

Police Aviation News

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Number 170 June 2010

IPAR

Eyjafjallajokull

Revisited

The threatening volcano attracts the sensor manufacturers and carriers

Further attack on UK police helicopter (5)
Copenhagen trials BK117 air ambulance (10)
REGA Switzerland repatriation flights at 50 (13)
Police pilot shot dead in Puerto Rico (21)

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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EDITORIAL

As UK police air support sits in limbo between operating very much as a local resource acting on its own behalf and being corralled into something, an unknown, akin to a national resource it seems that it has ground to a halt. Operations continue as normal but forward planning is at the 'rabbit in the headlights' stage with almost everyone at Chief Officer level awaiting the outcome of the review.

The ACPO lethargy, only made worse by the recent change in national government, is making the task of the 'coal face' workers even more difficult than usual. That lack of forward vision is affecting industry as well, there is some movement in the parts and accessories market but PAS has not been able to sell an aircraft in years and that cannot be good for the general health of the industry.

The front line police may be frustrated – some know their aircraft are well overdue for replacement – but there is a lack of dialogue in other areas also.

The much maligned Sky Watch Civil Air Patrol tries unsuccessfully to beat its path towards acting as a meaningful adjunct to serving the people as an additional life-saving resource. Both operational police officers and SWCAP are frustrated over a continued block on their assistance to the police in England [but not Scotland].

In practice SWCAP work well with front line police who are usually pleased with the ease with which they can avail themselves of an unsophisticated level of air support from the voluntary sector.

SWCAP has found all too regularly that when co-operation with any force does become established it is not long before the hierarchy at all levels get into a panic that their cosy position and future promotions might be compromised. This results in the established police contacts having to call up full of apologies to say their 'legal people' [often not police officers] have forbidden them from using SWCAP any more because they do not have a Police Air Operators Certificate. The fear that a police officer might become liable upon requesting air assistance for a police operation lingers. It is but a convenient wall to hide behind.

Where there is no air support – across most of Scotland for instance – official blindness sets in and the limited support that SWCAP can offer is fully embraced. Double standards. The only relevance of the PAOC is that it allows exceptions from the UK Air Navigation Order allowing police aircraft to perform outside the rules. SWCAP voluntarily flies within the rules governing private flying, simply assisting the police as every citizen is obliged to. It is mainly about SAR not criminal work - about saving lives and no different from citizens helping out by forming a line of searchers on the ground. Do they want to ban those also?

Like front-line officers on the street for 180 years those in the air have worked to the common good for decades, it is the self interest of backroom civil staff and senior officers that seeks to limit the use of this civil aid to the police.

There was a time when street officers did the job and left the supervisors and the insurance companies sorted out the detail. That was what policing was about.

Bryn Elliott

Front cover: The Diamond DA42M Guardian, the up and coming surveillance choice was out taking samples last month. The aircraft was fitted with an MLU Airpointer air measuring system which sits in the nose of the aircraft.. The aircraft confirmed the theoretical simulation which caused the closing of many European airports nevertheless the measured ash concentration was only a fraction of the expectation. Not apparently a great deal related to airborne emergency services aviation? Well except that many in the industry were halted in their tracks going to trade shows—the SAR conference in Aberdeen was taken off the Diary and moved to September due to the dust that never was. [Page 21]

LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: The Bell 412EP assigned to undertake border protection in and around the Torres Strait has returned to service after a major refurbishment and systems upgrade.

The Torres Strait is the 90 miles [150km] wide stretch of water between the Cape York Peninsula and Papua New Guinea favoured by those trying to get people and materials into Australia.

The work took the Australian Helicopters owned Bell off-line for three months during which it was completely dismantled at Heliwork aircraft equipment and maintenance facility. [Herald]



CAYMAN ISLANDS

Having finally received its British style PAOC from the Civil Aviation Authority the Royal Cayman Islands Police Service helicopter began flying missions in the middle of last month. The Eurocopter arrived in Cayman on March 4 and was involved in training thereafter, the release to service came around six weeks after the arrival. At the core of the training has been understanding the environment it has to work in. Previously a UK police aircraft its move from a temperate climate to the warmth of the Caribbean has brought some unique learning tasks to the fore.

Piloting and maintenance services remain unresolved issues, meanwhile the pilot remains James McAlpine - who flew the craft down from Louisiana – and maintenance is contracted on an as-needed basis through a company in the USA.

As this is one aircraft and it will have downtime for scheduled and unscheduled maintenance a link remains with Cayman Islands Helicopters, which has previously provided contract services for police air patrols. [Cay Compass]

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INDIA

COAST GUARD: The Coast Guard is awaiting the State government's consent to establish a port for its hovercraft fleet in Chennai. Last year the Coast Guard ordered six 8000TD(M) craft from Griffon Hovercraft Limited of Southampton UK. These craft will be used for anti-smuggling and anti-infiltration, particularly in areas of very shallow water around India's extensive coastline and offshore islands.

At present the hovercraft operate in shallow waters off the south Tamil Nadu coast. To improve the element of surprise and keep poachers and smugglers at bay, the Coast Guard has requested coastal land to establish multiple landing and maintenance facilities for the hovercraft.

The Griffon 8000TD(M) has a top speed of 50 knots and a payload of 8 tonnes. Armed with a half-inch machine gun, the craft are capable of operating in areas difficult, if not impossible, to conventional boats and therefore significantly enhance the Coast Guard's operational capabilities. Operated by a crew of two (plus eight seamen) these craft are able to lie up, perhaps hidden under trees on a beach, and dash out to intercept over land, very shallow water, sand, rocks and mud, taking the quickest straight line to intercept. Alternatively, they can patrol like conventional craft, using conventional berths, piers and pontoons as and when required.



File photo

Two of the Griffon 8000TD(M)s were manufactured at the Griffon boatyard in Southampton and four are being assembled from completely knocked-down kits in Calcutta, India.

The unique combination of the preferred lightweight alloy hull, the two powerful 597 kW (800 h.p.) water-cooled MTU 12V183TB32 diesel engines, the large 2.6m variable-pitch propellers and the deep 1.25m skirt, gives the Griffon 8000TD(M) the best performance of any hovercraft of this size in the world.

The sale by Griffon constitutes the largest order for this size of hovercraft for over 25 years, and reflects the world's increasing interest in, and use of, amphibious hovercraft.

Meanwhile the Coast Guard continues to explore the possibility of leasing twin-engine helicopters for its duties. Presently, it had a fleet of three twin-engine Hindustan Dhruv helicopters, offering an enhanced SAR role alongside the earlier fleet of single-engine Chetak, the mainstay of search-and-rescue operations. Once the monsoon sets in, the Coast Guard gets about five to six distress calls from fishermen and vessels each day.



Reims F406 Land & Sea Surveillance





UNITED KINGDOM

MERSEYSIDE: A further attempt was made to destroy the Merseyside Police Eurocopter EC135T2 G-XMII last month. Intruders broke into the supposed military secure RAF station at Woodvale north of Liverpool and damaged the helicopter which was securely stowed in its hangar enclosed by its TLC Helilift at around 4am in the morning.

The intruders took a fully loaded fire tender from its bay and crashed through the gates of the police compound and backwards into the hangar doors. The force of the impact was taken by the TLC Helilift, the helicopter spun around on the floor and was apparently undamaged. Although the aircraft was grounded and taken away for checking as a precaution by Eurocopter it seems that there was no damage.

The ten-years old TLC Helilift [which costs just £27,500 new today] and the fire truck appeared almost unfazed by the impact but the various gates and doors smashed through were not so lucky.

After it was returned to the TLC factory the Helilift turned out to have been pretty severely damaged with gearbox and hydraulic damage and is undoubtedly beyond economical repair because of its age. Although never designed to withstand impacts it is clear that the machine pretty much saved the trashing of the £3M helicopter.

The previous attempt some six months ago resulted in severe damage to the glazing of the airframe but this attack, although more violent, resulted in less obvious damage.

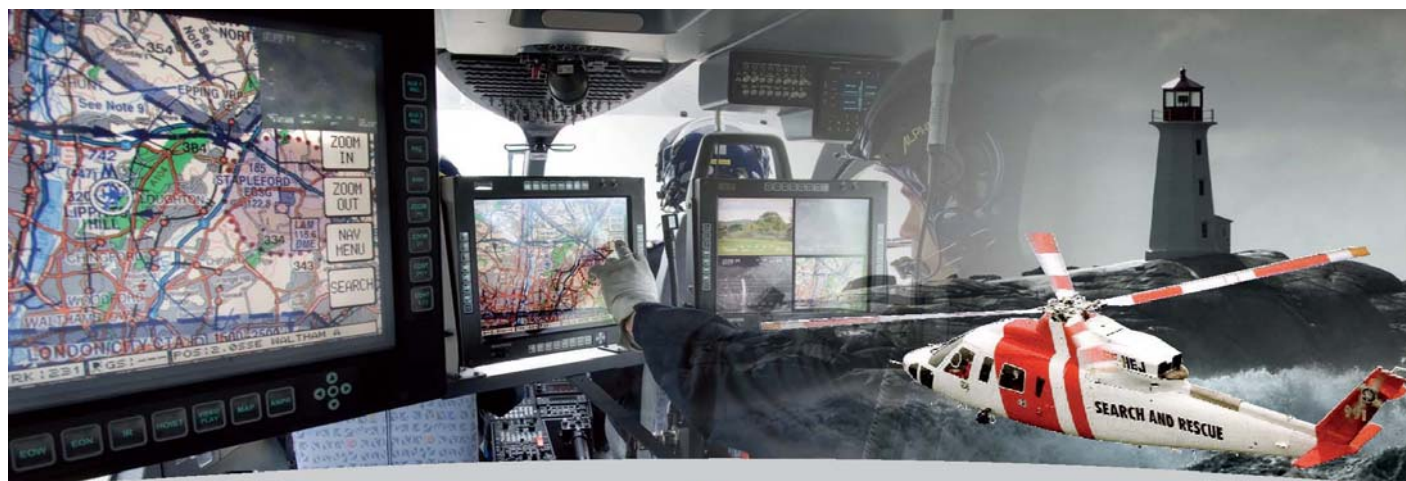
The intruders left the base in a stolen yellow Land Rover, later found abandoned in Ainsdale but were not caught at the time. [Echo/BBC/Visiter/PAR]



UNEXPECTED NEW ROLE FOR TLC!!

Ram raider defence.

Unfortunately I was unable to find any images of XMII on its TLC Helilift but this image of the Central Counties EC135 on a similar example shows as much as can be expected of any photo, particularly the free space between the machine and the airframe that appears to have cushioned the impact during the attack.



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UNITED STATES

ARIZONA: The State Governor Jan Brewer has requested the federal government send helicopters and unmanned aerial vehicles to the state to help combat illegal-drug trafficking along the border.

The request includes the reallocation of some Bell OH-58 Kiowa helicopters to Arizona for use in border missions. The state has thirteen such helicopters, but nine are dedicated to training missions, leaving four to support law-enforcement efforts. It is thought that the federal government has 158 helicopters scattered around the USA and it is them that Brewer wants moved to Arizona.

The written request states that a dedicated fleet of 8-10 aircraft would enable Arizona to double border coverage to 2,000 hours per year. To be effective, these additional aircraft must be equipped for day and night operations.

The letter also asks that, subject to the requirements of the US military the federal government consider the additional use of unmanned aerial vehicles along the Arizona-Mexico border to support anti-drug missions.

Both The White House and Department of Homeland Security declined to officially comment when asked by the media. [AZ Republic]

Ed: What caught my eye about this request was the sheer lack of appreciation of the logistics. The governor is apparently requesting 10 more [old and difficult to maintain but free] aircraft to enable a fleet of similar size [therefore amounting to around 20 aircraft] to achieve 2,000 flight hours a year. That is the sort of return the average UK police air support unit would expect to get from just two of the far better equipped EC135T1 helicopters it is disposing of this year. With the best will in the world the sense in the request is not at all clear.

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CALIFORNIA: It may only be the simplest of aerial devices but for its operators it appears to have done exactly what it says on the label. The Ripon Police Department report that after ten months of operation, their Aviation Unit, working in coordination with ground based patrol operations, has reduced daylight burglaries by 64%, from the same time period a year ago. In July of 2009, the Ripon Police Department was the only police department in California to implement a powered parachute aviation program. The department received the aircraft for free, as part of an ongoing programme sponsored by the US Department of Justice, looking into the viability of powered parachutes being utilised by small and rural law enforcement agencies on a national level. Another unit operates a similar machine in Florida.

The Ripon Police Department, Aviation Unit has been conducting high visibility patrols, in areas experiencing daylight burglaries. On several occasions, the pilots have been able to quickly locate suspicious persons in residential areas, and relay the information to responding officers on the ground. "Based on comments provided to officers by suspects being contacted, I believe that the aviation program has been a great deterrent in helping keep the criminal element out of our city", said Lt. Ed Ormonde.

Ripon's aviation programme has been highly successful. The powered parachute has been utilized in rescue situations, as well as in the apprehension of criminal suspects. The Aviation Unit has provided aerial security for public events, and has successfully flown crime scene and collision scene photographic missions. The aircraft is utilised routinely to fly critical infrastructure, crime suppression, and patrol support missions. When called upon, the aircraft has the capability of being prepped and in the air to aid ground based personnel in a matter of minutes.

The success claimed underlines that you do not need a device costing millions of dollars to achieve the core aims of air support – like the cop patrolling the street on foot, mere presence is sufficient.





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CALIFORNIA: A Santa Ana man is asking the city of Huntington Beach for \$25M damages, claiming that helicopters and planes are following him, according to city documents. Fifty-seven years old Michael Lucchese filed a claim against the city last month alleging he is under 'constant surveillance' by aircrafts that have followed him about 20 times a day since June 2008. The harassment is said to be the cause of him having to end relationships and [of course] he can no longer work because of the stress.

Huntington Beach police adjudged his claim was without merit last year but he is back at the door of City Hall for more.

Unfortunately it seems he has not got his thinking joined up... his claim against Huntington Beach was on the basis of a green helicopter with a big yellow star on the side [potentially LA County Sheriff] rather than the blue with a white stripe and a badge for the Huntington Beach craft that forms the core of his claim.

Lucchese hired two private investigation companies to document the surveillance but their reports were simply to confirm that he was 'worried' by the problem rather than to put a finger on who was causing it.

Ed: Seen this before somewhere! Usually little green men rather than big green helicopters though. Wonder if he is to be found in his Den rocking backwards and forwards with a 26 inch TV on his lap?

FLORIDA: After years of discussion Lakeland City and Polk County Sheriff's Department are to merge their air support operations and create a 'Joint Aviation Unit' headed by the Polk County Sheriff's Office, which owns two helicopters. Lakeland PD will give up their single helicopter to Polk County but remain the nominal owners of it. The contract runs until January 2013 when it can be renewed.

The helicopters will be kept at the Bartow Municipal Airport on U.S. 17, although there may be occasions where a helicopter may be left at Lakeland Linder Regional Airport. [Ledger]

Ed: Lakeland police acquired a Bell OH-58C airframe a decade ago and rebuilt it locally. In 2004 their only pilot left which meant that the 5 days a week, 3pm to 11pm operation had to close down leaving the aircraft little used. Negotiations with Polk County started.

Polk are based in Bartow east of Tampa and south of Lakeland. The unit was set up in 1972 with two fixed wing and a TH-55 helicopter and primarily patrols evenings and nights using a three OH-58s and a Cessna. A Robinson R44 being used by the unit for training was extensively damaged a few days after the announcement [see this issue]. The Lakeland Bell will be added to the fleet.

NORTH CAROLINA: In an eye opening report the state of North Carolina has put on paper something that many air support operations need to consider – too many aircraft that are woefully underutilised.

The North Carolina General Assembly required a study of the number, use, and effectiveness of state aircraft; look into ways to improve efficiency; and determine if it is desirable or feasible to sell or transfer aircraft. In Fiscal Year 2008-09, eight state operators employed 89 full-time staff to operate 72 aircraft located at 23 locations across the state at a cost of \$10.8M.

It was soon clear that the 72 aircraft operated were giving of their best. 79% were flying less than 200 hours per year. Fifty-seven aircraft failed to meet the minimum transportation industry threshold of 200 flight hours per year. Agencies flew 36 aircraft (or 50% of the fleet) less than 100 hours. This number includes eight that did not or could not fly at all during 2008-09.

The report concluded that at least 25 of the 72 aircraft could be disposed of and as many as five of the 23 locations could give up hangar facilities. There were also potential economies to be made by reducing or merging the eight existing operators.

It was estimated that eliminating the aircraft could save around \$1.5M annually; there is also a one-off potential windfall of \$8.1M through selling the discarded airframes. The elimination of five facilities could result in an additional \$26,060 in recurring savings.

AIR AMBULANCE

AUSTRALIA

WESTERN AUSTRALIA: Failed bolts inside a gearbox caused the engine of a Royal Flying Doctor Service (RFDS) plane with four people on board to fail.

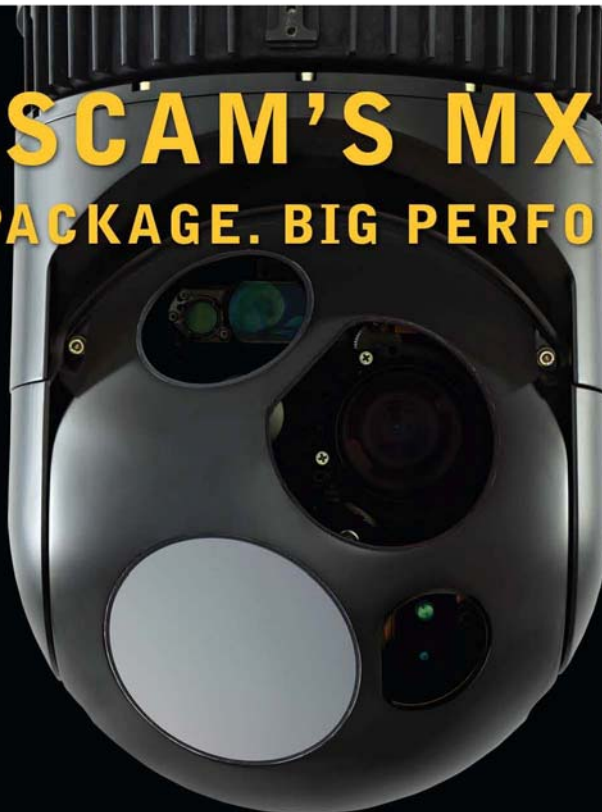
A single-engine RFDS Pilatus PC-12 aircraft was on a medical evacuation flight from Derby to Kununurra, in Western Australia on January 29 this year when the pilot heard a loud humming and whining noise. The pilot turned back after an engine warning light lit up about 56km after take-off. This was followed by an oil quantity light illuminating just 11km out from the diversion airfield. A MAYDAY was declared as the engine failed and the aircraft glided to land. No one was hurt.

The engine, was examined by Pratt & Whitney under the supervision of the ATSB. A preliminary report confirmed the engine propeller reduction gearbox had seized through the fatigue failure of six first-stage reduction gearbox carrier bolts.

Pratt & Whitney says that there had been 27 gearbox failures between 2000 and 2010 because of the bolt distress on engines. Fifteen of these had resulted in in-flight shutdowns. Each of these failures had taken place after engine overhaul, no events have been reported on new production engines.



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DENMARK

COPENHAGEN: Denmark's first emergency helicopter commenced an 18-month trial early last month. If deemed successful it is expected that the residents of eastern Denmark - Copenhagen and the rest of Zealand - will continue to be served by the medical helicopter beyond the 18-month trial period.

The red and yellow Eurocopter BK117B2 helicopter D-HSSS [c/n 7245] will be based out of Ringsted and will service all of Zealand and the Capital Health Region, with the exception of Bornholm. It will be capable of reaching most areas of Zealand within 20 minutes. This aircraft was formerly in service as an air ambulance with DRF in Germany.

Danish insurance company foundation Trygfonden is covering the cost of the trial scheme, which will be evaluated after 18 months to see if the government should invest in a permanent nationwide medical helicopter service. It is expected to be used around five to six times daily but if the helicopter does not end up being called into service as much as predicted then the government will be looking at a different emergency transport model.

Denmark has previously had access to a cross-border air ambulance service through the basing of a German air ambulance close to the southern border of Denmark. [Post/Trygfonden/PAR]



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SAUDI ARABIA



The Saudi HEMS operation faced just the same air space restrictions that have beset all other non-military helicopter operations in the region. Like other states in recent years the Saudi Royal Family had the will to overcome those problems and to provide an efficient air ambulance that would serve all members of the population in time of need. Saudi Arabia though had the additional burden of the holy city of Mecca and the Haj. For the Saudi Arabians the 'simple' Qatari solution of importing the staffing to give local skills time to catch up was not an option. One of the primary uses of Saudi HEMS was always going to be in support of the Haj Pilgrimages and its associated history of periodic major loss of life. There was a real 'problem' with just anyone doing HEMS at the Haj, they may be skilled but it was not a job for a non believer.

Initially Saudi HEMS was based on two second hand BO105 helicopters and a crew that had a primary skill set called Muslim. The rest, the ability to save life and to be a good pilot, was trained into the selected crew. In January 2007 one of the Bolkow's crashed fatally and the solution was completely rethought and eventually launched 'as new' late in 2009.

Last month it was announced that Abu Dhabi Aviation, the largest commercial helicopter and fixed wing aircraft operator in the Middle East has been contracted to provide the Saudi Red Crescent Authority with six helicopters which will serve as air ambulances, four Bell 412 and two AW 139, to provide support to the Saudi Emergency Medical Services programme for one year. The helicopters will normally be stationed at Jeddah and Riyadh but will reposition to Mecca during the Ramadan and the Hajj.



SOUTH AFRICA

AIR AMBULANCE: The Health Department has ended its air ambulance contract with Lanseria-based National Airways Corporation and demanded that the company pays more than R11M for overcharging the department.

This step, which once again puts the province in a position where it does not have air ambulance emergency services, follows a forensic investigation into the department's Emergency Medical Rescue Services (EMRS) directorate.

In one instance it is alleged that the health department was charged for twelve hours flight time for a return journey from East London to Mthatha. The over charge was fairly obvious because the time to drive the same route was just 2 hours each way.

The effect on the industry is severe, the department is now to hire air ambulance services on a month-to-month basis, and only as the need arose. Four companies are to be used in rotation. [News24/PAR]

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SWITZERLAND



REGA: It is 50 years since Rega undertook its first repatriation flight. The first flight was from the Champagne Region of France to Switzerland in May 1970, this compares with some 700 flights undertaken each year in recent times.

Those first aircraft were loaned from a range of businessmen, aircraft owners including banker Peter Bär and Armin Meyer an editor. Until 1964 the aircraft most in use was a Piaggio P166 HB-LAY, the property of Meyer.

In contrast the modern repatriation fleet has, since 2002, relied upon a fleet of three Canadian Bombardier Challenger CL 604 jets capable of flying across the world and bringing patients back to Europe. The most recent operation to the Peoples Republic of China involved 3-days and 21 flight hours. The medical equipped business jet flew a 10 hour leg out to Peking and returning with the patient for another 11 hours. Rega carries out this type of long distance repatriation several times each year. [Story and image Rega].



UNITED KINGDOM

AIRFRAME ROUNDABOUT: The former Great North Air Ambulance MD900 G-GNAA will have become G-EHAA to serve the new contract in Essex by the time these words are read. The official launch date is June 1. Meanwhile the former Essex helicopter Eurocopter EC135T2 G-SSXX returned to Bond Air Services [BASL] to be prepared for service on other BASL contracts. It has joined North West AA becoming G-NWEM to replace the former police helicopter G-SPHU at Manchester, Barton.

It is supposed that recent news that the Hampshire and Isle of Wight AA was to upgrade from its BO105 to an EC135T2 might result in G-SPHU being relocated there. The aircraft is not Airwave radio enabled and might be expected to spend some time in the SAS hangar having that remedied.




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ESSEX: Last month PAN speculated that the transfer of air ambulance contracts from BASL to Specialist Air Service [MAS/PAS] might create a move from the facilities at Boreham as the hangar and fuel farm there were still owned by BASL.

BASL were quick to defend their position in stating that they have offered to sell the hangar to the Charity rather than move it to another Bond base shortly after June 1st when the contract was due to terminate. BASL hope that this gesture of cooperation will assist the Charity in the interim as their planned move to Earls Colne is not likely to come to fruition until 2011 at the earliest.

BASL are at pains to point out that *'Bond continues to have an excellent relationship with the Essex Air Ambulance Charity and is prepared to alter its base demobilisation plans to assist in this last-minute request from the Charity on behalf of their new operator.'*

The new Mayor of Chelmsford, Councillor Alan Arnot, received his regalia during the Mayor Making Ceremony at the Annual Council meeting last month, where he announced that Essex Air Ambulance is his chosen charity of the year for 2010/11.

The Mayor's Charity Appeal Committee is organising various events throughout the year to raise vital funds for Essex Air Ambulance. The Mayor will also be attending some of Essex Air Ambulance's own events as a special guest, such as the annual Dragon Boat Race & Family Fun Day at Hanningfield Reservoir, plus he will be taking part in the Go Yellow appeal during National Air Ambulance Week in September.

HAMPSHIRE & ISLE OF WIGHT: From September the air ambulance operation will give up its current BO105 and start flying an EC135T2. The Air Ambulance has been flying and saving lives for just under three years. In that time it has made huge strides to provide the very best service possible.

The operation provides services across Hampshire and the Isle of Wight in response to emergency calls. Since the air ambulance became operational on 1st July 2007 it has undertaken over 2190 missions, many of which have saved lives, and is now flying seven days per week, being called to missions on average 4-5 times per day.

IRELAND: It seems that last month's comment that there was a rescue plan in place for the Belfast based IAA touched yet another nerve.

Within days the Editor received this communication from Lynda C Brislin the North West Air Ambulance Charity CEO.

In your recent issue you include the following statement:

...But where there is a will there is away and PAN understands that the intended saviour of IAA is closely associated with the successful North West Air Ambulance serving the area of

England nearest to the intended operational area of IAA...

North West Air Ambulance (NWAA) reiterates that they are an independent charity providing services to the five sub regions Cheshire, Greater Manchester, Lancashire, Merseyside and Cumbria. NWAA has no charitable or other interests in Northern Ireland and/or the Republic of Ireland and its board has endorsed that this will remain the position regardless of the proximity of operational areas.

NWAA Trustee Nick Taylor is the owner of a company called Bodyproject and is providing business advisory services to the company Ireland Air Ambulance (IAA) in a commercial and private capacity and such matters are dealt with entirely separately to his role with NWAA.

That will be 'closely associated' then.

Meanwhile to the south of the border progress in establishing a viable air ambulance service is equally problematical.

Plans to establish the Republic of Ireland's first charity funded air ambulance service have been once again been dealt a blow with the operators still struggling to get the daylight only service off the ground because of a lack of funding.

The All Ireland Air Ambulance (AIAA) has been forced to defer several launch dates already because of difficulties raising nearly €100,000 a month to operate the service. There are continued difficulties in securing agreement with government officials on operational matters but the Coast Guard and Air Corps meanwhile provide a limited 24 hour capability.

AIAA had hoped originally to be operational by the summer of 2008 however that launch date did not materialise. In February 2009, AIAA brought in a loaned Eurocopter BO105 G-CDBS from the UK to visit locations around the country to raise awareness of both the public and local authorities. At that time they envisaged getting the helicopter operational in the summer of 2009. Two launch dates this year, March and May, came and went without a launch taking place.

The AIAA, a fully registered charity based in Tralee County Kerry, aims to launch a total of 3 or 4 air ambulances on the island of Ireland and is currently failing to raise enough for even one helicopter.

WILTSHIRE: The only paid member of staff for the Wiltshire Air Ambulance charity, Melanie Gee, the co-ordinator of the air ambulance appeal, has quit in protest at the recruitment of a paid chairman. She had been with the charity for two years. In the interim the Great Western Ambulance Service (GWAS) the sole trustee of the Wiltshire Air Ambulance Appeal is now to seek a replacement for her as well as a paid chairman of the appeal, the first salaried chairman in its 17 year history, who would work for 30 days a year and receive a salary of £6,005 or £200 a day.

It was only after the resignation that the GWAS said that the money for the chairman's salary would come out of its funds and not the appeal's.

In Ms Gee's two years with the appeal, its income has risen from £721,179 to £987,077. On a salary of £21,000, she was in charge of the appeal website, the administration, press releases, fund-raising and giving talks to groups.

During the two years new initiatives to bring in regular funding have been introduced including textile recycling banks, which in the first year raised £15,000, and a lottery, which by the end of this year should result in income of £10,000 a month.

Until a replacement is found the task of the day to day running of appeals will devolve onto the staff at the joint police air ambulance flying unit. [Gazette & Herald]



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UNITED STATES

NATIONAL – AMES: Making air and critical care ground medical transport as safe as possible through a systemic, scientific approach is the primary aim of a new Safety Management Training Academy being launched this summer by the Association of Air Medical Services (AAMS).

The five-day AAMS Safety Management Training Academy is set for June 13-17, 2010, at Oglebay National Training Center and Resort in Wheeling, W.V., and will include a special emphasis on safety management systems (SMS), patient safety, aviation/vehicle operational safety and workplace safety.

Safety Management Training Academy participants develop skills specific to medical transport safety and management through formal education programs emphasizing both theoretical and hands-on instruction. To become certified, applicants must participate in a rigorous educational program over the course of two years, complete out-of-classroom assignments and pass a comprehensive written examination.

Two key Safety Management Training Academy focus areas include establishing and implementing SMS principles (in both aviation and safe patient care) and achieving safety improvements through organizational cultural change. Other topics include accident causation, accident investigation, tools and techniques for risk management, human factors taxonomy, regulatory compliance, and certification and accreditations related to safety standards.

The Safety Management Training Academy was launched by AAMS to provide management training certification in emergency medical transport. Courses are taught by highly respected aviation and medical industry experts. Course registration is still open; for details on deadlines, curriculum and pricing, call +1 703-836-8732.

Costs associated with developing the AAMS Safety Management Academy curriculum have been supported and underwritten in part by MedEvac Foundation International and Oglebay Resorts. www.oglebay-resort.com

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FLORIDA: A Charlotte County-based air ambulance operator is trying to recover legal fees awarded after the FAA failed to prove safety violations.

In March, the NTSB upheld an order that the FAA pay Air Trek Inc. \$122,000 in legal fees under the Equal Access to Justice Act. This is claimed to be the highest-ever EAJA award against the FAA.

Air Trek has been grounded for nearly 15 months, forcing 65 layoffs and cost the company more than \$10M in revenue.

Air Trek's problems began in 2008, when the FAA revoked its air carrier certificate for alleged violations including inadequate training for pilots, and not performing maintenance and inspections on time. When the charges came before a court the FAA withdrew many of the allegations, and the NTSB judge found that the FAA lacked evidence to sustain its burden of proof and was not justified in pursuing the charges. The FAA subsequently lost an appeal to the full NTSB, and Air Trek had its air carrier certificate restored and resumed flights last August. Having rehired thirty workers the company operates six aircraft and employs about 40 people, including 12 pilots and a team of medical personnel.

Air Trek's troubles with the FAA are not over. In a separate matter, the FAA is seeking to suspend the license of chief pilot Wayne Carr for flying with improper paperwork. In return this has been seen as an act of retribution.

MICHIGAN: American Eurocopter has announced that University of Michigan's Survival Flight has ordered three EC155s to upgrade its helicopter emergency medical services (HEMS) and replace its current fleet of Bell helicopters.

The combination of cabin space and performance was a strong point for the EC155. As a teaching institution the size and flexibility of the EC155 was appealing.

Survival Flight will be the first HEMS operator in the United States to fly the EC155, but the aircraft has already been proven throughout the world in HEMS missions.

For more than 25 years, the UMHS Survival Flight program has safely transported critically ill and injured patients of all ages from hospitals and accident sites across the state to the U-M Health System for specialized care, aided in rescue operations and transported harvest teams for organ donations. They also have a fixed wing fleet of Cessna jets.

U-M Survival Flight provides services to the 48 continental states plus Canada and Mexico, to transport critically ill or injured patients. In addition, Survival Flight supports the University of Michigan Transplant Center's organ procurement team in its efforts to provide over 400 lifesaving transplants each year. Survival Flight flies over 160,000 miles each year and has flown over 4 million miles in the past 26 years. Since 1983, Survival Flight has flown more than 30,000 patient transports. Its current fleet includes three helicopters and a Cessna Citation Encore CE-560, as well as ground services provided by Huron Valley Ambulance.

UTAH: AgustaWestland has announced that Intermountain Healthcare has signed for three Grand New helicopters with options for two additional aircraft. They will fly alongside earlier A109K2 helicopters operated by the company alongside two Bell 407 and three Beechcraft B200 fixed wing

Each Grand New will be equipped with modern, comprehensive EMS interior featuring single or dual stretchers in addition to a rescue hoist, wire strike protection, snow skis and NVG compatibility. These aircraft will be completed and delivered at AgustaWestland's Philadelphia, Pennsylvania production facility. The Grand New incorporates a Synthetic Vision System (SVS), Highway in The Sky (HITS) and Helicopter Terrain Awareness and Warning Systems (HTAWS) to provide full terrain and obstacle awareness in low visibility flying conditions. The system provides the pilot with three dimensional guidance and detailed terrain maps, resulting in an advanced operating capability which sets a new benchmark in safety. The GrandNew also already meets the latest NTSB/FAA recommendations for EMS operations to consider the use of an FAA-approved night vision goggle or enhanced vision system into flight programmes, when conditions and missions dictate. Orders for over 50 Grand News helicopters have been made so far by customers worldwide.

SEARCH & RESCUE

AZERBAIJAN

Russian Helicopters has delivered two multi-role Ka-32A helicopters to the Azerbaijan Ministry of Emergency Situations. They were manufactured by the Kumertau Aviation Production Enterprise, under a contract signed in 2008.

Acceptance of the two Ka-32A was completed on 1 May 2010, and demonstration flights for Ministry representatives were held on 8 May.

The Ka-32A can perform a wide variety of missions including cargo, passenger transportation, construction, firefighting, SAR, patrol and surveillance.

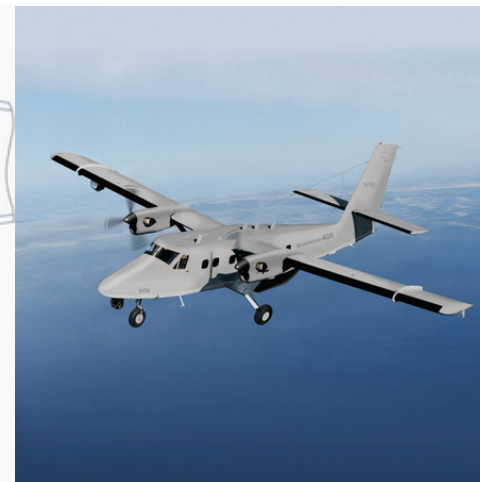
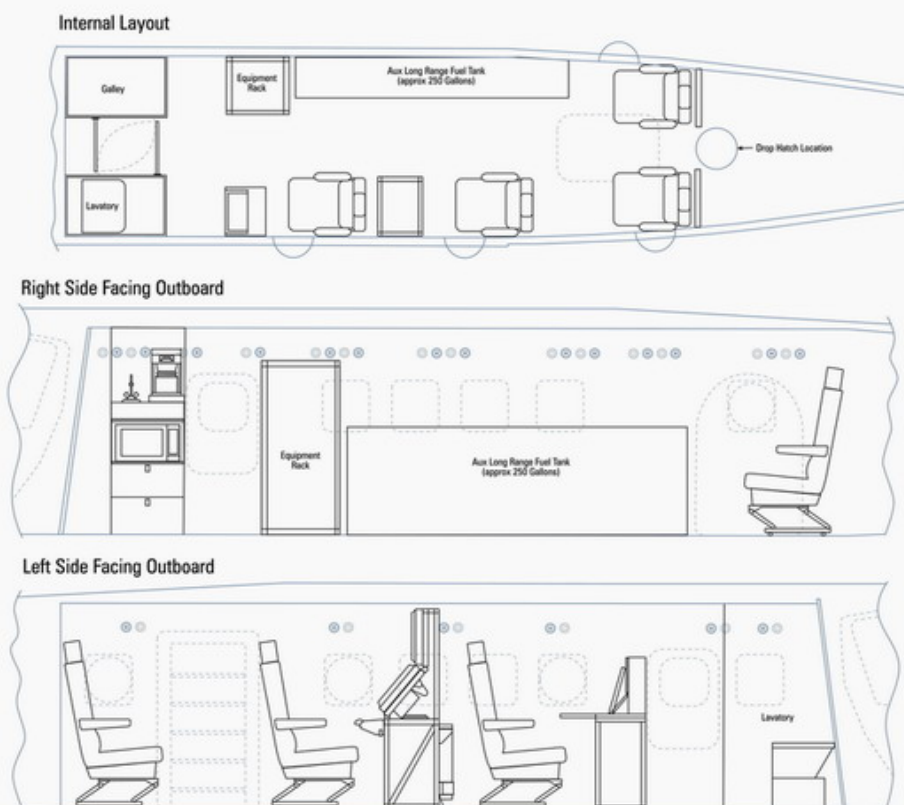


VIETNAM

Although nominally a military resource the Vietnam Navy has purchased three new build DHC-6 Twin Otter Series 400 aircraft for maritime patrol off its shores.

The three aircraft are part of a six aircraft order from Viking Air of Victoria, BC, Canada. Three of the aircraft will be configured with convertible interiors for general passenger and freight haulage but the other three will be role equipped patrol variants. The amphibious version has been chosen.

Based on the model marketed as the Guardian 400 these three aircraft will have special equipment and a sensor fit to enable them to undertake maritime patrol and SAR along Vietnam's 3,400km coastline in addition to general transport work. The contract marks the first access for a western built fixed wing aircraft into the Vietnamese market. [Viking]



The Viking Air Guardian 400—a new build of the venerable DHC-6 Twin Otter—will feature an amphibious landing gear rather than the fixed gear of this company supplied illustration.

Photo and plan Viking

INDUSTRY

Bell Helicopter and Aeronautical Accessories, Inc. are offering customers substantially better hot-and-high performance from the Bell 407 through Supplemental Type Certificate No. SR095531RC-D, a previously announced STC now being offered to current operators and new customers at no cost to them.

The STC makes the 407 even more effective by drawing on the helicopter's design and performance reserves. Offering these benefits at no additional cost is one way Bell feel they can show their appreciation to existing customers.

Bell 407 operators can—under specific conditions—boost their useful load by more than 400 pounds or increase their hover ceiling by over 3,000 feet. They must adhere to the rotorcraft flight manual and limit the generator load to less than 50 amps. (Basic 407 performance charts assume a generator load of 180 amps; a typical 407 generator load for day operations is 25-30 amps and 35-40 amps at night.) Operators also must perform regular power-assurance checks per revised procedures to utilize the performance charts contained in the STC.

The resulting performance gains come with no loss of operational safety margin, require no hardware or software changes to the aircraft or its Rolls-Royce M250-C47B engine, and result in no change to time between overhaul (TBO) or warranty costs (because no engine limits are changed). Rolls-Royce supports the STC initiative.

Revised performance charts are available under the STC for both the basic 407 inlet configuration and for the BHT-407-FMS-3 Particle Separator Kit.

Becker Avionics has been selected by RUAG Aerospace to supply the DVCS 6100 digital audio and intercom system for the new Dornier 228 NG production aircraft. The Dornier 228 NG is a 19 passenger aircraft equipped with state-of-the-art avionics, glass cockpit and new 5-blade propellers.

RUAG Aerospace celebrated the roll-out of the Dornier 228 NG aircraft in November 2009. The aircraft is currently in the certification flight test phase and deliveries are anticipated for the 3rd quarter of 2010.

In the standard configuration, each aircraft will be equipped with the Becker Avionics DVCS6100 digital audio and



intercom system, comprised of two Audio Control Units (ACU) 6100 in the Cockpit, with additional expansion capabilities for the cabin. The units fully integrate with the Remote Electronic Unit (REU) 6100 and control the aircraft audio and radio selection. The DVCS6100 was selected due to versatility and performance it offers which enable the operator to software customize the audio system parameters in order to meet the mission requirements.

Becker Avionics has announced that Maxcraft Avionics Ltd near Vancouver BC, Canada, has been granted Transport Canada STC # SH09-57 for installation of the Becker Avionics AR3202 and AR3209 VHF COM Transceivers into the following helicopter models: Bell 204B, 205A, 205A-1, 205B, 212, 214B, 214ST, 412, 412CF, 412EP, and Sikorsky S-61L/N, S-76A/C.

The radios are mounted in the centre pedestal in the same location as original VHF/AM control heads, or they can be installed as a supplementary radio. The AR3202 and AR3209 are ideally suited to replacing older radios in ageing aircraft to reduce maintenance costs. The installation time is estimated by Maxcraft to take 6 to 8 hours.

The Full Ice Protection System (FIPS) for the **AgustaWestland** AW139 medium twin helicopter has received FAA certification. The FAA certification follows EASA certification which was issued in February of this year. TCAA (Canada) certification is expected soon.

With FIPS, the AW139 is equipped to fly into known icing conditions with unequalled all weather capabilities. In 2010 AgustaWestland expects to deliver 12 FIPS-equipped AW139s. Since 2004, AgustaWestland teams based in Italy and the United States have worked together under the supervision of the aviation authorities from Europe, the United States and Canada, to complete the certification process. FIPS certification, achieved following three extensive series of trials in North America, completes the process that makes the multirole AW139 suitable to operate in the most adverse and harsh environmental conditions.



The first AW139 equipped with the FIPS was delivered to London Air Services (LAS) of Canada during an official ceremony held at AgustaWestland's Vergiate plant in Italy last month. This additional VIP transport-configured helicopter will complement customer's current air charter fleet that utilizes other two AW139s and various business jets.

Apical Industries has received FAA approval of their Cable Cutters Kits for the Bell models 204B, 205A, 205A-1, 205B, 212, 214B, 214B-1, 412 and 412EP.

Apical's Cable Cutters Kits provide a means of protecting the helicopter during a wire strike by providing the capability to cut a cable or wire before catastrophic damage occurs. The kit is designed to reduce the possibility of a cable or wire entering the cockpit and to reduce the chance of flight control damage. Similar cable/wire cutting devices have proven to be effective even during multiple wire strikes. The kit incorporates both an upper and lower cutter and each cutter is designed with high strength cutting blades. The Apical cutter design was tested to verify the capability to cut a cable having a 14,000 lb tensile strength. The kits are configured for Bell mediums with standard or high gear. An optional GPS Antenna Mount Kit is also available, which allows the antenna to be placed on the upper cutter deflector for ideal positioning of the antenna.

FLIR Systems, Inc. has released electro-optic/infrared (EO/IR) footage from recent environmental disasters including the Icelandic volcano Eyjafjallajökull, and the Gulf of Mexico oil spill. Footage and additional images can be viewed at <http://www.gs.flir.com/disaster/>.

Recording the footage was the Star SAFIRE(R) HD from the company's Pilatus PC-12. The Star SAFIRE HD is the world's first and only all-digital, all-high definition (HD) EO/IR surveillance system. The system serves as the eyes for aircraft in reconnaissance, search-and-rescue, law enforcement and environmental protection missions for governments, militaries and defense communities across the globe. It was designed to record high-quality footage day or night, in some of the harshest environments around the world.

The footage demonstrates an ability to aid in a variety of missions, allowing first-responders to have eyes looking into the middle of the disaster. The footage recorded off the Gulf Coast was used by the US Coast Guard to evaluate the severity of the spill. FLIR systems are on USCG helicopters, aircraft and ships, and are widely used within the Department of Homeland Security and other agencies around the world.



FRONT COVER STORY: Over in Europe another manufacturer was undertaking similar observations of the still troublesome Eyjafjallajökull eruptions. Where the Pilatus PC-12 suffers from the presumed Achilles heel of having a turbo-prop engine [PWC PT-6] that is considered at risk in immediate contact with the ever wandering dust cloud Diamond Aircraft see this as a new opportunity to promote their up and coming surveillance aircraft.

The Diamond DA42M Guardian, the new multi-purpose platform with the Austro AE300 Diesel engines, is seen as a platform for obtaining air samples from within the ash cloud that continues to disrupt air traffic movements throughout Europe. A Diamond Airborne Sensing example of the new aircraft visited the UK for the first time on May 12 when it stopped overnight at Gamston, the home of Diamond Aircraft UK on its way to Iceland from Austria. The aircraft, OE-VMN, has been fitted with an MLU Airpointer air measuring system which sits in the nose of the aircraft, the air probe can be seen underneath the nose.

In flights amounting to some 26 hours a considerable part of the Volcano ash field over Germany, England, Scotland, Scandinavian countries and Iceland was scanned. Those flights confirmed the theoretical simulation which caused the closing of many European airports nevertheless the measured ash concentration was only a fraction of the expectation (Result: 90 – 150 $\mu\text{g}/\text{m}^3$).

However, the highest pollutant concentration was measured in the area of 20km around the Volcano.

Diamond is developing four further measurement aircraft to support decision makers in central Europe. For further information go to: www.diamond-air.at or www.diamond-sensing.com www.mlu.at



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DART Aerospace Ltd., has received Transport Canada approval of the Standard and Float Round-I-Beam™ Skid tubes for the Agusta Westland A119 / AW119MKII aircraft. FAA approval has been previously received and EASA approval is pending.

DART created the Round-I-Beam™ Skid tube because conventional skid tubes are under-designed for the types of landings most helicopters encounter. Conventional skid tubes are ill-equipped to face the critical loading conditions encountered when landing on uneven ground, rocks, tree roots, and other small objects. Under these conditions, simple round tubes tend to puncture, dent and bend because they cannot maintain their shape.

DART's revolutionary patented Round-I-Beam™ technology combines the conventional round tube with the strength of the I-Beam made from 6061-T6 aluminum.

The central I-beam web absorbs most of the impact on landing so the tube maintains its integrity. Even with the addition of a central web, there is minimal weight increase compared to conventional OEM skid tubes.

For the A119/AW119MKII, DART designed both a standard skid tube and a one-piece float skid tube with extension. The float skid tube is pre-drilled for compatibility with Apical floats and the integrated extension eliminates the necessity for a separate float extension. It is up to ten times more resistant to damage.



This \$4.3M 9 seat Pilatus PC-12 executive aircraft is currently the largest aircraft that will be exhibited at the first Aviation Show to be held at the Goodwood Festival Of Speed (2-4 July). Bob Berry, Chairman of the Bournemouth based **Pilatus Centre** that distributes the award winning Swiss manufactured aircraft within the UK, Ireland and Spain, was the first of 9 exhibitors to sign up for space.

Berry and his team have sold 29 new PC-12s since the start of his association with Pilatus aircraft in 2005 and 12 of these are based at Bournemouth International Airport and Goodwood where there are fully approved maintenance facilities.

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DART Aerospace Ltd., has received EASA approval for their Bearpaw Kit for the A119/AW119MK1 helicopters.

For as long as helicopters have been in operation soft terrain landings have created problems for pilots. Without Bearpaws, helicopters experience balancing problems when landing or taking off in soft terrain such as tundra, snow, or sand.

DART Bearpaws are constructed of a high density polymer, that resists cracking, chipping and breaking. The one-piece machined construction ensures consistent and deliberate load transfer. The material is also flexible, so it can deflect under high-point contact loads when landing on rocks or roots, and DART Bearpaws have an inherent memory so they return to their original shape upon take off.

Aerosouz, a company established in 2002, has been appointed an authorized Service Centre for the AgustaWestland range of light commercial helicopters in Russia. The Service Centre, based close to the Moscow ring, will provide maintenance and repair services as well as maintaining a spare parts inventory for AgustaWestland helicopters, enabling the company to offer its growing customer base in Russia an even greater level of service.

As the first AgustaWestland Authorized Service Centre in Russia, the appointment of Aerosouz marks a significant milestone in AgustaWestland's strategy to expand its presence in Russia. Additional Service Centres will follow in other locations where AgustaWestland's helicopters are operating, allowing the delivery of local support and to enable customers to maximise the operational effectiveness of their aircraft.

Almost 20 new generation helicopters from the entire AgustaWestland commercial range have already been sold in Russia and the company sees further business opportunities in the country across its product range for a number of roles including corporate transport, emergency medical service/search and rescue and offshore transport.

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ACCIDENTS & INCIDENTS

31 March 2010 Eurocopter EC135P2 N586AM. Air ambulance of University MedEvac, Middlefield, Ohio, USA. Operated by Air Methods Corporation. During takeoff from a scene with a patient on-board, the number 1 engine gauges began providing inconsistent warning indications that could not be resolved. The PIC set the engine into idle and performed an immediate landing at the nearby airport. The engine was replaced. [Concern]

April 2010 Bell 222UT N222UT. Air ambulance of CALSTAR. McClellan, California USA. Pilot untied main rotor blade, but failed to remove tail rotor tie down. On start-up the tail rotor blade was damaged. [Concern]

11 April 2010 Bell 407 N911LL. Air ambulance of Air Link, Scottsbluff, Nebraska, USA. Operated by MedTrans. The flight was returning to base with no patient on board. While approaching to land at the Greeley airport to refuel, a bird strike occurred. The pilot landed safely, examined helicopter and no damage was found. [Concern]

23 April 2010 BeechJet 400A N492AM. Air ambulance of AirMed International, Birmingham, Alabama, USA. Departed Cincinnati Municipal Airport (KLUK) to pick up patient at New Orleans International Airport (KMSY) with the Cincinnati Children's Transport team. At 2,000 ft MSL between layers of clouds and being vectored for an approach to Runway 10 at KMSY, a bird strike occurred on aircraft left. A normal landing was accomplished. There was an indication of a bird strike on the left engine nacelle, feathers in exhaust, and on first set of stator blades. Engine was replaced and aircraft returned to service.

29 April 2010 Eurocopter MH65C Dolphin CG81 US Coast Guard. The three crew members of a U.S. Coast Guard helicopter that crashed at the Arcata/Eureka Airport, California during a training exercise were able to walk away from the wreck. The helicopter from Coast Guard Air Station Humboldt Bay, ended up nearly upright with its starboard undercarriage leg collapsed. [USCG]



U.S. Coast Guard photo by Lt. Todd Vorenkamp

29 April Bell 407 N407UT AirMed Air ambulance of AirMed made an emergency landing in bad weather outside a Salt Lake City Costco store. The helicopter's pilot was experiencing some problems with weather conditions whilst en-route to an unspecified location. It set down in the parking lot of the Costco until the weather improved and took off after a snow storm passed. [Media]

30 April 2010 Eurocopter BK117 N122SL. Air ambulance of ARCH. Suffered a rotor strike during a non operational training mission at Granite City, Illinois, USA [Media]

4 May 2010 Bell 206. San Juan Municipal Police Department, Puerto Rico, USA. The civilian co-pilot of the police helicopter attacked by gunmen died of his wounds the following afternoon at the Río Piedras Medical Center. The co-pilot, Jesús Fernando Quiñones Santiago, was injured along with Municipal Police officer Eduardo Meléndez Alvelo. The pilot, José Rivera, who was unhurt in the incident, was forced to land in the San José baseball field.

Gunmen fired at least 31 shots at the helicopter they were riding during a high-speed chase over the San José sector of Río Piedras. Doctors had to remove a bullet lodged in Quiñones Santiago, who was shot in the back. Meléndez Alvelo, who police said had bullet fragments near his armpit, was reportedly in stable condition and recovering. [Media]

7 May 2010 Cessna 206 N663HP California Highway Patrol. A pilot with the California Highway Patrol [CHP], Danny Benavides, was killed when the plane crashed near El Centro, Imperial County. Benavides was the only person onboard the Cessna, which lost radio contact in the morning, the wreck was found the same evening in an open desert area near State Route 78 west of Split Mountain Road. Benavides, assigned to the Border Division Thermal Air Operations Unit, had completed a speed detail on SR-86 north of Hoskins Road and was headed to conduct a new speed detail above Interstate 8 when the crash occurred. [Media/FAA]

9 May 2010 Eurocopter EC135T1 D-. Dresden State Police, Germany. Media reports linking a police aircraft with a low pass over an airfield reportedly resulted in damage to a mobile home through the effect of its downdraught, and injuries to persons on the ground caused by flying debris. The incident took place at the Dresden Jahnisdorf airport in Germany. The blue and white helicopter flew very low over the area and in passing at a distance said to be 15 feet caused the downwash to catch objects on the ground, said to be a solar panel, satellite dish and awning, which in turn caused damage and injury. The helicopter was at the airfield to refuel. [Media]

11 May 2010 Bell 407 N31VA. Virginia State Police. Whilst flying at about 300 feet en-route from Virginia Highlands Airport, the Virginia State Police Aviation Base, to undertake training on the Bristol farm, three miles away, the helicopter suffered engine failure and made a forced landing on grass at Abington, Virginia, USA. The aircraft remain upright but the land-



ing gear was damaged. Neither occupant, Trooper Ron Addison and the pilot Sgt. John Ratliff, was injured. They barely missed the treetops as they dropped, at a slight angle, at 2,000 feet per minute. The landing was in a rolling field, circled with trees, about a mile deep into a farm off Black Hollow Road, just outside of Bristol, Virginia. The damage has been estimated as upwards of \$100,000. [FAA/Media]

15 May 2010 Robinson R44 N911GJ. Two Polk County Sheriff's Office pilots managed to walk away from a helicopter crash with minor injuries this afternoon at the Lake Wales Airport, Florida.

The helicopter was piloted by Chief Pilot Greg Love, 48, and Deputy Brian Bolton, 39, was his passenger, according to the sheriff's office. They were undertaking training for emergency procedures [Media]

18 May 2010 Piper PA-31P 350 Mojave ZK-WTH. Air ambulance of Air Wanganui The air ambulance was forced to make an emergency landing at Palmerston North Airport while flying a patient from Whanganui to Wellington. It experienced landing gear problems. The plane, which had three passengers and the pilot on board, was redirected to Palmerston North where it circled the airport for more than an hour. After several dummy runs at the airstrip, the plane was successfully landed. A faulty cockpit warning light is believed to have caused the problem. [Media]



Last month the front cover story relating to the Marine Watch Seeker aircraft in Australia made mention of the operators expectation of taking delivery of a new L3 Wescam MX-10 sensor turret. Since then this image has arrived from Australia confirming that the turret has both arrived and been fitted.

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PEOPLE

SIR PETER BALDWIN, KCB *an obituary*

Sir Peter Baldwin, who died on 9 May, 2010 at the age of 87 after a long illness, had a long and distinguished career in the Civil Service which started at the Foreign Office (1941-1945) progressing through senior posts within the Cabinet Office and HM Treasury, Principal Private Secretary to the Chancellor of the Exchequer (1966-1967) and Permanent Secretary, Department of Transport (1976-1982).

When Sir Peter was appointed as Chairman of the South East Thames Regional Health Authority (SETRHA) (1983-1991) he became aware and concerned at the increasing incidence of accident and medical emergency in the region and foresaw the need to improve the prospect of patient recovery by providing a helicopter air ambulance. In 1987 he ordered detailed research into the feasibility of such a service; which became known as Sir Peter's helicopter project.

Sir Peter was an inspirational leader and it was as the direct result of his vision and initiative that the Kent Air Ambulance commenced operations as the South East Thames Air Ambulance on 21 December 1989. The service was the third to be established in the United Kingdom (the first being in Cornwall in May 1987, the second in London in May 1989); and the first to be entirely funded by a charitable appeal; the South East Thames Air Ambulance Appeal, which was launched publicly by Sir Peter and its first Director, Kate Chivers, on 10 April, 1990.

Kate Chivers was a Manager at SETRHA when she was seconded to establish and develop the South East Thames Air Ambulance Appeal, becoming its first Director, then Chief Executive of the Kent Air Ambulance Trust with Sir Peter as its first chairman; the independent charitable Trust which has continued to provide and develop the Helicopter Emergency Medical Service (HEMS) since October 1993.

The Kent Air Ambulance Trust (KAAT) soon became a nationally and internationally recognised pioneer in the Air Ambulance/HEMS world, being the first independent UK charity established to provide such a specialised service, working alongside NHS ambulance service professionals. Also in 2000 the first to establish a purpose built state of the art integrated HEMS air base in the UK at Marden in Kent and in 2001 to deploy the innovative MD 902 Explorer, becoming an example and model for others to follow.

Although Sir Peter stood down as Chairman of the KAAT in 1994, and Kate retired as its Chief Executive in 2003, they were both pleased to see that KAAT's ethos of continuous development and improvement had not changed when the Trust extended the range of its service by establishing a second HEMS Unit at Dunsfold in Surrey.

Sir Peter will be remembered by many people for his compassion and humanity, his good humour, gentle, kindly nature and courtly manners; his guidance and wise counsel, his humility and unfailing sense of duty and honour; his absolute dedication to charitable causes and his devotion to our country.

Sir Peter Baldwin KCB (1977) City Freeman (1992); born 10.11.1922; educated City of London School and Corpus Christi College, Oxford (Hon Fellow 1980); MA, FKC, CICE, Hon FCIHT, FCILT, CImgt, FRSA.

Foreign Office 1941-1945; General Register Office 1948-54 (1951 Census); HM Treasury 1954-62; Cabinet Office 1962-64; HM Treasury 1965-76 (Principal Private Secretary to the Chancellor of the Exchequer 1966-67); Permanent Secretary, Department of Transport 1976-1982 and subsequently as Chairman, Disabled Persons Transport Advisory Committee 1984-93; National Railway Museum Committee 1983-87 and NHS Chairman, South East Thames Regional Health Authority 1983-91 (also Chairman of the Regional Chairmen in England).

Service in governance of St Catherine's School, Ventnor 1960-77; Civil Service Sports Council from 1981; PHAB 1981-87; RADAR 1983-96; Hearing Dogs for Deaf People from 1983; RSA from 1983; Public Finance Foundation 1984-1995; Automobile Association 1988-2004; Charities Aid Foundation from 1988; NCVO 1999-2003; Pets As Therapy from 1990; Kings College London 1993-2004; AFASIC from 1995; Motorway Archive Trust 2000-2010 (also as author/editor of two major books) and in other voluntary bodies facilitating infant welfare, road safety, air ambulances, disabled persons' mobility, further education, medical science and Third Sector effectiveness. [Kate Chivers]



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EVENTS

This edition is appearing early to allow the Editor to attend the PAVCon POLICE AVIATION CONFERENCE 28-29 May 2010

The PAVCon Police Aviation Conference in Prague, Czech Republic is turning out to be a major draw for this years AeroExpo Europe.

Currently the event will be opened by a welcoming message from the Czech Police, Thomas Helbig the commander of the German Federal police will provide the Keynote on day 1 of the conference. More next month.



A new event the Humanitarian & Disaster Response Technologies Conference & Exhibition is set for South Africa this Autumn. On September 16-17 the Lagoon Beach Hotel, Cape Town, South Africa will host the event designed to address a range of issues related to civil and military humanitarian and disaster response.

The *Humanitarian & Disaster Response Technologies* 2-day international conference, launched by Tangent Link in cooperation with the organisers of AAD2010—Africa Aerospace & Defence 2010, and will focus on civil and military preparedness, response, security, technology and risk management in humanitarian & disaster emergency scenarios in Africa, drawing on the expertise of a wealth of global NGO, Government, Military, Academic and industry organisations.

For information about participating at this event please contact: Alison Knapp, Exhibition and Conference Manager, Tangent Link Ltd. Tel: +44 1628 550048 , Fax: +44 1628 660622, E-mail: aknapp@tangentlink.com, www.tangentlink.com

DIARY

3-4 June 2010 Avionics USA, San Diego Convention Center, San Diego California.

8-13 June 2010 ILA Show, Berlin-Schoenefeld Airport, Berlin, Germany. In its centenary year the world's oldest international aerospace trade show will be taking place on the temporary exhibition site at Berlin-Schoenefeld Airport - occupying part of the future Berlin Brandenburg International Airport (BBI) - for the final time. In view of the expansion that will result in the creation of a major airport, the BBI, from 2012 onwards ILA will need to relocate to a new site. An area in the Selchow district, to the south west of the BBI, is being developed for this purpose. The ILA organizers, the BDLI and Messe Berlin, as well as the state authorities of Berlin and Brandenburg and Schoenefeld Airport agreed to this move by signing a basic agreement early in July this year.

13-17 June 2010 Safety Management Training Academy, Oglebay Resort, Oglebay National Training Center, 465 Lodge Drive, Wheeling, West Virginia 26003 USA +1 304 243 4126 ntc@oglebay-resort.com

25-27 June 2010. AeroExpo UK. **Wycombe Air Park, London** (EGTB) AeroExpo Europe is established, proven and successful! It is THE exhibition to attend in the UK, whether you are interested in learning to fly, or are already a Pilot and want to view the latest products available! This event will showcase ALL sections of the market, including the latest Aircraft available - from light aircraft, or Pistons and Turboprops from all the major manufacturers, to Gliders and Power Gliders; AeroExpo Europe has them covered. Maybe you're looking for the latest in aircraft engines, propellers, avionics, accessories, spare parts, maintenance, safety, fuel, oils, tyres, flight training schools, simulators, pilot supplies, insurance, or other General Aviation-related product or services. You'll find them all at AeroExpo Europe! Organiser: Alex Ayling alexa@avbuyer.com +44(0)208 549 3917

14-17 July 2010 ALEA Annual Exposition Tucson Arizona. www.alea.org

19-25 July 2010. Farnborough International Airshow [FIA]. Farnborough, Hampshire. www.farnborough.com



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