

Police Aviation News

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PAR



BALTIMORE CONFIRM EC120

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LAW ENFORCEMENT

CANADA

YORK REGIONAL: Two years ago the Eurocopter EC120 operating force selected National Helicopters to provide its helicopter maintenance and pilotage. In recent days financial provision has been agreed to fund a continuance of the service.

National provides two full-time pilots work 12-hour shifts, four days a week, and an alternate pilot is part of the contract when one is required. In addition the company also employs a full-time engineer, who undertakes daily maintenance.

The Eurocopter EC120B C-GYRP, purchased in the summer of 2002 was grounded between November 2011 and February this year for the EC120's first ever major involving full disassembly.

York Regional Police have now confirmed the first of three possible one-year contract extension's with National Helicopters to continue to provide pilots and maintenance services. The deal is worth \$568,908 excluding taxes to which was added \$709,000 for the 10-year overhaul. Last year the operation flew 768.2 hours and responded to 1,078 calls. [Media]

CAYMAN ISLANDS

AIR SUPPORT: The Government in the Cayman Islands has been talking about an air ambulance for the sunny Caribbean hotspot for some years but only recently diverted their attention from the provision of a fixed wing resource to adding the capability to their recently acquired police EC135T1 helicopter.

Four members of the RCIPS Air support unit have been certified as emergency medical responders and, as a result, the police helicopter will now be able to act as an air-ambulance primarily to take trained officers or doctors to medical incidents in difficult locations or where time is critical to saving lives. This development means that the RCIPS Air Operations Unit is now classified as one of the first HEMS of its kind in the region and it will also now carry medical equipment, including a heart defibrillator donated by the Cayman Heart Fund.

After a difficult period of getting the old UK police helicopter accepted and then operational local Police Commissioner Baines is now saying that the helicopter had completely changed the way the RCIPS was able to fight crime and the more uses the machine could be put to, the more value for money the public would get from the investment. As it is seen as an 'expensive bit of equipment' getting best use and then further enhancing its capability was

Cover Image: N451F and N452F the two recently delivered Eurocopter EC120B helicopters for the police in Baltimore, Maryland. [American Eurocopter]

important as a PR exercise.

The four crew members who recently completed the accredited EMR course, have been trained in CPR; managing muscle, bone, head and spine injuries; assisting with childbirth; and mass casualty incidents and triage. The remaining members of the Air Operations Crew will be trained this month. [CINS]

ITALY

STATE POLICE: The Polizia Stato has placed an order for two AW139 intermediate twin helicopters. The contract is partially funded by the EU FRONTEX programme aimed at supporting coordination and development of the European Union's border management. Also included in the contract is a comprehensive support and training package for crews and maintenance personnel plus options for an additional six helicopters to be exercised within late 2012/early 2013. These aircraft will be used to perform a range of duties including law enforcement, border patrol and other public utility applications. The two helicopters on order are expected to be delivered in the first half of 2013 and based at Pratica di Mare Airbase, close to Rome. [AW]

Recently the Italian military police, the Carabinieri, donated a retired example of the AgustaBell 206 helicopter to the Helicopter Museum in the United Kingdom.

Agusta-Bell AB206C-1 JetRanger II, c/n 9151, MM-80927, CC-49, arrived by road at The Museum from Rome at the end of April 2012. Built at Cascina Costa, in Italy, by Agusta under licence from Bell, it was delivered to the Carabinieri as an AB206A in September 1974 and remained in service until 2008 based, for most of that time, at Pratica di Mare, on the coast 25km south-west of Rome.

Recently PAN carried a story that other early examples of the Carabinieri AB206 had been sold into South America. [Helicopter Museum]



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RUSSIA

PARAPUBLIC: At the recent Farnborough Air Show AgustaWestland and Exclases Holdings Ltd., announced that three AW139 helicopters will be introduced into service in Russia to perform special security missions. These aircraft, which will be operated by a Government Agency to enhance security, are scheduled to enter operational service in 2013.

The announcement did not clarify the identity of the operator but did state that this order marks the entrance of the AW139 into the Russian Parapublic helicopter market.

A civil AW139 assembly line in Tomilino, near Moscow, has just started operations. The plant is run by HeliVert, a Joint Venture company established by Russian Helicopters (a subsidiary of JSC UIC Oboronprom, part of Russian Technologies State Corporation) and AgustaWestland. The plant will have the capacity to assemble up to 20 helicopters per year by 2015. The facility will employ over 100 people by 2015 when full production is established. [AW]

UNITED ARAB EMIRATES

ABU DHABI: The Abu Dhabi Police Air Wing (ADPAW) spent a period of training with a UK unit in late June and early July. The aim was to give ADPAW FLIR Operators experience of UK ASU Assessors. The hosts were the Northumbria Police Air Support Unit in North East England.

ADPAW sent along a pair of FLIR Operators – Fahed Al Menhali and Sultan Al Tamimi accompanied by their trainer from the Lexington Group, James Martin, and Khaled Elmorchidi the translator.

The Air Wing Commander, Brigadier Ali Al Mazroui, has chosen Sgt. Fahed Al Menhali, one of five FLIR operators, to become an assessor. Fahed has been at the Unit since 2004 and has over 600 hours flying experience. Sgt Sultan Al Tamimi was chosen to act as 'student' for this visit with 32 hours of theory and practical training being added to the activities in the UK back at ADPAW.

Northumbria ASU was chosen because of its links with Jim Martin of the Lexington Group. He was formerly a Chief Pilot at the Unit. Chief Inspector Sarah Pitt, Head of Operations at Northumbria Police, welcomed the group Newcastle the Unit trainers - PCs Tony Jackson and Andrea Batey. They dealt directly with the UAE crews during their 2 week attachment.

The ground school was 20 hours over 4 days and covered vehicle pursuits, overwater rescues, video and photographic handling and major incidents such as industrial fires. The lessons were backed up with long discussions on tactics and video debriefs of unit tasking. Fahed gave an excellent and comprehensive briefing on the traffic exercises run by the ADPAW.

To reinforce the theory, the group had 4 day and 2 night attachments and flew on 10 tasks with the ASU. These included water rescue training, photo tasks and cannabis searches. The last flight saw the crew help arrest a prolific shop lifter who was found by the UltraForce 2 TI camera after trying to escape by swimming across the river Tyne.



Fahed Al Menhali by the Northumbria EC135 helicopter



Presentation of ADPAW AW139 helicopter model to Chief Inspector Sarah Pitt (Head of Operations for Northumbria Police). L-R Jim Martin (LSG), Sgt J Bailey (UEO), Ch Insp. S Pitt, Sultan Al Tamimi, Fahed Al Menhali (ADPAW), A Batey (ASU)



Fahed and Sultan Al Tamimi in front of the Northumbria Police EC135P2 'India 99'

Background: The ADPAW currently has 5 FLIR Operators. The Air Wing Commander, Brigadier Ali Al Mazroui, has chosen Sgt. Fahed Al Menhali to become an assessor. Fahed has been at the Unit since 2004 and has over 600 hours flying experience. Sgt Sultan Al Tamimi was chosen to act as 'student' for this visit. Training given on this visit will be followed by 32 hours of theory and practical back at ADPAW.

UNITED KINGDOM

CAMBRIDGESHIRE: In the wake of the Cambridgeshire Constabulary MD902 Explorer G-CMBS being withdrawn from front line policing in April a dramatic drop in the use of police helicopters in Cambridgeshire has triggered political comment and raised media interest in the area.

The area now relies on neighbouring counties' aircraft which are based many miles further away from the former RAF Wyton, Huntingdon base used by the former aircraft. In the main cover is provided by helicopters in Essex and Suffolk which, in addition to being based 50 miles away, have other local calls upon their use.

Data obtained by the local media, the *Cambridge News*, shows that from April to June this year the force deployed a helicopter 25 times compared to 126 occasions in the same period in 2011 – an 80% fall.

A police helicopter was deployed just twice in Cambridge between April and June this year compared to 20 times in the same period last year – a 90% decrease.

Despite the dramatic downturn in apparent capability being illustrated no figures supporting a potential rise in crime levels have been found which leaves both senior politicians and the local hierarchy of the police remaining positive about the NPAS scheme in the face of the criticism. [Cambridge News]

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DYFED-POWYS: It seemed like it was all agreed and simply awaiting implementation; now there are those in the south west of Wales having second thoughts.

Police are said to be stepping up their fight over controversial proposals to pull their AgustaWestland A109E Power helicopter service from the skies. That was in the plan for creating the National Police Aviation Service [NPAS] nearly two years ago but it was since modified to offer the option of a small fixed wing aircraft to replace it.

While the officials from Dyfed-Powys Police Authority admitted while there were financial benefits of a NPAS, they were strongly opposed to the changes where they affected them.

They argue a helicopter is more appropriate and accessible than a plane in covering Dyfed-Powys, which covers an area half the size of Wales and is the fourth largest police area in the UK. With 350 miles of coastline, mountainous terrain and many remote and rural communities they see the area as uniquely challenged. They accept that a fixed wing aircraft would be cheaper to operate than the helicopter and would give greater flight time but counter that it would be unable to land at a scene to arrest a person, locate a missing person or deal with a casualty. It also has the inability to transport specialist officers such as firearms, dogs and negotiators.

[Media]

Editor: No figures were given for the number of times the existing helicopter has undertaken any or all of these attributions since being brought into service. Currently Dyfed-Powys is one of the operations with low annual hours and availability – the very shortfalls that the NPAS scheme is designed to even out. The added complication is that the operation uses the only A109E in UK police service.

In a matter of months all of the police authorities, including Dyfed-Powys, are to be replaced by elected officials who may have entirely different views.



The Dyfed-Powys Agusta A109 is destined to be withdrawn under NPAS plans [©PAR]

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A pair of images supplied by GippsAero of the recently delivered Western Australia Police Air Wing GA-8 Airvan VH-WPF (GA8-12-176). The police replaced their Cessna 182 with this modern craft in May. A specially equipped Astra version of the 8 seat utility aircraft much of the police role equipment is hidden away in the otherwise standard looking belly pod.





MARYLAND: In October of last year, the Baltimore Police Department ordered four EC120® helicopters as part of a fleet renewal programme for its current fleet of four EC120s that it has been operating since 2000. Two of the department's new EC120s have been delivered with the remaining two to be delivered this month.

Maryland State Police Aviation Command has executed options under their current contract for three additional AW139 medium twin helicopters. These aircraft will be used for emergency medical, search and rescue, law enforcement and homeland security missions. This order follows an initial contract for six AW139s placed in 2010. The AW139 cabin is 57% larger than the Dauphin helicopters which they are replacing.



The initial six Maryland State Police AW139s are in production at the AgustaWestland plant in Philadelphia, Pennsylvania. The first helicopters will be delivered to Maryland State Police in the second half of 2012, ahead of the currently contracted delivery schedule [AW].



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MASSACHUSETTS: At the end of June Metro Aviation Inc. announced the delivery of the second EC135T2+ to the Massachusetts State Police. The first aircraft was delivered late last year at which time the unit received pilot and mechanic training from American Eurocopter. The second aircraft is similar to the first with the exception of the complete HELINET Downlink system and a Eurocopter aft fuselage mounted Spectrolab SX-16 searchlight. This was added to alleviate forward loading CG issues.

The deliveries are part of the fleet replacement of the four Eurocopter AS355 Twin Stars that were completed at McAlpine Helicopters in England around 13 years ago because at that time the company, now Eurocopter UK, was seen as pre-eminent in the law enforcement completion field. That project is now half way through and more deliveries are predicted from Metro.

Metro Aviation, Inc., based in Shreveport, Louisiana, United States is a worldwide provider of completion services for all missions and types of helicopters and specializes in the EC135 and EC145 with several Supplemental Type Certificates (STC) developed by the company for these and other aircraft. An image of the MSP EC135 appears in last month's Shows Edition of PAN. [Metro]

MISSOURI: The St. Louis Metro Air Support Unit has ordered a new MD500E to add to the unit's existing fleet of helicopters which includes three MD 500E models and three Hughes OH-6A. Captain Jon Belmar of the St. Louis County Police Department stated, "I am pleased to announce that the Metro Air Support Unit will be adding another MD 500E helicopter to the fleet. The new addition will be a tremendous asset and increase our ability to patrol and provide support to the St. Louis County region."

The St. Louis County's aviation unit began in 1971, and upgraded to a state-of-the art MD 500E helicopter in 1985. In 1987, the unit followed with another MD 500E helicopter and, shortly thereafter, acquired the OH-6A military surplus helicopters. In 2009 the unit ordered a third MD500E bringing the fleet up to six.

With their latest order, the Metro Air Support Unit has expanded its fleet to seven

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helicopters used to patrol over 1,500 square miles of its own jurisdiction as well as assisting adjoining counties in Missouri and Illinois. [MDHI]



NEW JERSEY: The State Police has now completed its current fleet renewal having taken delivery of their fifth and final AW139 helicopter. All of the aircraft were produced at AgustaWestland's Philadelphia, Pennsylvania production facility.

With this new fleet of AW139s, the New Jersey State Police has expanded its capability to meet their airborne law enforcement and aero medical missions.

The AW139 has taken a large portion of the traditional Bell 412 emergency services market in the USA since setting up a local US based facility. The multi-mission aircraft is performing both homeland security and public service missions throughout North America. Operators include the U.S. Customs and Border Protection, Los Angeles Fire Department and several major aeromedical and rescue organisations. The AW139 has also been selected by Maryland State Police Aviation Command with the first helicopters delivering in the second half of 2012, ahead of the currently contracted delivery schedule. [AW]

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Erie County Sheriff covers part of NW New York State and is regularly called to undertake SAR missions.

NEW YORK: HeliWagon™ has delivered an example of their self powered landing pad to the Erie County Sheriff's department.

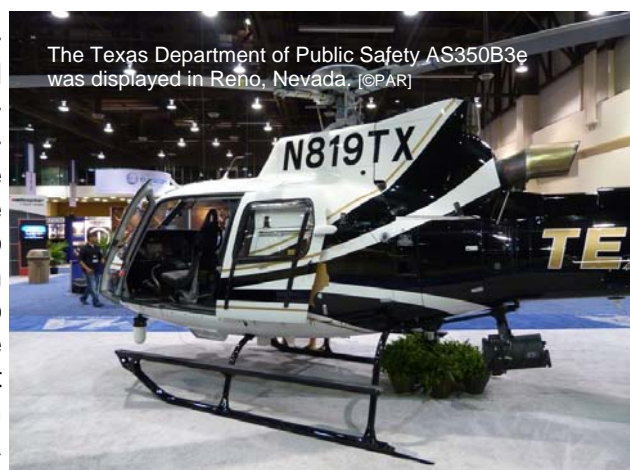
"I saw one of the HeliWagon's demonstrated at ALEA and I knew we needed one," said Erie County Sheriff's Department Captain Kevin Caffery. "Our tug needed replacing, our trailer needed refurbishing and I did the math. When I saw the HeliWagon it was a no brainer. I knew the all-inclusive unit was what we needed."

The HeliWagon eliminates the need for costly tugs and other attachments. Operators do not have to attach a tug to the trailer and then pull a helicopter in and out of a hangar. Pilots can land directly on the HeliWagon and then use a remote from the hangar or the cockpit to transport in and out as needed.

"The HeliWagon gives us a quicker response time and that allows us to protect and serve our citizens better. When a search is on and lives are on the line, every second counts," said Caffery. [Text via Helihub – photo from Captain Caffery].

TEXAS: Metro Aviation was exhibiting at this year's Airborne Law Enforcement Association (ALEA) 42nd Annual Conference and Exposition at the Reno-Sparks Convention Center last month. They displayed N819TX, their latest AS350B3 law enforcement completion provided to the Texas Department of Public Safety Aviation Section. The aircraft is the first AS350B3e aircraft to be introduced into the Law Enforcement Market and includes the latest high technology equipment installed and integrated at the Metro Aviation main facility located in Shreveport, Louisiana. The Equipment includes: L3 Wescam MX-10, Helinet Downlink, LifePort Rear Seating with Metro Custom Gun Rack, Aerocomputer LE5100, Goodrich Hoist, Geneva Digital Audio System, and other specialized equipment.

Metro Aviation has been celebrating 30 years providing comprehensive helicopter completions for customers around the world. The company also provides critical care aviation operations with almost 100 aircraft operating around the United States. [Metro]



The Texas Department of Public Safety AS350B3e was displayed in Reno, Nevada. [CPAR]

UTAH: American Eurocopter announced that the Utah Highway Patrol has purchased an AS350® B3e for its Aero Bureau fleet. The new B3e will bring enhanced capabilities to the Bureau's current fleet of two AS350 B2s that support law enforcement agencies state-wide [AEC]

AIR AMBULANCE

EUROPE

DRF: DRF Luftrettung has issued half-year mission statistics for its operations across several countries in Europe. So far it has undertaken 19,667 air rescue missions including motorbike accidents, stroke or seriously injured children from 31 HEMS bases in Germany, Austria and Denmark as well as worldwide repatriations with ambulance aircraft. This represents a mission increase of 2% compared to the same period of the previous year. More information on the internet: www.drf-luftrettung.de

UNITED KINGDOM

NATIONAL: Next month includes National Air Ambulance Week. This is an initiative organised by the Association of Air Ambulances to promote a week of fundraising activity throughout the whole country in support of Local Air Ambulances. Comedy actor Sir David Jason is the voice and the patron behind this promotion.

National Air Ambulance Week is to be 24-30 September 2012.

Supporters may wish to organise an event – maybe hold a cake sale or fete, or do something more daring like a parachute jump or sponsored swim. To register an event or to find out more about a local Air Ambulance please log onto the AAA website at www.aoaa.org.uk

A number of UK air ambulances have been looking at the Bell 429 for their future equipment needs. On July 18 the Bell 429 C-FTNB demonstrator aircraft which was in the UK for the recent Farnborough air show was noted at the North Weald base of Hertfordshire Air Ambulance showing the crews the EMS fit. Both Essex and Hertfordshire currently undertake their operation using MD900 Explorer helicopters leased from SAS/MAS in Staverton. With the current situation relating to the Explorer and the recent purchase of AgustaWestland helicopters by SAS/MAS all options are being looked at.

On July 26, East Anglian Air Ambulance had some demo flights by the same Bell; the helicopter flew a number of times from EAAA's operational base at Norwich Airport. The EAAA is currently operating EC135 helicopters under a Bond lease and is expected to be operating the EC145T2 in the future as part of a long term lease contract.

PAN is aware that other UK charity air ambulances have also had demonstrations of this helicopter in recent weeks. [Helihub/PAR]



THE AIR AMBULANCE SERVICE: In the field of fund and profile raising there are those that use PR and those that use PR. The TAAS, the air ambulance operator associated with two Midlands air ambulance operations and the fledgling Children's Air Ambulance [TCAA], are based in Coventry in the Midlands and 'normal' fund raising might be expected to take place locally in and around Warwickshire and Derbyshire.

All that changed with the revival of TCAA with shops springing up across the country; one of the latest projects took them to the bright lights of London.

These people know their PR and London is no-where near Warwickshire

An eclectic mix of food critics, top chefs and sporting personalities came together for the first Business with Pleasure event at renowned London restaurant The Ivy in a fund-raiser in aid of TAAS, included four courses of fine food, a Q&A session with star-studded guests including Tom Parker-Bowles and Chris Coleman.

Business with Pleasure evenings are run by the charity across the country at various prestigious locations and have proved to be an excellent networking opportunity.

While guests dined on duck breast salad, deliciously soft pork belly and a beautifully crafted cheesecake, the charity was hard at work collecting auction bids on various exciting items, including a signed Tottenham Hotspurs t-shirt, dinner with the drummer from Pink Floyd, and the opportunity for esteemed foodie Tom Parker-Bowles (and son of Duchess of Cornwall) to cook for you and 12 friends in your own home.

"The atmosphere was vibrant and both celebrities and business guests had a fantastic time," said fundraising manager, Kirsty Simpson.

Funds raised from the current round of Business with Pleasure events are going towards launching the Children's Air Ambulance at the end of 2012, which will provide a rapid transfer service for critically ill children across the UK. *[Eleanor Hooper The Upcoming]*

YORKSHIRE: THE Yorkshire Air Ambulance welcomed HRH The Duke of York to officially open its northern airbase, where it was announced that he has become a patron of the charity.

Prince Andrew, who is already Honorary Chief Pilot to the Yorkshire Air Ambulance (YAA), unveiled a plaque commemorating the move to RAF Topcliffe, near Thirsk, before a tour of the facilities.

Air ambulance crews have been based at the Topcliffe site for the last six months after being forced to move out of the previous base at nearby Bagby Airfield because of a planning row.

Chairman of the YAA Peter Sunderland said: "To have the Duke of York come and be a part of our celebrations today is a fantastic opportunity to let people know that he supports us.

"When the Duke became our Chief Pilot we had an increase in sponsorship interest so hopefully now he has agreed to become our patron this will help us to grow even more." *[YAA]*

Ed: YAA has plans to acquire another helicopter to take its fleet up to three. It currently owns two MD902 Explorer helicopters but remains in a quandary over which type to select with the continued lack of manufacturers visibility with the existing type.

There are a few used examples of the Explorer on the market but the choice is restricted.



Arco, the UK's leading safety company and provider of work wear, personal protective equipment and workplace safety products, has announced a three-year deal to support the Yorkshire Air Ambulance. The deal will help to enable the charity to continue providing a life-saving rapid response emergency service to over five million people across Yorkshire.

In addition to its sponsorship, Arco will also provide advice and guidance on personal protective equipment for the paramedics and Yorkshire Air Ambulance staff to keep them safe at work. The Arco logo will now be clearly seen on both air ambulances and will appear in the new series of Helicopter Heroes, a BBC fly-on-the-wall documentary about the service which is due to air in the autumn. *[YAA]*

UNITED STATES

IOWA: The launch customer for the Bell 429, Mercy One of Des Moines, Iowa will receive a second Bell 429 helicopter from Air Methods. Mercy One currently operates an air medical critical care configured Bell 429 and will add a second helicopter, equipped with United Rotorcraft emergency medical services (EMS) interior.

"Based on our experience with the 429, there is no other aircraft I would consider using in our air medical missions. Given the features and performance of the aircraft, it was an easy decision to go back to the Bell 429," said Dan Keough, director of Emergency Transport Services at Mercy Medical Center.

Since its inception in 1986, Mercy One has established itself as one of the premier air ambulance services in Iowa with two helicopters in service – a Bell 429 in Des Moines and a Bell 407 in Knoxville. Mercy One acquired its first Bell 429 in March 2010, which has since logged 1,287 flight hours and performed approximately 1,100 rescue missions.

NORTH CAROLINA: Commissioners have decided to order a new helicopter. It will be two years before the new Eurocopter EC145T2 will go into service after it is formally ordered this month.

The current Dare MedFlight helicopter, a BK117, will continue in service. It was grounded for scheduled maintenance earlier this year, but it also lost some air hours for repairs to a cracked tail.

Dare has long planned to replace the helicopter and has looked at various options. It was

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put in the county's long-range capital improvement plan in October. As ordered, the EC145 will come "green" at \$6.8M and be role equipped for air ambulance service. The County plans to use general obligation bonds to borrow a total of \$7.26M.

Rendering of the new MedFlight helicopter. (Dare County)



The financial case for changing helicopters has been released. Keeping the old BK117, which went into service for Dare County in 1990, would cost \$300,000 to \$400,000 annually for maintenance.

Trading it in for \$1.5M would cut the amount the county would need to finance to \$7.6M. Annual payments starting in 2014 at \$945,000 would also be reduced if the county billed Medicare and private insurance for the cost of flights, according to figures in the plan.

New figures estimate that the trade-in will net \$1M, offsetting the cost of setting it up for Dare County's use. A little over \$522,000 of that will be for medical retrofitting, with the rest going toward avionics, other items and a 5% contingency of \$392,348.

A comparison estimated that over 12 years, the county would pay about \$700,000 more in annual lease payments than it would to repay debt on buying the helicopter.

FIRE FRANCE

HÉRAULT: Following a request for proposal lasting almost a year, the bidder group Intergraph®, SOMEI (Société Méditerranéenne d'Etudes et d'Informatique) and SYSOCO have been selected to provide the operational incident management system for fire fighting and rescue services in the Department of Hérault, Montpellier/France.

Intergraph's Computer-Aided Dispatch solution (I/CAD) will help to optimise the management of 70,000 events per year handled by the 3,600 fire fighters of the Hérault Fire Brigade and Rescue Service. The solution will contribute toward optimizing information sharing and command orders between the command-and-control room (CTA/CODIS) at Vailhauques,

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north of Montpellier, the 75 response centres, mobile command posts, equipment and staff on missions as well as service partners. The system is scheduled to go live in early 2014. The fire brigade and rescue service of the Department of Hérault is located in the southern part of France on the Mediterranean coast. S.D.I.S. 34 is processing about 70,000 events per year with 3,600 firemen, 1,000 vehicles and 70 fire stations. This fire brigade and rescue service covers an area of 6,200 square kilometres with a population of one million. The fire brigades and rescue services in France are public services and belong to the S.D.I.S. authority of each department. A fire brigade and rescue service consists of voluntary fire fighters, together with professional firemen can call upon fixed and rotary wing fire suppression assets from within and without France.

JAPAN

FIRE DISASTER MANAGEMENT & YOKOHAMA: AgustaWestland and Mitsui Bussan Aerospace have jointly announced that two additional AW139 helicopters have been ordered in Japan to perform fire fighting missions. Contracts have been signed by the Fire Disaster Management Agency (FDMA) and Yokohama City respectively.

These latest orders bring to five the number of fire fighting-configured AW139s purchased in Japan in just 18 months continuing the rapidly growing success of this model for this role

across the nation. Customers now include Saitama Prefecture, Hiroshima Prefecture, Yokohama City and the Fire Disaster Management Agency which has bought two AW139s.

Second FDMA's AW139 is expected to be delivered to customer in 2013. The aircraft will be provided with a comprehensive mission-dedicated fit also including weather radar, Satellite Based Augmentation System (SBAS) capable GPS, Traffic Collision Avoidance System (TCAS), Enhanced Ground Proximity Warning System (EGPWS), search light, cargo hook, rescue hoist, ice detector system, snow skis, loudspeaker, belly tank and bambi bucket.

Yokohama City's AW139 will be operated by its Fire Department. The aircraft will perform fire fighting and disaster relief missions within the Yokohama City area at ordinary times. This helicopter will be shipped from AgustaWestland's Philadelphia assembly line to Japan by the end of the year with delivery to customer following in March 2013. The Yokohama City Fire Department's AW139 will also feature weather radar, Satellite Based Augmentation System (SBAS) capable GPS, Traffic Collision Avoidance System (TCAS), search light, cargo hook, rescue hoist, main rotor blade high visibility painting, belly tank and FLIR provision.



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TOKYO: The Tokyo Fire Department has signed on another EC225, adding to its Eurocopter fleet of fire-fighting, emergency medical services as well as search & rescue helicopters.

Following the purchase of an EC225 last December after the Great East Japan Earthquake, the Tokyo Fire Department signed a contract for another EC225 this month, to add on to its Eurocopter fleet of fire-fighting helicopters. The 11-ton rotary-wing aircraft from Eurocopter's Super Puma family will be configured to handle fire-fighting, emergency medical services as well as search and rescue missions.

Eurocopter has been providing fire-fighting helicopters to Japan since the first unit, SA3160 Alouette III, was procured by the Tokyo Fire Department back in 1967. Since then, the Tokyo Fire Department has operated a Eurocopter-only fleet, which includes four medium-sized Dauphins and three medium-heavy Super Pumas.

UNITED KINGDOM

AVON: In a operation that the apparent instigators are reticent to talk about the Avon Fire and Rescue Service [FRS] are having use of a former police helicopter in a trial period that 'coincidentally' falls over the Olympic Games period.

The aircraft is being operated for Avon FRS by Western Power Distribution [WPD] a local utility surveillance operation with a long history of emergency services cooperation.

WPD operations are undertaken as South Western Helicopters from Bristol International Airport Lulsgate Bristol BS48 3DP but the FRS trial is at Filton where the police and ambulance helicopters are based.

The primary airframe is G-CHSU a stripped down Eurocopter EC135T1 formerly owned and operated by Chiltern Police Air Support of Oxford. The helicopter is now owned by Eurocopter UK and operated at Filton without its keynote role pod in the utility role. No apparent use has been noted of the any of the recently acquired EC135P1's usually the mounts of the WPD.

The blue and yellow helicopter was reported to be sign written FIRE & RESCUE and sporting the Avon Fire Logo/badge. [PAR/MJ]

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UNITED STATES

FOREST SERVICE: Fighting wild fires in the USA has long been a problem. A high accident rate among the aircraft types of choice—primarily older cheaper types from the piston era converted to drop retardant—led the US Forest Service to seek independent advice.

Now having seen the result of that advice it has dismissed its commissioned study because it recommends a major overhaul in its approach to fighting wildfires, suggesting swapping out hose retardant-dropping air tankers in favour of less costly water-scooping planes.

The report was undertaken by the Rand Corporation and studied the optimal combination of large planes and helicopters deployed to fires and analysed the effectiveness and efficiency of each type of aircraft. It was comparing large land based aircraft, a mix of old airliners and 1940s bombers that were obliged to land at an airfield and be refilled with water and retardant against more recently built dedicated aircraft, mainly amphibians able to scoop water from the surface of areas of water without actually landing.

It seems the Forest Service was set upon its fleet of older tankers and the retardant mix to fight fires and was not keen on a report that cut across its long standing pre-conceived ideas.

The Rand report was instead suggesting that the older fleet should go to be replaced by the so called Super Scoopers, like the Canadair CL-415 and the Russian flying boat, taking in thousands of gallons of water. Rand pointed out that these newer aircraft fly faster than helicopters and can make more round trips per day, and they are apt to be closer to a water source than tankers, which require an airport and established tanker base for replenishing. They can drop far more water per hour on most fires than air tankers can drop retardant.

Forest Service Chief Tom Tidwell. Has rejected the report stating that the figures researchers used were not up to date, the prices quoted for the amphibians lower than they had encountered and that of the favoured retardant over stated.

The report based many of its findings on the raw costs of the aircraft. It judged that water-scooping aircraft are significantly less expensive to operate than large helicopters. The annual cost of a scooping aircraft was typically about \$2.8M and a large helicopter about \$7M.

Tidwell commented that that view was too simplistic and that efficiency also related to the efficiency of the retardant in the dropped load and the ability of [helicopters] to work in difficult areas like canyons.

Seven crew members have died in crashes of older water/retardant drop aircraft so far this season.



File images



DUBAI HELISHOW 2012
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Meydan Hotel, Meydan Racecourse, Dubai, UAE



INDUSTRY

It looks as if someone in the **Federal Aviation Authority** [FAA] has got to fidgeting with their worry beads after finding a perceived problem in a drawer. The result is that some sections of the industry are now intently watching for developments. Certainly it is a talking point between the sensor and searchlight manufacturers and has been a lead item at ALEA. There is a high degree of interest.

On July 19 the FAA issued a far from clear comment document relating to a perceived worry over the certification of airborne surveillance systems that use lasers – pretty much all of them by now in the airborne law enforcement sphere. This research that might lead to certification edicts is touching on laser rangefinders, laser illuminators and even IR equipment on searchlights.

Certification of Airborne Surveillance & Searchlight Systems Using Lasers or Infrared Searchlights in Rotorcraft can be reached at http://www.faa.gov/aircraft/draft_docs/policy/index.cfm?print=go

No one yet appears to know what instigated the research project – no one is aware of persons injured by the types of lasers involved in rangefinding and illumination or anyone 'burned' by being too close to an IR filtered searchlight but these are the terms contained within the heavily worded documents now circulating for comment.

Specifically, these systems include higher energy lasers (that is, Class IIIa lasers, Class IIIb lasers, Class IV lasers), or IR searchlight features but it touches on installations of fully enclosed Class IIIa, IIIb, or IV laser devices that filter or diffuse the energy to a Class I or II laser to avoid emitting or transmitting high levels of energy external to the system.

I first read it that they were intending [or proposing] to halt all use of laser technology in commercial operations. Further re-reading suggested that it was alright for the military and Public Use to operate but in the commercial area something needs to be done. If that is the intention this bit of law making will have a greater impact upon European ALE and SAR than in the USA where there is the cushion of 'Public Use' available.

This is about compliance requiring equipment to meet the current aerospace design standards and in some cases this looks like it may not be an issue for some. If the manufacturer gets it wrong though this would lead to type certificates getting suspended and that would lead to equipment being unavailable. Confusing wording or not this issue has got the attention of industry and furthermore it looks as if EASA may be lurking in the wings to 'rubber stamp' whatever the FAA create.

Despite its apparent far reaching consequences the time given over to consulting on this matter is short, comments on the creation of a Standard Operating Procedure are due by August 10.

Canada's Defence Minister Peter MacKay called that Nation's deal to buy Sikorsky naval helicopters, "the worst procurement in the history of Canada," at a press conference. The long overdue fleet of new **Sikorsky H-92 Cyclone** helicopters is already four years late and \$300M over budget.

In 1992, the Conservative government under Brian Mulroney signed a contract worth \$4.8 billion to buy 50 EH-101 helicopters from the Anglo-Italian consortium European Helicopter Industries Ltd. When the Liberals took power a year later the deal was cancelled at a cost of \$500M in fees.

Last month, Connecticut-based Sikorsky missed its latest contract deadline to finish delivering 28 Cyclone helicopters to replace Canada's nearly 50-year-old fleet of increasingly unreliable Sea Kings. [CBC.CA]

Specialist Aviation Services (SAS) and AgustaWestland have announced the expansion of its helicopter fleet with an order for six AW 169's. A contract was signed at Farnborough by Henk Schaeken, SAS Group Managing Director.

The contract which includes firm orders and options for deliveries from 2015 will comple-

ment the company's existing fleet, which includes mainly MD 902 Explorers.

Henk Schaecken stated that "We see some of our customers expanding the range of missions that they are offering and this requires a larger more capable helicopter. We remain fully committed to the MD Explorer which we believe is the best helicopter in its class, but we have to be in a position to offer our customers more choice.

"The AW169 offers the latest technology and extra size we are looking for, so is ideal for expanding the range of platforms that we are able to offer."

The Gloucestershire, UK based commercial group which comprises Police Aviation Services Ltd and Medical Aviation Services Ltd and European Support Centre bvba in Belgium supports public service and other specialist operations. It provides aircraft, pilots, maintenance, modifications and training around the world. Amongst over 30 aircraft of various types which SAS operates or maintains, there are 15 air ambulances and 13 police helicopters. For more information visit www.specialist-aviation.com.

Known as the "Helicopter King of China," Shenzong Cheng has been quietly building a small empire in aviation manufacturing. Now, the Chinese industrialist is reported to be making an ambitious play to acquire Kansas aircraft-maker Hawker Beechcraft's civilian aircraft operations.

A reported \$1.8billion deal with Beijing-based **Superior Aviation** Beijing has emerged from bankruptcy filings.

Hawker Beechcraft employs about 7,400 people, with roughly 4,700 working at its Wichita, Kansas, facility. It also has factories in Little Rock, Arkansas, Chester in the UK and Mexico, as well as more than 100 service centres worldwide.

Hawker Beechcraft filed for bankruptcy protection in May.

The engineering and administrative offices of Brantly International were relocated to Superior's facilities in Coppell, Texas, where their operations have apparently merged. Brantly, which once built the B-2B helicopters at its Texas plant, says all its manufacturing is done at its parent facility in Qingdao, China. Today, the company's parts and service department remains in business, but its web site says no new helicopters are currently available for sale.

Gloucestershire Royal Hospital's helipad has officially re-opened following a ceremonial landing by the local air ambulance and a ribbon cutting ceremony in front of the hospital. The helipad, which has not been used since April last year due to the construction of a new multi-storey car park and changes in the Civil Aviation Authority (CAA) regulations, is now back in action and helping to save lives thanks to funding provided by the HELP (Helicopter Emergency Landing Pads) Appeal, and Gloucestershire Hospitals NHS Foundation Trust.

AirSatOne announced the **Flightstream AOC** aviation SatCom Optimizer & Hotspot billing solution.

The portable Flightstream AOC is a product designed to enhance aircraft SatCom internet systems by giving the user an overall faster experience while at the same time reducing data usage by up to 80%. The Flightstream AOC also allows charter and fractional providers an option to charge individual users for airtime creating an additional revenue stream.

The Flightstream is compatible with Iridium OpenPort, Inmarsat SwiftBroadband, Swift 64, ViaSat Yonder and other aircraft SatCom systems. Since the system is IP based the Flightstream AOC is capable of working with any service provider and IP based SatCom systems. Weighing in at only 1.1 pounds the unit incorporates a number of technologies to reduce data usage over the satellite network and allows the delivery of data to and from the aircraft with a much smaller footprint.

The Flightstream AOC's end to end technology uses ground servers to compress and format data then reformats the data in the router for use on laptops and mobile devices on board the aircraft via an existing Wi-Fi or wired router. Options are available for government, corporate and fleet operators to have a virtual machine appliance running on their

own dedicated servers to ensure security and privacy.

Since the unit is portable the aircraft modification is simple and only requires the addition of a Mil-Spec D-sub connector between the existing router and the SatCom system. A jumper plug is included with the kit to restore the connection to its original configuration when the Flightstream AOC is not onboard the aircraft.

The equipment is now available at an MSRP of \$6,930. For more information, visit http://dev.airsatone.com/flightstream_aoc_router



Turbomeca (Safran group) have announced the signing of a contract with Eurocopter to power the X4 new generation helicopter with the TM800 turbo-shaft engine.

The Eurocopter X4 is a new generation 5 to 6-tonne helicopter. The future aircraft will be equipped with a new engine: the TM800 of Turbomeca, a turbo-shaft in the 1,100 shp (800 kW) category. TM800 will benefit from technological advances arising from Turbomeca's R&T strategy. On the one hand, TM800 engine incorporates the results of several upstream research projects, including some technologies validated by the Tech 800 demonstrator. The new engine significantly reduces the

specific consumption with respect to the generation currently in service. The engine development and the certification plan are in line with the entry into service of the initial version of the helicopter in 2017.

NHC-Northern Helicopter are coordinating rescue missions at the wind farms in the North Sea with GENA Sky Commander

Frank Zabell, CEO, has been looking for a technical solution to coordinate rescue missions and had the following requirements for a Mission Management System: navigation, bidirectional communication (Iridium), mission control centre, assignment management.

Rescue missions can last up to 1.5 hours in one direction over the sea. An efficient planning and coordination are the main requirements for any successful mission. Every minute of a rescue mission can make the difference between life and death.

If rescue missions can be cut shorter, this will also cut the costs for the operating company. Frank Zabell, CEO, has evaluated all systems in a selection process. The decision was made in favour of Sky Commander from GENA Systems

The **Cobham Group** has been awarded an eight-year contract from Oil Spill Response Ltd (OSRL) to provide oil pollution detection and surveillance around the coast of the United Kingdom. As part of the deal, Cobham will operate a dedicated, specially-modified maritime surveillance Dornier 228 aircraft from Bournemouth International Airport on the south coast of England. The contract incorporates an existing interim contract which has been in operation since January 2012.

The award continues Cobham's long-standing ability to perform surveillance operations and enhances the company's reputation and capability in the airborne surveillance field.

Once fully modified, the aircraft will provide a rapid response service to OSRL clients operating around the UK, detecting and monitoring spills and enabling compliance with legislation from the Department of Energy and Climate Change.



The Cobham Group has operated examples of the Dornier 228 for many years—originally for Fisheries but since used to meet a number of UK surveillance contracts. [CA]

Cobham Aviation Services provides specialist aviation solutions to Defence, Government and major commercial customers under long term performance based contracts. This includes operating the largest border protection civil maritime surveillance contract in the world for the Australian Government, supporting Qantas and numerous major resource industry clients across Australia, modern battle space air warfare training for the UK armed forces and NATO, providing air traffic control radar display software and aid calibration services to leading UK and European airports and with partner Bristow Helicopters training all helicopter pilots for the UK's Navy, Air Force and Army through entity FB Heliservices.

A Beechcraft King Air 350ER, modified with **SELEX Galileo's** ATOS mission system and sensors, has successfully completed the first set of aeromechanical flights required for European Aviation Safety Agency (EASA) certification. These flights are part of a programme conducted with Corporate Aircraft SA, exclusive distributor of Hawker-Beechcraft aircraft, who are purchasing the aircraft and mission system for an undisclosed end-user. The ATOS system has been installed on multiple platforms including the the ATR 42MP, DASH – 8, Beechcraft SKA300, CN 235, Piaggio Aero P-166, AB 412 and AS300B3 helicopters. In Italy, the system has been in service with the Guardia di Finanza and Guardia Costiera for more than 10 years on the ATR 42 MP and, in a lightweight version, for the Guardia di Finanza on board the P166-DP1.

On July 18 the DA42MPP Special Mission Demonstrator from **Diamond Airborne Sensing** took off from its base Wiener Neustadt to meet a Zeppelin Airship for air-to-air shots. This was the Flight Operations' (FlightOPS) 1,000th mission since 2006. The zeppelin is used for the pan-European "PEGASOS" project to investigate the relationships between atmospheric chemistry and climate change.

This milestone shows the DA42 MPP GUARDIAN capability as an efficient and affordable all-in-one remote sensing platform with proven field experience and the ability to complete a wide range of missions from ISR to Geo surveys. So far more than hundred Diamond MPPs have been delivered and are flying on every continent equipped with various state-of-the-art sensors from well-known providers.



During the recent ALEA conference in Reno, Nevada Diamond Airborne Sensing signed a purchase contract for one DA42MPP guardian with **Clarity Aerial Sensing LLC**. The company acts as a US reseller of the type and also offers low cost aerial surveillance, mapping and photography solutions for law enforcement, border patrol, military, industry and the media. Clarity already operate Diamond aircraft in their Flight Training School.



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Bell Helicopter has announced that the Administración Nacional de Aviación Civil in Argentina has joined the growing number of countries who have approved the increased maximum gross weight for the Bell 429 based on Transport Canada's certification. Transport Canada approved operation of the Bell 429 at 7,500 lbs. in January, 2012 after an extensive technical evaluation. The increased gross weight for the Bell 429 has been approved in eleven countries to date.

Late last month Bell Helicopter, in partnership with Cessna Aircraft Company, opened a new regional service center in Singapore at Seletar Aerospace Park. The new state-of-the-art facility offers customers a one-stop shop for comprehensive repair, completion, fulfillment, maintenance and customization solutions.

The service facility is 160,500 total square feet and equipped with hangars for Bell Helicopter and Cessna products, a paint booth, warehouse, overhaul and maintenance shops, offices, and a 77,000 square foot ramp. Plans for the new facility include training, performing customization and completions, major refurbishment projects, labor and parts sales, as well as maintenance, repair and overhaul. Bell Helicopter and Cessna envision the center as a regional hub for response to customer needs in Asia Pacific.

AEM Corp., **Anodyne Electronics Manufacturing Corp** (www.aem-corp.com) have announced that the Ohio State Highway Patrol, Aviation Division, has selected AEM's Tactical Communication systems (Tac/Com) for the VHF-FM and UHF-FM radio system upgrade for their entire aviation fleet.

AEM and their US distributor EDMO, worked with Spirit Avionics of Columbus Ohio to bring about the sale. The Tac/Com system installations will be completed by Cincinnati Avionics.

The Ohio State Highway Patrol, Aviation Division, has been using the NAT Tac/Com system (now licensed to AEM) for many years and determined that the best fit going forward was the newer generation of the Tac/Com product available from AEM.

Delivery of the Tac/Com radio systems will begin later this summer.

AEM Corp: took over the product line of Northern Airborne Technology (NAT, now part of Cobham) elected to close manufacturing operations in Canada, creating an opportunity for a new, 100% employee-owned company to emerge.

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3 July 2012 Bell 412 EC-KSJ. Fire fighting aircraft operated by INAER for the Brigade Reinforcement of Forest Fires (BRIF) of the Ministry of Agriculture, Food and Environment, based in the town of Zaragoza Daroca. Crashed into water at the Forata Reservoir, Yatova, Valenia, Spain killing the pilot. [Helihub]

3 July 2012 PZL Sokol SP-JUN. Fire fighting aircraft operated by INAER. Crashed at Sierra Martes, Valencia, Spain. Aircraft remained upright with undercarriage collapsed, both crew survived with multiple injuries. [Helihub/Media]

5 July 2012 Diamond DA42MPP Twin Star 5N-BKS Surveillance aircraft of the Nigerian Presidential Implementation Committee on Maritime Security and Safety (PICOMSS) made an undercarriage up landing at its base, Benin Airport. The two occupants were unhurt. The airport was closed for some time after the incident. [Media]

5 July 2012 Eurocopter EC135T" G-KRNW. Air ambulance of the Cornwall Air Ambulance operated by Bond Air Services was forced to abandon an emergency mission because it was leaking fuel. When the fault was discovered it made a controlled landing in the car park of Windy Ridge cafe at Trerulefoot, between Liskeard and Saltash. The helicopter had been called to attend a road traffic accident in Cornwall, but was forced to ground before it reached the scene. The air ambulance was out of action for the rest of the day and overnight. A spokesman said the helicopter had a 99.26% availability rating [this is Cornwall].

6 July 2012 Eurocopter AS350B3 N617HP. California Highway Patrol helicopter. After landing in rough terrain at Trinity Center, Shasta-Trinity National Forest in Northern California to undertake a rescue mission of an injured hiker one person on board, Officer Tony Stanley, was struck by the rotor blade whilst exiting. The California Highway Patrol officer was severely injured. The officer exited the aircraft safely but climbed up a steep embankment into the blades. The injuries were not detailed but were described as "critical" and "life-threatening."

17 July 2012 Agusta A109A N716AM. Air ambulance. On take-off at Nihau, Hawaii the rotor blades struck trees and the aircraft landed again on a beach. [FAA]

18 July 2012 Cessna 414 N. Air ambulance. The plane was transporting a patient from a hospital in Houston, Texas, to one in Rapid City, South Dakota suffered a failure of one of its engines and made a precautionary landing at Thomas County Airport, North Platte Nebraska. [North Platte Telegraph]

22 July 2012. Sikorsky S-70. Turkish Gendarmerie. paramilitary helicopter crashed in a southeastern region where troops are fighting Kurdish rebels, killing four security personnel on board. Eight others were injured. The S-70 crashed while landing near an outpost in Hakkari province, close to the border with Iraq; it was carrying four crew members and 11 security personnel. The crash was reportedly due to a power loss but there are claims by one agency that it was downed by gunfire. [Washington Post]

24 July 2012 Eurocopter EC145 [BK117C-2] N455MH. Air ambulance of Memorial Hermann Hospital System, Houston, Texas. During post flight check at Houston Heliport, Houston, Texas it was found that the lower part of the #1 engine cowling had separated from the four year old aircraft. Damage to all four MRBs [FAA/Concern]



PEOPLE

Metro Aviation announced the passing of the company's production manager and longtime employee, Russell K. Garner. Mr. Garner pictured right at the recent handover of a Massachusetts State Police helicopter completion died suddenly in the Shreveport, LA area on June 26. Garner was considered instrumental in the success of the company with several achievements related to equipment integration and supplemental type certificate (STC) development projects at the company for over 25 years. Known for his ability to take a project from a conceptual stage to full integration, completion and manufacturing, Garner's many accomplishments include the development of air conditioning systems for the EC135 and EC145, as well as many other successes.



Company owner and president, Mike Stanberry commented, "Russell was a key component to the success of our company as well as a great friend to us all. His kind manner as a true gentleman and his innate ability to bring a concept to reality was his hallmark. We will all miss him dearly."

Trooper Aaron Beesley, 34, of the Utah Highway Patrol Aero Bureau died after falling from a cliff while performing a search and rescue mission on June 30, 2012. The 13-year veteran and tactical flight officer was on a routine rescue mission to Mount Olympus to save two lost teenagers. The helicopter located the two and Trooper Beesley was placed on the ground to assist them. As the teenagers were airlifted to safety, Trooper Beesley was left at the scene.

When the helicopter returned to retrieve Trooper Beesley, he could not be located. It is thought that he was retrieving his medical bag which had fallen a distance from the rock where they offloaded. He may have lost his footing and fallen 90 feet into the ravine where his body was eventually found.

EVENTS

Shephard Conferences & Exhibitions Limited with which this publication arranged some great Police Aviation Conferences between 2006 and 2009 has gone into administration. Cameron Gunn, Mark Supperstone and Simon Harris were appointed Joint Administrators of Shephard Conferences & Exhibitions Limited on 4 July 2012. The Administrators are currently seeking a buyer for the business, more information is available from Ben Woodthorpe on +44 20 7702 9775 or at ben.woodthorpe@resolvegroupuk.com.



THE EMERGENCY SERVICES SHOW

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Transport Security Expo has announced its 2012 conference programme. In its 10th anniversary year, Transport Security Expo, a leading annual gathering of security professionals from within the sector, has unveiled an expanded conference programme at its forthcoming event.

A newly created 'Great Live Debates' conference feature hones in on primary concerns within the aviation; maritime and public transport domain spaces and enables attendees to discuss matters of most concern to them in open forum during the two days of Transport Security Expo.

Within the aviation space the proposed move to outcome focused risk based security and the continuing saga of liquid and gel based screening, represent the biggest shake up in passenger facing security measures for very many years. A controversial decision taken by government last year to arm the merchant marine, all too succinctly emphasises that national agencies are devoid of easy answers to the conundrum of piracy on the high seas. The growing trend in conductive metal theft across the public transport space is a sign of harsh economic reality, which directly impinges upon the safety of such mass transit networks and is costly to address.

Transport Security Expo will reconvene 14-15 November 2012 at London Olympia. The event will feature three two-day conferences focused upon aviation, maritime and public transport security. It will also host a one-day supply chain focused conference organised by the Transported Assets Protection Association (TAPA).

Transport Security Expo 2012 features an expanded exhibition; conference and workshop programme with two-thirds more floor space. Delegates, exhibitors and visitors will also benefit from on-site, purpose-built catering and other enhanced services. For more information, please contact NINETEEN EVENTS on: +44 (0) 208 542 9090 info@transec.com www.transec.com

www.policeaviationnews.com
Emergency Services First



11-13 September 2012 GPAC 2012. 7th International Exhibition & Conference for Police and Special Equipment Leipzig, Germany. www.gpec.de www.police-exhibition.eu

11-16 September 2012 ILA Berlin Air Show, Berlin Brandenburg Airport. Moving to the all new, purpose-built exhibition site on the Western part of the future Berlin Brandenburg Airport, ILA will be creating the best conditions for successful participation of its exhibitors in the trade show," says Heike Hemmer, the new ILA project director. Development planning for the new exhibition site is in full swing. The architecture of the new, 15-hectare exhibition grounds will primarily adhere to the following three principles: compact layout of the exhibition grounds with particular focus on short distances between the exhibits, clarity of hall and thematic structures and an integrated static display area. Construction work started in August 2011. Visit www.ila-berlin.com to view our progress during construction from the live webcam at the new exhibition site. If you have any questions, please do not hesitate to contact us: ila@messe-berlin.de



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