new 'dedicated crew' scheme that is now in operation at the helicopter charity. For the first time, Wales Air Ambulance has a crew of paramedics working full-time on the charity's lifesaving helicopters.

A crew of 15 specially-trained paramedics from across Wales has been seconded to the air ambulance charity from the Welsh Ambulance Services NHS Trust (WAST), and ten of these are new recruits to the aircraft. Previously, a larger team of paramedics from WAST worked part-time on a rota basis between the aircraft and the Trust's road vehicles.

Wales Air Ambulance chief executive Angela Hughes said: "This is a big move for us and brings the charity in line with other air ambulance operations, where this strategy has proven to be very successful.

"Having a smaller number of full-time crew means the paramedics are dedicated to the work

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of Wales Air Ambulance. The crew will be saving lives in the air and also on the ground, by helping to raise awareness and funds.”

The move will reduce the charity’s costs, by having a smaller group of paramedics to train and equip with flying suits and kits for the intense role.

The crews are stationed at the charity’s three airbases, in Swansea, Welshpool and Caer-narfon; on standby for any emergency 365 days a year. Between the three helicopters, the teams can reach any part of Wales within 20 minutes.

WILTSHIRE: The Wiltshire Air Ambulance as an independent charity has been established as the Wiltshire Air Ambulance Charitable Trust. Eight trustees have been appointed and the new charity has been registered with the Charity Commission.

Richard Youens, a retired loss adjuster and one of those who campaigned for an independent charity, will be the chairman of the new charitable trust.

Currently the air ambulance uses an MD902 as a joint helicopter with Wiltshire Police. The police force pays 65% of the operating cost, while the air ambulance charity pays the remainder. The joint helicopter contract expires in December 2014 and after that it is likely the police will have a helicopter shared with neighbouring forces in NPAS. The £1.2M already in the bank is frozen and will cover the ambulance costs through to 2014.

The charity’s new fundraising will have to increase from £750,000 a year to more than £2M to cover the whole cost of a dedicated HEMS helicopter. Air ambulance expert David Philpott, of Ashford, Kent, has been invited by the trustees to be a paid advisor to lead the new charity. [JC @ Wiltshire Times]



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UNITED STATES

NATIONAL: American Eurocopter reported a really good attendance at the recent 2011 Air Medical Transport Conference [AMTC] in St. Louis, Missouri. A string of orders resulted. AEC's leadership position in the US air medical market was further strengthened with a number of announcements at this year's Air Medical Transport Conference in St. Louis, MO. The company confirmed the sale of 26 helicopters to nine customers ranging across several product lines and announced the \$250,000 donation to the MedEvac Foundation.

From the single-engine product lines, American Eurocopter announced sales of 10 aircraft. These included one AS350 B3 for EagleMed LLC, four AS350 B3e helicopters for Air Medical Resource Group, and five EC130s for Milestone Aviation.

During AMTC 2011 they announced the sale of six EC135s with three helicopters purchased by Helicopter Marketing Associates and three ordered by an undisclosed customer. For the EC145, American Eurocopter identified the sale of 10 aircraft. There were four EC145s sold to OSF Aviation, three to Sanford Health, two to Duke Life Flight, and one to Allegheny LifeFlight. In addition to the many sales highlighted at the show, American Eurocopter and the MedEvac Foundation International announced that American Eurocopter has donated \$250,000 to the Foundation to support its efforts and research to promote safety in the industry. [Eurocopter]



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ARIZONA: Angel MedFlight is setting a new standard in patient safety, comfort and care with the introduction of a Learjet 60 for dedicated air ambulance service. As Angel MedFlight's latest innovation, the Lear 60 offers patients a spacious cabin, a smooth, comfortable flight, and expedited travel time from Bedside-to-Bedside™.

A preferred aircraft among business travellers, the Lear 60 is revered for its performance, comfort and versatility. It climbs quickly to high cruise altitudes where it can fly above the weather. Its 2,700 statute mile range allows for fewer fuel stops, which minimizes travel time and reduces stress on medically fragile patients. Boasting the largest cabin in the Learjet line, the aircraft provides additional room for specialized patient care and medical equipment.

The Learjet 60's wide-body design and stand-up cabin allow for maximum comfort during medical flights, which include two pilots, a critical care flight nurse, critical care flight paramedic, the patient, medical equipment, medications, luggage and typically one to two family members flying with the patient.

Angel MedFlight is one of the first organizations in North America to utilize a Lear 60 for dedicated air ambulance service. The aircraft is currently performing air medical transport missions both domestically and internationally.

NORTH CAROLINA: Duke University Hospital's Life Flight has ordered two EC145 helicopters. These helicopters will replace two leased EC135 aircraft and provide increased capabilities for the patients they serve.

Duke Life Flight was North Carolina's first hospital-based helicopter service and has been providing emergency air transport since 1985. The programme's coverage area includes all of North Carolina, as well as portions of South Carolina, Virginia, West Virginia, and Tennessee.

Over the past 25 years, Life Flight has grown from a single helicopter to two helicopters and four ground ambulances. They currently lease two EC135 T2+ helicopters that are operated by Air Methods.

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FIRE

CHINA

INNER MONGOLIA: Russian Helicopters and the Chief Administration for the social security of Ordos City (China, Inner Mongolia) have signed a contract for the delivery of a civil all-weather multi-role coaxial Ka-32A11BC helicopter in its firefighting variant. The helicopter is equipped with the Simplex firefighting system, horizontal water cannon, and VSU-5 water-dumping system.

Russian Helicopters won the tender for a firefighting helicopter in August 2011. The delivery to the Chief Administration for the social security of Ordos City is planned for September 2012.

A wide range of specialised equipment is available for the firefighting Ka-32A11BC: a horizontal water cannon, hang-on water tanks (Bambi Bucket, Simplex firefighting systems), water-dumping systems such as VSU-5.

One Ka-32A11BC is currently operated in China. It performs various missions for the Chinese Arctic and Antarctic Administration.

UNITED KINGDOM

GLOUCESTERSHIRE: Fire service plans to make use of helicopters in their work have been thwarted at every turn over the past 20 years; the only true fire operations have been ad-hoc lights dropping water on gorse fires in vast areas of scrubland. Fortunately in the relatively damp UK these 'wildfires' operations never amount to a great deal.

A helicopter owner based in Gloucestershire, Jeremy Paxton, has an MD500 G-MRRR, and has approached his two local Fire & Rescue Service's offering them access to the specially equipped machine. The MD has been fitted for water bucket operations to ensure the integrity of the land and wildlife on Paxton's 650 acre Lower Mill Estate near Cirencester.

Paxton has been trained in fire fighting techniques in the USA and UK and already has 4,000 flying hours to his credit. [Western Daily Press]

Ed: It is unclear exactly what financial basis the offer to both the Gloucestershire and Wiltshire Fire Services is being made but the most recent Fire & Rescue trials have related to equipment moving rather than water bombing.

SEARCH & RESCUE

NETHERLANDS

CARIBBEAN: FB Heliservices Ltd, a joint venture of Cobham and Bristow Helicopters, has been awarded an eight year contract by the Netherlands Ministry of Defence to provide helicopter air reconnaissance capacity to the Dutch Caribbean Coastguard. The contract is worth approximately €45M.

Operational in 2012, FB Heliservices will provide two AgustaWestland AW139 helicopters specifically equipped to provide air reconnaissance and SAR along with their air and ground crew. www.fbheliservices.com



NEW ZEALAND

AUCKLAND: The Auckland Rescue Helicopter Trust has signed a contract for two AW169 helicopters. The aircraft will be used to perform a wide range of emergency medical service and search and rescue missions in New Zealand. The aircraft are scheduled to be delivered in 2015.

The contract marks the entrance of the AW169 into the Australasian helicopter market and represents another success for the all new helicopter. The AW169 helicopter programme, which was unveiled at the Farnborough International Air Show in July 2010, is progressing as planned with the first flight scheduled in 2012.

With its origins dating back to the establishment of the Rescue Helicopter Service in 1970, the Auckland Rescue Helicopter Trust is staffed full-time by a highly experienced flight crew and operates 24 hours a day, 7 days a week, and 365 days a year.

INDUSTRY

Leeds-based **Multiflight** has already completed the conversion of three AS365N2 Dauphins and handed them all over one-by-one to Great North Air Ambulance.

Multiflight are now to convert a fourth Dauphin to full EMS specifications, to serve as both a maintenance spare to the three with Great North Air Ambulance, but also to tap into the ad-hoc hospital transfer market.

AgustaWestland is to cut 375 jobs in the UK due to falling revenues from Britain's Ministry of Defence (MoD) and slowing export orders. The jobs will go at its Yeovil headquarters in south west England and at its base in Farnborough in the south. Most will be cut from the management and corporate departments.

The cuts at AgustaWestland come just a few weeks after Vince Cable attended the factory in Yeovil to say that the government promised funding streams to support the company.

AgustaWestland placed a full scale mock-up of the all new AW169 twin engine light intermediate helicopter in front of the UK Department for Business, Innovation & Skills headquarters in Victoria Street. The 4.5 ton AW169, launched in July 2010 at the Farnborough International Air Show, is scheduled to fly in 2012 with deliveries to customers starting in 2015. Meanwhile the company is marketing all of its new types aggressively and they were back at Farnborough last month showing a mock up at the Shephard Heli-Power Conference. [above]



Eurocopter has successfully tested a hybrid helicopter that combines a turboshaft internal combustion engine with an electric motor for a world premiere, marking a new milestone in its innovation roadmap that opens the way for further enhancements in rotary-wing aircraft safety.

For this initial breakthrough in exploring the hybrid concept, Eurocopter is using the supplemental electric system to increase manoeuvrability of a single-engine helicopter during an autorotation landing – which is performed by helicopters in the event of a main engine failure. The demonstrator helicopter is a production version of Eurocopter's highly successful light single-engine AS350, which has been equipped with a supplementary electric motor. In the event of an engine failure, the electric motor provides power to the rotor, allowing a pilot to control the helicopter very easily during the descent to a safe touchdown. The next step is to bring this concept to maturity and evaluate its implementation on Eurocopter's series

production helicopters.

The AS350 hybrid demonstrator has its highly compact electric motor and lithium ion polymer battery installed in the centre area of the helicopter. Electronic controls enable precise deployment of power delivered by the electric motor during the period of autorotation. Eurocopter's AS350 is one of the most successful helicopters, with the more than 4,000 aircraft in service worldwide having logged more than a million flight hours as of 2010.

At the NBAA Convention, **Microturbo** (Safran group) announced that the e-APU60, a new-concept auxiliary power unit specifically designed to meet the demands of new-generation more-electric aircraft, was delivered this summer to its first client, AgustaWestland, for installation on their new generation AW149 and AW189 helicopters.

Spectrum Aeromed was recently selected by Hawker Beechcraft Corporation to develop a customised emergency medical interior for the company's new Special Missions demonstrator aircraft. The King Air 350ER which we last saw in PAN at the Paris Air Show has now migrated back to the USA to be on display at last month's National Business Aviation Association convention in Las Vegas, Nevada as part of an 18-month tour. Prior to this appearance, the aircraft was at Spectrum Aeromed and Fargo Jet Center in Fargo, ND for a private showing.

Regional hospital flight crews, private corporate executives

and law enforcement officials were invited to a luncheon, facility tours of Spectrum Aeromed and the Fargo Jet Center, and an aircraft demonstration highlighting the emergency medical capabilities of the customized aircraft.

Bruce Gullingsrud, Vice President of Business Development for Spectrum Aeromed says "Spectrum Aeromed and Hawker Beechcraft fitted the King Air 350ER Air Ambulance with two fully functioning medical stations – including related flooring and cabinetry, because we wanted to showcase the magnitude of versatility this aircraft can provide for governments, municipalities, charter companies and private corporations who want to maximize the use of their aircraft for multiple missions."

Collaborating with manufacturers to prefit aircraft for air medical interiors saves months of time and lost revenue compared to retro-fitting an aircraft already in use. The purchased aircraft is multi-mission ready at the time of purchase without having to wait for STCs (supplemental type certification).

At NBAA **Bell Helicopter** announced that its newest version of the popular Bell 407 – the 407GX - has earned Federal Aviation Administration (FAA) certification following its certification by Transport Canada earlier this year.

Since the model was introduced in February at the Heli-Expo in Orlando Bell Helicopter has received more than 60 orders, with the first expected to deliver later this year.

The 407GX is the only helicopter equipped with the innovative Garmin G1000H™ integrated glass flight deck, making it the most advanced light, single-engine rotorcraft on the market.

Business Crime Conference 2011 – Secure your business in these challenging times. A free security exhibition and seminar for businesses in the South East region commencing at 9.00am Wednesday 30th November 2011 Sandown Park, Portsmouth Road, Esher, Surrey, KT10 9AJ

The British Security Industry Association, in partnership with Surrey, Sussex, Hampshire, Kent and Thames Valley Police forces, and in conjunction with the Federation of Small Businesses, is organising a free one-day security focused event aimed at providing businesses with the latest information and guidance on business security.

With a series of informative presentations planned, covering economic, social and environmental topics, the event will give delegates an insight into how to keep staff and businesses safe and secure in these challenging times.



The exhibition will feature a number of leading security professionals providing the latest security solutions and thinking, allowing delegates to make informed decisions about their own security problems and requirements.

LifePort, Inc. has been awarded a commercial Supplemental Type Certificate (STC) to equip the Bell 407 helicopter with lightweight Ballistic Protection System (BPS). This is LifePort's first STC approval for a BPS in a civil utility helicopter.

The armour systems provide a multi-hit ballistic solution for the Bell 407 cockpit floor and crew seats backs and bottoms – ensuring maximum comfort and preventing personnel fatigue. LifePort's BPS offers the lightest weight technology in composite armor solutions today. Delivery of 12 turn-key BPS kits for Bell's 407 helicopter platform is currently under way. OEM technicians will install LifePort's kits directly on to the aircraft. A single-engine civil utility helicopter, the Bell 407 is frequently used for corporate and offshore transport, for air ambulance and law enforcement missions and news reporting applications.

When a US prison needs to transfer an inmate to a medical facility, **CSI Aviation Services, Inc.** is one company offering to arrange the flight and handle the logistics to ensure a safe operation. Along with the inmates, an air ambulance flight typically includes security and medical personnel.

CSI is approved through the Federal Bureau of Prisons to provide aircraft options for various prisons throughout the US. CSI has been fully vetted and approved to provide air charter requirements to meet any BOP medical transportation need.

CSI's government contracts include managed air charter transportation services, on-demand domestic and international charter flights, aircraft purchase as well as wet and dry leasing. Contact 24/7/365 at +1 505-761-9000 or csi@csiaviation.com

Onboard Systems International, Inc., a leading provider of innovative helicopter cargo hook equipment, announced that its TALON LC cargo hook suspension system has been approved under Eurocopter's type certificate for the EC145 aircraft.

In addition to containing all the latest safety enhancements—including a TALON LC Keeperless cargo hook with a "load-on-hook" indicator, a protective bumper ring, and an optional Onboard Weighing System—Onboard's EC145 Suspension System is approved by Eurocopter to lift external loads up to 1,500 KG.

The system is installed as part of the US Army's LUH Program and is available exclusively from Eurocopter on all models.

Concorde has received STC and PMA approvals for a range of aircraft including the Bombardier DHC-8-100, -200, -300, -400 Series, MD Helicopters MD-900, and FAA-PMA approval for Learjet 40/45 emergency battery.

The Bombardier DHC-8-100, 200, 300, 400 Series, STC No. ST01643WI is FAA approved to replace original equipment nickel-cadmium batteries with Concorde's TSO approved RG-380E/44 and RG-380E/60L. The STC allows for the replacement of the main battery, auxiliary battery or standby battery, a mixture of the batteries or all of the batteries.

Learjet 40/45: Global Aviation Technologies' STC No. ST01639WI is FAA approved to replace the emergency battery with Concorde's TSO approved RG-145-2. RG-145-2 was developed at the request of Global Aviation Technologies as a higher capacity heated battery option.

MD Helicopters: MD-900 STC No. SR03895AT is FAA approved to replace the nickel-cadmium main battery with Concorde's TSO battery RG-407.



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At the Seoul International Aerospace & Defence Exhibition 2011, **Eurocopter** was displaying a 1/10 scale model of the Surion, a programme that has reinforced Eurocopter's commitment to the Republic of Korea, with various entities set up to further its potential.



Korean Aerospace image

In January 2011, Eurocopter and KAI set up a joint venture, KAI-EC, for the marketing and sales of the type for the export market, projecting a sales volume of about 250-300 units worldwide in the next 10 years.

Surion is Korea's first military transport helicopter to be produced by KAI, and the South Korean government officially appointed Eurocopter as its primary partner in December 2005. It is an 8.7 metric ton helicopter which can carry 2 pilots and 16 troops (or 2 pilots plus 2 crew and 9 troops). 245 units will be manufactured from 2011, to replace the Republic of Korea (RoK) Army's ageing fleet of utility and transport helicopters.

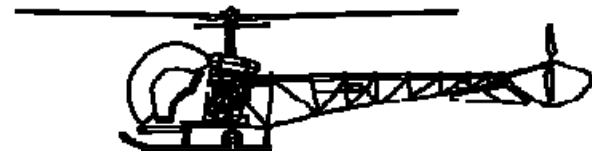
As one of the leading suppliers of aircraft de-icer in Europe **Clariant International AG** based in Muttenz, Switzerland, has boosted its supply network for the 2011-2012 winter. Clariant's production capacity has been increased by new tolling agreements with partners in Sweden and Russia. Moreover, buyers will be able to check the delivery-status of each de-icer order through an online portal that tracks all shipments in real time.

Capacity increases have been made in a new facility in Udevalla, Sweden, owned and operated by Aerochem, and at two locations in Moscow. By producing Type II and Type IV thickened fluids, these additional sites will complement Clariant's main manufacturing site, at Gendorf, Germany. To serve central Europe, Clariant will use existing production and storage sites not only at Gendorf, but at major new depots and stock locations throughout Germany. Tolling and storage for the Finnish market will continue in Rauma, Finland.

The 'Clariant Shipment Tracking Portal' soon will be available to de-icer customers. Through secure access, customers will be able to monitor the delivery status of each order. They will be able to locate the shipment even as it is underway, thanks to an online-map application.

At the **AMTC Community Awards** Banquet, Flight For Life was awarded the 2011 Vision Zero Aviation Safety Award. It was a great event and members from Flight For Life were on hand and to receive the award and the cheque for \$10,000.

Instrument Specialties Co., Inc. (INSCO) will partner with AeroPanel Corporation & Geneva Aviation to provide a turnkey solution for a modern cockpit interface to be made available for upgrade of existing model 47 helicopters and for new model 47 helicopters if launched. The new panel incorporates modern instruments with LED panel lighting and also offers the option of upgrade to glass solutions including modern GPS Nav/Com equipment. SB47 & INSCO expect to complete the design & certification of the new panel within 12 months at which time SB47 will offer an upgrade for existing model 47 helicopters.



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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.

AgustaWestland has signed a non exclusive agreement with United Rotorcraft, an Air Methods division, to design, an air ambulance interior concept for the AW169 helicopter. The agreement includes AgustaWestland providing United Rotorcraft a full scale cabin Mock-up of the AW169 aircraft for design and full integration of the EMS interior.

The one agreed with United Rotorcraft is one of the potential EMS interior solutions for the all new AW169. Key to the AW169 design criteria is its multi-role capability, optimized for several applications with the focus being on utility roles, and its role flexibility through a modular concept for rapid re-configuration. The spacious, unobstructed cabin space with constant section geometry can accommodate two longitudinally or transversally mounted stretchers for EMS applications. A wide range of equipment will be available so that each AW169 can be customised to each customer's requirements.



3DSL, a leading provider of Acquisition Services to Defence & Security clients around the world, partnering with **Diamond Executive Aviation** (DEA), owner of the DA42 MPP Guardian that will be used, won an UK MoD contract for providing airborne Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR), Close Air Support (CAS) and Unmanned Aircraft System (UAS) emulation.

The UK-based training will be supported by 3SDL's Supervisor Forward Air Controllers (Sup-FACs), Fast Jet (FJ) CAS-qualified aircrew, and experienced Unmanned Aircraft Systems (UAS) operators; their expertise will be allied to data feeds from DEA's DA42 MPP GUARDIAN fitted with a Full Motion Video (FMV) High-Definition (HD) electro optical sensor and associated downlink equipment.

UAVs are increasingly being used by the military, as they offer a lot of advantages compared to manned aircraft, like longer endurance, low noise signature and the capability to be operated in situations where it could be too dangerous for an on-board crew.

But in most of the UK airspace system they are not allowed to fly, because of potential failures of the flight command links or onboard autopilot systems.

After the installation of special role equipment by Diamond Airborne Sensing the aircraft will be used for the inspection and calibration of airfield navigation systems.





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GippsAERO, the Australian manufacturer of the GA8 Airvan, and Jinggong Aviation launched a sales distribution and support programme for Mainland China at the inaugural China International General Aviation Convention (CIGAC) in Xi'an, China.

Under the agreement, GippsAERO will work with the CAAC (Civil Aviation Administration of China) to certify both the naturally-aspirated GA8 and turbo-charged GA8-TC 320 Airvans in China. Jinggong will establish a new dealership based in Xi'an, and will support the market with sales, maintenance and support facilities.

American Eurocopter held a customer event for the EC145 T2 at its Grand Prairie, Texas last month. Customers were able to get a close-up look at this new helicopter, learn more about the features and benefits of this model from the Eurocopter Program Manager, and witness it in action during a flight demonstration.



The EC145 T2 was introduced to the industry at a launch event on Eurocopter's Heli-Expo 2011 booth. It is the evolution of the EC145, first delivered in 2002. The improved model capitalizes on the advantages of the EC145 and brings to market more power, higher cruise speeds, advanced avionics and an enhanced Fenestron shrouded tail rotor that was specifically designed for this aircraft.

The helicopter recently completed hot and high testing, and the results are very promising. Conservative estimates predict that the EC145 T2, with two Arriel 2E engines, will deliver 21% higher take-off power, a 39% improvement for one engine inoperative max continuous power, a 40% increase in hover in ground effect altitude at max take-off weight, and a 228% increase in hover out of ground effect altitude at max take-off weight.

The EC145 T2's cockpit will include a next-generation dual-channel FADEC and will feature a new Helionix state-of-the-art avionic suite. The aircraft will also incorporate an advanced 4-axis digital autopilot as standard equipment. The helicopter will retain the EC145's cabin, providing best-in-class volume, and rear clamshell doors to help ensure compatibility with existing EC145 optional equipment.

The design advancements of the EC145 T2 also deliver reduced direct maintenance costs. The aircraft includes an Engine Data Recorder to help monitor engine use and performance, an 800-hour interval for airframe inspection airframe, and an initial time between overhaul of 4,000 hours that will increase to 6,000 hours at engine maturity.

Certification from the Federal Aviation Administration is targeted for 2013.

Bell Helicopter has announced it has received type certification for the Bell 429 from the Civil Aviation Administration of China. “

Pratt & Whitney Canada Corp. (P&WC) has received Transport Canada type certification for its PW210S engine, selected by Sikorsky for the S-76D medium-sized helicopter targeting corporate, offshore oil, medical, airline and government operators around the world.

AIR ACCIDENTS & INCIDENTS

27 July 2011 Eurocopter EC135 N861NC. Air ambulance of UNC Carolina Air Care, Chapel Hill, North Carolina operated by Air Methods. While en route to the Sicily LZ helicopter had a near miss with a Boeing C17 transport aircraft. While en route, communications were established with "Range Control". Around 8 min before arrival at the LZ, the pilot informed Fayetteville Tower that they were in the area. Immediately after contact, ATC advised of traffic at 11 o'clock and 1 NM. The traffic was seen and avoiding action taken.

[Concern]

18 August 2011 Bell 429 N428SL Air ambulance of Air St. Luke's, Boise, Idaho. Operated by Idaho Helicopters, Inc. On final approach to the Boise airport, there was an unannounced shutdown of #2 engine and a "FUEL 2 PRESSURE" warning. An uneventful single engine run-on landing was completed. The new Bell 429 had been received by Idaho Helicopters from Bell the week before. The aircraft was not yet in service with Air St. Luke's and no patient transport was involved. Pratt & Whitney and Bell technicians discovered that a fuel line between the fuel valve and the fuel management module was not properly torqued and came loose allowing air into the system, causing the fuel pump to lose prime. It is speculated that this may have occurred prior to delivery when fuel preservatives were installed due to delays in the completion process. There was no damage to the engine. Bell is investigating their maintenance and inspection processes. [Concern]

12 September 2011 BeechJet 400A N492AM. Air ambulance of AirMed International LLC - Mayo MedAir Medical Transport, Birmingham, Alabama. Shortly after departing Long Beach, California the warning light for the failure of the air conditioning illuminated and the pressurisation system was not operating properly, the aircraft returned to the Long Beach airport for an uneventful precautionary landing. The pressurisation system was inspected and proper operation was confirmed by ground and flight tests. [Concern]

13 September 2011 Eurocopter AS365N Dauphin N625CF. Air ambulance of Careflight Air and Mobile Services, Dayton, Ohio, operated by Air Methods. On final approach to Miami Valley Hospital's south helipad in Dayton the aircraft struck a bird. No damage was found. [Concern]

20 September 2011 Eurocopter EC130B4 N131LN. Air ambulance of Air Methods Kentucky, Georgetown, Kentucky. Approximately eight minutes into flight from referring facility to receiving hospital, during patient transport, a tail rotor gear box chip light illuminated. No control issues were noted with the aircraft. The PIC made a precautionary landing in a nearby church parking lot that was a suitable landing zone. Maintenance inspected the aircraft onsite and cleaned and flushed the chip sensor without further illumination. The aircraft was returned to service. [Concern]

30 September 2011 Bell 212 EC-GIC and Bell 212 EC-CIS. Fire fighting helicopters undertaking re-filling of water tanks at Bienservida, Spain. Collision occurred killing one pilot. Pilot Leo Janssen, flying CC-CIS was killed; Pilot Manuel Fuertes in EC-GIC survived. [Media]

2 October 2011 Beech King Air 200 N902SH. Air ambulance of Sanford Health Intensive Air, Sioux Fall, South Dakota. On the takeoff roll from Chamberlain, South Dakota at V1 rotation speed, an intense shaking came from the nose of the plane. As the aircraft climbed out the shaking subsided. The pilots believed they either had a blown nose wheel or a weight in the tyre had come loose, causing an imbalance. The aircraft returned and landed in Sioux Falls without incident. It was found that one of the interior tyre weights on the nose-wheel had come loose causing the vibration. [Concern]

3 October 2011 Bell 412EP N412SM Air ambulance of St. Mary's Careflight, Grand Junction, Colorado operated by PHI. While in cruise flight at 11,500 feet on a flight from from Grand Junction to Gunnison, Colorado the transmission warning light illuminated. This was accompanied by a drop in transmission oil pressure. The helicopter landed safely without incident in a field near Crawford CO. It was found that an external oil jet on the main transmission had become dislodged causing oil to leak from the transmission. [Concern]

3 October 2011 Fairchild Metroliner ZK-*** Air ambulance of Life Flight Trust had to make an emergency landing at Palmerston North Airport after the plane's fire warning light came

on. The Life Flight Trust's Auckland-based air ambulance was returning from Christchurch at 10.40pm last night when the pilot was alerted to an engine fire, but no trace of the fire was found after landing.

The engine extinguisher was activated and three fire trucks called in to the airport from Palmerston North and Milson, as well as fire rescue staff from the airport. As the plane landed it also blew out a tyre on the runway. Six people were on board the plane at the time, three of whom were doctors. [Stuff]

4 October 2011 Eurocopter EC120 N3925A. US Customs and Border Protection helicopter crashed in a field near Stewart and Alamo roads and the Rio Grande levee. The two people aboard the helicopter were taken to a local hospital but had sustained no serious injuries. Contemporary reports state that the EC120 was seen trying to land and when no more than 10 feet above the ground it tipped on its side and hit the ground. No fire. [Media]

6 October 2011 Eurocopter EC145 N145SM. Air ambulance of Mayo Clinic Medical Transport, Rochester, MN operated by Omniflight Helicopters, Inc. The aircraft was in a descent to a scene request and the crew in contact with the Landing Zone Coordinator. As the pilot was setting up for final approach, the force trim release. The landing was completed at the established landing zone without incident. The force trim release button was found to be faulty and was replaced and the aircraft was returned to service. [Concern]

8 October 2011 Eurocopter BK117 N. Air ambulance. Helicopter declared unserviceable whilst on the ground at Selph, Texas responding to an emergency call. [Media]

9 October 2011. Helicopter. Air ambulance. A mechanical problem forced a medical transport helicopter to make an emergency landing in a church car park on Valley Farm Road, Westhampton, New Jersey, USA. The helicopter landed safely about 6 p.m. in the parking lot of the Rancocas Valley Baptist Church. They were unable to repair it and it was towed away. [Media]

13 October 2011 Cessna 421 N12RJ. Air ambulance of Desert Air Ambulance, Inc., Imperial, California, USA. The crew was returning to base following an inter-facility transport. During the initial climb, a sudden unusual vibration occurred. The right engine was emitting grey smoke out of the top of the cowling. The right oil pressure had dropped to zero and the propeller was immediately feathered. A successful engine-out landing was executed, and the aircraft was taxied to the ramp. Upon initial inspection it appeared that the right engine threw a rod, resulting in complete failure of the engine. [Concern]

17 October 2011 Bell 412. Serbian Interior Ministry. A helicopter demonstrating rappelling from the hover at Jagodina Football Stadium, Jagodina 100km from Belgrade dislodged some hoarding signs which flew into the grandstand packed with schoolchildren. Some 23 pupils and two teachers injured, one concussion and one broken bone. Eight of the injured children were kept at the paediatric ward of the Jagodina hospital, but none of them suffered serious injuries. [Media]

18 October 2011 Bell 212 CS-HFJ. Fire fighting operated by Helisul Ltd. Crashed upside down at the Q.ta Botelho, Golf, Trancoso whilst flying to Celorico Beira / CMA Meda. Nine persons board survived. Substantial damage. On returning to the base the pilot noticed a fluctuation in engine indications, accompanied by a reduction in main rotor rpm. Reacted by reducing the collective and cutting the turbines, pursuing an autorotation maneuver to a nearby field, clear of obstacles. On touching the ground the helicopter had slightly sideslip and it toppled on to its left side. [Media]

19 October 2011 Hindustan HAL Dhruv VT-BSH. Indian Border Security Force. A BSF (Border Security Force) helicopter on anti-Naxal duty crashed on the outskirts of Ranchi today, killing two pilots and a technician on board. The Dhruv was going to Chaibasa from Ranchi when its engine caught fire and it crashed in Khunti jungle, a senior BSF official said. Aircraft completely burnt out. One co-pilot named as S P Singh Bhandal, age 55 [Media]

20 October 2011 Eurocopter AS355NP EW-3BH** Belarus Border Patrol. Crashed near Vileity close to the Lithuanian border, killing all five people on board, including three members of a television crew. The Eurocopter burst into flames. [Media].

Ed: It is known that they operate three examples of the AS355NP.

PEOPLE

A new face has taken up the reins at the Fareham base of French helicopter engine manufacturer Turbomeca. Aeronautical engineer Frédéric Fourciangue (38) began his career at Dassault Aviation in 1998 and, over eight years, progressed to manage an increasingly sophisticated range of military and civil customer support projects.

Frédéric joined Turbomeca's head office in southwest France in 2006. He took charge of a new parts department within the Operator Support division until 2008, when he was appointed head of the service management department within the Customer and Sales Support Division. Paris-born Frédéric is married with two daughters and has moved with his family to a home in Fareham.



EVENTS

MILIPOL

18-21 October 2011 Porte de Versailles, Paris.

I can promise you that a day trip to Paris is both feasible and usually throws up its own strange pleasures – if only to beat the hotel bill of around €200! A long day trip to Paris Milipol from the UK does mean you need to rise at about 3am and be on the road by 4am [bringing back many memories of both night duty and early turn!] to catch the first flight out of Luton at 6am. Then it goes downhill. You fly into Paris in just an hour and the time difference means it's almost late despite your early rise. This time of year the plane was half empty both ways - the winter mindset is setting in now so few young lovers are on their way to be blown by a gale walking down the banks of the River Seine.

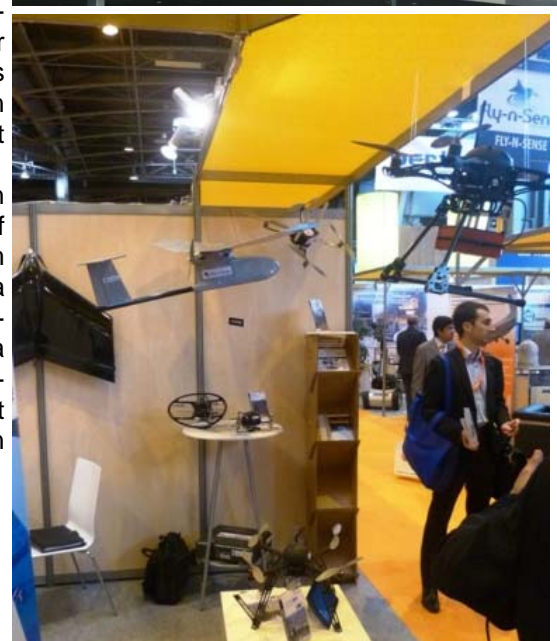
In recent years Milipol has migrated from the difficult to access and tired Le Bourget Airport Expo to the pleasant surroundings of the pavilion's at the Paris Porte de Versailles in the south of the city.

Unfortunately this year there were clear signs that the recession is biting. Although it was not blatantly obvious there were large areas curtained off that I thought were filled two years ago. The losses apparently included the aviation sector for there was little to see that was not mostly armoured car and bullet related.

Among the aviation attendees were Enterprise Control Systems [ECS] and in fairness they were busy, FLIR systems mainly promoting CCTV, L3 Wescam were supporting their local agent CAE Aviation but they did have the aviation content and a whole range of promoters for small UAV's. The latter seemed to be on every corner and the ingenuity being pushed into this sector of the market continues to raise interest. Air Robot have taken their tiny people friendly quad rotor and produced its giant brother that seems to have rotors everywhere. It no longer fits in a suitcase that for sure and any pedestrian encountering one that's out of control looks doomed!



One innovation amongst the UAV's of all sizes was an item that seems to provide a sensible match between a CCTV on a pole and low endurance electric craft that quits just as the action looks about to start.



At its basic level a mini-UAV is a means to provide a temporary and often short lived 'CCTV on a pole' where there is no infrastructure in place to support the camera. Giving that camera a longer duration to meet customer needs is the pressure that has led the industry away from the small handy craft to the latest crop that either employ noisy reciprocating engines or remain powered of electric power but end up busting the low certification authority weight limits currently allowing these machines an easy transition into the airspace around people.

Static vehicles can put up a temporary pole and many of these can go to a fair height and offer a level of safety not available to the free flight machines. What most cannot do is undertake to patrol with the camera mast extended due to the moment in all but the shortest of poles.

The attempt to overcome the problem surrounding cameras on poles on moving vehicles was being offered by Geoccean with their Rapace system. The system, designed as a maritime solution able to operate remotely from a survey vessel to spot marine pollution - employs an electric powered ducted fan that remains linked to its base unit [vehicular or seaborne] by way of an umbilical link. The connection provides the almost limitless electric power for the device and accepts the inputs from the surveillance system without problems with either available bandwidth or security of the signal. Because the link is flexible it promises to allow the control vehicle to undergo all sorts of gyrations below whilst traversing rough border tracks or heavy seas as the stabilised sensor remains steady above. Geoccean is based in Cassis, in southern France.

Geoccean were on the Pole Drones *Fly-n-Sense* stand along with a range of UAV craft from different manufacturers drawn together to impress. The small UAV market is so flooded with ideas that it takes a consortium to present the multitude of options to market. Some were small enough to fit in the palm of your hand others the typical quad motor in various guises alongside the hand launched fixed wing offering various wing planforms.

The largest aircraft on display at Milipol was the inevitable powerchute but – this being Europe not the USA – it was not being exactly marketed, it was just there, hanging [see right].

Although the hall gave the impression of being busy some exhibitors were clearly grumpy as they already had two dead days and two more in prospect. The pace was such that my personal highlight was the 10 minutes I snatched in the press room..... just enough to catch up with some of the missing 5 hours sleep!

A jaw dropping sign of the times was the show catalogue. It was a big lump and normally we get one free as press - but not this year. It was something you might expect to have to part with perhaps ten or twenty Euros for the debatable pleasure of reading, but even so are tempted not to bother! As the advertised price at the entrance to Milipol was a daunting €50. I expect that they had a skip full of unsold ones being recycled at the end of the show.



EMERGENCY SERVICES SHOW PREVIEW

Taking place from 23-24 November at Stoneleigh Park in Coventry, The Emergency Services Show 2011 is usually well worth a visit. The organisers are promoting the presence on display of a water cannon on loan from the Police Service of Northern Ireland. This will allow visitors to view firsthand what this widely discussed piece of equipment looks like and get to grips with how it functions and its capabilities.

The riots seen across London and in other cities in England in the summer saw firebombs thrown at police officers, shop windows being smashed, shops looted, extreme violence and torched property, cars and city buses. This type of violence put a whole new strain on police forces throughout England and in some cases drastic measures were discussed to quell the violence.

Over the days the riots occurred, parliament, police and citizens discussed the use of water cannons at great length. The Home Secretary, Theresa May, rejected the idea by explaining that they were not the way Britain undertakes policing, this is instead through consent of communities. However growing support for the equipment came from both sides of the political divide. I wonder if the Metropolitan Police still have theirs? It was never used—everyone was too 'scared' to bring it out—but it used to be available.

David Brown, Show Organiser, Emergency Services (MMC) Ltd, says, "During the riots many politicians called for the use of water cannons to drive looters away and as the riot activity intensified

Prime Minister David Cameron said that the cannon would be available at 24 hour's notice to deal with 'despicable violence' being seen in cities.

"Whilst the water cannon was not deployed, it was authorised and on standby should the police have needed it. This authorisation by the Prime Minister suggests a change in tides for the way police may deal with future violence that plagues the streets of England."

He concludes, "If the water cannons had been deployed it would have been the first time they had been used on the British mainland. Water cannons have been used by police in Ulster this summer and have been a regular sight at disturbances in the Ardoyne area of Belfast since 2001. Whether these high-pressure hoses, that fire jets of water or vapour, will be seen on British mainland in the near future is questionable! The viability of water cannons in cities such as London still remains a topical question and consequently we are delighted to have one at this year's exhibition."

To register for your FREE visitor pass or to learn more about attending The Emergency Services Show and Conference 2011, please visit the website www.emergencyuk.com/PoliceAviationNews

DIARY

11-12 November 2011 National Fire and Rescue Service 5th Trauma Conference. West Midlands Fire Brigade Training Centre, Dartmouth Road, Smethwick, West Midlands, B66 1BG. This conference continues to bring together a wide range of specialists who are working on the cutting edge of Pre Hospital Trauma Care. This year's topics range from the risks on the incident ground, treatment of specific injuries, new equipment & techniques and updates on initial trauma response at medical facilities. National Trauma Conference 2011 is suitable for Paramedics, Military, Fire and Rescue personnel responding to emergencies and Clinicians involved in treatment of traumatic injuries. <http://www.wmfs.net/>

23-24 November 2011 Emergency Services Show at Stoneleigh Park in Coventry.

28-29 November 2011 Airborne Early Warning & Control 2011. Prince Hotel and Residence, Kuala Lumpur, 30 November 2011 Police Aviation 2011. Prince Hotel and Residence, Kuala Lumpur, Malaysia. Contact: Alison Knapp, Head of Business Development, Tel: +44 1628 550048 Email: aknapp@tangentlink.com



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And finally...

Times are hard in the industry and as a result in the publishing and events industry that seeks to promote it. The Shephard Group has announced the launch of it's new digital portal www.shephardmedia.com and the completion of the company's transition to become Shephard Media.

The changes come as the company celebrates its 30th anniversary supporting the aerospace and defence industry. In the last three year's the company has rapidly expanded its event and publishing offerings and has become a global provider of aerospace and defence intelligence.

The new name, Shephard Media, reflects the spread of the company's activities across all forms of media while the new portal, which will continue to evolve, allows the company to expand in its capabilities in new media areas including live events.

The new title is being promoted as the start of a new chapter for Shephard, with the development of new products and services to better serve the aerospace and defence industries – from a new portfolio of events in India serving this burgeoning market to digital magazines and the development of 'apps' for mobile devices and tablets.

At the recent Shephard Heli-Power event there were signs that times are tough and getting tougher in the UK market. The exhibition was small and possibly because it was now in the remoteness of Farnborough rather than central London apparently not greatly visited by other than the conference attendees.

The question that will only be answered a year from now is 'will the exhibitors turn up next year?' Times were pretty quiet for both Stuart Harrison of the UK ground support exhibitor Red Box [top] and Marc Bertolucci the MD with Italian ground support specialists S.I.A. Srl from Italy.

The latter were promoting a range of ground support equipment including engine wash kits [right] - and making use of what unfortunately turned out to be an over plentiful supply of simply delicious Parmesan cheese.



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