

# Police Aviation News

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Number 192 April 2012

PAR



**The UK NPAS team is ready  
Aeromed Case Study Conference  
CHC Select L3 Wescam for Irish CG  
Options announced for UK SAR  
Alpha relic goes on show - page 30**

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# LAW ENFORCEMENT

## AUSTRALIA

**NEW SOUTH WALES:** Although the US based Airborne Law Enforcement Association (ALEA) have not recently demonstrated a major programme of International outreach and training, thankfully its individual members are active. In the recent past ALEA members have been evident at last year's Police Aviation in Kuala Lumpur, the PAVCon in Bilbao and many others.

The latest news is that in early March the NSW Police hosted a three-day Helicopter Tactical Training Course, presented by a world-class tactical US flight officer, Kevin Means. Means is regarded as one of the world's leading airborne law enforcement trainer's in Airborne Police Patrol Tactics.

The tactical flying course enhances the skills of fixed wing and helicopter air crews, their Commanders and support staff, including communications, dog units, highway patrol, public order units and water police, who all play a large part in the success of any airborne law enforcement mission.

Aviation Support Branch Commander, Superintendent Mark Noakes, said the course was a great opportunity for police to increase the effectiveness of law enforcement aircraft in Australia.

"Kevin Means has flown more than 12,000 hours over the last 20 years as a pilot and tactical flight officer with the San Diego Police," said Supt Noakes.

"This course gives us an opportunity to learn from his experience and expertise to equip our officers with the techniques to best use the latest technology.

"It was also a chance to network with police air support units across Australia and improve inter-operability during high-profile events.

"We are excited to put the new skills and techniques into practice within the NSW Police Aviation Support Branch and maximise the capabilities of PolAir." [NSWP]



**COVER IMAGE:** Irish Coast Guard Sikorsky S-92 equipped with L-3 Wescam MX™-15 electro-optical and infrared (EO/IR) imaging system and Spectrolab searchlight. Wescam has received a order from CHC to supply sensors for future airframes assigned to the Irish Coast Guard [See story this issue].



## BAHRAIN

The police in Bahrain no longer operate the Bell 427. Last month Airwork NZ Ltd delivered a second Bell 427 to a customer in New Zealand. The aircraft is believed to have joined HeliLink at Mechanics Bay airfield in downtown Auckland who already operate the recently delivered former Bahrain Police example serial 56017 and now registered ZK-HVN. [Helihub]

## CHILE

### CARABINEROS:

A fifth AgustaWestland AW109E Power has been delivered to the Carabineros de Chile. A ceremony was recently held at FIDAE 2012 in Santiago in the presence of several dignitaries and representatives from the Chilean Government, the Italian Embassy and the operator. [AW]



## ECUADOR

QUITO: A single engine Eurocopter AS350B3 helicopter has been delivered to Quito's Metropolitan Public Security and Civic Engagement Logistics Agency. The aircraft will be used in law enforcement missions.

The handover ceremony took place in the Parque Lineal, in the Ecuadorian capital's So-landa district, and was attended by EMSA representatives and senior officials from the Ecuadorian government, the Ministry of the Interior, the National Police Service and the Municipality of the Metropolitan District of Quito.

The AS350B3 copter will be operated by the Ecuadorian National Police Service's Air Support Unit, which has 14 years of experience in law enforcement operations and already has two AS350 B2s in its fleet.

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## FRANCE

Helidax, a subsidiary of DCI and INAER, has announced that it has exceeded 30,000 flight hours on EC120 Colibri aircraft, in less than 2 years of operation. Helidax is the first public-private partnership (PPP) launched by the French Ministry of Defence in 2008. This partnership concerns the supply of helicopter flight hours, for 22 years, to the Army's light aviation school (EA-ALAT) in Dax. The operation also supplies pilots to France's law enforcement agencies.

Thirty-two of the thirty-six Helidax EC120 aircraft are available for use by the trainees every morning giving an effective operational availability rate of 100% of the school's requirements. [EC]

## GERMANY

**FEDERAL POLICE:** The 2012 edition of the highly regarded PAvCon police aviation conference and exhibition will take place in association with the German Federal Police at their Hangelar, Bonn police air support facility in June – just two months away. The location for the event is the secure Bundespolizei air and special forces base at Bundesgrenzschutzstrasse 100, 53757 Sankt Augustin, Bonn, Germany

This Zeiss Optronics sponsored event will take place on 5-6 June 2012 and a number of new exhibitors and delegates have signed up over the past six weeks. In addition the number of element sponsors and supporters is growing. New sponsorship for the event is now in place from Diamond Airborne Sensing, L3 Wescam and Thommen Aircraft Equipment. Recent new exhibitors include Adams Aviation, Aerodata, Diehl Defence, ECS, Euroavionics, FLIR Systems, and SAFRAN/Turbomeca. A number of other exhibitors have yet to confirm in writing.

The number of Media Partnership arrangements has increased with the UK based *Police Oracle* and *Police Product Insight*, and Indian sub-continent Defence and Security Alert (DSA) joining long standing partners *Helicopter Monthly* in promoting the event.

Key presentations at the conference include 'Jenseits von Aegypten' (out of Egypt) by the OIC Bundespolizei air operations Thomas Helbig an item that covers the economics of long distance support and *Extreme Networking* as only the Federal Police practice. There are few other operational police air units in the world that are faced with decisions on whether

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travelling by giant Antonov or island hopping across the Mediterranean is the best option to get home after work.

A stalwart at recent police aviation conferences is Glenn Daley – now retired from the NYPD and acting as the Director of Operations Sikorsky Shares he will be speaking twice including bringing his thought provoking 'Considerations for undertaking High Rise Rescue' to a new audience.

English by birth Bill Proberts started off as a Surrey UK policeman before joining the many officers exasperated by the lack of aviation opportunities in the UK police scene and escaping to commercial piloting. He is now a sergeant and the Chief Pilot of East Bay Regional Parks Police based near San Francisco. He presents 'Inserting snipers in a Marijuana Grow under fire!' and 'CRM in emergencies.'

CRM is to be a mainstay of the conference and other presentations touching on this theme include one from Andrew Morgan the Sergeant and Deputy Unit Executive Officer of the South and East Wales Air Support Unit.

Other operator presentations will be added to the conference as speaker availability is clarified.

There will be industry presentations and among them will be one from Hans Scheibel - owner and President of the company manufacturing the S-100 UAV. Although we have yet to see the skies being cleared to such craft he will touch on the subject of UAV assimilation in traditional air support roles. It is hoped that an S-100 will be at the show and able to fly a demonstration but that has yet to be cleared.

The daily proceedings will commence with a Keynote presentation. On Day 1 a Senior officer from the Bundespolizei, the hosts will start off the day and on Day2 Gareth Davies, the Chairman throughout will use his technical background to set the tone of the day with words on the many lessons he learned in Spacecraft control in an item entitled 'Less than success is not failure' [PAR]

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## NIGERIA

**AIR FORCE:** The Ministry of Defence has commissioned two newly refurbished Nigerian Air Force (NAF) Eurocopter Super Puma helicopters in the gunship role. They are expected to help in the fight against terrorism and other forms of internal insurrections.

The Super Puma aircraft are being re-introduced to service with the NAF after falling into disuse. The two helicopters were first purchased in 1988, have been a frontline aircraft for various NAF peacekeeping operations, especially the ECOMOG led efforts in Liberia and Sierra Leon before they were grounded in 1997 due to lack of spare parts. It is expected that other aircraft will be rebuilt in the coming months. [All Africa]

*Ed: A fatal accident has robbed the police in Nigeria of a senior pilot and a Bell 427 helicopter. See accidents.*

## TURKEY

**NATIONAL POLICE:** As predicted by Bell Helicopter recently the helicopter manufacturer and the Turkish National Police (TNP) has sealed a contract to purchase fifteen Bell 429 helicopters

The contract was signed in the presence of officials from Bell and the Turkish General Directorate of Security (EGM) in Ankara on 9 March.

At the time it was suggested that the TNP were considering options for a further five aircraft, but it's not clear whether this will be taken up in the future or if the deal includes any cooperation with Turkish Aerospace Industries (TAI). The 429 beat the competition from Eurocopter and AgustaWestland.

The TNP currently operates a small fleet of single-engine MD600 helicopters but was keen to replace these aircraft with a modern twin-engine type. The EGM said the aircraft would 'improve the abilities of the Security General Directorate airborne reconnaissance and surveillance'.

The contract is the largest single order for the Bell 429 light-twin so far and Bell is hopeful that it could give them a foothold into the European light-twin market.

Shortly after the Bell announcement Becker Avionics announced that the TNP has selected its digital aircraft audio system, the DVCS6100, for their new fleet of Bell 429 helicopters.

All aircraft will be built at Bell's commercial helicopter assembly plant in Mirabel, Canada and the specific customization of the aircraft, including the DVCS6100 will be performed at Bell Helicopter's facilities in Piney Flats, Tennessee. [Bell/Becker]



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## UNITED KINGDOM

NPAS: This month marks the original date of commencement of the National Police Aviation Service [NPAS] in England and Wales. Most elements have been shifted back six months to the autumn.

Captain Ollie Dismore [right] has finally been released from his post at Eurocopter UK and took up his NPAS post on March 31.

At the end of last month the West Yorkshire Police Authority approved a proposal subject to certain conditions, for the Force to be the host force for NPAS. The agreement brings NPAS plans a step closer and would mean all police air support operations being coordinated by West Yorkshire. West Yorkshire will become responsible for air operational assets belonging to forces and authorities across England and Wales, including employment of staff.

The ambitious and complex project puts in place the structure for operating NPAS on behalf of all forces in England and Wales ahead of the closure of the National Policing Improvement Agency (NPIA) later this year. West Yorkshire has been assured that there will be no adverse impact upon the force or council tax payers in West Yorkshire. The funding, risks and liabilities for NPAS will be covered by a National Collaboration Agreement, which all participating forces and authorities will sign up to. The current approval is subject to full costings being obtained and an assurance from the Chief Constable that all foreseeable risks are properly identified and mitigated.

ACPO lead for the NPAS, Chief Constable Alex Marshall [right], said: "The decision made by West Yorkshire Police Authority is a positive step forward in becoming the lead force for the National Police Air Service. The NPAS team and I will continue to work with West Yorkshire police to ensure that the conditions set by the police authority are answered quickly in order to implement NPAS with the priority being a strong operational service and effective coverage delivered in the most cost effective way."

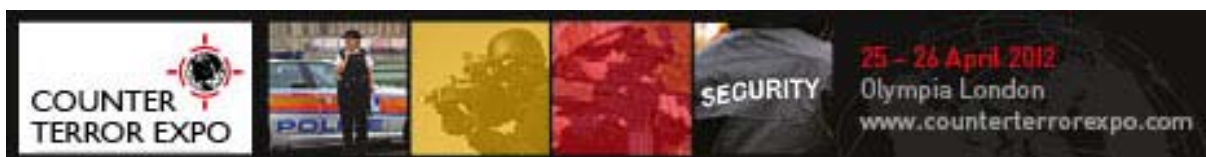
On the aircraft front the Cambridgeshire Constabulary MD902 Explorer G-CMBS is still expected to be withdrawn from service at the end of this month. It finally got flying again after poor spares availability grounded it in January.

Meanwhile the Magpas Helimedix medical teams that still regularly fly with the Cambridgeshire Police have made their own arrangements on future flying activities with a local news report last week claiming that delivery of their new aircraft was 'imminent'.

The emergency medical charity may be expecting the delivery of a helicopter but meanwhile the group has maintained its links to the RAF to ensure that when needed a RAF search and rescue helicopter will pick up Helimedix teams from the RAF Wyton base and fly them to the scene of any emergency.

Just a year ago Magpas was saying it was in financial difficulties, when and where the turnaround in the groups finances took place is uncertain. More on that next month hopefully.

Elsewhere matters to be resolved include the argument over the future of the South Yorkshire helicopter in Sheffield and some disquiet now being expressed over the security of the proposed basing of the South East helicopter at Redhill.





The proposal to move the EC135 helicopter [right] to Redhill in Surrey was agreed at a Surrey Police Authority meeting on March 26 but issues about security remain unresolved. Currently Surrey shares two helicopters with Sussex and Hampshire but they are currently based outside the county, at RAF Odiham and Shoreham Airport. The NPAS coverage would see one aircraft withdrawn and the other moved to Redhill Aerodrome. The original plan to move to Dunsfold, Surrey was modified after a number of issues arose over coverage and the suggestion that the intended new neighbours at Dunsfold did not actually want them. The original NPAS basing choices as announced in October 2010 were made prior to a full survey being conducted and this failure of the plan to meet reality is an ongoing elimination process.

But despite unanimous agreement for the plan concerns were raised about security at the Redhill site. The police helicopter has been based there before but moved to Fairroaks Airport only to be driven out of there to the security of RAF Odiham in 2009 after a series of attacks on the aircraft.

A Surrey Police dog unit and Arena Aviation which operates helicopters on behalf of both the BBC and Sky News are already based at Redhill but arguably represent a less interesting target for the type of person that attacked the helicopters in Fairroaks and Birmingham Airports in recent years. Redhill Airport said that no formal approach had yet been made to them. They insist that security is not a problem – but then it was not a problem before the various attacks on police helicopters took place. They cite the presence of the police dog unit but with NPAS being a separate entity it may not naturally fall in with the Surrey Police unit. [Media/PAR]



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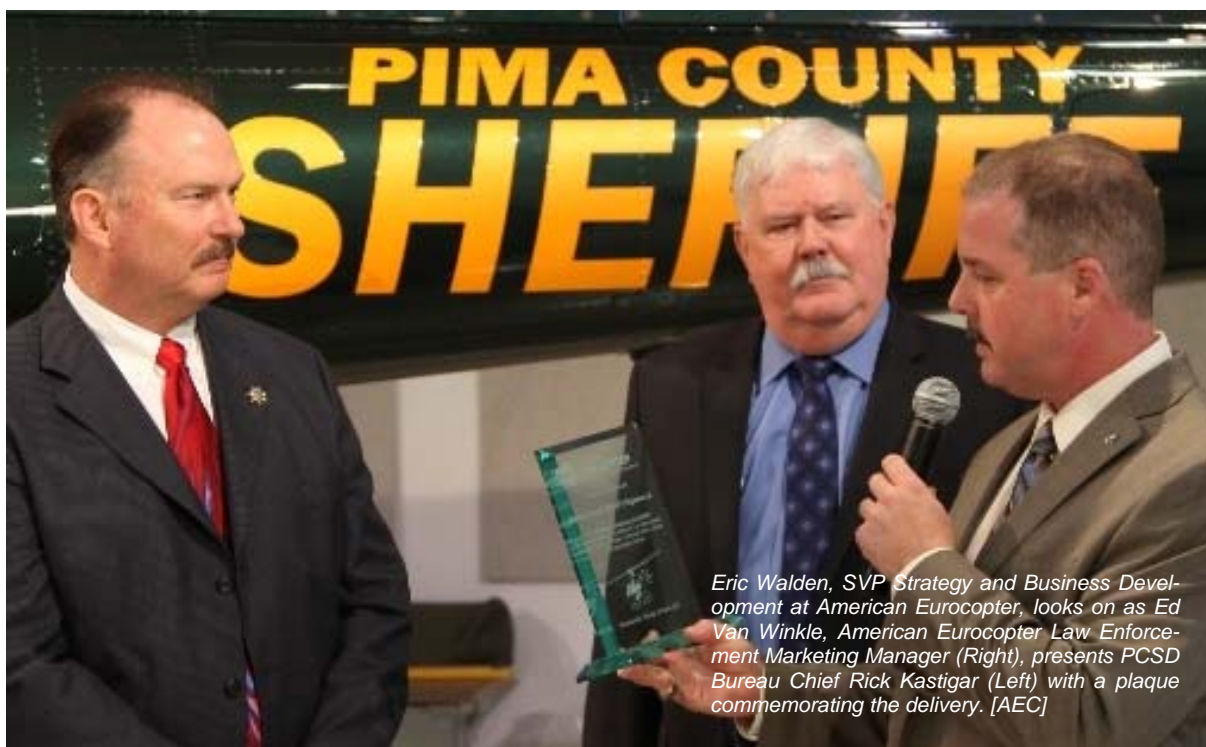
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## UNITED STATES

**NATIONAL:** The 17<sup>th</sup> Coast Guard District commander, Rear Admiral Thomas P. Ostebo, dismissed criminal charges without prejudice against Lt. Lance Leone Tuesday, stemming from his role as co-pilot of Coast Guard helicopter CG-6017, which crashed on July 7, 2010. Leone, the sole survivor of the crash, was originally charged September 30, 2011.

**CALIFORNIA:** On March 15 American Eurocopter held a customer event for the delivery of an AS350 B3e to the Pima County Sheriff's Department (PCSD). This is the department's first Eurocopter aircraft and additionally marks the delivery of the first AS350 B3e to a law enforcement agency in the United States.



*Eric Walden, SVP Strategy and Business Development at American Eurocopter, looks on as Ed Van Winkle, American Eurocopter Law Enforcement Marketing Manager (Right), presents PCSD Bureau Chief Rick Kastigar (Left) with a plaque commemorating the delivery. [AEC]*

**FLORIDA:** Night Flight Concepts (NFC) has announced that Tampa PD Aviation Unit, a long-time user of NFC NVG Maintenance Services, has procured new Laser Armor™ Light Interference Filters (LIF) to protect their NVGs from malicious laser strikes encountered by their pilots and aircrew members. The aviation unit is one of the first law enforcement agencies to take advantage of these new technology filters.

"The problem of laser strikes on law enforcement helicopters has been increasing dramatically for many years", stated Sgt. William Shaw. "Having worked with Night Flight Concepts for many years prompted our quick action when the product became available. We knew we could expect an exceptional product that would deliver the results we need. The NVG filters add one more level of safety for our Aviation Units' Pilots and Aircrew."

"While it is true that NVGs offer protection against the potential harmful retinal burns that might be received, the filters enhance that capability by allowing the goggles to function normally by reducing the blooming effect significantly" stated Dr. Dudley consultant an expert in aerospace physiology. "We are pleased to extend the range of products and services provided to the Tampa PD and proud to have their continued support", stated Adam Aldous, President of Night Flight Concepts.

NFC has announced that the Broward County Sheriff's Office has renewed commitments for

comprehensive Night Vision Goggle training from Night Flight Concepts – BCSO's designated NVG solution provider. The training includes renewal of NVIO™ NVG Initial and Recurrent Computer-Based Training (CBT) for pilots and fire rescue crewmembers along with NVG flight training conducted on location in the EC135 helicopter.

LOUISIANA: A lawsuit filed last month claims a pattern of retaliation and safety issues within the Louisiana State Police Department. A State Police pilot claims his supervisors ordered him to fly a helicopter after it was grounded by the FAA, and that the Commander of the State Police took no disciplinary action.

GEORGIA: In about 6-8 months the Georgia State Patrol (GSP) is moving its resources around and planning to take up residence in a new hangar at Bush Field, Augusta. Meanwhile they are planning to be moving their two Bell helicopters out of an increasingly crowded base at McDuffie Regional Airport in Thompson.

The city of Augusta put up \$500,000 towards the Bush Field hangar project and the state is paying for the rest. The new structure will be able to accommodate bigger aircraft, and house more staff. It will offer sleeping quarters and room for a second full-time pilot. The aircraft currently at Thompson include a Bell 206 N206ES equipped with a FLIR sensor.

MARYLAND: As reported last month the delivery of the new State Police AW139 helicopters has been delayed by issues over the internal medical fit. They had hoped to receive the first two new, multipurpose Medevac helicopters by May 1, but now it is being suggested that the 'worst case' scenario might delay them into December.

Confusion also seems to reign over whether they are to be operated as single or dual pilot

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IFR. The decision on that has been deferred. The state is buying a fleet of ten AW139 helicopters at a cost of \$120.4M to replace the fleet of eleven Dauphin's. [Gazette/PAR]

TEXAS: Every time proposals are made to allow a greater use of UAV craft in public airspace something spectacular happens to make both the public and legislators question the wisdom of such moves.

The latest incident involved a prototype drone 'forgetting' all its safety features and dramatically crashing into a fortunately inanimate object at a police demonstration under controlled conditions.

Vanguard Defence Industries CEO Michael Buscher said his company's prototype drone was flying about 18-feet off the ground when it started having trouble. It's designed to go into an auto shutdown mode, according to Buscher, but it managed to crash into the SWAT team's armoured vehicle parked nearby. It is unclear whether that was a direct result of the autoland working correctly or incorrectly. The incident took place at Conroe, Montgomery County near Houston, during a police test flight.

In a 2008 GAO study it was found that 65% of drone crashes were caused by mechanical failures, unfortunately the situation does not seem to have improved dramatically.

The Montgomery County Sheriff's Office north of Houston became one of the first police departments in the country to commence flying unmanned craft for police missions in October 2011. Their craft was sitting nearby and was not damaged in the crash. [Examiner/PAR]

## "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!

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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](http://wescam.com) or call 1-888 668 4355

# AIR AMBULANCE

## CANADA

ORNGE: AgustaWestland is all too well aware of the dangers to themselves from the on-going media coverage of the investigation being conducted by the Government of Ontario into the operations of Ornge. With their product inextricably entwined with the operations – the majority of published images included their helicopters – AgustaWestland has clearly been treading a dangerous path between openness and caution. The company finally issued a statement last month.

*While negative remarks about the AgustaWestland relationship with Ornge as well as the AW139 helicopter have been made from time to time in press articles, we should like to emphasize the following:*

*1) AgustaWestland has not received any inquiries from any competent authority. Should any competent authority approach us with questions related to our business relationship with Ornge we will cooperate fully.*

*2) It is our belief that the propriety of our actions, soundness of the selection of the AW139 and its fitness for the mission it performs on behalf of the citizens of Ontario cannot be questioned. State-of-the-art design and full protection against icing are only two of the many characteristics which make the AW139 capable of delivering the highest level of patient care and serving Ontario so well.*

*AgustaWestland remains extremely proud of its selection to serve the citizens of Ontario, and looks forward to many years of continued service.*

*AgustaWestland intends to vigorously defend the reputation of the Company and our products from careless and unsubstantiated accusations. [AW]*

In a report released last month the Ontario auditor general, Jim McCarter said Ornge received hundreds of millions of taxpayer dollars but the governing Liberals failed to sufficiently monitor the agency as it used the money to make questionable business deals. In their defence some have stated that it was 'difficult' to interfere with the activities a State Run Charity.

Premier Dalton McGuinty has said that his government will act on McCarter's recommendations, meanwhile an Ontario Provincial Police investigation continues to investigate whether public funds have been misused, the government "will take all steps necessary to recover those funds."

The magnitude of the amounts involved in the direct funding and loans taken out continue to spiral upwards, Government funding to Ornge rose 20% in its first four years of operation, even though the number of patients transported by air fell during that period.

Ornge used the borrowed money to buy more aircraft and helicopters than it needed, some

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of which will be sold at a loss. About \$210M in assets bought with ministry funds were then transferred to companies that were beyond the government's control and the whole became a very complex paper trail. [Media]

## SWITZERLAND

REGA: The Swiss Air Rescue organisation has been particularly busy repatriating the survivors of a group of Belgian children involved in a major coach crash in the country. The final batch of three children were carried in two flights operated by Rega Challenger CL-604 jets. The three young patients, accompanied members of their family, were flown to Brussels from Payerne. Rega organised nine flights to repatriate eighteen children and members of their family to Belgium from March 16, with three aircraft mobilised simultaneously on the mission, the first time in Rega's history that such intensive operations have been needed. [Service de presse de la Rega]

Date	Patients	Flights
16 March 2012	14	6
17 March 2012	1	1
22 March 2012	3	2

## UNITED KINGDOM

CHILDREN'S: The Warwickshire and Northamptonshire Air Ambulance continues to expand its predatory fundraising activities across the United Kingdom using mail-outs. At one time the Children's Air Ambulance [CAA] was based in the coastal resort of Torquay in Devon but the latest activity clearly moves the centre of fundraising operations to Princethorpe, Warwickshire.

Meanwhile the other air ambulance operators, the ones actually flying the majority of the few young persons transfers quietly seethe as new CAA shops are opened close to existing local air ambulance fundraising outlets and play upon the clear emotional message of the CAA.

No-one among the majority of the disenfranchised community has yet formulated a strategy that might successfully highlight the operational errors of the CAA formula. The best they can do at the present is exert pressure on their local media outlets to quietly get their message out. Anything else is liable to be seen as mere squabbling and damaging to the air ambulance charities as a whole.

Strangely, the newly emerging 'Urgent Appeal' leaflets arriving on doorsteps across the

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country still ask the question 'Will you help this vital service take off?' and yet the images are of the existing Agusta 109 helicopters and, oddly a Bell Huey drawing, all of which tends to reinforce a service in being. The Ferno Baby Pod II features in an staged image with a crew clearly from Warwickshire and Northamptonshire AA. [PAR]

DEVON: Devon Air Ambulance Trust has officially launched its very own online personalised greeting cards site.

The site, which can be reached on [www.daat.org](http://www.daat.org) enables supporters to buy greeting cards online, and have them sent to their home or to their chosen recipient at a cost of just £2.99 plus postage. Of the £2.99, £1 will be donated to the Charity.

Fundraising Director, Caroline Creer said "We would like to thank Sam Heaton of White Label Cards for their support of the Charity, which is very much appreciated. This is a fantastic way for the public to support us, whilst doing something that most of us do on a regular basis – buying cards for many different occasions."

*Devon Air Ambulance Trust Vice Chairman of Trustees Jack Lomas, Sam Heaton and Lucy Goaman of White Label Cards*



ESSEX: The 3<sup>rd</sup> Aeromedical Case Study Conference held at the Ford Motor Co Technical Complex at Dunton on March 28<sup>th</sup> was a great success. Even if elements of the presentations went way over the head of the average reporter [why did I fail to remember all those medical terms from the twice weekly dose of Holby Hospital?] the opportunities to Network, surely the most important aspect of the whole event were tremendous.

This type of event is a required element for medical practitioners and counts towards their CPD points, that modern jargon relating to Continuing Professional Development, the supposed structured skills enhancement and furtherance of professional competence. Technically they do not need to be positive experiences but it is a pleasure when they are.

At the core of the conference was CRM, Crew Resource Management, an area that is clearly a industry focal point at the moment [PAvCon 2012 also has CRM at its core], although the air ambulance CRM is currently being presented as more a *Team* RM for the non-aviators in the back of the aircraft and working together on the ground at the trauma scene.

There was an introductory aviation CRM presentation from pilot Matt Tacon that illustrated a modern assumption that human factors are responsible for some 75% of safety issues, others spoke highly of SOPs, aide-memoire, check-lists, and even the growth of 'Apps' that bring dozens of SOP lists to the phone of the busy doctor.

In the main the content of the presentations touched on confidential matters – details of the rights and wrongs of air ambulance responses to trauma's adversely affecting the speakers customers – the patient. The things they got right and, occasionally the errors.

An advertisement for Insight Design. It features two helicopters: a yellow and black one on the left and a grey one on the right. The text in the center reads:

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Jargon remains a problem. An increase in cross border cooperation is highlighting confusing terminology. A simple illustration of this is that 'Code Red' and 'Code Blue' meant the same thing, a major trauma incident, in two different areas but caused confusion when uttered in the wrong hospital. Ideally jargon needs to be standardised nationally or dispensed with for plain English.

There was dark humour of course, mainly at the expense of the 'other' emergency services. It is alleged that a police officer in Hampshire, informed by the busy HEMS doctor that the patient was likely to have his leg amputated above the knee, he asked what treatment would be applied to below the knee. *Hmmn, I reckon I can believe that!*

The number of sponsors of the Ford hosted event has grown slightly since the last conference. Headed up by Medical Aviation Services the supporting cast were mainly drawn from the medical supplies industry. The odd one out was Falko, an Hatfield based aviation group with few obvious connections to HEMS work. Primarily associated with the BAE 146 airliner operating in the executive role, they were at the conference wholly as charity supporters.

The days speakers were each presented with a signed copy of the 2008 book *Safety at the Sharp End* by Rhona Flin, Paul O'Connor and Margaret Crichton. In many ways the book – a guide to non-technical skills – is a CRM [Crew Resource Management] handbook for backseat, non-aviation, staff.

It reflects on how many 21<sup>st</sup> century operations are characterised by teams of workers dealing with significant risks and complex technology, in competitive, commercially-driven environments. Informed managers in such sectors have realised the necessity of understanding the human dimension to their operations in the hope of improving safety.

Before CRM the world simply got on with life and produced the same outcomes without all the technical analysis – but they did crash more of course!

Under the agreement trialled successfully in 2011 Essex & Herts Air Ambulance Trust (EHAAT) and the East Anglian Air Ambulance (EAAA) Charities will collaborate with the East of England Ambulance Service NHS Trust (EEAST) to extend their service to cover the longer summer days. The new arrangements take effect on 2 April, ensuring that Air Ambulance Crews are operational across the region from 7.00 am until sunset. Currently the aircraft go off line at around 6 pm.





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6th - 8th November 2012, East Hall  
Dubai Airport Expo Centre, Dubai, U.A.E.



Between them, the Essex & Herts Air Ambulance Trust (EHAAT) and the East Anglian Air Ambulance (EAAA), which each operate two aircraft, cover the counties of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Suffolk and Norfolk.

From the implementation date, one helicopter from the EHAAT and one from the EAAA will cover the early part of the day while each Charity's second aircraft will cover the end of the day. All four aircraft will be operational for the main part of the day.

This partnership follows a recent announcement by the East Anglian Air Ambulance that it hopes to become the first dedicated Air Ambulance operating in the UK to extend its service to cover the hours of darkness later this year. East Anglian Air Ambulance will shortly be taking delivery of the first of two 'night capable' aircraft and is working with its operator Bond Air Services to secure Civil Aviation Authority approval to fly at night. The CAA has been cautious about allowing Air Ambulances to operate in the hours of darkness but the capability of the latest generation of helicopters, when combined with recent advances in both Crew training and equipment, mean that this may now be possible for experienced organisations such as those that provide daytime cover in East Anglia

**GREAT NORTH:** Across the air ambulance spectrum politicians have been raising the profile of moves to spare the air ambulances from paying a tax on fuel. The move appears to have been started in the north east.

The Great North Air Ambulance Service (GNAAS) has to pay VAT on fuel, unlike fellow charity the RNLI which has been spared the tax since 1977.

This financial year so far, GNAAS has spent more than £120,000 on fuel. With VAT on jet fuel standing at 20%, this represents a potential tax payment of £24,000.

*Ed: Although the majority of the Charities are backing this request it only affects a few of them at the moment. Charities leasing their aircraft are not affected, it mainly relates to owned aircraft operators [Devon, Great North and Yorkshire] and those with their own fuel uploading point.*

Currently there is a Government petition on this subject and that had attracted over 132,000 signatures by the end of March.

Having passed the threshold of 100 000 signatures the Leader of the House of Commons has written to the Backbench Business Committee, who are responsible for the scheduling of debates on e-petitions. <http://epetitions.direct.gov.uk/petitions/29349>



## **A question for Air Ambulance organisations.... To rent, lease or to buy? Which business model is right for you?**

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**KENT:** The cherry tree in the foreground was recently replanted following the closure of Maidstone Ambulance Station, where it has grown from a sapling planted in memory of Paramedic Tony Richardson, one of a crew of three who died in an accident suffered by the Kent Air Ambulance in the summer of 1998. The tree is now standing alongside the stone erected in memory of Graham Budden, Mark Darby and Tony after their death in an AS355F operating as the air ambulance

To mark the replanting a memorial service was organised by the ambulance service and attended by both Ambulance and Air Ambulance staff. The current MD902 Explorer helicopter undertook a fly-by.

The transplant became necessary after all the local ambulance stations fell foul of the current UK-wide obsession with 'big is great' – Maidstone and the other ambulance stations closed up with a transfer to a 'mega' station in nearby Paddock Wood. [Rob Wilkinson, Clinical Manager, KSSAA]

**LONDON:** One of the presentations given at the Dunton conference covered the finer details of the first live case undertaken in the wake of February's launch of London's air ambulance carrying whole blood products for on-scene transfusions. London became the first emergency service in Britain to carry blood in an attempt to save the lives of more critically injured patients.

The innovation has been made possible due to the availability to UK operations of a new refrigeration unit used by the British and American military. The unit can keep four units of O-negative blood (which can be transfused into any patient) at a steady 4C for up to 72 hours. Unused blood can be returned to hospital stores, so no stocks are wasted.

It will allow blood transfusions to be administered on the scene of accidents, rather than



having to wait until arrival at a hospital. The capability is limited by the number of variants of blood product that can be carried in the responding craft but it remains a vast improvement upon past practice.

London's Air Ambulance believes hundreds of lives could be saved, and some regional services are said to be looking to follow suit although most of them work in a very different world to hospital based London. Returning the blood to a hospital store would be problematic for many.

**WALES:** Welsh Conservatives have called on the Welsh Government to directly fund the Wales Air Ambulance Service.

Funding for the service, with the exception of paramedics' salaries, currently comes from public donations and the Tories' call came just days after the service launched a fundraising campaign to upgrade one of its helicopters [see last month's lead story].

Around £600,000 is going to be needed to replace and maintain its Mid Wales helicopter, based near Newtown, Powys.

In their Assembly election manifesto last year the Conservatives pledged to fund the service by £3m a year.

The Welsh Government has never received a request from the charity to provide additional funding for this service. [Wales on line]

**YORKSHIRE:** Leeds Bradford Airport based Multiflight continues to expand its helicopter operation and now operates five Dauphin helicopters and employs 12 helicopter pilots.

"Our helicopter operation is going from strength to strength and we have firmly established our reputation for providing a comprehensive range of first class helicopter services to clients in the UK and internationally," said Steve Borrowdale, Multiflight's Managing Director.

"We now operate five Dauphin AS365 helicopters and employ 12 helicopter pilots, many of them crewing on the air ambulance services we run for the Yorkshire Air Ambulance and Great North Air Ambulance Service."

Multiflight, which was founded in 1994, has continued to develop its helicopter operation over the years. It now includes helicopter purchase and sales; engineering; parts; charter; management, including air ambulance services; executive handling and flight training.

Multiflight also manages, crews and maintains two MD902 Explorer helicopters for the co-located Yorkshire Air Ambulance. Multiflight refitted a further Dauphin helicopter as a HEMS aircraft, which is available to hire. This aircraft is currently being leased by YAA while the two Explorer helicopters undergo maintenance work.



Multiflight HEMS AS365 which is currently on lease to the Yorkshire Air Ambulance. [Multiflight Image]



## UNITED STATES

FLORIDA: Aero Jet International and Air Ambulance Professionals have merged, creating a larger network of air ambulance services with more flexibility. The combined company will remain headquartered at Fort Lauderdale Executive Airport.

## FIRE

## BRAZIL



PARA STATE: A minor hit on the you-tube web site last month was the demise of a law enforcement AS350 in Belem Brazil. PT-YAK AS350B c/n 2756, seen above, suffered a catastrophic ground resonance problem on the February 22<sup>nd</sup> and the video clip showed the airframe systematically dismantling itself. This incident featured in the 'Accident and Incident' list last month.

On March 3<sup>rd</sup> the aircraft was replaced in service by PR-EBH AS350B2 c/n 7193. [Keith Parkinson/PAR]



## UNITED STATES

**NATIONAL:** With another potentially devastating wildfire season on the horizon, the U.S. Forest Service Chief has been warning Congress that the reduced and ageing fleet of fire fighting air tankers is insufficient to combat the nation's increasingly severe blazes.

Although they are an important element of the Forest Service's fire fighting operations the number of air tankers at the agency's disposal has fallen from 43 to 11 in the last 12 years as airworthiness issues grounded many of the older airframes and even the heavy helicopter fleet has dwindled from 34 helicopters to 30 in the last year..

There is a request for \$24M to help modernise the agency's aerial fire fighting fleet, and the Forest Service is moving forward to acquire more tankers. But it's unclear when additional aircraft would be available.

Under mutual-aid agreements in California, state fire fighting planes and Air National Guard resources also could be used to help the Forest Service.

## SEARCH AND RESCUE

### CHINA

**RESCUE SERVICE:** According to Capt Jiahui Song, CRS director general, speaking at the Shephard SAR Europe conference in Ireland last month the service is planning to purchase eight additional medium helicopters during 2012, following a significant investment from the Chinese government.

CRS currently flies a total of 20 aircraft: four EC225s, eight S-76C++, two S-76As, three AS365N Dauphins and three Y-12 fixed wing aircraft.

Although the service has been impressed by the range, lift and altitude capabilities of the EC225 in the SAR role a decision has yet to be made between remaining with the existing type or purchasing the Sikorsky S-92.

### IRELAND

**COAST GUARD:** L-3 WESCAM has announced the receipt of an order from CHC Ireland Ltd to provide MX™-15 electro-optical and infrared (EO/IR) imaging systems for installation on S-92® search and rescue (SAR) aircraft. Installation of the turrets will be completed by Sikorsky Aircraft Corporation and deployed to Ireland in support of the Irish Coast Guard's fleet replacement. The newly equipped S-92s will be utilised for SAR missions and operate from bases located near Shannon, Dublin, Waterford and Sligo, Ireland. The first system was delivered in January and remaining systems are scheduled to be delivered during 2013.

L-3 WESCAM's MX-15i will provide the Irish Coast Guard with the most technologically advanced multi-sensor EO/IR imaging capability available. The system has been engineered as a one-line replacement unit solution, which reduces installation weight by 25% and increases much-needed cabin space for transporting rescue victims. The system's digital IR camera is capable of a 20% increase in visual range, allowing missions at night or in inclement weather to result in a higher search success rate. In addition, the system comes with WESCAM's MX-GEO Gen. 3 package, which incorporates GEO-Scan, Automated Video/GEO-Tracking and Adaptive-GEO technologies. Together, this software suite helps deliver maximum geographic location accuracy and significantly reduces operator fatigue that often arises in demanding and stressful SAR operations.

Maintenance of the MX-15i systems will be performed in the UK at one of L-3 WESCAM's authorised service centres. [www.wescam.com](http://www.wescam.com).





## ITALY

**AIR FORCE:** AgustaWestland HH-139A medium twin engine helicopters have entered operational service. A ceremony to mark the milestone was held at Cervia Air Base last month. achievement. These helicopters will supplement ageing HH-212 and HH-3F helicopters in the role of search and rescue operations across Italy. The remaining HH-139As will be delivered to the Air Force by the end of this year and are the first examples of the AW139M dedicated military variant to be delivered.

This event is the first major step in support of the service's modernisation programme which will see the HH-101 Caesar replacing the HH-3F Pelicans in the Combat SAR role. The HH-139A will complement the HH-101s whilst providing a quantum leap forward in operational capabilities and cost effectiveness compared to the present fleet of HH-3Fs and HH-212s.

The HH-139A is an interim solution for the Italian Air Force's SAR fleet replacement and modernisation, the new AW149, now under development is expected to meet the final need.

## PHILLIPINES

**AIR FORCE:** The Philippine Air Force launched its first four Polish W-3A Sokol helicopters into service last month. The four are the first batch of an eight aircraft order that is expected to be finalised by the end of this year.

The four PZL-Swidnik Sokol are operating with the 205<sup>th</sup> Tactical Operations Wing undertaking various missions such as transport, emergency medical missions and search and rescue.

## UNITED KINGDOM

**NATIONAL:** The Department for Transport has announced the names of the companies shortlisted to bid for the UK SAR helicopter services contracts, which is being procured using the Competitive Dialogue procedure. They are:

For Lot 1 (Which will deliver the service at, or in the vicinity of, Sumburgh, Stornoway, Culdrose, Leconfield and Valley with a minimum rescue capacity per aircraft of 8 casualties/survivors (2 of which are capable of being stretchered) and a minimum radius of action of 200nm (250nm at Stornoway):- Bond Offshore Helicopters Ltd; Bristow Helicopters Ltd; CHC Scotia Ltd; Elbit Systems Ltd; Evergreen International Aviation Inc; Eurocopter UK Ltd; Osprey Consortium (Babcock Aerospace Ltd, ERA Helicopters & British International Helicopters Ltd).

For Lot 2 (Which will deliver the service at, or in the vicinity of Lee-on-the-Solent, Chivenor, Prestwick, Lossiemouth and Wattisham with a minimum rescue capacity per aircraft of 4 casualties/survivors (2 of which are capable of being stretchered): - Bond Offshore Helicopters Ltd; Bristow Helicopters Ltd; CHC Scotia Ltd; Elbit Systems Ltd; Evergreen International Aviation Inc; Eurocopter UK Ltd; Noordzee Helikopters Vlaanderen N.V; Osprey Consortium (Babcock Aerospace Ltd, ERA Helicopters & British International Helicopters Ltd)

For Lot 3 (Which will deliver the service requirements of both Lot 1 and Lot 2)

Bond Offshore Helicopters Ltd; Bristow Helicopters Ltd; CHC Scotia Ltd; Elbit Systems Ltd; Evergreen International Aviation Inc; Eurocopter UK Ltd; Lockheed Martin UK Integrated Systems Ltd; Osprey Consortium (Babcock Aerospace Ltd, ERA Helicopters & British International Helicopters Ltd).

This short listing comes after the Government published a notice in the Official Journal of the European Union on 28 November 2011, seeking expressions of interest for the 3 Lots.

The Invitation to Participate in Dialogue has been issued to all shortlisted companies and the Government expects to announce the successful bidders for either Lots 1 and 2, or Lot 3, in early 2013.



CORNWALL: *Search and Rescue*, is a new 'blockbuster' exhibition from National Maritime Museum Cornwall that invites the public to enter the world of the rescue services.

Opening on 16 March 2012, the exhibition embraces interactive technology and some imaginative scene building to provide a stimulating and emotive experience of the role of the maritime rescue services. *Search and Rescue* celebrates the work of the RNLI, Royal Navy, Royal Air Force, HM Coastguard and other organisations.

The displays include a 70ft Sea King helicopter loaned by the MOD. The airframe is painted in the colours of both the Royal Navy and RAF Search and Rescue (SAR) services (red and grey one side and yellow on the other) and is available to climb inside. Other interactive opportunities for children include the chance to dress as a pilot, listen to accounts from the crew and from those that have been rescued, explore their lifesaving equipment and discover the world of the Royal Navy and RAF SAR teams. In addition visitors can place themselves in a coastguard hot seat, making the life or death decisions to bring in the right service for the rescue.

Ben Lumby, Exhibitions Manager of National Maritime Museum Cornwall, says: "This is our biggest and most ambitious exhibition to date but more importantly it is the first time anyone has celebrated the maritime rescue services in this way."

Throughout the two year life of the exhibition there will be a number of events including air sea rescue demonstrations, 'meet the crew' days and opportunities to climb aboard an RNLI all-weather lifeboat. To keep up to date with what's on when, visit [www.nmmc.co.uk](http://www.nmmc.co.uk)

## INDUSTRY

The US military is highlighting the dangers of posting images on-line. The problem is associated with the automatic **geotagging** of images in modern devices.

There are a number of location-based social media applications and platforms currently on the market. They use GPS features, typically in the user's phone, to publish the person's location and offer rewards in the form of discounts, badges or points to encourage frequent check-ins.

Serious security risks have been highlighted for the military that may have equally serious civil security implications.

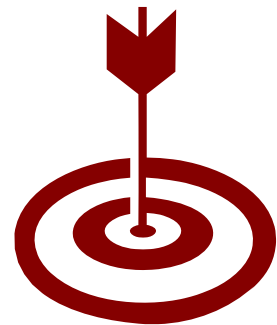
If a Soldier uploads a photo taken on his or her smartphone to Facebook, they could broadcast the exact location of their unit thanks to the 'targeting information' from the built-in GPS. For every picture you take with that phone, it will automatically embed the latitude and longitude within the photograph.

Someone with the right software and the wrong motivation could download the photo and extract the coordinates from the metadata.

In 2007 a new fleet of helicopters arrived with an aviation unit at a base in Iraq, some soldiers took pictures on the flight line. From the photos that were uploaded to the Internet, the enemy was able to determine the exact location of the helicopters inside the compound and conduct a mortar attack, destroying four of the AH-64 Apaches. [DoD]

**GippsAERO**, the manufacturer of the GA8 Airvan, has launched a dealership programme for Europe. The company seeks to secure in the next 12 months an effective dealership network able to support increased demand for their aircraft across Europe.

The dealer initiative is in response to increased awareness and interest in the GA8 throughout the general aviation community. European Sales Manager, Mr Kerry Ashcroft observed "The GA8 Airvan is becoming well known worldwide for its low operating costs and versatility, and has been adopted by a growing number of operators in skydive, tourism, private and law enforcement segments. GippsAERO has over the past 12 months invested significant funds in promoting the Airvan in Europe, and we are receiving increased interest from





operators seeking an aircraft that can deliver a combination of low operating costs, large cabin, high useful load, STOL performance and versatility. These features make the Airvan a very attractive package and the response has been overwhelming!"

Certified in 2000 in Australia and FAA certified in 2003, there are currently 16 GA8 Airvans active in Europe. The company now invites dealers with strong history of sales, preferably with maintenance facilities and a reputation for excellent customer service, to apply for dealership status with the company.

GippsAERO already has projects underway for GA8 product developments to meet the market demand, including skis, floats, and winterization. The company is also well advanced in certification programs for both a 10 seat turbo-prop (first flight completed March 2012) and an 18 seat twin turbo-prop aircraft. The GA8 Airvan will be at the AERO FRIEDRICHSHAFEN 2012 event this month and is expected to be at the PAvCon 2012 event at Hangelar in early June. [www.gippsaero.com](http://www.gippsaero.com)

**North American Surveillance Systems Inc.**, (NASS) recently expanded its capabilities to include laser wire cutting, marking and wire harness assembly.

"NASS can now provide high quality engineering and custom wire harness design services with an extremely fast turnaround," said Richard McCourt, President of North American Surveillance Systems Inc.

"Using NASS' state-of-the-art UV solid state laser cutting and marking system, our technicians can cut and mark a wide range of cables from 24 AWG to 6 AWG," said McCourt. "We can build to all FAA, OEM and military standards."

The high-volume system performs precision measuring, pneumatic cutting and marking including full graphics capabilities such as logos and barcodes.

NASS maintains a large wire inventory to support customer wire needs. [www.nassusa.net](http://www.nassusa.net)  
For more information contact: David W. Ayotte mobile: +1 760-807-4491 [dayotte@nassusa.net](mailto:dayotte@nassusa.net)

**SEI Industries Ltd.** celebrated the world-famous Bambi Bucket reaching its 30<sup>th</sup> year. The easy to use, lightweight, collapsible design, Bambi Bucket revolutionized the aerial fire fighting industry in 1982 by improving initial attack response times to wildfires.

"SEI is very proud of the legacy of the Bambi Bucket product, but we are also very cognizant that much of our success is a result of the valuable feedback over the years from our end-use customers that has led to both product improvement and driven new innovations to meet the needs of the fire suppression industry," said Shawn Bethel, SEI's Firefighting Division Manager. "We feel that this relationship with the aerial fire fighting community over the years has helped us to make a better bucket and, for this, we are truly grateful." [SEI]



**Cessna Aircraft** and Aviation Industry Corporation of China (AVIC) have signed two strategic agreements to jointly develop general and business aviation in the People's Republic of China. The agreements together pave the way for a range of business jets, utility single-engine turboprops and single-engine piston aircraft to be manufactured and certified in China.

The first agreement between AVIC and Cessna/Textron is an overarching agreement between these companies that is intended to lead to the formation of joint ventures that will pursue various activities pertaining to the development of general aviation businesses in China, including the establishment of an aircraft service network in China.

The second is a specific cooperation agreement between Cessna Aircraft Company, AVIC Aviation Techniques Co., LTD (AAT), and the Chengdu government to enter into negotiations to establish a joint venture to produce mid-size Cessna business jet models, as well as a potential new product for the business jet market.

**Mercy Jets** has announced it is finalising testing of iPad integration on its air ambulance flights. The innovative technology automates the monitoring of the patient's vital signs and assists in recording patient interactions, ensuring Complete Continuity of Care during the medical transport.

Using electronic medical record (EMR) technology, the iPad application allows the Mercy Jets medical team to access important patient care information, easily identifying which procedures have been accomplished and what medications have been administered. This will increase the amount of time that the medical team can spend focusing directly on patient care while simultaneously reducing the possibility of misinterpretation by the receiving facility. Data can then be forwarded to the facility receiving the patient so that healthcare providers will have up-to-date information upon arrival.

With the testing phase soon to be complete, the Phoenix, Arizona-based medical transportation company will integrate the iPad technology with patient care records on its medical transport flights. [www.mercyjets.com](http://www.mercyjets.com)

The joint facility operated for Bell Helicopter and Cessna Aircraft has been certified by EASA. The facility operated by **Aviation Service a.s.** in Prague, Czech Republic, received European Aviation Safety Agency (EASA) Part 145 Maintenance, Repair & Overhaul (MRO) certification.

The certification allows for maintenance, inspection, repair and component overhaul options applicable to the Bell 206, 407, 412, 427, and 429. It gives Cessna the capability to perform base and line maintenance — including systems, avionics and power plant support — for all Citations except for the Citation CJ3, CJ4 and the Citation X, but training is planned to incorporate those models in 2012.

It is the European headquarters for regional commercial sales for Bell Helicopter and intended to be the site where the manufacturer intends to finish and role equip any emergency services sales into Europe. [Bell/Cessna]

Plans to provide a foundation for the UK's aerospace and engineering innovation hub, with a new centre for aerodynamics, has been welcomed by experts at **PricewaterhouseCoopers LLP** [PwC].

Welcoming the announcement, Dean Gilmore, defence partner at PwC, said: "Leading edge engineering and aerospace technology is exactly what the Government should be investing in if UK plc is to remain competitive in the global industry. Creating value-adding engineering schemes that will assist the aerospace and manufacturing sectors in this country is a step in the right direction. It will be interesting to see further details of how this project will develop.

"Aerodynamics is at the heart of all aviation programmes, including military, civil and unmanned vehicles. Maintaining cutting edge capabilities ensures we remain competitive in this global market whatever the direction it ultimately takes."

Anne Arundel County (MD) Police Department Aviation Unit and Howard County (MD) Police Department Aviation Unit will co-host this year's **Northeast Region Safety Seminar** in Annapolis, MD. The safety seminar will take place May 1-3, 2012. Discounted room rates of \$116 at the Doubletree Hotel are available until April 18. Call 410-224-3150 to make reservations.

An optional water survival course is available for \$50. Register for the seminar here <http://www.alea.org/events/detail.aspx?i=124&p=1&d=05/01/2012> or contact ALEA Northeast Region Director Kevin Chittick at [kchittick@alea.org](mailto:kchittick@alea.org) for further information.

After a tender process the Ministry of Interior and Justice of the Junta de Andalucía, Spain, has awarded a consortium of **Intergraph®**, **everis** and **Sadiel** a contract to upgrade the 112 Emergency service in Andalusia, Spain.

The consortium will be responsible for implementing the latest technology in creating emer-



agency systems, support and an automated management map for the Andalusia region. [www.everis.com](http://www.everis.com).

The **European Commission** has authorised France and Italy to grant aid for research and development (R&D) to two European helicopter manufacturers (Eurocopter in France and Agusta Westland in Italy) for the development of new, innovative, medium-weight aircraft. The Commission has decided that these measures are compatible with the EU rules on state aid, particularly as the planned public funding is justified, proportionate and without risk for competition.

Commission Vice-President in charge of competition policy, Joaquín Almunia, said: "These two helicopters will bring significant progress in terms of flight security and reduced environmental impact. They will also help to increase European know-how in leading-edge technologies. The public support for these two highly innovative projects is fully justified."

The projects are aimed at developing new helicopter models in the medium-weight (4-7 tonnes) segment, the Eurocopter X4 in France and the Agusta Westland AW169 in Italy. With a view to sustainable development, they will include major technological innovations to enhance their operating performance, reduce their running costs, limit their environmental impact and boost flight safety.

The new Indian production plant for the **AgustaWestland** AW119 has commenced building. Last month a ground breaking ceremony was held at Hyderabad's Rajiv Gandhi International Airport. Indian Rotorcraft, a joint venture company of Tata Sons and AgustaWestland will assemble, customise and flight-test new AW119Ke helicopters at the facility for the global market. The joint venture will initially start producing the 8-seat helicopter from mid-2013.

The facility is being built on a 10-acre site adjacent to the airport and includes a 9,000 sq.m. building incorporating a main assembly building, flight hangar, office accommodation and outside several helicopter landing pads. It will be capable of producing up to 30 helicopters per year and is designed to be further developed for other helicopter types, right up to the 16-ton AW101.

After extensive development, the **Schiebel S-100** UAS successfully made its maiden flight with the new heavy fuel engine at Schiebel's range near the production facility in Wiener Neustadt, Austria. The Schiebel-designed engine fulfilled all expectations and series deliveries are scheduled to start in the fourth quarter of 2012.

The heavy fuel engine provides customers with the ability to use JP-5 (F-44), Jet A-1 (F-35) and JP-8 (F-34). This is a flexibility that is not available in other tactical VTOL UAS. The basic power plant of the CAMCOPTER® S-100 is a Wankel-type (rotary piston) engine, which runs on 100 octane-grade avgas (aviation gasoline) and is rated at 50 HP. Recent engineering developments have led to the gasoline version of the engine being certified to operate on 95 octane lead-free petrol without loss of power.

The new heavy fuel engine is fully interchangeable with the current engine and upgrade is possible by just replacing the core engine with some accessories of similar specifications and flight performance. This development offers lower logistic effort supporting the single-fuel concept.

Transport Canada, FAA, EASA and ANAC have approved **DART Aerospace Ltd.'s** (DAS) Maintenance Kits for AgustaWestland AW139 series of aircraft.

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



The DAS Maintenance Steps allow the pilot and maintenance personnel the comfort of a secure work platform when doing inspections to the main rotor and transmission. The step can be installed LH and/or RH into existing plug locations and features a non-slip embossed relief surface for extra safety. Also available, a RH maintenance step with grab bar to assist personnel in winch operations to enter the cabin.

"The DAS Maintenance Kits for the AW139 have all been designed based on customer feedback about specific maintenance concerns and would be a valuable addition to any operation." Quote, Bill Beckett, VP Canadian Operations, Dart Aerospace Ltd. (DAS)

**SkyIMD, Inc.**, provider of aerial imaging systems, has announced that Cessna Aircraft Company has selected the SkyFusion Pak system for the Cessna Enforcer. It provides law enforcement customers the ability to customise their new Cessna 172, 182 and 206 aircraft with the mission equipment they need for aerial surveillance and live video downlink. The FAA has approved an AML Supplemental Type Certificate (STC) for installation of SkyFusion Pak system on Cessna 172, 182 and 206 aircraft.

Key features of the SkyFusion Pak aerial imaging system include:

Lightweight (21 pounds)

Typical installation completed in one day


STC FAA-approved for Cessna 152, 172, 182 and 206

Real-time image and video streaming via satellite or 3G network

Automated analytics/reporting providing telemetry and geo-spatial data with 3D map overlays

Small, lightweight and portable, the SkyFusion Pak system can be deployed quickly and installed easily in the field. The system includes a self-contained pod with an application-specific sensor and motorized control that is ready to be mounted on both left and/or right wing struts or under belly. The system can be configured with optional components, such as EO imager and infrared sensors, to meet the needs of different applications. It also includes a flight control laptop computer that is customized and pre-configured with comprehensive management and control software. [SkyMD]






## Airborne Special Mission Conference & Exhibition


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# AIR ACCIDENTS & INCIDENTS

**10 December 2011 Eurocopter AS365 N164.** Air ambulance of CareFlight Air and Mobile Services Dayton, Ohio operated by Air Methods. Helicopter declared an emergency due to a mechanical issue. The pilot then flew to Dayton International Airport and landed the aircraft safely. A clogged left hydraulic filter was found which had made the collective feel stiff.

[Concern]

**3 February 2012 Cessna Citation Bravo N10UH.** Air ambulance of UAB Critical Care Transport of Birmingham, Alabama operated by Lifeguard Air Ambulance. While enroute to Boston, MA, experienced an auto pilot and trim malfunction. The flight was aborted and returned to Birmingham. [Concern]

**9 February 2012 Eurocopter AS350B3 N809LF.** Air ambulance of Life Flight Network, Aurora, Oregon. During a refuelling stop at Spokane airport a weather check indicated that the flight to Lewiston, Idaho; the aircrafts base of operations, faced weather was well above the minimums required for Part 135 operations. Approximately 20 miles into the flight low clouds were noted building at approximately 200-300 feet AGL. The decision was made to return to the nearest airport in lowering clouds and fog. The speed at which the fog was forming did not allow sufficient time to make a safe VFR landing; the pilot determined he was not going to be able to safely land without going into IIMC. The pilot called ATC and declared an emergency. He eventually gained visual reference and landed safely. [Concern]

**11 February 2012 Bombardier LearJet 31 N382AL** Air ambulance of AIRLIFE Denver, Aurora, Colorado operated by International Jet Aviation. Undertaking a call to transport a patient from Wheatland, Wyoming to Denver the aircraft took off en route to Wheatland. The outward leg was uneventful and routine. Upon landing on the centre line of the runway in the expected touchdown zone, the jet appeared to be braking well with spoilers deployed but then began to slide sideways. The pilots engaged reverse thrusters and applied left rudder to steer into the skid. The landing gear collapsed (as its generally designed to do to prevent rolling) and the aircraft came to rest approximately 80 yards further down, partially off the runway. The crew were uninjured. The damage to the aircraft appears to be isolated to the collapsed landing gear with probable fuel tank puncture.

**15 February 2012 Bell 407 N407HL.** Teton County Sheriff's Office, helicopter was substantially damaged when it impacted trees and terrain in the Bridger Teton National Forest near Moran Junction, Wyoming, during a search and rescue (SAR) mission. The commercial pilot and one SAR crewmember received serious injuries, and the other SAR crewmember was fatally injured. The accident site was heavily wooded, and the elevation was about 9,350 feet above mean sea level. [NTSB]

**16 February 2012 Eurocopter AS365 Dauphin N63CF.** Air ambulance of CareFlight Air and Mobile Services, Dayton, Ohio, operated by Air Methods Corporation. About 10 - 20 feet after take off the aircraft began a rapid yaw to the left. The pilot did not have full authority of the right pedal. The pilot was able to land the aircraft. It was found that the tail/rotor servo cannon plug was coated with residual oil.

**17 February 2012 Eurocopter EC130 N390AM** Air ambulance operated for Vanderbilt Life-Flight, Nashville, Tennessee by Air Methods. While en-route to a hospital in cruise flight at 2000' MSL, a bird strike involving a duck occurred. The right windscreen was broken and the duck entered the cabin. The pilot maintained control of the aircraft. A precautionary landing was made in a field without incident. [Concern]

**28 February 2012 Eurocopter MH-65C Dolphin CG-6535.** US Coast Guard. The aircraft crashed into Alabama's Mobile Bay off Point Clear during a training exercise, killing its crew of four. It had departed the local U.S. Coast Guard Aviation Training Center on a training mission and went down about 2-3 miles southwest of Point Clear, about 3 miles west of the Scenic U.S. 98 intersection with County Road 1. [Media]

**29 February 2012 Eurocopter AS350B3, N341HP.** California Highway Patrol Helicopter made a hard landing at the Napa County Airport, Napa, California. The helicopter was substantially damaged during touchdown when the tail boom skin was bent. The commercial

pilot held a certified flight instructor (CFI) certificate, and he was providing instruction to the second pilot, who also held a commercial pilot certificate. Neither pilot was injured. While hovering about 3 feet above ground level, the CFI performed an autorotation demonstration for the second pilot. Although the CFI raised the collective to arrest the descent prior to landing, the helicopter made a firm touchdown and the tail boom shook. [NTSB]

**5 March 2012 Bombardier LearJet 35A N544LM.** Air ambulance of LifeMed carrying a patient skidded off a runway after encountering icy conditions on its descent into Ted Stevens Anchorage International Airport. There were no injuries, but one of the jet's wings was damaged. The LearJet 35A, owned by Hillsboro, Oregon-based Aero Air, is leased by LifeMed Alaska. It was returning to Anchorage from Kenai after picking up a patient. With visibility limited as the LearJet touched down about a third of the way down the runway, the plane veered to the right. The right wing struck a snow bank, pivoting the plane around.

**14 March 2012 Bell 427 5N-POL** Nigeria Police. The country's deputy police chief and three other police officers were killed in the crash at Rukuba, Nigeria. The helicopter carrying Deputy Inspector General of Police Haruna John, his orderly, the pilot Chief Superintendent Alexander Pwol-Ja, Sgt. Sonatiam Shirunam and Assistant Commissioner Garba Yalwa, crashed at Kabong in Gada Biyu area while on routine aerial patrol. Many reports with variety of content, may have resulted in five additional deaths on the ground. [Media]

**22 March 2012 Beechcraft BE300 CC-AEB.** Air ambulance belonging to Inaer-Chile with 8 people on board went missing near Puerto Aguirre, southern Chile; the plane was conducting an 3,000km evacuation of a sick person from the city of Punta Arenas to Santiago de Chile. The eight were the pilot, co-pilot, a woman who was the patient being evacuated to Santiago for emergency treatment, her husband and a medical team comprised by a doctor and paramedics. [Digital Journal]

**23 March 2012 AgustaWestland AW139 C-GYNN** Air ambulance operated by Ornge made a forced landing after the door opened in flight. It departed from Toronto's Billy Bishop island airport and a window on a door on the aircraft blew out mid-flight, causing a forced landing in Colonel Samuel Smith park. The park is located at the base of Kipling Avenue, south of Lake Shore Boulevard West. Two medics and two pilots were on board, but no patients. [Global Toronto]

**26 March 2012 Sikorsky S-70C.** Taiwan Air Force. Crashed off the southeast coast of Taiwan with one crew rescued and five persons missing. SAR flight to pick up a sick fisherman who had apparently suffered a heart attack. The accident occurred some 13 miles (20 km) west of Orchid Island, a Taiwanese territory populated largely by members of the local community. [Media]

**28 March 2012 Bell 407 N.** Air ambulance of Omniflight operated by Air Methods responding to a firearms medical emergency in Steele was forced to make an emergency landing in a school grounds in Margaret, Alabama after a bird strike. The Bell was struck by a goose and landed in the parking lot at Margaret Elementary School. None of the three in the helicopter were injured in the incident but there was damage to the screen and bird remains in the cockpit. [St. Clair Times]

## SEAT BELTS ON PLEASE!

*An occasional column of muddy waters.*

Forgive me for being an old cynic but it seems that things are not quite what they used to be in relation to the Olympics. On their website the Olympic organising committee make much of the fact that at the last UK Olympics in 1948 a crowd of over 50,000 was there to greet the Olympic Torch when it arrived in Dover for the London 1948 Games and that the audience for the extension of the torch run across the land attracted similar interest. One typical scene was at the small town of Chard in Somerset, where at 3.30 am on 2 August a crowd of 3,000 people, headed by the Mayor and the town band, turned out to welcome the Torchbearer.

This time around they seem to be avoiding having the parishioners getting up too early and



missing their beauty sleep by not actually running anywhere much in the dark or otherwise. This is no continuous run anywhere and seems to be sponsored by a coach company. Runs start at 6am after a good nights rest and the stages between the centres of population are completed in what they call 'Convoy' .... Everyone on a bus and pretend to run just before the houses start. All a bit fraudulent really. Locally it looks like the run will be about a mile and a half before they all pile back on the bus!

Add to that and I guess that the all important 'original flame from Athens' will be switched off nightly lest it become a 'health and safety issue' on the bus ride!

And talking of **Health and Safety** it seems that the defenders of the citizen in some police stations in Britain seem to be over reacting to events

Late last month it was reported that Army Bomb Disposal [BD] experts were called in to two separate police stations after members of the public walked in with long lost wartime hand grenades.

On March 23 police officers in Weston Favell, Northamptonshire actually panicked and evacuated their station, including a number of prisoners after a woman delivered two grenades found in effects after a relative died.

Surely a total over reaction, the UK was a war zone for 6 years and these things have been turning for 65 years now and barely raised a ripple of real interest amongst professionals a few years ago. I used to drive UXB incendiary bombs around without a thought – if it has not gone bang after all this time it's not likely to happen just now. All police stations used to have cheap but highly practical rings of discarded vehicle tyres as 'bomb dumps' in their yards for storing just such debris of war for the later attention of the BD squads – where have they gone?



## EVENTS

Coming up this month at the Royal Aeronautical Society in London is a presentation on **Alan Bristow**. The last such event was extremely popular and this is likely to generate a similar level of interest.

Speakers John McIntyre, SAR Operations Manager and Chris Bond, SAR Global Standards Manager, both from the Bristow Group are presenting this year's Alan Bristow Memorial Lecture in association with the Rotorcraft committee. The lecture will take place on the Tuesday 24 April at the Society's headquarters, London.

Spanning half a century, the story of Bristow Helicopters involvement in civilian search and rescue is really the story of Alan Bristow himself and it highlights the legacy that Alan has left to the global helicopter industry. Integration of tried and tested techniques and philosophies with innovative and often ground breaking processes and mission specific equipment have made Bristow Helicopters the world leader in this field.

This lecture is open to both members and non-members and is free to attend. The lecture will start at 6pm and will be followed by a reception sponsored by [AgustaWestland](#), [Eurocopter](#) and [Shell](#). You can register [online](#), by email to [conference@aerosociety.com](mailto:conference@aerosociety.com) or by calling +44 (0)20 7670 4345.

*Defence and Security Alert (DSA)* is a media partner to the PAvCon Conference and Exhibition in June. The magazine covers defence and security journalism in India which covers the broad spectrum of dynamic defence and security scenarios in India and around the globe.

Team DSA is aiming at horizons beyond the national borders with vision to be "The first choice" in the realm of defence and security journalism for key decision makers and esteemed advertisers. It's insightful and thought-provoking contents command serious reading by the decision makers and pol-

icy makers in India.

For further information contact: Defence and Security Alert (DSA) Magazine, 4/19 Asaf Ali Road, New Delhi 110002 Contact Nos.: +91 9958382999, +91 – 011 – 23243999 / 23287999

A new exhibition telling the story of policing in the Epping Forest district is on at the Epping Forest District Museum, Waltham Abbey, until June 23. Drawn from the extensive police archives collected locally and held by the museum, the **Peelers Progress** exhibition provides a flavour of the lives of police men and women. In addition to the stories there are the tools of a policeman's trade in the days before they arrived at high speed in cars.

The exhibition tells the changing story of the policing of West Essex over the last 160 years, and the impact of law enforcement by the Metropolitan Police, Essex Police and Ministry of Defence Police.

The exhibition is about 'old fashioned' policing, of horses and bicycles and big blue telephone boxes that are better recognised as time machines today.

As well as a wealth of photographs, uniform and equipment, the exhibition features the tail boom of Bell 222A G-META—a relic from an accident the helicopter had at Lippitts Hill in 1987 and possibly all that remains of this helicopter fleet in the UK today.

For those not old enough to remember the real thing the exhibition features a child-size "Tardis" police box and a reconstruction of the interior from the days before radio and mobile phones. Admission to the museum is free.

The museum, in Sun Street, Waltham Abbey is open Monday, Tuesday and Friday 10am-4pm, Saturday 10am-5pm.

For more information, ring 01992 716882, email [museum@eppingforestdc.gov.uk](mailto:museum@eppingforestdc.gov.uk) or visit [www.eppingforestdistrictmuseum.org.uk](http://www.eppingforestdistrictmuseum.org.uk)

Two public events linked to the exhibition are being held. There is a Peelers Progress talk on Saturday, May 5 (noon-1pm) and a **Police Fun Day** is being held at the museum on Saturday, June 16 (noon-4pm) with police-related activities inspired by the exhibition. There is no need to book. There will be a children's craft activity for which a £1 charge will be made.



## DIARY

**11-12 April 2012** Airborne Special Mission Kuala Lumpur, Malaysia. Special mission aircraft and technologies [www.tangentlink.com](http://www.tangentlink.com)

**16-17 April 2012 BAPCO**, 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 (British Association of Public Safety Communications Officials). For further information visit [www.bapco.co.uk](http://www.bapco.co.uk)

**25-26 April 2012 Counter Terror Expo 2012**. Grand and West Halls, Olympia, London, UK. An eye catching title but mainly a cover for a security show the event has always included airborne emergency services content. From a list supplied the editor deduces that the following are attending companies exhibiting products with strong links to the aviation sector but there will certainly be others: - Broadcast Microwave Services Europe; Diamond Aircraft; Digital RF; FLIR Systems; Fujifilm Europe; ITT Defence; Nikon UK; Ovation Systems; Panasonic UK; Peli Products & Pentax Imaging. Last year the event delivered over 8,000 attendees across the 2 days and experienced a high level of enquiries. [www.counterterrorexp.com](http://www.counterterrorexp.com)



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