

Police Aviation News

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PAR



United States Customs & Border Patrol
Cessna patrols the seashore

More UAV's for USC&BP

But they cannot use them

MD900 at 20,000 hours

NPAS seek a special person

Press blow the Met's Cover

Anyone for a mini Chinook?



Story P11

PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** editor@policeaviationnews.com

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LAW ENFORCEMENT

ANGOLA

Law enforcement aviation in Angola relies exclusively upon a fleet of Eurocopter helicopters. The fleet currently includes six Dauphin AS365 N2 (with emergency medical service capabilities) and a mix of fifteen AS350 B2/B3 used primarily for surveillance missions.

Last month a ceremony was held in Luanda to induct thirteen new pilots into the service. The pilots had been trained in Brazil along with twenty maintenance engineers. Angolan National Police aviation commander João Lello paraded his officers before General Commissioner Ambrosio de Lemos. A further nine pilots and a second batch of twenty engineers continue their training in the South American country today.

The most recent examples of helicopters delivered to the Angolan National Police has been the fleet of ten Eurocopter AS350B3 helicopters, delivered from 2009 through to May of this year. [Helihub]

AUSTRALIA

QUEENSLAND: As previously reported the Gold Coast City Council committed \$500,000 to fund a 12-month trial of the helicopter in the wake of pressure from the community following a violent crime wave earlier this year.

Cover story: The USC&BP flies a large and varied fleet including Cessna types from both ends of the spectrum.—the Ce 550 Citation and the single piston. More recently the friends of the UAV manufacturers General Atomics seem to be foisting expensive unmanned types that the organisation says it cannot operate. Story on page 11.

The service was launched at Main Beach using a Bell 206L VH-ZHP marked in police colours and equipped with a nose mounted sensor camera and a standard Spectrolab SX-16 under the rear of the cabin pod. The launch event was attended by the politician leading the effort, Mayor Ron Clarke and the Assistant Police Commissioner Paul Wilson and included the Police Chaplain Columba MacBeth-Green blessing the helicopter. Looking on were dozens of the media, police, councillors and even passersby who stopped to admire the launch of the long-awaited helicopter. The event included Clarke and Wilson being flown around the Gold Coast for about 20 minutes by Heliwest pilot Matthew Wallace and landing at the Gold Coast Water Police Headquarters, where it will be stored, all.

Heliwest say the Bell is valued at over \$4M, the FLIR Star Safire sensors turret valued at \$3M and carries three pairs of night-vision goggles valued at \$65,000 each.

Even before the aerial patrols began last month the funding for the new service was slashed and it turns out the Coast Mayor Ron Clarke was finally admitting that due to a budget shortfall the existing money would only cover the first six months of the trial.

Now he is appealing to equally hard up local businesses to make up the difference—and it is quite a gap. It is suggested that the leased Bell 206 helicopter may only be able to patrol for 20 hours a week for the first six months if businesses contribute to its running costs.

The 'Council are seeking 100 businesses to contribute \$1,000 each. In return the sponsors will get a personalised certified photograph of staff members with the helicopter in the background. By launch day So far the Gold Coast City Council has received funding from 10 businesses, who have donated \$1000 each to help keep the police helicopter airborne for longer periods.

Ed: The flying rate proposed is significant, equivalent to 1,000 hours in a full year. However if there is a need to find another \$0.5M to fund the second half of the year the one hundred businesses contributing \$1,000 will simply not be enough and can expect a second or third call on their generosity.

BELGIUM

FEDERAL POLICE: The MD900 fleet operated by the Belgian Federal Police has now reached 20,000 hours. Originally acquired by what was then the Gendarmerie in 1997 the fleet now consists of four airframes. The first two G-10 c/n 900-00034 and G-11 c/n 900-00045 were delivered new in 1997, the third to arrive was G12 c/n 900-00038 in the summer of 2001 and, as recently featured in PAN, the latest arrival is a 902 configured machine delivered in 2010 – G-16 c/n 900-00132. The accumulation of the 20,000 hours has been over fourteen years and [primarily] by three airframes - an average of under 1,430 hours each year, well under 500 per airframe so not of the same intensity seen in some single airframe UK police operations.

Currently G-12 is flying with the Zeiss turret on a nose mount but has not yet received the full 902 conversion process. The first helicopter to be withdrawn from service to undergo the extensive conversion to MD902 standard is G-10. [BSP] Sierra Bravo Aeropictures : www.sbap.be



The occasion was marked with a photo opportunity that included a series of flights under an arch created by the plumes of two of the airport fire hoses

GREECE

POLICE: It is hardly a secret that Greece may have to leave the European Union's Euro 'club' and maybe even the EU itself. If the latter should take place it is likely that it will also fall out of the Schengen area and the proposed Bell 429 sale to the police will effectively be on the line. Greece was already being criticized from other countries in that it's not done enough to stop illegal immigration and the police air support re-equipment was going some way towards addressing this.

In the same vein Officials of the European Union's border monitoring agency Frontex are becoming increasingly frustrated with the failure of Greek authorities to contribute to their illegal immigration crackdown efforts at the Turkish border and are considering suspending the operation.

EU member states contributing to a Frontex operation in the border region of Evros with manpower and equipment are becoming reluctant to continue their efforts as Greek authorities have failed to set up new migrant detention centres as promised. [PAR]

OMAN

ROYAL OMAN POLICE: The ROP is moving forward with expansion plans that will see thousands of new recruits being added to the strength of the security force. One of the major areas of interest remains crime and the halting of drug smuggling. On the crime front the Directorate-General of Customs plays a great role in controlling smuggling, working with the ROP in this task.


The Sultan ordered that the ROP should provide employment in the police corps for 10,000 Omani citizens to help enhance the deployment of police in all governorates of the Sultanate. This has been evident by a build up of traffic police intent on reducing accidents and the provision of a wider air ambulance capability in the police helicopter fleet working with Civil Defence.


The ROP's ambulance unit is one of the basic features of modern development of civil defence services. The unit proved efficient in saving lives and rescuing people in need. The Police Aviation department continues to update its services, equipment and human resources. The department recently introduced new aircraft to help expand its search, rescue and support services. The new aircraft included four helicopters for the HEMS duties, two aerial support aircraft and one ERJ-175 passenger jet. This can carry 71 passengers in undertaking what continues to be the core aviation role of the ROP – getting police officers across the mostly desolate countryside to their places of duty. [A Bishara]

TURKEY

POLIS: Turkey's police force has been planning upgrades to its fleet for a long time; there have been fleet buys including the MD600N but they have not been inspiring successes.

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Now there is news that they are planning to purchase up to 15 helicopters to bolster the agency's capabilities. The department's current helicopter fleet of MD helicopters are said to be becoming old and increasingly difficult to operate - although in conventional wisdom they are not that old, ordered in 1998 deliveries were in 2004. Perhaps it is simply that, like the now withdrawn US Border Patrol fleet of 600s, the type has fallen out of favour.

The new helicopters being sought 'should better perform police tasks' but here are no indications whether they are again looking at singles or twins. The Defence Industry Executive Committee, Turkey's highest decision-making authority, is expected to select an airframe in the near future. Lets hope that the get it right this time. [Helihub/PAR]

TRINIDAD & TOBAGO

Five months after they landed in the country two AgustaWestland AW139 helicopters, part of an order for four, were perceived by the media and others to be grounded. The pair were commissioned into service at the Air Guard, Piarco Air Station, North Bank Road, Piarco on June 9 by the Prime Minister Kamla Persad-Bissessar and Minister of National Security Brigadier John Sandy but never to have entered operational service.

The media decided that at the core of the long grounding was a failure to get in place the infrastructure required to support the new high-tech aircraft and meet the regime prescribed by the Trinidad and Tobago Civil Aviation Authority (T&TCAA).

The two aircraft performed a fly-by at Independence Day under special dispensation but were not been seen again operating for the Trinidad and Tobago Air Guard (T&TAG).

An aviation source suggests that the lack of proper facilities to store the airframes was a breach of the provisions of the contract. The T&TAG is supposed to train and qualify T&TAG personnel; have facilities like an air-conditioned hangar to store the sensors; have appropriate equipment to perform maintenance; develop procedural manuals including flight manuals and aircraft specific maintenance manuals; and possess the appropriate tools and test equipment recommended by the manufacturer. Much of this has still not been achieved. Within days of the disclosure of the apparent situation in the Trinidad Express and others there was frenetic activity and official denial that the 'no fly' situation was actually taking place. The National Security Minister stated that the helicopters were both flying and denied that there was a lack of proper facilities to store the aircraft, or a a breach of contract with Agusta Westland. There is no requirement for the aircraft hangar to be air-conditioned.

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UNITED KINGDOM

NPAS: It seems that not all of the Police Authorities have signed up to NPAS although the 'final' date for replies was at the end of September.

From the reports that are in the public domain it would seem that all except South Yorkshire have agreed in principle but a number of these 'Authorities are awaiting financial information or have dismissed as insufficient the information that has been provided. The Sunday Sun ran a story claiming that a significant block of forces in the north east [Cleveland, Durham, North Yorkshire and Northumbria] were worried about costs and awaiting financial information before deciding but it seems unlikely that any will join South Yorkshire in uttering a final no.

Meanwhile an advert inviting applications for the post of Flight Operations Director has appeared in Flight International. The new Job Role: Flight Operations, Flight Operations Specialist seeks to employ someone with the skills of such as Ollie Dismore who was discarded from his part-time post as the technical advisor last year when the finance could not be found to employ him full-time.

The new post is to be full-time and offers a salary in the range £70,000 to £78,000 pa with a start date envisaged as being prior to 15.3.2012.

The holder of the post will be at the forefront of developing and delivering the new National Police Air Service, having financial and management authority for ensuring that all piloting, flight operations and maintenance system activities are carried out to the necessary standards across a fleet of 27 rotary aircraft based at 22 sites in order to meet the needs of police forces in England and Wales.

They are looking for a qualified (ATPL-H or CPL-H) pilot with practical experience and expertise in the application of aviation safety standards and safe operating practices, including a comprehensive knowledge of appropriate regulatory frameworks and emergency service or military air support operations and financial and resource management experience at a senior, strategic level.

Information packs are available from npas@npia.pnn.police.uk quoting FOD in the subject line. The closing date for completed applications is noon on Monday 5 December 2011 and no applications will be accepted after this time.

Ed: No mention of the fixed wing operations, this is a helicopter person, and there may be a question in some minds of who is going to select this person bearing in mind that on present knowledge there is no-one in the current NPAS line up with clear technical ability. There may be a temptation to wonder whether it is written around a certain figure from the past.

CLEVELAND: The troubles in Cleveland continue. Many thought it was only a matter of time before Cleveland's ex police authority chairman Councillor Dave McLuckie was arrested and last month he was duly taken into custody.

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The enquiry is being undertaken by Warwickshire Police, whose Chief Constable Keith Bristow is heading Operation Sacristy, the enquiry into alleged criminal activity in Cleveland. The arrest was under the provisions of the Public Bodies Corrupt Practices Act 1889 and the Prevention of Corruption Act 1906 but no further information is available at this time.”

So far the people arrested have included the Chief Constable, his deputy, the former force lawyer, and now the ex chairman of Cleveland's Police Authority.

The investigation started last year after a retired senior officer spoke to the HMIC [Her Majesty's Inspector of Constabulary] about various concerns.

Quite where this places the recently acquired police helicopter is not clear but numerous sources have repeatedly claimed that the aircraft and the contracts associated with its operation is somehow connected with this enquiry.

METROPOLITAN POLICE: It has been an open, unspoken, secret for the past two decades but now finally the secret is out thanks to the *Daily Telegraph*.

The newspaper revealed that the Metropolitan Police has spent millions of pounds on secret aircraft that do not appear in easily accessible accounts. According to the story the 'secret spy plane' is capable of 'eavesdropping on mobile phone calls from the sky' which is terminology aimed at attracting the readership rather than stating that the aircraft are simply modern reconnaissance aircraft.

According to the news story the 'fleet' of aircraft each costs at least £3M to purchase and hundreds of thousands more to operate. The source incorrectly states that they have been in use since 1997.

At the core of the story is the fact that the aircraft exist despite recent funding cuts of around 20% in police budgets and that the specially equipped secret aircraft still fly regular sorties over London from a base at Farnborough airfield, in Hampshire. Without detailing them the report associates the capabilities of the aircraft with other 'secret' aircraft available to other military and civil security organisations on National Security and anti-terrorist work.

Despite being asked not to identify the specific airframe, and apparently agreeing the *Telegraph* article identifies one of the Farnborough based fleet as a 'Cessna F04', which is in any case inaccurate but then added that the aircraft involved are registered to Nor Leasing based through an anonymous mail box in Surbiton, Surrey. Links are made between that 'owner' and a senior police officer in post in 1997. Officially the Metropolitan Police spokesman refused to discuss its use of the fixed wing aircraft but insisted it has gone through a "full" procurement process.

The fixed wing aircraft are operated separately from the Metropolitan Police Air Support Unit based at Lippitts Hill, in Epping Forest. That unit has three Eurocopter EC145 helicopters and flies hundreds of high profile hours a month in support of police operations around the capital at a cost of £3M annually.

It is perhaps unfortunate that the newspaper mentioned links between the senior policeman, Superintendent Carnt, the then head of the Serious and Economic Crime Group, which was set up to combat major fraud, money laundering and art and antiques thefts and another less acceptable figure at New Scotland Yard.

The pattern of hidden spending is believed to have been established by Tony Williams, a former assistant finance director at Scotland Yard, who established a secret web of companies for use in specialist undercover operations. Tony Williams used the same techniques to divert millions of pounds of public money from the force to set himself up as a bogus Scottish landowner. Williams was accused of stealing more than £4M from Scotland Yard and was imprisoned for seven years in 1995. By that time the original secret aircraft fleet had



The last time the Metropolitan Police used a fixed wing aircraft for observation and did not have to account for it was probably when they flew for free in this Automobile Association Cessna 421B Golden Eagle around 35 years ago. Times have changed. [File Photo]

been in place for years.

Members of the Metropolitan Police Authority, which scrutinises the force's spending said they had never been told of the existence of the aircraft and some of them are said to be less than happy with that situation. One member, James Cleverly, who sits on the counter terrorism and protective services committee set up to oversee the force's covert work seems particularly sidelined by it all. He has already reportedly called the fixed wing operation a 'luxury' although it is quite clear he has not got information about it so is unlikely to have had sensible information to hand at the time he uttered that personal opinion. [Daily Telegraph]

Ed: This publication has avoided direct or indirect mention of these and other covert UK resources in the past and will continue to do so unless they enter the public domain through such as the Telegraph storyline. Suffice to say PAN monitors them and is aware of them and their current and past bases. On past performance I think it is fair to expect that, subject to where NPAS goes with these fixed wing resources, the days of both the Nor Trading name and the current Farnborough base are numbered. These aircraft are low profile but, like the US Special Rendition operations I think we can assume that large sections of the 'plane spotting' community know all about them – Air-Britain has images available to anyone and the news story has effectively provided the search parameters. The aim after all is simply to ensure that not too many of the criminal fraternity gain too much knowledge too easily. Whether this situation of secrecy will remain with all air resources being incorporated into NPAS in the future remains to be seen.

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Britain's border security has been called into question less than a year before the country plays host to the 2012 Olympic Games. The matter came to a head after it became public knowledge that the strictest border controls had been eased for a period earlier this year. The scheme was designed to relax controls for certain passport holders with perceived low risk individuals being allowed unfettered entry to the country. All others were to have been subjected to the full gamut of checks but the actual level of easing went beyond the original intentions for a four month period this year. As a result the head of the UK Border Agency resigned.

With the 2012 Olympic and Para Olympic Games running from 27 July – 9 September 2012 this matter takes on an even greater importance and many other nations – particularly the USA – have expressed their concerns. Sporting events remain a potent target for international, domestic and random other terrorist organisations intent on making their mark on the world stage.

Meanwhile Government Ministers have been speaking of including surface-to-air missiles as part of the defences for at least the London Olympic sites – with ground based versions of such weapons having long ended up as scrap PAN assumes that the Royal Navy will be parking warships in the River Thames as the only viable missile air cover remaining.

In addition, for close in air support, there are news stories linking military sharpshooters in helicopters [perpetually hovering ones I guess] providing snipers with .50cal rifles should a shooting match erupt on the Olympic campus. To these must be added the existing resources of the police firearms unit, an over-sized specialist drain on daily manpower in policing London.

Ed: But, who will dare give the order to fire?

PSNI: With police aerial surveillance in Northern Ireland under severe strain since the army air component was withdrawn as part of the Peace Process it seems that the Police Service in Northern Ireland is looking towards the UAV as a means whereby they may take some of the pressure off their existing fleet of helicopters and a fixed wing.

The PSNI is said to be considering the use of mini drones to combat crime and the dissident republican threat. It is claimed that the models being considered are small enough to fit into a rucksack and can be assembled and deployed within minutes. The specific type associated with this story is the Scout manufactured by Canadian company Aeryon Labs but no mention anywhere of contracts being signed so it may simply be someone's 'wish list' in play. The Scout is a typical low endurance quad rotor type that has seen use with such as the OPP in Canada and similar to those briefly used by police and fire brigades in the UK – although the source repeatedly attributes a seven hour duration to the Scout, Aeryon Labs actually promote an eight hour 'perch-and-stare' capability. That is fly the craft to a convenient roof and land it—the camera can be supported for long periods but it cannot fly for any longer than similar craft.

In the wake of the BBC story it seems the politicians in the Province have fewer reservations on the strength of this story. Already the two main political parties – the DUP and Sinn Fein – are voicing contrasting views even though the only public statement from the PSNI is that '... at this stage [it has] no immediate plans to buy any UAVs. [BBC]/PAR



SOUTH & EAST WALES: A Recent Gwent Police Authority Document Suggests the South & East Wales Police Air Support Unit could be left operating one of the aircraft displaced by NPAS cuts – the EC135s previously operated by Chiltern Or Merseyside are suggested.

Where Forces own their assets outright there will need to transfer these assets from Police Authorities to NPAS. This is not going to be applicable to S&EW as they uniquely among the Welsh police groupings lease rather than own an aircraft through “Bond” Air Services until 2015.

The S&EW unit is a consortium between South Wales and Gwent Police and contains one Inspector, one Sergeant and eight PCs. Gwent’s contribution to this is the Sergeant and four PC’s post.

The projected costs for 2011/12 for the Consortium are £2,626,000. The costs are shared between Forces on a 71% South Wales (£1,706,900) and 29% Gwent (£919,100) cost for airtime and helicopter lease. Air Support is currently supplied 7 days per week for 19 hours per day. This adds up to 350 flight hours pa.

The contract in place with Bond ensures that a back-up aircraft is in place for planned maintenance and is supplied within 12 hrs for any unplanned servicing or maintenance issues, thus providing the region with a 99.4% availability for air support. The structure recommended by NPAS will have three helicopters available as back up for routine service requirements.

With only three spare aircraft available to NPAS the S&EW report highlights the probability that it is highly likely that the spare aircraft will be prioritised to the main Metropolitan areas. Therefore, there is a risk that there will be regular, long periods when the Unit has no aircraft available to deploy.

At the conclusion of the current lease contract with Bond in 2015 there will be a requirement for the purchase of a replacement aircraft as the existing helicopter is owned by Bond and will remain with them. The operating base currently used at St Athan is also owned by Bond and so a new base will need to be purchased. There have been some assurances provided by the NPAS team that both purchases will be made by the NPAS.

Ed: The annual number of hours currently scheduled to be flown is significantly below the stated NPAS target but the combination of the SAEW and similarly low current Dyfed-Powys figures goes some way towards meeting ‘the target’.

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UNITED STATES

FEDERAL: At a cost of around \$32M the Homeland Security Department is adding three surveillance drones to a domestic fleet chiefly used to patrol the border with Mexico even though some officials acknowledge they cannot really handle them. They do not have enough pilots trained to operate the seven Predators they already possess and there is insufficient money to train up more even if there was sufficient bandwidth available to control them.



There are long term plans to operate up to 24 of the unmanned craft but the support and technical issues may well halt those plans.

The new drones are being purchased after lobbying by Congress members with interests in Southern California where much of the US unmanned aircraft industry – including General Atomics the builder of the Predator series - is located. It is a cash rich industry, so far the fleet has cost a massive \$240M in six years and around \$1M is reported to have been available to promote the technology in Congress.

Customs and Border Protection Office of Air and Marine currently operates the UAVs five days a week and that is the capacity of the crewing available. The Predator requires a significant and expensive human support crew beyond the ground-based pilot. The extras are surveillance analysts, sensor operators and a maintenance crew.

FLORIDA: Miami-Dade Police Department has taken delivery of its fourth AS350 B3 helicopter from American Eurocopter. This completes the MDPD's rotary wing fleet replacement programme that began with the delivery of its first AS350 B3 in 2008.



The MDPD AS350 B3's are equipped with thermal imagers, searchlights, moving map systems, and platforms for tactical team transport and deployment. American Eurocopter delivered each helicopter with night vision goggle (NVG) compatible cockpits and provided NVG training for all MDPD pilots.

The latest AS350 B3 also includes a six gigahertz video downlink system that allows the helicopter to broadcast images to a central receive site, as well as

portable handheld units. The downlink capability is installed on each of MDPD's aircraft, both rotary and fixed wing.

NEBRASKA: A Nebraska State Patrol pilot based out of Lincoln who oversees the agency's aviation operations has been given a national award.

Lt. Frank Peck the commander of the Aviation Support Division was presented with the Excellence in Police Aviation Award by the International Association of Chiefs of Police [IACP] meeting in Chicago.

With 21-years overall State Patrol service, Peck has commanded the six person operation for nine years. The agency operates a fleet of six aircraft out of hangers in Lincoln and Ogallala.

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TEXAS: The Montgomery County Sheriff's Office received a ShadowHawk® Unmanned Aerial Vehicle (UAV) from Conroe, Texas based Vanguard Defense Industries in late October.

The ShadowHawk® was purchased utilising Department of Homeland Security (DHS) Grant funds.

The seven-foot, 50-pound unmanned aerial vehicle is intended to assist the County in a number of critical operations to include emergency management, search & rescue, and S.W.A.T. operations but can offer a number of payload options including laser pointers, range finders, illuminators, CCD TV optics and a FLIR infrared camera. Take off, flying and landing can be fully automated or pilot assisted. The ShadowHawk is already deployed hunting Somali pirates, protecting remote oil platforms. This is the first domestic law enforcement agency use.

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Beech 200 Super King Air Z-WSG of Medical Air Rescue Service, South Africa at Lanseria [Image by Duncan Kirk A-B]

AIR AMBULANCE

FINLAND

The current air ambulance service is funded by a mix of charity and government funds but this is to change shortly. From the start of 2012 the government is to take over the complete funding of the operations. Half of air ambulance flights are funded through the Slot Machine Association, a government-controlled monopoly the additional monies would be from government funds but it is not clear whether this is still from the Slot Machine Association.

The move will also expand the operational coverage by adding a sixth base, although the location of that has not been given yet. [HeliHub]

GERMANY

DRF: Eurocopter and the German air rescue organisation DRF Luftrettung signed a purchase agreement last month for 25 EC145T2 helicopters. This purchase makes the air rescue organisation Europe's largest customer for this type of helicopter. With the purchase of these aircraft, the DRF Luftrettung will successively replace the BK 117s in its fleet. The DRF Luftrettung is to put the first five aircraft into operation in 24-hour air rescue service between December 2013 to the end of 2015.

The remaining 20 helicopters in this order are to be delivered in phases through 2022. All EC145 T2 helicopters ordered by the DRF Luftrettung will be produced in Donauwörth, Germany and delivered to the customer from there following final assembly. The DRF Luftrettung, based in Filderstadt, operates a total of 31 helicopter stations in Germany, Austria and Denmark, eight of them in 24-hour service.

IRELAND

Air ambulance services in Ireland remain in turmoil as a variety of organisations propose a new joined up service and then fail to deliver the service. There is a private fixed wing ambulance service and helicopters operated by the Air Corps but no sign of the long promised charity funded HEMS service.

Hopes have again been raised that an emergency air ambulance service for the Midlands and West could be in place by early next year, meaning patients in the Athlone area could be transferred to Galway in just 15 minutes.

Members of Roscommon Hospital Action Committee presented a detailed business plan on the provision of the service, estimated to cost €1M a year, to Minister for Health Dr James Reilly at a meeting in Dublin last month.

The service would be for patients with severe trauma, heart attacks and any other life threatening situations and would employ a helicopter. The group expect an announcement from the Minister in the next four weeks for a daylight service that might later be extended to night flights and a 24/7 service. [Westmeath Ind]

PACIFIC

MARIANAS ISLANDS: Aviation Concepts has discontinued its air ambulance service that services the Marianas Islands. Recently Horizon Lines announced it was pulling out of Guam and this has been followed by the announcement by Aviation Concepts announcing it ceasing operations.

The Guam based business jet management and charter company is discontinuing its air ambulance service for "CareJet" which services the Marianas Islands and had done so for four years.

The service was subscriber based membership, which has been discontinued due to lack of subscribers. [PDN]

“SIMPLY UNBELIEVABLE”



WESCAM's MX-10 continues to take the industry by storm! Who would have thought that footage captured from a demo would have created the buzz it has. As the saying goes... You have to see it to believe it!

Check it out on  www.youtube.com/watch?v=s703HcD6_Zc

WESCAM's MX-10 is a small ball that is visually as powerful as its predecessors – the MX-20 and MX-15. With 6 sensor options, and weighing in at under 37 pounds, this turret would be your best investment to date. For more information visit wescam.com or call 1-888 668 4355

TURKEY

Spectrum Aeromed announced at the Dubai Air Show that they have delivered two fully equipped Hawker 900XPs to Turkey to operate under a contract for the Ministry of Health. This is the third Hawker 900XP in 2011 Spectrum Aeromed has customised with their equipment and the fourth within a year. Earlier in the week Hawker Beechcraft Limited announced the delivery of another Spectrum equipped Hawker 900XP to Riyadh based Alpha Star Aviation Services.

The Turkish Ministry of Health currently operates three Hawker 900XPs and one King Air 350 for Single or Dual Patient Transport on a 24/7 basis. The Spectrum Aeromed equipped aircraft all include the latest state-of-the-art medical devices to support almost any medical condition, from Neonatal transport, to Inter-hospital transfers, to mass-evacuations and disaster management. As a fifth aircraft an Embraer Legacy 600 is already in completions and will join the operation soon. This aircraft will be equipped with either four Spectrum ICU systems or alternatively fly in a 14-seat executive configuration. [Spectrum]

NEW ZEALAND

TARANAKI: The Taranaki Air Ambulance Trust has bought a \$400,000 Piper Navajo after previously using a similar plane owned by Greymouth Petroleum. The previous aircraft needed to be upgraded to install terrain awareness, weather radar and satellite communications by next year to meet Ambulance New Zealand requirements, so the trust decided to buy its own.

An appeal for funding for the upgrade equipment had already started and brought donations including \$50,000 from such as the Hurworth Hall Committee. Meanwhile the Piper Navajo came onto the market in Taupo already fitted with the desired equipment and it was decided to acquire that rather than upgrade the Greymouth Petroleum airframe. The remaining \$350,000 came from other donations, telemarketing and a bank loan.



Taranaka

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UNITED KINGDOM

AAA: The Air Ambulance Association Annual Conference and Annual General Meeting took place as this issue went to press. The venue this year is the Abbey Hotel Redditch near Birmingham [21-22 November 2011].

As usual, the Vice Chairman, currently Anthony Marsh, CEO of West Midlands Ambulance Service, will step up to become the Chairperson replacing the current incumbent Helena Holt from Devon.

The organisation sought nominations for the new Vice Chairman recently and received just one nomination for Bill Sivewright, CEO of Dorset & Somerset Air Ambulance Trust. He will therefore be appointed unopposed, subject to the formality of members' approval.

It was hoped that the Patron of the AA, veteran actor Sir David Jason, was to visit the conference but in the event he was unable to be there on the day and has therefore participated in a promotional video available to all members.

Ed: The AAA has its troubles – what groups of strong minded individuals do not – but it succeeds in bringing together each of the operational air ambulance charities to talk. They may not talk too freely just yet but given time they probably will and the AAA does provide a central contact point for both the members and outside bodies. Although all of the charities are members and no-one has actually sent in a resignation letter there are some who fail to attend the meetings and are simply way behind with paying their dues! The 'late payers' include Warwickshire & Northamptonshire, Derbyshire, Leicestershire and Rutland and more recently Yorkshire, to which should be added Scotland because they are a separate, non charity, entity. Each of these missing operations are not simply forgotten it is just that discussion on them is not quite first hand. The probability is that they will return in time – and others may leave, that is the nature of the organisation, no one is locked in.

Nationally there have been warnings from a number of air ambulances about phoney collectors purporting to be part of air ambulance charity fund-raisers. Last month the good news came out that at least one of the phoney businesses has been shut down. A High Court ruling closed down companies that operated a misleading charity collection but there thought to be others operating.

Three connected firms were shut down in the public interest following an investigation by Company Investigations of the Insolvency Service.

The investigation found the companies, primarily operating in the Midlands, made misleading representations that the proceeds raised from the onward sale of unwanted clothing would be donated to local air ambulance charities. The reality was this did not happen. Due to the failure of all three companies to maintain adequate accounting records, it is not known what became of any proceeds generated through the sale of clothing items collected by the companies. No evidence of donations made to any Air Ambulance Charity was



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The investigation found that the companies attempted to pass themselves off as authorised collection agents by making charity bag drops in residential areas, with attached leaflets bearing similarities to the logos of official air ambulance charities. At no time throughout their trading histories were they ever authorised by any air ambulance service to act as charity fund raisers.

A number of air ambulances undertake legitimate clothing collection schemes in partnership with industry and that provides vital income – just one small part of a broad range of income streams – the loss of income to misleading clothing collection schemes has been serious for some time.

CORNWALL: A new home for the UK's first air ambulance service a step closer with the unveiling of the building's foundation stone. Construction work on site near Newquay Cornwall Airport, which began in April, remains on time for delivery of the finished project by Christmas.

A special ceremony was held where Councillor Pat Harvey, chairman of Cornwall Council, unveiled the foundation stone at the development.

The structure was declared wind and weather tight in October, with interior fit out already well underway, including underfloor heating and the hangar floor being some of the first completed elements. The eco-friendly hemcrete walls were carefully dried through the summer weeks, with external rendering completing the finish in the autumn.

EAST ANGLIA: The East Anglian Air Ambulance has awarded a contract to Bond Air Services [BASL] for two new aircraft which will provide the region with an advanced air ambulance fleet in about two years.

Both of the new aircraft on order for EAAA will be capable of night flying, bringing the prospect that the life-saving air ambulance service could in future be extended to cover the hours of darkness for the first time.

The EAAA operates a dedicated daylight air ambulance service across Norfolk, Suffolk, Cambridgeshire and Bedfordshire, with aircraft based at both Norwich and Cambridge airports, and has been operating interim helicopters provided by Bond since its previous operator, Sterling Aviation, had its fleet grounded by the Civil Aviation Authority.

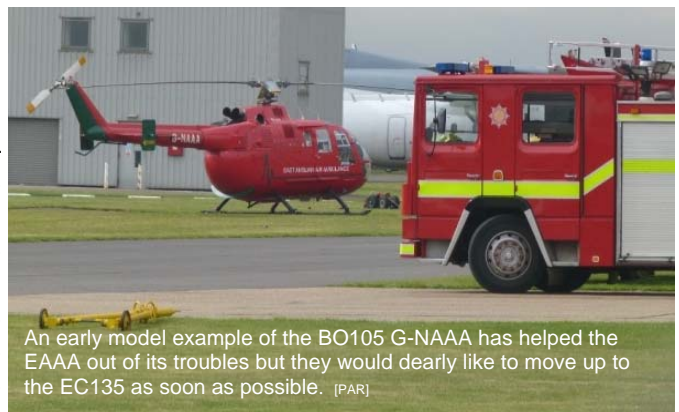
Under the terms of the new 7-year agreement with BASL, the charity's Cambridge Airport base will take delivery of another pre-owned EC135P2 aircraft this month to replace the early model BO105 currently in service [right].

Following this, in July 2012, it will receive an EC135T2e to upgrade the aircraft at Norwich Airport. This aircraft will be 'fully night-capable', meaning it can be used for missions after dark – a development that the EAAA is actively exploring.

Finally, in December 2013, the charity's Cambridge Airport base will take delivery of an EC145T2, a more spacious aircraft with enhanced operational capabilities, offering the capability to carry more people over longer distances and at greater speed.

The EAAA selected Bond Air Services, a Gloucestershire-based company with a strong track record in the air ambulance sector, after a detailed tender process during which it evaluated four suppliers. [EAAA]

Ed: The forward plan continues to provide a series of patches repairing the difficult situation the EAAA was thrust into with the demise of Sterling Helicopters. EAAA were more than happy with the BK117C1s Sterling operated for them but lost them and had a massive downsize to basic BO105s just to keep flying. BASL did their best for the charity at short



An early model example of the BO105 G-NAAA has helped the EAAA out of its troubles but they would dearly like to move up to the EC135 as soon as possible. [PAR]

notice but were restricted in their available airframes. Getting in the former ADAC EC135s was undoubtedly a 'no choice' situation - for BASL going to the Pratt & Whitney powered EC135P1 was probably difficult as they have chosen to operate an otherwise wholly Turbomeca powered EC135 fleet.

There was an option to buy current production EC145s and get EAAA back into a BK117 sized airframe early but this was clearly rejected in favour of the more advanced T2 version due for introduction in 2013.

The 2012 delivery of a new EC135T2e may prove to be a stop gap for EAAA pending a later delivery of a further EC145T2; as announced the deliveries suggest a mixed fleet but that would not be a EAAA problem more one for BASL. A later upgrade to a second EC145T2 would be easy for EAAA and give BASL a spare EC135T2e for other customers.

Where these developments leave the long expected adoption of the Bell 429 by BASL remains to be clarified. BASL are still said to be awaiting the results of Bell's weight reduction programme.

HAMPSHIRE & ISLE OF WIGHT: It took fifteen years to get it, £1.2M to build but now the new helipad at Southampton General Hospital is ready to receive flights carrying patients following completion of safety tests.

The Hampshire and Isle of Wight Air Ambulance successfully landed and took off from the platform last month proving it was safe to use. The helipad is expected to significantly reducing transfer times to and from the A&E department.

Up until now the air ambulance has been forced to land on a field – adding 30 minutes to the journey. It remains to be seen whether the neighbours will have opinions that reduce the availability of the helipad in terms of 24/7 landings.

HERTFORDSHIRE: Because of the distance it almost passed by unnoticed; in the event the jotters at Pprune's Rotorheads broke the news. The MD902 Explorer G-HAAT was being displayed at an airshow in the Gulf. Cliff Gale of EHAAT was ready for the enquiries and issued a statement.

"The Essex & Herts Air Ambulance Trust was approached by MDHI to see if we could help them out to display a modern MD902 helicopter at the Dubai airshow, one of the biggest aviation exhibitions in the world following the withdrawal of an associate who was due to loan them their aircraft. At this time the Herts Air Ambulance, G-HAAT, was just completing its annual maintenance service at Staverton by its owners, Medical Aviation Services (MAS). MAS provide a similar MD902 as a replacement aircraft for periods of maintenance.



Following the request from MDHI, all parties agreed that G-HAAT could be shipped to Dubai as there would no loss of service to the public of Hertfordshire as the replacement aircraft would remain. Although a commercial decision, it was also felt that exposure on a world stage of a modern UK air ambulance could be of benefit to our industry."



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MD902 G-CEMS in the summer shortly before the structural failure took it out of service. The weather radar has now been removed.

YORKSHIRE: The air ambulance has been told to leave its satellite North Yorkshire base at Bagby near Thirsk because its helicopter is too noisy. Hambleton District Council has told the charity it must stop using the airfield and dismantle its flight crew facilities, toilet and shower block.

It is claimed that the District Council is working with the charity to find a site for an alternative satellite base nearby. The action centres upon Martin Scott, who owns the grass airstrip. He has been served with 14 enforcement notices, including stopping the use of part of the runway and ceasing helicopter training and taxi services. This is a five years old dispute between the operators and local residents that the charity has become embroiled in. About 30 people, ranging from a manufacturer of small aircraft to pilots who fly jockeys to horse-racing meetings, might be forced out of work by the enforcement action. Some have worked there for 20 years.

Both the charity and Mr Scott have until December 20 to launch an appeal over the action, which Mr Scott intends to do. [Press/Times]

Ed: The charity has remained tight lipped about the situation in the hope that it might go away but it looks like the argument has run its course. The charity appears to be suffering collateral damage in an existing argument between the land owner and his neighbours and it is uncertain why it is being directly involved anyway. The noise of the helicopter – the MD902 helicopter is one of the quietest in the world – appears to be based on the simple principle that it is a helicopter. What operating noise there might be would in any case be confined to daylight hours but the actual noise endured by the neighbours in the last few months remains nil. The aircraft G-CEMS only recently returned from the long drawn out wait for repairs to be agreed in the wake of its high profile structural failure on TV in the summer and has now had the unnecessary weather radar removed and sold.



YAA File Image

UNITED STATES

Metro Aviation, Inc. recently entered into a contract with STAT MedEvac for three EC135 and two EC145 aircraft completions. The latest order will be a continuation of business between Metro Aviation, Inc. and STAT MedEvac that began with the introduction of the first EC135 aircraft in the United States.

Metro Aviation, Inc. will receive and begin completion of the first contracted aircraft in January 2012. Each aircraft will be equipped with EMS, SPIFR, air-conditioning and a lengthy list of optional equipment. The final completed aircraft is scheduled for delivery in August 2012. Shipment of the EC145's to STAT MedEvac will mark the 65th and 66th EC145's to be completed by Metro Aviation, Inc. in its nearly 30-year history.

ILLINOIS: The long standing case of Steve Groom and the invoice he received for transportation to hospital by air ambulance highlights the differences between most US HEMS and that in other countries. Groom was in a car crash that happened close to a hospital in the Litchfield, Illinois area. Instead of taking Groom to that nearby hospital, the first responders decided he should be flown 50 miles away to a trauma center in Springfield. Six hours after he got there, Groom walked out with a slight concussion and a long trip home.

Perhaps if he had been more severely injured there would not have been an issue but any pain he felt on the day was multiplied greatly when the helicopter operator Air Method's sent him the \$19,000 invoice for the flight. His insurance covered just \$5,000.

In hindsight Groom believes that his actual injuries were hardly those requiring the flight that was chosen but first responders did what they thought was best for the patient at the time.

In a letter written to Air Methods eight months ago, an Assistant Medical Claims Director for the Central Laborer's Pension, Welfare & Annuity Funds argued that Air Methods was taking advantage of Groom.

Air Methods Corporation doesn't decide who uses its service, but it does determine the cost. The fees charged by Air Methods can be 20 times higher than a ground ambulance and provides a substantial profit margin. On this occasion Groom was lucky and managed to get the figure trimmed down to \$7,000 – a figure that could be repaid. [KMOV]

WYOMING: Cheyenne Regional Medical Center is adding AIRLIFE Denver medical helicopter service to expand its emergency care across the region. The new service is a partnership between Cheyenne Regional and HCA-HealthONE, which operates AIRLIFE Denver.

The new blue and sonic green helicopter will be stationed in Cheyenne and provide air ambulance coverage for southern Wyoming, western Nebraska and Northern Colorado communities starting in early 2012.

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ITALY

TRENTO: The autonomous Province of Trento has taken delivery of the first of two AW139 medium twin helicopters. The aircraft will be operated by the Fire Fighting Department Aviation Unit based in Trento to perform emergency medical service, search and rescue and disaster relief missions across the Province. The second AW139 is expected to be delivered by the end of the year.

The AW139 delivered to Trento features special and comprehensive mission equipment suitable to carry up to two patient litters and six medical attendant seats. The helicopter is provided with a rescue hoist with a 90m long cable, cargo hook and the cabin can be rapidly reconfigured to perform disaster relief operations comfortably hosting up to 12 persons on board.

According to another source the pair of AW139 helicopters for operation in the Trento Region are I-TNCC, c/n 31369. and I-TNDD, c/n 31374. [AW/Damiano Gualdoni]



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SEARCH AND RESCUE

BELIZE: On November 2nd the Belize Coast Guard has taken delivery of additional resources in the wake of the UK pulling out its small Bell helicopter fleet. At the organisations HQ a ceremony was held for the donation of 4 vessels, 2 trucks and a container of equipment to the Belize Coast Guard from the United States Embassy. The total worth of the donation is valued at just over \$8M.

The Coast Guard are now the owners of two Boston Whaler Outrage Justice Series boats provided by the U.S. Southern Command Counter Drug Program and two SAFE Defender Class boats, two F-550 Ford Trucks, and a 40-foot container of spare parts provided by the Central American Regional Security Initiative (CARSI) Program.

INDIA

COAST GUARD: Last month the Indian Coast Guard has floated a global tender worth over \$200 million to procure 16 light helicopters to be deployed on its warships for preventing any 26/11 type attack. "The global Request for Proposal (RFP) for procuring these choppers was issued a couple of months ago and

The global Request for Proposal has been sent to three companies – Eurocopter, AgustaWestland and Sikorsky. Eurocopter are expected to bid with the AS565 Panther.

UNITED KINGDOM



DEFENCE HELICOPTER FLYING SCHOOL: *Police Aviation News* has been featuring the Virtalis computer generated virtual training equipment regularly since it first broke cover a handful of years ago at a Shephard Heli-Middle East conference in Oman during 2007 [seen above in a contemporary PAR image]. The equipment has progressed slowly since then but has now featured in its first major installation with a UK military customer.

The Defence Helicopter Flying School and its training service partner FB Heliservices recently installed three all new Helicopter Crew Reality (HCR) systems from Virtalis at RAF

Shawbury and RAF Valley. Taking advantage of advances in computer graphics cards, tracking technologies and Head Mounted Displays (HMDs), the new HCR delivers greatly improved functionality.

Conceived as a VR training environment for helicopter rear crew, HCR now provides a realistic, virtual environment in which the whole crew can develop skills in team-wide communication during complex training missions.

Virtalis has created highly realistic, computer-generated, 3D models of both the landscapes around RAF Valley and RAF Shawbury. These allow students and instructors to rehearse actual planned sorties. The instructors add markers to objects and features to create a mission path. Each target has an ideal approach height, but these can be manually changed by the instructors when emergency procedures are being practiced.

As visual cues are so vital to the rear crew when they communicate with the pilot, HCR boasts accurate shadows, a realistic sea and even the movement of wind over grass. Scenario controls allow instructors to alter the weather conditions and the light levels associated with different times of the day and night. HCR also has a unique winch function, allowing crew to practice winch drills, verbal pre-load checks and load jettisoning. Although initially, HCR is always used with an instructor to both guide the students and debrief them on their performance, more advanced students regularly use HCR on their own, something that is only possible in a virtual environment.



VIETNAM

NAVY: Flight training has now begun for the first contingent of Vietnam Navy pilot delegates as part of the Force's multiple aircraft purchase of Guardian 400 Twin Otters announced in May 2010. The delegates have travelled from Vietnam to Canada to spend 17 months undergoing English language, flight and technical training as part of the purchase contract.

A customized English as a Second Language ("ESL") training course will be conducted in partnership with Camosun College in Victoria, BC. The Aviation Language Familiarization Course will be taught by experienced instructors from the Language Department, and will serve to provide the pilot trainees with a strong base of English language skills as a prerequisite to the flight and technical training included in the Viking/Vietnam agreement.

Once the ESL course is complete, the delegates will undergo the flight and technical portion of the training at Viking's sister organization, Pacific Sky Aviation, located at the Victoria International Airport.

Pacific Sky is responsible for delivering all technical and flight training components, including ab-initio, multi-engine and float ratings on various piston and turbine aircraft, before transitioning over to the new Series 400 Twin Otters on wheels and amphibious floats.

The Vietnam multi-aircraft purchase announced in May last year will see the delivery of six new Guardian 400 Twin Otters between 2012 and 2014 to be utilized for transport, resupply, maritime surveillance and search and rescue operations throughout Vietnam's coastal regions. The Twin Otters are the first Western-based manufactured aircraft purchased by Vietnam's Ministry of Defence, and will be the first ever fixed wing aircraft, Navy Air Wing initiated by the Vietnamese Navy. [Viking]



INDUSTRY

Spectrolab the manufacturers of the most popular helicopter searchlight system in the world market has announced the launch of their revamped website. The new website makes extensive use of newer technologies allowing for a more interactive user experience. The new look includes new features and technical sections added for increased product support. <http://ils.spectrolab.com/index.html>

Last month **Lockheed Martin** rolled out the 250th C-130J Super Hercules. This C-130J is destined for Dyess Air Force Base, Texas, which is scheduled to receive a total of 28 C-130Js. The aircraft is the 2,404th C-130 of all makes and models to be built in Marietta over 60 years.

DCNS and Thales have announced the launch of a supplementary phase for the Technology Demonstration of a system for automatic landing and deck-landing of UAVs (D2AD), which has just been notified by the French Defence Procurement Authority (DGA). Sea trials of the demonstrator are planned for 2012 using a French Navy frigate and a Boeing, H-6U Unmanned Little Bird rotorcraft.

The next trials are aimed at demonstrating automatic deck-landing of a UAV on the deck of a frigate in total safety even in high sea state and low visibility.

The **British Chambers of Commerce** (BCC) has called upon the government to develop a long-term aviation policy that supports business growth and job creation.

A report issued last month entitled *"Flying in the Face of Jobs and Growth"* sets out recommendations that would see the UK's aviation infrastructure improved to support growth in the private sector.

The BCC sits at the heart of a powerful nationwide network of Accredited Chambers of Commerce, serving over 100,000 businesses across the UK, which employ over five million people. For more information visit: www.britishchambers.org.uk

HELISIM has been selected by American Eurocopter as the satellite flight training facility for medium/large twin-engine helicopters. HELISIM received Federal Aviation Administration CFR Part 142 approval for its EC155 Level D flight simulator in July and the University of Michigan Health System's Survival Flight is the first customer to complete the training.



With their first Eurocopter EC145 approximately 50% completed, Sanford Health (based in Sioux Falls, South Dakota and Fargo, North Dakota) entered into an agreement for the completion of two additional Eurocopter EC145's. The first of the two additional aircraft arrived at **Metro Aviation, Inc.** on November 6th with the third shipment scheduled for the middle of November. The first aircraft is scheduled to deliver to the customer in late December with the two additional aircraft scheduled to deliver in the first quarter of 2012.

Each aircraft will be complete with a full EMS configuration, onboard LOX, operational options, single pilot IFR, WAAS and air conditioning. The EC145's will replace the Bell products currently used for HEMS.

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In what is said to be a 'significant' development for hundreds of South American aircraft owners, **Cobham's** 3D Synthetic Vision EFIS (Electronic Flight Instrument System) has received Brazilian validation for AS350/355 model series helicopters, allowing for aftermarket installation in that country. The EFIS had previously received validation for Bell 206 and 407 aircraft.

Meeker-AirFilm have announced the receipt of FAA/STC's: SR02377LA and SR02376LA covering the company's Bell 429 nose and aft mounts for: camera / sensor / searchlights.

Working directly with Bell Helicopters, the mounts were developed to allow 429 operators to meet various mission requirements

The nose mount has two hard-point mounting locations both of which will accommodate all the most popular sensors, cameras or searchlights. The nose uses existing aircraft hole patterns and does not require removal or relocation of avionics, is easily installed and removed. The aft mount does not interfere with aft clam-shell door operation.

The designs make full use of Meeker's highly popular family of dovetails, quick disconnects and vibration isolation devices. EASA certification is pending.

meekeraviation@yahoo.com



www.meekeraviation.com

The **Bristow Group Inc.** has signed a contract for six AW189 helicopters plus options for additional aircraft. The aircraft will be used to perform offshore transport missions. The contract marks a further expansion of the fleet of AgustaWestland helicopters operated by Bristow, which already has AW139s operating globally.

The Bristow Group is the first large fleet operator to order the AW189 for its future long range high payload requirements.

The AW189 was launched this year to meet market demand for a versatile, affordable, multirole helicopter in the 8-tonne class and has rapidly found success in the market place. Set to enter service in early 2014, the twin engine AW189 helicopter is optimised for long range offshore transport and SAR missions. The spacious cabin is configured with 16 seats as standard with the option for a high density 18 seat layout or an ultra long range 12 seat configuration.

In the USA the National EMS Pilots Association (NEMSPA), a non-profit professional pilot organisation dedicated to representing rotary wing and fixed wing pilots involved in the air-medical transport industry, has published the results of their recent national survey of active helicopter pilots regarding their opinions and experiences with the current infrastructure of heliport design, management and safety. The intent of these results is to help the helicopter industry and the federal agencies that have oversight of the industry to better understand the current state of the nation's current heliport infrastructure from the perspective of the pilots who utilise those facilities on a daily basis. NEMSPA believes that the pilots' hands-on perspective should be an important consideration in the formulation of future standards, best practices and policies. Survey results can be viewed and downloaded from the NEMSPA web site: -

http://data.memberclicks.com/site/nemspa/NEMSPA_Heliport_Safety_Survey_Results_Nov2011.pdf

The European Aviation Safety Agency (EASA) has certified the **Turbomeca** Arrius 2G1 turboshaft engine installed on the Russian light Ka-226T helicopter. Engine certification achieved end-October 2011 allows mass operation of the engine and remains an important milestone in the multi-role Ka-226T helicopter programme.

The contract between Russian Helicopters and Turbomeca for the making and certification of Arrius 2G1 engines built to Russian requirements was signed in January 2009 in Moscow. Certification testing of the Arrius 2G1 engine was successfully completed in accordance with the Ka-226T launch programme.

The Ka-226T was developed by Kamov JSC, and is now manufactured by Kumertau Aviation Production Enterprise (a part of Russian Helicopters). The helicopter has a MTOW of 3.6 tons with a useful load of 1.5 tons. The maximum speed is 250 km/h, and up to 8 people, including the pilot, can be accommodated on board.



File Image

L3 Wescam has received an order from Abu Dhabi Autonomous Systems Investments Co. LLC (ADASI) for eight MX™-10 electro-optical/infrared (EO/IR) imaging systems. The turrets will be used to conduct surveillance duties from the S-100 Unmanned Aircraft System (UAS) platform. Deliveries will begin this month and will be completed by March 2012.

This is the second order of eight units L-3 WESCAM has received by a Middle Eastern company in 2011. www.wescam.com.



L3 Wescam

L-3 WESCAM also announced that its customer service department has achieved yet another growth milestone with the launch of an eLearning training solution for operators and maintainers of various MX™-Series EO/IR imaging and targeting turrets.

L-3 WESCAM's eLearning solution has been designed to teach the detailed operation and maintenance skills required to maximize system performance. This training course is for both those new to operating and maintaining MX-Series turrets, as well as experienced personnel who may require refresher training. Modelled after L-3 WESCAM's traditional in-class course, the eLearning alternative covers theory, operations and maintenance topics in an interactive, scenario-based format. Specific system operations and maintenance tasks can be accessed quickly, making the course a powerful reference tool in the field.

L-3 WESCAM's eLearning course translates to an estimated 70% cost savings over traditional courses, significantly expanding an organization's training programme. Modular in design, the course takes an estimated 12 hours to complete. Each module uses knowledge checks to allow students to apply the newly acquired information. At the end of the course, a completion certificate is supplied. A sample module can be requested by accessing the following link: www.wescam.com/cs/training/elearning



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Quest Helicopters, a new name in aerospace, helicopter design and technology, launched last month at the Dubai Air Show. The privately-owned company, headquartered in Dubai, UAE, is announcing plans to fund, develop, define and refine new technology for a family of innovative new light twin engine and twin rotor system helicopters.

Originally Dubbed "Project Q," the QUEST AVQ series will be the first civil helicopters to be assembled and manufactured in Umm Al Quwain in the UAE and will incorporate a number of innovative features, including a unique passenger and crew safety system.

Quest has found a suitable plot of land in Umm Al Quwain, UAE where it will build a comprehensive assembly and production facility in the UAE, as it aims to commence initial production in 2014.

These "clean sheet" prototype helicopters, have been designed by Volodymyr Udovenko and will feature a new series of engines with FADEC built in the Ukraine. The long life airframes have been engineered for robust operations, and feature a raft of 'cutting edge' technologies. These include an all-new primary "fly-by-wire" control system, a distinctive ejectable crew and passenger safety capsule cabin and a "telemetry downlink" maintenance monitoring system.

The UAE principals and investors in Quest Helicopters, a subsidiary of Quest Investments, have pledged an initial investment of up to US\$50M.

The helicopters will be powered by new technology engines from aviation manufacturers Progress DB/ Motor sich Ukraine, 2 x AI-450 M turbines with FADEC, delivering up to 465 shp per engine.

The initial four-seat model, which is highly competitively priced at US\$2.95m will have a range of 435nm (700km), a maximum speed of 185mph (295kph), and a maximum endurance of 3.6 hours. The Helicopters' maximum take-off weight will be 4,960lbs (2,250 kgs) and empty weight will be 1,300 kgs.

The goal is to produce 20 aircraft in the first year of production, rising to 40 in the third year, working toward a five-year initial plan to certification and production.

It has been announced that the next **Dubai Air Show**, to be held in 2013, will be relocated from its current location on the edge of Dubai International to Dubai World Central at the newly built Al Maktoum International Airport. Covering over 6.8 sq. Km. the aviation district provides both landside and airside facilities and leverages the current and future capacity of Al Maktoum International Airport. Once complete, it will be home to many aviation companies, including FBOs, MROs and light manufacturing.

The new venue of Dubai Airshow 2013 will encompass a larger area than the current facility and will consist of a grand reception building, two large exhibition halls, and static display areas, which will offer more space to accommodate additional aircraft.

In April 2011, **BAE Systems** announced that Filton Airfield would close at the end of 2012. Now a group has been set up to petition and save the facility. The Save Filton Airfield Campaign believes closing the airfield would put at risk over one hundred years of aviation and aerospace excellence in Bristol; have a devastating impact on the prosperity of the local area and the whole region; jeopardise thousands of local manufacturing jobs and remove the possibility of any future development at this world-famous site.

The Save Filton Airfield Campaign believes that Filton Airfield and its runway are the single most important economic asset in North Bristol. It cannot be allowed to be plundered just to turn a quick buck for BAE Systems and the Corporate Property Developers.



ACF-50 has been selected by Surrey's famous **Brooklands Museum** (<http://www.brooklandsmuseum.com/>) as corrosion prevention treatment for their Concorde and VC10 airframes. ACF-50 treatment is not normally as expensive for you as it would be for Concorde!! A light aircraft such as a C172 or a PA28 can be treated for as little as £180+VAT if it's done during the annual, while a motorcycle, a UAV or a microlight can be treated for only the cost of a £14 aerosol can!

For specific details on the unique benefits of an ACF-50 treatment visit Aero Expo 2012 at Sywell Aerodrome 25th to 27th May (<http://www.expo.aero/uk/>), and meet the crew on the ACF-50 stand, or attend either of the ACF-50 seminars.

ACF-50 was developed in Canada specifically for aircraft use, and is used extensively by NATO armed forces in aviation and other environments. Its particular ability to stop corrosion in its tracks – often described as “as close to zero corrosion as nature will allow” – is particularly appropriate where dissimilar metals are present.



AIR ACCIDENTS & INCIDENTS

A short listing this month as PAN had to go to press early to fit in with travel plans. More next month.

27 October 2011 Lockheed C-130. Canadian armed forces 424 Transport and Rescue Squadron, 8 Wing at Trenton, Ontario. A search and rescue technician (SAR Tech) died while participating in a rescue mission near Igloolik (Hall Bay), Nunavut. Sergeant Janick Gilbert lost his life after parachuting to the aid of persons in the water. Gilbert and two other SAR technicians were dropped from C-130 Hercules plane in order to rescue two men trapped in an open boat in rough seas and extremely severe weather. Gilbert died before a helicopter from CFB Gander reached the scene.



A Canadian Forces Search and Rescue (SAR) CH-146 Griffon helicopter lifts Sergeant (Sgt) Bruno Lapointe (right) and Sgt Janick Gilbert (left), SAR technicians, while conducting a winch training exercise in Jamaica on September 2, 2011. DEPT OF NATIONAL DEFENCE

9 November 2011 Eurocopter AS365N3 I-DAMS Air ambulance. Crashed Sicily with one fatality. Crashed into a hill in poor weather during an EMS flight with 5POB. Co pilot Sergio Torre fatally injured. The aircraft had taken off from the hospital in Caltanissetta and was bound for Messina [Helihub]

11 November 2011 Eurocopter EC332L1 XC-UHP. Mexican Interior Ministry. Mexican Interior Minister Francisco Blake was killed in a helicopter crash. Television images showed the scattered wreckage of the helicopter on a hillside south of the capital Mexico City. Blake and the seven others on board were killed. [media/Helihub]

13 November 2011 Eurocopter BK117 N330SL. Air ambulance operated by Air Methods at Carbondale, Illinois. Main rotor struck tail boom on shut down [Helihub]

17 November 2011 Eurocopter EC135P2 N389PH. Air ambulance of Air Care from University of Mississippi Medical Center made a forced landing after a bird strike injured two crew members, the pilot quite seriously. Five people were on board including a burn victim. The bird strike we think took place around south of I-20. The helicopter was heading to Crossgates River Oaks Hospital. [Helihub]

20 November 2011 Helicopter. Air ambulance of Keystone Medflight. The helicopter was stranded on the roof of Capital Health Regional Medical Center, Trenton, New Jersey, USA after its fuel tank started to leak. Dozens of gallons of fuel were said to have been spilled after the aircraft arrived with a patient but a later report put it at under 3 gallons. [Media]

LETTERS

Hello Bryn,

Ann and I are now in Christchurch which is still recovering from the recent disastrous earthquakes. Our hotel is across the road from Hagley Park which is used by the air ambulance when delivering patients to the Christchurch Public Hospital.

Two interesting points. First, air ambulances, like the SAR helicopters I saw in Australia, at Sydney are provided by sponsorship from the Wespac Bank and other corporate sponsors; the Wespac Rescue Helicopter Service. Would this work in the UK, as an alternative to the current plan to contract out the helicopter SAR service, and would it provide those nasty bankers with the opportunity to get back some public favour? Also, the road ambulance service here in Christchurch is provided by the St John organization. I've only come across this once before and I believe that it was on Jersey in the Channel Islands.

The guys at GippsAero send their regards and looking forward to seeing you at PAVCon next year!

Best regards,

Tony Cowan

James Aviation, Durham, England.



James Aviation

Good morning Bryn,

Thanks for the pleasant surprise! The actual number of visitors was not the best at Farnborough, although there were few but good contacts. Probably the Heli Power 2011 will be remembered, above all, for the good Parmesan cheese!!! If you might be interested, our Company operates in avionics for about two years, designing, building and selling ground support equipment such as trolleys to support and transport the tail boom of helicopters, turbine positioners, portable equipment for jet fuel transfer, and many others.

All our equipment is patented in the EU, USA, Canada and Russia. Currently the most required is our Portable Gas Turbine Washing Unit, PWU-Mk1, in its four configurations (in attached you can find a brief description and some photos). The sale started last November, and the apparatus is now in use by Italian Army, Navy, Coast Guard, Carabinieri and Finance Police.

Thanks to the peculiarity of being able to be transported inside the aircraft, besides he does not need external power sources or compressed air, is currently being deployed in Afghanistan and Lebanon.

I would like to thank you in advance for your cooperation.

Kindest regards.

Marco Bertolucci, *Managing Director*

S.I.A. S.r.l. – Avionic Hardware. 50126 – Florence, Italy



S.I.A.

PEOPLE

Last month private equity chief Lynn Tilton and her company **Patriarch Partners** got hit with a civil ruling of “fraudulent inducement” by a jury in Columbus, Georgia.

Manufacturer Denim North America (DNA) argued that Patriarch and its portfolio company Swift Textiles fraudulently induced DNA to become its “unfortunate partner,” misrepresented finances, concealed information and failed to uphold its obligations. A jury, apparently, agreed.

Two days later, ABC News ran a programme casting a very positive spotlight on Tilton in a section entitled “Lessons from Billionaires.” The programme which appears to have ignored the court case – let alone the verdict - extolled her for saving companies and American jobs, and making millions in the process.

Enterprise Control Systems have a new Business Development Manager for the European Region. Alan Wright recently joined ECS to take up the role. He is an ex-military telecommunications technician who later became an engineering officer with specific experience in ECM and Surveillance systems. Since leaving the military he has been primarily employed in sales and business development. After working in Australia for 6 years, Alan returned to the UK and more recently worked for QinetiQ Consulting and Vislink International. [ECS]

EVENTS

TRANSPORT SECURITY

International events increase the pressure on the transport systems and 2012 sees both the London 2012 Olympics and UEFA's EURO 2012 in Poland and the Ukraine come to pass. Beyond 2012, the FIFA World Cup 2014 in Brazil and the 2016 Olympic Games in Rio de Janeiro will switch the focus to Latin America and, whilst each event faces its own set of unique challenges, the lessons learned must be retained in order to better prepare ourselves moving forward.

SMI's Transport Security 2012 conference will use exceptional case studies and expert analysis to identify, prepare for and strategise against the prevailing security challenges related to these events and the global transport network as a whole. Alongside presentations focusing upon international events management, delegates will also have the opportunity to hear about the latest security solutions for securing passengers and cargo at airports and seaports, and to gain an understanding of the shipping security mechanisms that govern blue water and the littoral zone.

The conference will feature a programme with key presentations from expert speakers including a presentation on 2012 Olympics travel security by the Assistant Chief Constable of Operations at British Transport Police.

He will be joined by a line-up of key industry players coming to discuss topics including: Port Security; Dealing with Cable Theft; Securing the International Supply Chain; Virgin Atlantic's Viewpoint system; and Ensuring effective and efficient passenger and staff screening at aviation security screening checkpoints.

Visit <http://www.transportsec.com> to view the full speaker line-up, which includes presentations from Italian Navy; EU Commission; FIFA; US Coast Guard and UK Border Agency Home Office.

EMERGENCY SERVICES SHOW

Took place from 23-24 November at Stoneleigh Park in Coventry, The Emergency Services Show 2011 will feature in the upcoming **Christmas Special edition of PAN**. This extra edition - the 17th this year—will include reports on the upcoming *POLICE AVIATION* conference in Kuala Lumpur.

BAPCO [British Association of Public Safety Communications Officials] is on the move. Next April – from 16-17 April 2012 - BAPCO, will be at Manchester Central (formerly GMEX) The UK's only event for all professionals in emergency planning, communications and public safety data management is undergoing a transformation at its next outing in 2012 in moving to Manchester. The annual Exhibition and Development Sessions moves to Manchester for 2012 with high level training sessions, debate and new learning. It was formerly run at the Business Design Centre in London under the BAPCO banner. For further information visit www.bapco.co.uk



Another image from Duncan Kirk [see page 13] is of a South African Police Robinson R44 at Polokwane Municipal [Image by Duncan Kirk A-B]

UAS TRAINING & SIMULATION 28-29 February 2012 UAS Training and Simulation Chelsea Football Club, London, UK. Will include papers on Integrating UAV s Into Non-Segregated Air Space: The Work Of The Civil Aviation Authority (CAA) presented by Lt. Col Gerry Corbett, Directorate of Air Space Policy, CAA and a Roadmap For The Integration Of UA S Into General Airspace in the EASA area presented by Jens Fehler, Principal UAV Officer, European Defence Agency and Training UAS Pilots For Operations In Civilian Air Space a presentation from Switzerland given by Major Daniel Boehm, Chief, Pilot Training, Swiss Air Force. www.iqpc.com

DIARY

15-17 January 2012, Intersec 2012. Dubai International Convention & Exhibition Centre, Dubai, UAE. www.intersecexpo.com

19-21 January 2012 Bahrain International Air Show. *Airshow organisers Civil Aviation Affairs (CAA) for the Kingdom of Bahrain. This follows on from the success of the launch show in 2010.* Press information about the Bahrain International Airshow is issued by Farnborough International Limited (FIL). danielle.jackson@farnborough.com

30th-31st January 2011 SMI's Border Security Asia conference Singapore. Grand Copthorne Waterfront Hotel, Singapore. Don't miss the chance to attend SMI's inaugural Border Security conference and exhibition, held in partnership with Borderpol, the World Border Organization. This must-attend event will explore the current threats and challenges facing the regional border

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