

# Police Aviation News

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PAR

*20th Anniversary Issue*

## **PAvCon The Connector: Africa welcomes ALEA Safety Expertise**



**The key to success is training  
Essex & Herts Open Their Doors  
Japan Coast Guard re-order H225**

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# EDITORIAL

This issue marks the completion of twenty full years of Police Aviation News. 240 monthly editions and quite a few Special Editions – well over three million words in over 5,000 pages. No wonder my fingers are getting a little crooked with age!

I was never intending to keep the monthly newsletter going that long when I started putting together a few items of world news on police aviation all those years ago - any more than I know when this task will finish under my stewardship.

When it began it was just a few sheets of typewritten paper prepared with Windows 95 and with a mix of embedded and crudely stuck on images all taken down to the local copy shop [long since gone away] and mailed out to air support in the UK. I can remember the early feedback well – either a stony silence in acquiescence or a more vocal ‘Who is this idiot?’ from many detractors – but it stuck and had the support of sufficient in industry to pay its way. Mind you some of those supporters sometimes asked that their ground-breaking role was never made public! So be it.

PAN grew with technology and along came e-mail and slowly the electronic publication gained a limited world market that was greatly enlarged when Officer Todd Jager, ALEA San Diego, introduced me to the PDF in 2000. The first editions went on line with [www.alea.org](http://www.alea.org) that year and the subject matter broadened to cover most of the airborne emergency services. It was apparently the first of its kind and that gives me a glow!

So here we go for another spell. I hope you will stick with me on the journey.

Fly safe.

*Bryn Elliott*



FRONT COVER: Last month Airbus Helicopters has signed a contract with Japan Coast Guard for the purchase of an additional H225. The Coast Guard already operates five H225s and the new one is scheduled for delivery by the end of 2018. [See page 20] @Japan Coast Guard

# LAW ENFORCEMENT

## BOTSWANA

**POLICE AIR SUPPORT:** As a direct result of their meeting at the 2015 PAvCon Police Aviation Conference in Breda the Director of the Botswana Police Air Support Branch [ASB] invited Bryan Smith the ALEA safety officer to their unit for a few days in February.

He travelled to Africa to provide assistance with the ASB's safety management programme and deliver training. Bryan and Botswana ASB Director Arthur Johnson first met in May 2015 at PAvCon in Breda, Netherlands. After several months of communication, sharing ideas on training and safety management, Director Johnson asked Bryan if he could travel to the ASB's headquarters in Gaborone to work directly with his staff.

Bryan commented that Botswana has a fantastic operation, well-staffed and equipped with Airbus AS350B3 helicopters at two bases. Their aircrews handle public safety air support missions for the entire country, ranging from missing persons to criminal activity such as poaching of the country's protected wildlife. Bryan spent two days working with the safety and training staff to find ways to increase the effectiveness of the Safety Management System that the unit had been working on. Afterwards there were two full days of training for all unit members on the SMS in addition to flight safety, CRM, IIMC and law enforcement tactics and techniques.

This international cooperation benefited not only the Botswana ASB, but also law enforcement aviation units around the world as Bryan took away some excellent safety and tactics information from the professional crews in Botswana as well. This information will be added to the common industry knowledge and best practices database that is used for presentations at educational events attended by industry members from around the world, such as PAvCon 2016! [Bryan Smith ALEA Safety Program Manager [Safety@alea.org](mailto:Safety@alea.org)]



©Botswana Police/Bryan Smith/ALEA



©Botswana Police/Bryan Smith/ALEA

## CHINA

**HONG KONG:** Trakka Systems has announced that Airbus Helicopters are to fit the TrakkaBeam A800 tactical searchlight on each of the seven new H175 multi-mission helicopters acquired by Hong Kong's Government Flying Services (GFS).

Clearly the oil and gas related airframes currently on offer by the major manufacturers are facing challenging times. The ability to offer capability in a wider field is a face saver but of limited value. At this point it might be 'hoped' that things might improve but that of course suggests a wish for oil prices to recover and that might not be too popular in the wider world.

At last month Heli-Expo Airbus Helicopters were able to provide a progress report on the H175 that might tempt more operators outside oil and gas to look at the type. After little more than one year of operations, NHV have reached 3,000 flight hours with their H175 fleet, demonstrating the aircraft's mission capability and reliability in oil and gas offshore transportation. Early February, the first H175 that entered service in December 2014, reached the 1,000 flight-hour milestone.

For NHV the brand new type has proven to be reliable – offering close to 95% availability – to the launch customer for the new super medium helicopter and has since taken delivery of six aircraft out of 16 on order. The H175 is currently in operation at two of NHV's bases in the demanding North Sea environment: Den Helder in the Netherlands and Aberdeen in northern Scotland. So far, the NHV fleet of H175s has completed 1,500 flights and carried approximately 22,000 passengers.

Meanwhile Airbus Helicopters has released the H175 Flight Crew Operating Manual (FCOM) as part of its commitment to safety just over a year after the release of the helicopter industry's first-ever The newest FCOM, designed specifically for the super-medium H175 in offshore configuration, just a year after the release of that for the H225. The FCOM was developed using the same methodology and objectives as for the H225. Plans are underway to extend the scope to other missions, such as Search & Rescue (SAR) operations.

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## FINLAND

**BORDER GUARD:** Airbus Helicopters delivered the first of two H215s to join the Finnish Border Guard fleet on February 28. The aircraft was previously undertaking crew training at the Airbus Helicopters headquarters in Marignane, France. The second is set to arrive upon completion of a second training session in April. More than 140 flight hours will be performed during the training sessions.

The Border Guard already operates three AS332 aircraft delivered last year and has in addition signed a Maintenance, Repair and Overhaul (MRO) HCare contract to retrofit these AS332s to the new H215 multirole configuration. The H215s will be used to perform Border Security and Maritime Search and Rescue (SAR) duties from the Turku and Helsinki bases. The Air Patrol Squadron of the Finnish Border Guard carries out more than 4,000 flight hours annually, 1,400 of which in their Super Pumas. The Border Guard have operated earlier examples of the Puma family for many years. [Airbus Helicopters]

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## UNITED KINGDOM

NPAS: Reports in a number of newspapers stated that Suffolk's police helicopter base set for closure this year will remain open into 2017 due to delays in the delivery of fixed wing aircraft.

The National Police Air Service (NPAS) confirmed in February last year that Wattisham Airfield, which provides cover to Suffolk and Norfolk, was one of 10 bases closing under cost-cutting measures in 2016/17. The base is now expected to remain in use a little longer but not after April 2017. All reports cite the delivery delays for the lower-cost fixed wing aircraft which were due to replace some of the fleet's helicopters. The decision to keep Wattisham and NPAS Warton in Lancashire was confirmed at a NPAS board meeting in December.

NPAS said the delay was mostly due to having to wait for confirmation of the capital funding from the Home Office which was legally required to move forward.

*Ed: From my understanding of the situation the additional certification required to bring the Vulcanair P-68R up to the higher standard required by NPAS is on course and not a delaying factor. The NPAS aircraft are unique in the de-icing standards they require but there that enhanced standard will be made available to other future operators. NPAS have clearly paid for the enhancement in their contract but they are unlikely to get much financial return from any future sales. As stated in the December meeting minutes all the delays have apparently revolved around funding. The aircraft can be expected to be in service a year from now.*

*The re-election of the county Police Crime Commissioners is due in May so we can perhaps expect those seeking election for this post to increase their profile in the coming weeks.*

*The Mr Passmore the PCC in Suffolk has been damning of NPAS in the past and a recent media story suggests nothing has altered.*



NPAS is funded by a levy from each force and – especially as the creation is new and not yet fully in place – it is still very much a new science in many areas. Funding, how much each force pays, has been a running sore from the beginning.

When NPAS was set up a model on which to base funding was selected. Each force specified upon joining NPAS what they estimated their flight requirements were and their share of the cost was identified accordingly. As they agreed to this formula there is seen to be no justifiable reason for any force not to make their agreed contribution even if they did not use the hours.

Mr Passmore said the original agreement had come into effect before he was elected and that a review was long overdue. He calls it shambolic but the NPAS board have stated they are ignoring his request for an immediate review of Suffolk's contribution [in isolation].

The remedy for resolving his and others grievances is under way via a new funding model that will charge on the forces only paying for what they use. Because forces are at different stages of applying the new model it will take some time to implement it across the forces as a whole.

In February the board agreed that for the purposes of the 2016/17 budget, forces who would benefit from a reduced cost for service under the new formula would receive 55% of the total calculated reduction, while those facing an increase would pay no increased cost in a transition period. [Police Oracle]



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DYFED-POWYS: In Wales too politicians are complaining that the new service is letting them down despite the new 24-hour availability. It is claimed by Plaid Cymru, the Welsh Nationalist Party that 86% of air support requests have been refused. They criticised Police Commissioner Christopher Salmon after the police helicopter in Mid and South-West Wales was scrapped and handed to NPAS on January 1.

Mr Salmon who is on the NPAS National Council eventually supported the changes which he said brought round-the-clock cover, every day of the year, where previously it was for just 12 hours a day and significant savings of £275,000, with further savings of £75,000 from April this year, money which he said would be directed to front line policing etc etc.

According to a freedom of information request by Plaid Cymru the first month of the new service led to the large percentage of the requests for air support not being honoured or refused by NPAS. Dyfed Powys police requested air support 14 times during January with just two of those requests being honoured. Three requests for air support were refused due to no assets being available, insufficient flying time to be able to attend and due to NPAS already being committed in Gwent. Five of the six requests made for air support between 8pm and 8am were not honoured. No detail has been put forward on the nature of the requests or a correlation on whether the original strictly limited AW109 service would/might have been available.

Up for election against Mr Salmon in the May elections is Dafydd Llywelyn, the Plaid Cymru candidate who was the former Principal Crime and Intelligence Analyst for Dyfed-Powys Police. He calls the detail "damning" and evidence that the service is not working as promised.

*Ed: Politics of course but no attempt by the former police analyst at an analysis of whether the original service might have undertaken any of the declined calls. Not only was it a 12-hour service it was also under resourced and as far as I am aware never had access to a dedicated back-up helicopter when it was down for maintenance. In those circumstances all important calls were dealt with under mutual aid – usually from neighbouring Gwent.*

SCOTLAND: Bond Air Services' seven-year £17.9M air support contract with the national force will see the operation of an airframe fitted with a cockpit voice and flight data recorder.

The firm will provide the Airbus Helicopters EC135T3 helicopter to replace the current EC135T2 model. The contract was let to Bond [Babcock] after they were the only company to tender for the contract in what was nominally a competitive tendering and procurement process.

In line with the Clutha crash enquiry recommendations from the AAIB the helicopter will feature a cockpit voice and flight data recorder, a terrain awareness and warning system [TAAWS], and an emergency locator transmitter.

Police Scotland Assistant Chief Constable Bernard Higgins said: "Bond Air Services and Police Scotland have a well-established collaborative relationship and have worked together to find solutions to enhance the operational capabilities of Police Scotland air support whilst taking into consideration the AAIB recommendations.

"The new helicopter will be fitted with technology which goes beyond current industry standards for this type of aircraft."

Scottish Police Authority [SPA] chairman Andrew Flanagan said: "The SPA set expectations that a renewed air support service for policing in Scotland should set the standard for safety in the UK and we are pleased that this new contract delivers on that."

The AAIB report found two fuel supply switches were off in the Clutha crash helicopter and the pilot did not follow emergency procedures after a fuel warning in the cockpit.

*Ed: On two occasions I contacted three individuals in Bond seeking clarification of the exact nature of the CVR/FDR. I assumed the likelihood that it was the standard Airbus Helicopters Appareo fit [right] but needed to clarify that detail as a matter of record.*

*As recent stories in PAN have indicated there are a number of systems available and some may well be more robust than others but it is not my place to suggest which is best, which is acceptable, in truth any of the options available will be better than that not fitted to the Clutha crash airframe. It seems however that this is still an understandable sensitive subject for the answer has been a long time coming.*



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## UNITED STATES

**CALIFORNIA:** Vector Aerospace has been awarded a contract to perform 12-year inspections on three police role equipped Airbus Helicopters AS350B3 AStar's by the San Bernardino County Sheriff's Department (SBCSD). Vector will conduct these inspections at its facilities in Langley,

The Orange County Sheriff's Department ordered an Airbus Helicopters H125 AStar helicopter as an upgrade to its existing law enforcement helicopter fleet at last month's Heli-Expo 2016 in Louisville, Ky. It was expected to have been delivered to the agency last month and to currently be in role equipping for service this summer.

Orange County current operates a pair of earlier model Airbus AS350 B2 AStars, one of which will be replaced by the new H125 (formerly AS350 B3e).

**NEVADA:** The Las Vegas Metro Air Operation is to purchase an Airbus Helicopters H145 for air rescue operations. The Metropolitan Police Committee on Fiscal Affairs approved the purchase of the new helicopter March 28 after more than a year of discussions. The search and rescue team currently has a pair of 1973 Bell UH-1 Huey's available but these are showing their age with the latest signs being cracking frames.

This year's budget for the replacement was just \$6M but the police were asking for \$9.6M for the new Airbus Helicopter.

The department initially was looking at prices between \$12M and \$14M because the climate in Southern Nevada requires helicopters that can handle higher altitudes and the desert heat but it was shown that the twin-engines of the H145 met the capability. The lower funding needs was achieved by good discounting, \$1.6M from the sale of a patrol helicopter and \$2M from a settlement the department won in a lawsuit against Harris Corp. over a failed radio system.

The helicopter is expected to be completed in March of 2017. [Review Journal]



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**TENNESSEE:** After operating a military surplus helicopter for around two years the seven officer Perry County Sheriff's Office in Linden Tennessee has decided to call it a day. Last month the 44-years old machine was transferred to the Williamson County Sheriff's Office in Franklin TN. Sheriff Nick Weems has talked through a new mutual cooperation plan with Sheriff Jeff Long that they hope will better serve both of their organisations. [Buffalo River Review]

*Ed: The Bell OH-58C N598PC [72-21409] has been in Tennessee for some years A decade ago the same machine was N41438 with the Warren County Sheriff and we can probably expect it to take on yet a new identity shortly with Williamson. In August last year the machine featured in a news report on a drug eradication sortie in Perry County but having the helicopter must have proved a massive strain on the very limited number of deputy sheriff's available.*

WEDNESDAY, AUGUST 26, 2015 **VIKING HOME OPENER FRIDAY**

# Buffalo River Review

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**BRIEFS**  
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St. Jude Benefit this Saturday

The annual Cruise for St. Jude benefit will be held this Saturday, August 29, at Linden Middle School.

This year's event, which includes food, a Hot Run, and live music, beginning at 9:00 p.m.

Registration for the Hot Run will begin at 8:00. Categories include antique, classic and modern cars, trucks & motorcycles.

Concessions will be available, including chips, drinks and Water & Soda homemade beverages.

There will also be a silent auction with various items. Tickets will also be sold for an autographed Fender guitar to be given away at the end of the event. You do not have to be present to win.



Meanwhile it is reported that the same Williamson County Sheriff's Office in Tennessee [there is also one in Texas] is currently undergoing training in order to integrate unmanned aircraft systems (UAS) in its operations. Avion Solutions, a Huntsville, Alabama firm, has contracted with the department to assist both with training and acquiring approval of the FAA. According to a news release, the sheriff's office has received a certificate of authorisation to undertake training flights with a type identified as the Inspire 1. Sheriff Jeff Long said in a statement he wants to use the aircraft to assist the county's SWAT team during emergencies, in hostage crises, to scan heavily vegetated areas for missing persons and to aid the fire department by getting aerial images of large fires or vehicular accidents. [Springhill Homepage]

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# AIR AMBULANCE

## AUSTRIA

ÖAMTC: The Helicopter Emergency Medical Services (HEMS) operator ÖAMTC (*Österreichischer Automobil, Motorrad- und Touring Club*), the Austrian Automobile, Motorcycle and Touring Club, received its first H135 for Alpine rescue missions.

The fully equipped rotorcraft, which is also able to perform IFR (Instrument Flight Rules) approaches for optimized safety standards, even in poor visibility, will be integrated into the ÖAMTC's air rescue service fleet, the *Christophorus Flugrettungsverein* (Christophorus Air Rescue Club). This air rescue fleet consists exclusively of helicopters from the H135 product family and the latest addition marks the operator's 30<sup>th</sup> helicopter. The aircraft will be used for rescue missions in the high-altitude environment of the Austrian Alps, on the countryside and in urban regions.

## GERMANY

ADAC: Pratt & Whitney Canada PW206B2/B3 engines have achieved the milestone of over 130,000 flight hours on ADAC helicopters equipped with an inlet barrier filter (IBF). The sophisticated technology helps maximize performance for helicopters that fly in harsh conditions. Germany's ADAC Luftrettung operates a fleet of H135P2 and H135P3 helicopters equipped with the IBF.

It is claimed that the IBF's performance has allowed P&WC to extend the time between overhaul (TBO) on ADAC's fleet of H135s from 4,000 to 4,500 hours. ADAC Luftfahrt Technik has installed the IBF on more than 25 H135 aircraft and offers its skills to other H135 operators in the region with IBF installation.

ADAC Luftrettung began introducing the IBF on its fleet of 32 H135P2 aircraft in 2011 and also selected the IBF option on three new H135P3 aircraft deliveries in 2013. The entire fleet is now equipped with the device. The flight leader with an IBF has surpassed the 3,500-hour threshold.

The 500-hour increase in TBO for the engines provides ADAC with competitive advantage. As a result of the TBO increase and IBF installation, combined with implementation of enhanced operational and maintenance practices, the direct maintenance costs on the engines have been reduced by more than 30%.

## INDIA

KOCHI: A controversy is brewing over the government decision to appoint Rajiv Gandhi Academy for Aviation Technology (RGAAT) to undertake the Air-Ambulance service. RGAAT, which was not among the four companies which submitted earlier expression of interest, was appointed without the mandatory tender process.

It is also alleged that the RGAAT aircraft does not qualify as an Air-Ambulance and it does not have the licence for commercial operations. Although not identified it is said to be a four seat light piston twin normally used for flight training. Its need for high octane fuel will severely limit its ability to serve all parts of India.

One of the four companies that had been involved in the Expression of Interest process, Flying Birds Aviation, state that the aircraft has no medical role fit or stretcher. This company and others, Pawan Hans Ltd, Kochi-based Medi Air Ambulance Services and International Critical Care Air Transfer Team from Bangalore, had travelled from such as Mumbai, Bangalore and Delhi to several meetings with the government to work out how a service might operate. They submitted their ideas and are now nonplussed that RGAAT are the selected company. [Kochi news]

*Ed: There are aspects of this story that suggest all is not as it seems. RGAAT maybe simply being used as an aircraft for transporting donated organs rather than a full blown air ambulance. Alternatively the 'representative' aircraft used in the story was not representative at all.*

## IRAN

The Ministry of Health and Medical Education of Iran intends to purchase ANSAT helicopters produced by the Kazan Helicopter Plant, the press service of the President of Tatarstan announced.

## SOUTH AFRICA

Vector Aerospace ([www.vectoraerospace.com](http://www.vectoraerospace.com)) will be performing an Airbus Helicopters AS350 BA to B2 conversion for humanitarian aid aviation service provider Mercy Air South Africa. The conversion will be undertaken by Vector at its facility in Andalusia, Alabama USA.

Upgrading the Mercy Air AS350 BA to a B2 will provide them with a much needed safety and performance margin. The harsh operating environment of high density altitudes and long distances between bases in Africa marginalise the basic airframe.

Mercy Air works with a host of organizations that bring social, medical and spiritual help to people in remote areas of South Africa.”

Benefits of the AS350 BA to B2 conversion program include improved power margins through the installation of a Turbomeca Arriel 1D1 engine, increased max take-off weight, payload and sling load, enhanced climb rates, reduced pilot workload and a higher resale value. [Vector]

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## UNITED KINGDOM

**NATIONAL:** The Association of Air Ambulances (AAA) has announced that the new date of National Air Ambulance Week 2016 is Monday 19<sup>th</sup> to Sunday 25<sup>th</sup> September.

NAAW is an initiative created by the AAA and celebrates the work of local air ambulances, giving them a national voice and an opportunity to promote the work they do at a local level. This annual event is a regular feature on event calendars across the UK, with many air ambulance charities organising their own fundraising and awareness campaigns during this time.

The move, from the last week of September is strategic and forms part of a broader plan which culminates moving the date forward a further week in 2017 to its new permanent home. [AAA]

The AAA has announced that Hanna Sebright was duly appointed as the new Chairman of the Association at their Annual General Meeting held in March. A large gathering of representatives from across the European HEMS sector, attended the AGM which saw former Chairman Bill Sive-wright hand over his reign to Hanna after a three-year period in charge.

Steve Wheaton, Assistant Chief of West Midlands Ambulance Service was also appointed Vice Chair, with Paula Martin, CEO of Cornwall Air Ambulance and Andy Moir, Head of Air Ambulance Service of Scottish Ambulance Service being appointed to the Board of Directors of the AAA.



**ESSEX & HERTS:** The founder of the first paramedic unit in Europe, Prof. Douglas Chamberlain, spoke to an 85-strong audience of doctors, paramedics, nurses, students and other emergency services personnel at the Essex & Herts Air Ambulance Trust's monthly Clinical Governance Day held at North Weald Airfield last month.

Prof. Chamberlain, who has dedicated his career to pioneering the resuscitation techniques that are now common place amongst the emergency services and save lives every day, was invited to speak at the event hosted at North Weald Airfield - home of the Herts Air Ambulance.

After giving his presentation about optimising Cardio-Pulmonary Resuscitation he remarked: "It was a real privilege to have come and met so many wonderful dedicated people, thank you so very much, an inspiring day for us".

EHAAT opens its doors to the wider healthcare and emergency services community on the third Tuesday of each month. All those with an interest in pre-hospital critical care are invited to share its governance meetings. Every event is themed around an element of emergency care and, as well as case presentations, audits and journal reviews, include presentations from expert speakers from a variety of clinical backgrounds.

Other speakers on the day included David and Kaz Fletcher, who spoke of the influence that data downloaded from defibrillators can have on improving resuscitation, and Dr Ben Singer who presented forward-thinking presentation on Extra-Corporeal Membrane Oxygenation and its role in out-of-hospital cardiac arrest.



Prof. Chamberlain speaks to the class held in the Control Tower at North Weald Airfield ©Essex & Herts AA

The next Essex and Herts Air Ambulance Clinical Governance Day will be held on the 19<sup>th</sup> April. Any clinicians or emergency services personnel interested in attending should contact [Geraldine.wash@ehaat.uk.com](mailto:Geraldine.wash@ehaat.uk.com)

EHAAT plans to buy its first new helicopter next year following generous contributions from members of the public and business people in the two counties.

Figures from the Essex and Herts Air Ambulance Trust revealed it received £10M during the last financial year – including £1.5M from the Libor fines. Of that, £6.5M was spent on running costs, leaving enough in its coffers to buy one new AW169 helicopter, lease another machine and also extend the hours of operation. The charity currently leases two MD902 helicopters from Specialist Aviation Services Group [SAS/MAS/PAS] at Staverton with the leases running out next year.

On March 30, Rob Forsyth, Chair of Trustees at EHAAT signed the contract with aircraft operator MAS to secure the purchase and operation of the £6M helicopter and to confirm a 10-year contract to lease an MD902 Explorer. The life-saving Charity takes possession of both aircraft early next year and will be ready to fly in June 2017 as the leases on its current aircraft come to an end.

Rob Forsyth said: “We simply couldn’t have reached this magnificent milestone were it not for the tremendous support we receive from the people and businesses of Essex and Hertfordshire. The new Agusta-Westland AW169 will truly be their aircraft and we look forward to unveiling the new helicopter once it’s equipped, branded and ready to fly with us next summer.

“The Libor funding gave us the extra support we needed to secure the purchase and so a huge thank you to everyone involved.”



Henk Schaeken MD of MAS,  
Jane Gurney CEO of EHAAT and  
Rob Forsyth Chair of Trustees  
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The AW169 will be capable of night flying, giving the Charity the option to broaden its service into the hours of darkness over the coming years. The AW169 also boasts an Auxiliary Power Unit (APU) to run clinical equipment on the ground, including the illumination of the cabin to assist crews whilst working, and Digital Automatic Flight Control to boost safety.

Cliff Gale, Operations Director, said: “It became clear when we examined the costs to lease aircraft that over a 10-year period the Trust could save a considerable amount of money by purchasing an aircraft. This would also give us an asset still worth several million pounds at the end of a 10-year contract period which could be used to purchase a replacement aircraft and will save money on lease costs.”

The procurement process began in July 2014 to ensure the selection, equipping and branding of new aircraft could be achieved in time for June 2017 and that sufficient reserves would be in place to finance the purchase. Trustees approved the decision to purchase the new helicopter in December 2015. Both aircraft will be flown and maintained by the Staverton company which has been working in partnership with EHAAT for the last ten years.

Henk Schaeken, Managing Director of MAS, told PAN at the recent HAI that he had secured customers for all six of the AW169 ordered in 2012. The EHAAT airframe announcement appears to be the last to be put in place.

During 2014-15 the operation responded to 1,321 incidents from two bases in Essex [North Weald and Earl’s Colne]. [Gazette/EHAAT/MAS].

**IRELAND:** In the wake of the recent injection of £4M from the UK Government the [Northern] Ireland air ambulance project is moving forward.

Early suggestions that the main base for the service in the North was going to be Enniskillen now look remote and it is expected that it will be based at Belfast International Airport, with a second base at St Angelo Airport in Enniskillen.

No finite funding model has yet been announced; it may not yet have been decided. The key points of the HEMS (Helicopter Emergency Medical Service) consultation covered most aspects including the management and funding models, home base location, target patient groups and collaboration with other services.

Next comes decisions on aircraft and support, recruitment, staff and investing in capital works on the helipad at the Major Trauma Centre at the Royal Victoria Hospital, Belfast. It is the latter being at the centre of the Major Trauma Network that makes the Belfast Airport option attractive. Belfast also offers the greatest number of potential HEMS missions, the location of the Northern Ireland Blood Transfusion Service, and the largest pool of physicians and paramedics who might staff HEMS.

The Northern Ireland service is expected to be closely based on the current Welsh model, which has three helicopters and is run by a charity, but staffed by the NHS. The charity most likely to step forward is Air Ambulance Northern Ireland, they are based at St Angelo Airport and that led the pressure for the selection of Enniskillen.

*Ed: It appears that Government money and local politicians will speak on this HEMS service. The charity sector has not yet got really started up and would be many months away from raising the kind of money that the Chancellor 'found' at a stroke of a pen. The last NI HEMS charitable group failed completely, spending all it collected on promotion. Unless the new charity becomes viable quickly this could alter the model to the Scottish, wholly NHS funded, model.*

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MIDLAND: Shobden, a village in north Herefordshire is hosting a temporary night approved lit helipad site. The site is one of four in the region that will take the Midlands Air Ambulance charity a step closer to undertaking air ambulance missions at night. The charity currently operates 14 hours a day, 365 days a year, flying full air ambulance missions in daylight across the six counties served by the charity, but between lit helipads after the hours of darkness. The new night-approved helipads will help with the network of suitably lit landing sites that air ambulances can use to airlift those in their greatest hour of need. The site at Shobdon is operated by remote control by the Midlands Air Ambulance team and a further temporary lit helipad site is being planned for Hereford.

SOUTH CENTRAL: Hampshire and Isle of Wight Air Ambulance (HIOWAA) and Thames Valley Air Ambulance (TVAA) have officially started night-time Helicopter Emergency Medical Service (HEMS) operations across the South Central Ambulance Service (SCAS) region.

HIOWAA's Airbus H135 helicopter is flown by highly-trained and experienced Bond pilots operating with the latest-generation of night-vision goggles. The aircraft is fully equipped and optimised for night operations, meaning the Charity's specialist doctor and paramedic HEMS crews can bring their life-saving care to the most seriously ill or injured people by night as well as by day, saving more lives. Bond operates an identical helicopter on behalf of TVAA.

The TVAA will now be able to fly around the clock from its base at RAF Benson, also using a new £5M helicopter equipped with NVGs and a Trakka searchlight. Additional costs to bring in the capability have included the recruitment of eight more crew members. Flight capability has now been extended up to 0200hrs where previously the usual daylight operation closed at 1900hrs in winter. The Thames Valley service launched in 1999 and has so far flown more than 15,000 missions - averaging three flights a day. The extended hours capability has been two years in the planning, two years getting the helicopter and about six months of training.

The two air ambulances, in partnership with SCAS, will work together to provide an additional seven hours of coverage every night until 2am across the counties of Hampshire, the Isle of Wight, Berkshire, Oxfordshire and Buckinghamshire. Both helicopters will remain operational in their respective counties for 12 hours every day and then take it in turn for a period of 16 consecutive nights to cover the seven-hour night-service for the whole of the South Central region and the Isle of Wight. <sup>[Herald]</sup>

SCOTLAND: A new airbase has been opened for the National Health service operated air ambulance operation in Scotland. Health Secretary Shona Robison opened the new £4.5M base at Glasgow Airport. The site will be home to air ambulance operations in the west and Scottish Specialist Transport and Retrieval Service (Scotstar), a national retrieval service for critically-ill patients.

Scotstar is managed by the Scottish Ambulance Service and includes the Scottish Neonatal Service, the Specialist Paediatric Retrieval Service - for babies and children - and the Emergency Medical Retrieval Service, which retrieves critically-ill adults and responds to serious emergencies. The service will now have immediate access to specialist vehicles and aircraft as part of a £9.5M investment in patient care - the first time anywhere in the UK that multi-disciplinary clinical retrieval teams will operate from a single base.

The operation uses an Airbus Helicopters H145 helicopter, a Beechcraft King Air 200c fixed wing, specialist neo-natal and paediatric ambulances and a fast response car. Hampshire-based Gama Aviation owns and operates the new building for the Scottish Ambulance Service as part of the national air ambulance contract and it will be home to about 85 staff.

Last year, air ambulance teams had 3,559 call-outs across Scotland while Scotstar teams responded to 2,654 cases, 491 of which were by air.

WALES: The air ambulance operation has declared an intention to move up from its current fleet of three EC135T2 helicopters to operate the Airbus Helicopters H145. Bond Air Services based in Staverton Gloucestershire will be supplying the airframes under a continuation of the existing lease agreement.

## UNITED STATES

GEORGIA: Metro Aviation became the first North American customer for the EC145e when it contracted to purchase six helicopters and launched an extensive demo tour of the new lighter weight, lower cost version of the highly successful EC145. Metro recently identified Children's Healthcare of Atlanta as the launch customer for the 145e.

The EC145e retains the power, performance and reliability of the legacy EC145, but with a useful load of up to 300 pounds more than the original. Children's e-lite will be equipped with Metro's air conditioning system, HeliSAS and specialty pediatric care equipment. Children's currently operates an earlier version of the same aircraft the BK117 and are therefore accustomed to the cabin size. The attraction was the greater useful load and reduced cost of the EC145e.

OREGON: Life Flight Network an Oregon based nonprofit air ambulance company is taking over Northwest MedStar, creating one large medical flight network across Washington, Oregon, Idaho and Montana.

The move means Life Flight Network will eventually operate a network of 22 bases with 27 helicopters and 12 small airplanes across the four-state region. The company says it will be the largest non-profit air ambulance operation in the country.

Life Flight Network, based in Aurora, Oregon, also plans to open new helicopter bases in Washington in Walla Walla and Colville. It will take over six existing MedStar bases, including one in Missoula, Montana, and five in Washington state. Life Flight currently dispatches all aircraft out of Boise, Idaho. The company will keep MedStar's dispatch center at Felts Field in Spokane open. The deal comes after years of rapid expansion from both companies, spurred by growing demand for air ambulances as rural hospitals have closed or curtailed services.

WASHINGTON: Although operational details have yet to be finalised and published Island Air Ambulance and San Juan Island EMS will part ways from April 1. The medevac service will continue to transport San Juan County residents but will become their own fully staffed and equipped business separate from EMS.

Currently Island Air provides medevac flights through a contract with San Juan Island EMS and district residents receive zero out-of-pocket billing for all in-district ground, marine, and Island Air Ambulance flights. The insurance for Island Air is \$45 per year for residents outside of the district. Island Air Ambulance provides county residents and visitors with basic life support transport in an airplane between county airports and airports in Bellingham and Seattle.

The other major medical transport organization is Airlift Northwest the University of Washington-affiliated emergency medical transport that uses helicopters to fly critical-care patients directly to Seattle and Bellingham hospitals. The AirCare membership for transport by Airlift Northwest helicopter costs \$79 a year in Washington. Airlift Northwest also has a fixed wing aircraft. <sup>[Journal]</sup>

Also in Washington State but also covering most of the US Pacific West Coast is Airlift Northwest, an air medical transport provider, that has announced the expansion of its services and capabilities in Eastern Washington with the addition of a state-of-the-art Pilatus PC-12 turboprop plane and a new helicopter to its Yakima base at McAllister Field. The Pilatus went into service on March 21 to replace an existing Aero Commander turboprop at

Yakima. A new helicopter is expected to be in service this May joining an existing fleet of an AW109 and three EC135 helicopters. Airlift Northwest's Yakima-based crew serves patients from a number of Central and Eastern Washington locations. The organisation has provided medical transport to critically ill and injured adults and children throughout the Pacific Northwest and beyond. Since 1982, it has provided care during more than 91,000 flights. [via Helihub]



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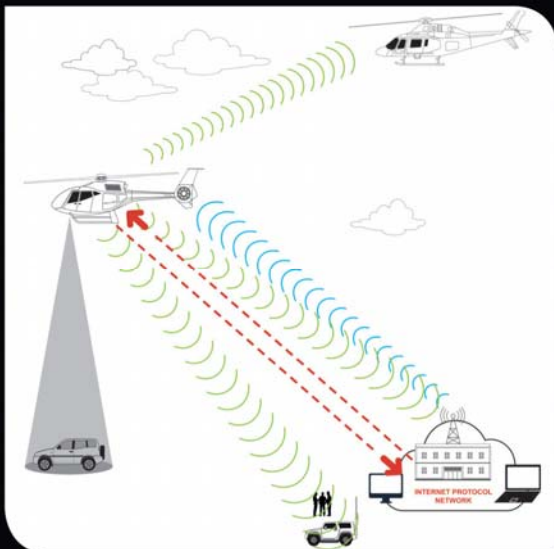


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# FIRE

## UNITED STATES

**ALASKA:** Erickson Incorporated, a global leader in aerial firefighting in the United States, Australia, Greece and Turkey, has announced two exclusive-use contracts with the State of Alaska's Department of Natural Resources for wildfire suppression. Under the contracts, Erickson will provide two medium-lift helicopters; one based in Palmer and another in Fairbanks. The contracts are for one year, with four additional option years.

"Erickson has supported fire suppression efforts in Palmer and Fairbanks for more than 15 years," said Jeff Roberts, President and CEO of Erickson Incorporated. "We have more than 55 years of experience in Alaska, and currently support facilities in Anchorage, Deadhorse, Nome and the Kenai Peninsula, and we are pleased to continue being a part of protecting people and property from woodland wildfire. Alaska is an important strategic market to us and we look forward to expanding our presence in the state."

Over the years, Erickson's Alaska operations have supported a variety of industries. The company has provided transport of passengers and cargo for near-shore oil and gas customers in the Cook Inlet and North Slope as well as provided an aerial school bus for rural students. In Nome, Erickson transports residents to the Western-most point of the United States, the island of Little Diomed. Additionally, the company has worked on utility and infrastructure construction outside of Anchorage.

**OKLAHOMA:** The state Forestry Services says the operators of unmanned aircraft systems [drones] are being told to avoid flying near or over wildfires. Aircraft used to drop water and fire retardants must divert from the fire when drones are detected in the area and there have been three instances in the past five months of diversions away from drones at wildfires.

The firefighting aircraft sometimes flies lower than 200 feet from the ground, while drones can fly up to 400 feet. This creates the potential of a plane colliding with a drone, forcing the aircraft to divert away from the fire.



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# SEARCH AND RESCUE CANADA

**COAST GUARD:** A construction contract has been awarded to CAE for the provision of a \$17M helicopter full-flight simulator as part of the Canadian Coast Guard (CCG)'s Fleet Renewal Plan. Work has already begun on expanding the Transport Canada hangar at Ottawa International airport to accommodate the new simulator, which is generating work for local construction companies. It is anticipated that the expansion will be completed sometime in September 2016.

The contract is expected to generate 85 jobs over the course of the two years of construction: 75 engineering jobs, and 10 manufacturing jobs in Canada. The Canadian Coast Guard's Fleet Renewal Plan outlines the way forward for the procurement of its new vessels and helicopters. Replacing Canada's aging fleet of helicopters and acquiring this new flight simulator will ensure CCG continues to deliver marine safety and environmental response capacity for future generations using the most up-to-date technology.

Last month The Honourable Hunter Tootoo, Minister of Fisheries, Oceans and the Canadian Coast Guard, the Honourable Judy M. Foote, Minister of Public Services and Procurement, and Jody Thomas, Commissioner of the Canadian Coast Guard, accepted the last new light-lift helicopter into the Canadian Coast Guard fleet.



After being awarded a contract in May 2014, Bell Helicopter Textron Canada Ltd, based in Mirabel, Quebec, completed the delivery of fifteen light-lift helicopters to the Canadian Coast Guard in less than two years, ahead of schedule and on budget. Twelve of the new helicopters are already in service across the country, including Shearwater, Nova Scotia, carrying out Canadian Coast Guard missions. A second machine will be delivered to Shearwater later this month. The remaining three aircraft are supporting pilot training but they too will be deployed to their operational bases shortly.

The new helicopters are faster, can fly farther and carry greater payload than the MBB BO105 and Bell 206L helicopters they are replacing. In addition, they provide a range of safety enhancements over the existing aircraft. The Government of Canada has also awarded a contract to Bell Helicopter for seven medium-lift helicopters, with delivery starting in 2017.

The fleet in replacement included 14 MBB Bo-105s and 3 Bell 206L LongRangers at the light end, supported by 6 Bell 212 twin-Hueys. The replacement buy has been structured as 2 competitions: one for 16 light helicopters, and one for 4-8 'medium' helicopters. A 3rd buy may add 2-3 different helicopters for use aboard Canada's new Icebreaker after 2017.



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## JAPAN

**COAST GUARD:** Airbus Helicopters has signed a contract with Japan Coast Guard (JCG) for the purchase of an additional H225. JCG, which already operates five H225s, has ordered this additional aircraft as part of its fleet renewal plans. The helicopter is scheduled for delivery by the end of 2018. This H225 will be equipped with the most advanced search and rescue mission systems and operated in security enforcement, territorial sea guard duties as well as disaster relief missions.

## NORWAY

**MINISTRY OF JUSTICE:** The first of the EH101 production batch of 16 helicopters for Norway made its first flight on March 21. The aircraft flew from the Finmeccanica helicopters division of Yeovil, UK. The event, a key step in the development which will be followed, from 2017, by the first deliveries to the Ministry of Justice and Public Security the law enforcement agency that runs SAR in the country. The helicopters will be used by the RNoAF to replace the existing Sea King fleet with deliveries completed by 2020.

The contract for the new SAR helicopter was signed by the Ministry of Justice and Public Security in December 2013. The aircraft will be equipped with advanced mission equipment including a modern electronic scanning radar (AESAs – Active electronically scanned Array), built in the center of excellence of Edinburgh by the division Avionics Systems Space and Finmeccanica, and capable of providing a 360° coverage. The wide rear ramp allows the crew and relief organizations access to quickly and easily to the 27 cubic metres capacity cabin.

## INDUSTRY

The UK Met Office announced last month that **HeliBrief** its new service to offshore, police and emergency response helicopter pilots will deliver fast and flexible access to weather-based information, helping to improve safety. Calling it the first regulated weather briefing service to emergency response helicopter operators, including UK SAR, HEMS and NPAS it has already attracted some backroom criticism.

HeliBrief is designed to provide offshore, police and emergency response helicopter pilots with flexible access to weather-based information. Now available across both tablet and mobile devices, helicopter operators are provided with essential weather information via tailored maps and charts, tracking route winds, triggered lightning, visibility and significant wave height information to inform the planning of safe routes and help contribute to improving the safety of the UK's helicopter operations

The new HeliBrief® service marks an extension of the Met Office's existing Civil Aviation Authority (CAA) mandate to provide a regulated weather briefing service for offshore helicopter operators through its HeliBrief® Offshore product, formerly known as OH Web. The product is now fully operational for offshore and emergency response helicopter operators across the UK.

*Ed: Criticism? Just the usual comment about how the previous service [on which this is based] regularly failed to 'look out of the window' and actually see that it was raining/snowing/windy outside often contrary to the forecast.*

**CarteNav**, the Canada based supplier of mission system software that enhances situational awareness and mission effectiveness across a wide variety of platforms and mission types – is currently the hot favourite product in its field. It is used by government, military and commercial clients in over 20 countries across 6 continents.

There is an increasing use of radar in many of these mission types, and to support this trend CarteNav has recently launched a new radar control capability for its AIMS-ISR® software.

CarteNav's software processes live video and data from cameras and other sensors on the aircraft and geo-references that data onto a moving map and the live video in real-time. This is complimented with a powerful set of mission and sensor management tools that have

been extended to include a comprehensive radar control capability.

Like all AIMS-ISR® sensor interfaces, the radar controller exhibits a flexible and intuitive user interface. Traditional drill down menus have been replaced with intuitive graphical interfaces allowing the operator to quickly “click, drag and drop” features such as sector scans and track zones. Core radar procedures that could take minutes to complete are now executed in a matter of seconds.

By integrating the radar controller within the AIMS-ISR® software, multiple cross sensor features are supported. The camera can be slewed to a designated radar track and optionally follow that track based on updated position information. Or a radar blanking sector can be locked to an AIS track. Track association tools are also supported that enable the operator to keep the displays decluttered at all times.

Although in a few areas it is a direct competitor it is worth noting that the UK based publication **Emergency Services Times** [EST] has finally caught up with the times by offering a better on-line presence. Or are they? Broden Media/EST are the sponsors and organisers of the Emergency Services show in Birmingham UK each year although their main thrust of knowledge is the fire and ambulance services rather than aviation.

A new online version of Emergency Services Times - complete with video, audio and interactive features is now on offer. The latest issue is now live to view. Unlike PAN you will be asked to register some very basic information to access the full magazine, and to gain access to future online issues.

Access to current and archive issues of Emergency Services Times online will remain open to all qualifying registered readers until 30<sup>th</sup> June 2016. Qualifying readers are officers and managers who are actively involved in the buying process of equipment and services within the emergency services industry. Unlike PAN from 1 July 2016 all readers who don't meet the qualifying criteria will be asked to pay a subscription charge.

*Ed: Oh dear I knew that there would be a catch! Still PAN is free!*

At last month's HAI Heli-Expo **BLR Aerospace** were promoting a widening of their technology to include the Ecurieul/Squirrel/AStar series. BLR are now accepted for the capability of their NASA origin engineering in altering the tail profile of a number of medium Bell helicopters to enhance their tail rotor effectiveness using strakes and fin cutaways – to the degree that Bell use and promote the systems and around 1,000 systems are now in use. The system is standard, factory-installed equipment on all new Bell 412EP and EPI helicopters.

BLR has been working with Airbus Helicopters to certify the FastFin® Tail Rotor Enhancement and Stability System on an AS350/H125 helicopter.

The new BLR system on the AS350 series does not exhibit quite the visual impact that some of the Bell conversion systems have – the changes are more subtle – but they do have a positive effect on tail rotor effectiveness.

By altering the tail boom area the BLR system improves the laminar flow over the tail by means of lengthwise strakes and panel re-profiling. Although not as extensive as the MD NO-TAR system it does have some connection to it in using the effect of MRB downdraft to confer an aerodynamic force upon the tail boom. The main visual difference is a change in the profile of the tail rotor drive cover, this is now more rounded but it is a detail and not easily seen.

BLR's flight testing demonstrated that FastFin is well suited for the AS350/H125 and delivers important operating benefits, including improved wind azimuth tolerance and additional useful load in hover. Proof of concept flight tests were successfully completed in 2015.

BLR is on track for FAA certification of the new system later this year. It will be offered to the aftermarket and as a factory fit option on new H125s.



**Airbus Group**, the leading air transport supplier to the UK's blue-light services, has pledged its commitment to creating a new UK Police Memorial with a philanthropic donation of £100,000.

Paul Kahn, President of Airbus Group UK said: *"After more than 30 years partnering with UK police to develop, among other capabilities, the UK's police air support, Airbus Group now stands with the UK Police Memorial Trust to help fund a fitting tribute for the brave men and women who have given their lives in the line of duty."*

Memorial project Chair, Sir Hugh Orde said: *"The new UK Police Memorial is a project of major national significance, supported by leaders, forces and associations of the Police service and we are delighted to welcome Airbus Group UK as a founding partner. It is only through the generosity of partners such as Airbus that we will be able to reach our £4 million fundraising target to ensure the new Memorial becomes a reality."*

Since 1749 and the creation of the Bow Street Runners as the world's first recognised Police service, men and women from across the UK have worked tirelessly to serve and protect communities in the United Kingdom and across the globe.

The new Memorial will be a place of ceremony, remembrance and quiet reflection, and alongside a national campaign, will help foster a sense of pride and value in our Police service for generations to come.

The new UK Police Memorial is a project by The Police Arboretum Memorial Trust (PAMT). It will complement other memorials around the country, notably the National Police Memorial at the Mall and both The Beat and the Police Memorial Garden, which are already located at the National Memorial Arboretum, the home of year round remembrance in the UK.

PAMT Trustee and Chair of the National Police Chiefs' Council, Sara Thornton, said: *"The memorial design has been the subject of a year-long consultation with Police 'family' stakeholders to ensure that it meets the needs of as many people as possible."*

*"This will be a memorial for the modern age. Complementing the physical memorial will be a dramatic online and digital presence, with archival and educational materials that will bring the story of UK Policing to life. The project is on target for completion in early 2018 and we look forward to revealing the Memorial design in Spring 2016."*

More recently the project was discussed at the Drapers Hall [Throgmorton Street, City of London] where a number of former senior ACPO [now NPCC] figures were drawn together to move this project forward.



*L to R: PAMT trustees, Sara Thornton CBE, Chair of NPCC and Adrian Leppard, Commissioner, City of London Police, and David Lewis and Will Long of Airbus Helicopters UK  
This image was taken on the Airbus Helicopters stand at the joint NPCC and APCC Conference at the Manchester Town Hall on 24 November last year. The project includes a number of donors including Airwave – all of whom have tended to shun too much publicity – and around £1M in Libor fines money from the Government.*

**Argus International, Inc.** has announced their intent to acquire Unmanned Safety Institute (USI) of Orlando, Florida, a privately held business that has carved out a recognised and respected position in the safety training, certification and management of Unmanned Aircraft Systems (UAS). The acquisition couples nicely with Argus' global presence in the aviation safety training, auditing, rating, and SMS business.

The terms of the cash transaction are not being announced as both companies are privately held. It is anticipated that the transaction will have been completed by the time this issue appears.

Founded in 2014, the Unmanned Safety Institute is a professional flight safety organization for operators, enterprises, and organizations focused on integrating and operating UAS safely for civil or commercial purposes. The Unmanned Safety Institute provides UAS flight safety standards and training through the adoption and modification of aviation safety and training practices. USI certifications are recognized by many leading aviation insurance providers.

The US aviation division of **Gama Aviation**, the global aviation services company, that provides fixed wing aircraft for the Scottish Air Ambulance, has become one of the first business aviation operators to receive Third Country Operator (TCO) authorisation from the European Aviation Safety Agency (EASA).

The Third Country Operator authorization was introduced by EASA in May 2014 and comes into force this November. The authorization allows operators from outside the EU to obtain single safety authorisation for any commercial air transport (CAT) operations into, within or out of any of the 28 EU member countries, as well as EU overseas territories and four European Free Trade Association states.

Gama Aviation, established in 1983 at Fairoaks Airport, has operations in 45 different locations in 17 countries across five continents, making it one of the world's leading aviation services companies. Its services include: line and base maintenance; FBO services; engineering design; aircraft management; charter operations; training; and aviation and ground management systems.



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**Motorola Solutions** has completed its acquisition of Airwave, the largest private operator of a public safety network in the world.

Airwave delivers mission-critical voice and data communications to more than 300 emergency and public service agencies in Great Britain, including police, fire, rescue and ambulance services. Motorola Solutions has been a trusted, reliable communications partner to the emergency services community in Great Britain for more than 45 years. Recently, the UK Home Office awarded Motorola Solutions a long-term contract for the user services (Lot 2) for the Emergency Services Network (ESN), the future public safety network based on long-term evolution (LTE) technology.

Motorola Solutions purchased Airwave on a debt-free basis with a net cash payment of approximately £700M (approximately \$1 billion). In addition, a deferred cash payment of £64M (approximately \$90M) will be made in November 2018.

Do you remember the **L3 Wescam MX-7**? Well now you can safely forget it for now!

The March 2015 edition of Police Aviation News carried news of the new sensor on show [and operating] at the 2015 Avalon Show. It was real enough and working but it was a one off to allow L3 Wescam to judge the market need for it. It was seen as being of interest to the light manned or unmanned world. The programme continues but the size of the ball has now changed so it is no longer a 'Seven' – more when the news gets out.



MX-7 at the Avalon Air Show last year  
©PAR

**Erickson Incorporated** has been selected as a subcontractor by a pool of prime contractors that have been awarded two Multiple Award Indefinite Delivery/Indefinite Quantity (MAIDIQ) contracts for Counter Narcotics and Global Threat (CN&GT) operations, logistics and training support. These contract vehicles allow Erickson to bid on specific task orders, supporting the interdiction of the narcotics trade and assisting in the global war on terrorism. The first contract is for CN&GT Operations and Logistics support, for which Erickson anticipates providing aerial fixed and rotary-wing transportation services of cargo and passengers, as well as maintenance services. This contract has a combined ceiling value of \$975M. The second contract is for CN&GT Training Support Services and has a combined ceiling value of \$450M. Work on both contracts will be performed in the United States and internationally and is expected to be completed over the next nine years by February 2025. Erickson will bid on task orders requesting aviation maintenance and training services. CN&GT contract vehicles are designed to improve the United States and partner nation agency organizations' capabilities to deter threats posed by illegal drugs, trafficking, piracy, transnational organized crime, threat finance networks and any potential nexus among these activities.

With roots dating back to 1960, Erickson operates a fleet of approximately 80 aircraft, is headquartered in Portland, Oregon, USA, and operates in North America, South America, Europe, the Middle East, Africa, Asia Pacific, and Australia. [www.ericksoninc.com](http://www.ericksoninc.com).

## ACCIDENTS & INCIDENTS

**9 February 2016 Cessna Citation Encore N774SB.** Air ambulance of Children's Health operated by Seven Bar Aviation. The fixed-wing aircraft departed runway 31R at Dallas Love Field, Dallas Texas USA. During the departure climb, the First Officer noted that the aircraft had a tendency to roll to the right with the tendency to increase with speed. The Captain assumed control of the aircraft and confirmed the condition. Both pilots attempted to adjust the aileron trim and noted that they were unable to turn the mechanical linkage to

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relieve the control pressure. The Captain declared an emergency and immediately returned to the airport. The aircraft landed without incident. The NTSB continues their investigation into the probable cause of the event. [Concern]

**18 February 2016 Eurocopter AS365N1 N94SV.** Air ambulance of Life Flight, Toledo, Ohio, USA operated by Mercy Health Systems. While on an IIMC training flight at a local airport, the pilots overheard someone making traffic calls at another nearby airport. When on final for the ILS and making calls for their approach airport, they had a near miss with the other aircraft, who had been calling the airport by the wrong name. Our aircraft ended the training flight and landed back at base uneventfully. The pilots submitted a Flight Incident Report. The other aircraft pilot either did not know where he was, or mistakenly and repeatedly called the airport by the wrong name. The policy of having two pilots on training flights is reinforced by the safety pilot seeing the traffic thus avoiding a potential mid-air collision. [Concern]

**24 February 2016 Piper Cheyenne N716WA** Air ambulance operating for Cal-Ore Life Flight, Brookings, Oregon. While on a maintenance test flight the Cheyenne experienced a runway incursion event at the Arcata Airport (KACV). The event involved an aircraft departing an intersecting runway (RWY 19) without making an announcement as the Cheyenne was rolling out on the main runway, (RWY 32). The incident appears to have been caused by the ATC using two different radio systems for VFR and IFR traffic flows to speak to aircraft and not connecting the pair. [Concern]

**25 February 2016 Eurocopter EC135T2 D-HVBB.** Bundespolizei [German Federal Police] Aircraft crashed in a field 2nm east of their homebase Fuhlendorf near Bimöhlen, north of Hamburg. Two crew fatalities and one seriously injured. Reports state that they were on a training task with officers on the ground and had been hovering for some time [2 hours was mentioned] in good weather conditions in the early evening. The accident site is a field only about 20 meters from the road leading to Bimöhlen. A few hundred meters away is a football field, in use at the time of the crash. It was said that the aircraft spiralled into the crash location. The 33 -year-old co-pilot and a 42 year old companion died. The 31-year old pilot suffered serious injuries. [Media/Hellhub]

**4 March 2016 Eurocopter AS350 RA-\*\*\*\*** An Interior Ministry helicopter investigating reports of illegal forest clearing crashed in Russia's western region of Vladimir killing two people. Two other people aboard, including the pilot, were hospitalised with severe injuries. The helicopter crashed and then burst into flames near the village of Varvarino while traveling from the city of Ivanovo to the Moscow region. The crash site is about 200km [124 miles] northeast of Moscow. An investigation has been launched, but no one cause has yet been cited for the incident. [TASS/Media]



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**11 March 2016 Eurocopter AS365N Dauphin** Taiwan Coast Guard. A coastguard was killed after a rescue helicopter, with five on board, lost control and plunged into waters off New Taipei City in northern Taiwan. The crew the pilot, a co-pilot, two coast guards and a crew chief were pulled from the water but one coastguard, 35 years old Tsai Chung-ta was declared dead at hospital. He is believed to have suffered a rotor strike. The pilot was in a critical condition, while the remaining three are in a stable condition.

The helicopter was taking an engineer and two Coast Guard specialists to a stranded Taiwan-registered 13,500-ton freighter that became stranded the previous day. A video clip showed the helicopter hovering some 20 meters above the water, apparently winching but it suddenly starts to spin before dropping into the rough sea. Owned by a Taipei-based company, the stranded vessel from north Taiwan's Keelung was 10 years old and was carrying 617 containers and 447 tonnes of fuel. All 21 of the ship's crew have been saved. [Shanghai Daily] <https://www.youtube.com/watch?v=SRBmgjsiAFU>

**11 March 2016 Eurocopter AS350.** Air ambulance. The helicopter was en route to Santa Teresa de Cobano, in Puntarenas, Costa Rica to pick up a patient. It suffered a bird strike with a buzzard near Atenas and the pilot was obliged to make an emergency landing in a park in Orotina, for a visual inspection. The bird had pierced the helicopter's metal and become incrustated into the hole it made in the impact. After the inspection, the pilot decided to fly back to the Tobías Bolaños airport in Pavas. [AvantiCosta]

**23 March 2016 Eurocopter AS350 N902CF.** Air ambulance of Care Flight carrying a toddler from rural Nevada to University of California, Davis Medical Center, Davis, California made an emergency landing in Rancho Cordova with smoke in the cabin. Sacramento Metropolitan Fire District unit attended the scene. The patient, a toddler with burns from Gardner. A helicopter mechanic later determined the smoke was from a belt on the air conditioner fan. [Twitter/SMFD/KCRA]

**25 March 2016 twin-engine Bell type helicopter** Air ambulance of a hospital in Fars Province, Iran Red Crescent. The helicopter crashed in southern Iran, killing all on board. Reports are confused but one statement relates that ten died "Six crew [members], one emergency technician and three injured patients lost their lives in the accident" this replacing earlier reports that seven had died, the patient, two crew members, and four medics and seven in the helicopter and three others in vehicles on the ground. The helicopter went down about 30km south of the southeastern city of Shiraz as it was taking a patient in serious condition from a remote area to Shiraz. [Media]

**26 March 2016 Eurocopter AS350 AStar N911GF.** Air ambulance operated by Haynes Life flight crashed in the Goodman Community, Coffee County, Alabama USA immediately after take-off en-route to Troy with a patient from a road traffic accident on County Road 66 killing all four persons aboard. The victims were pilot Chad Hammond, flight medic Jason Snipes, patient Zach Strickland. Flight and flight nurse Stacey Cernadas. The crash was into a wooded area with poor accessibility about 25 miles north of the border with Florida and 34 miles from Montgomery. [Media]



## PEOPLE

David Lewis the Director of Sales at Airbus Helicopters, Oxford UK has retired from the company. David was originally a police officer in London's Metropolitan Police from 1966. He left to fly helicopters in the North Sea and in the late 1980s joined McAlpine Helicopters at Hayes where he was at the centre of sales efforts to interest the UK police in rotary wing aviation. In time he became their Sales Director. McAlpine Helicopters was eventually taken over by Airbus Helicopters.

Over the period of his tenure he was directly involved in the lease or sale of over 20 AS350/AS355/EC135 and EC145 helicopters to UK police and involved in other international contracts. A more comprehensive report of his career can be found on the new website <http://www.pavcon.info/DavidLewis.pdf>

The North Dakota Export Council announced that Spectrum Aeromed Owner and CEO Dean Atchison has been appointed by U.S. Secretary of Commerce Penny Pritzker to serve on the North Dakota District Export Council (ND DEC).

## MOVE ALONG THERE

Drones are experiencing something of an arms race for aerial domination—as fast as the technology develops to make the unmanned vehicles better in the air, new ways are being developed to take them down.

Video footage has emerged of a soldier in the US using a 'cyber rifle' to take down a drone, causing it to lose power instantly in flight before falling out of the air. The cyber-rifle is built by the **Army Cyber Institute** at West Point in the US, and was tested in front of the US Secretary for Defense, Ash Carter.

The video, shared on Twitter by the US Department of Defense, shows a soldier in ceremonial dress take aim at a drone at a quadcopter and fire the weapon – without a sound – before the drone becomes incapacitated and drops like a stone. [Twitter/Daily Mail]



Clearly the crime rate is being supported by the prison service in Spain! The latest from the flown in drugs front in the parts of Spain closest to Morocco is that the latest helicopter pilot arrested turns out to have been on temporary release from prison. The pilot arrested was allegedly flying a helicopter loaded with 750kg of hashish from Morocco to a place near Estepona near Malaga on the Costa del Sol.

Unfortunately, that same pilot was already serving the sentence in the seaside city of San Sebastian in Spain's northern Basque Country; police have not disclosed what the original sentence was for or what the conditions of his release were that allowed him to turn up 1,000km further south apparently only on a 'weekend away' from the sentence.

The overall police operation seized 1,000 marijuana plants along with 1.5 tonnes of hashish, two helicopters, 15 vehicles and €220,000 in cash. Last year, about 100 tonnes of hashish was seized by police, which was about a three per cent decrease on the previous year.

[Euroweekly]

*Ed: I am unsure whether the publication was using the correct image for their story – it really looks like a fully loaded AS350 on a family day out rather than a team of hardened criminals – unless multi-coloured T shirts and shorts are the new camouflage! The correct image—a rather shabby French registered AS350 was on the Guardia Civil website. It was a big case, around twenty arrested and significant amounts of drugs and vehicles seized.*

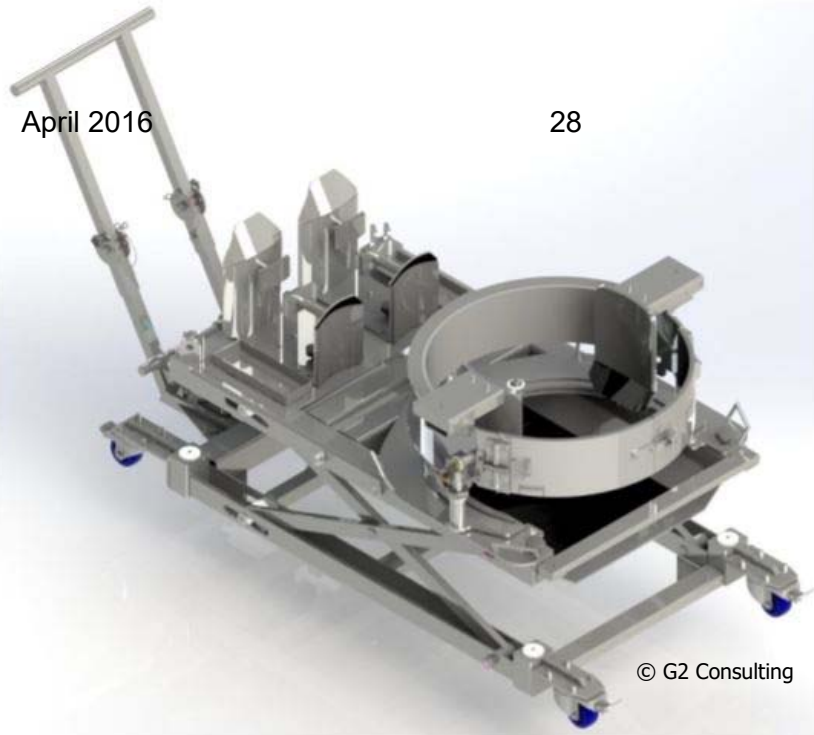
**NEW WEBSITES:** Just on-line is a new website [www.pavcon.info](http://www.pavcon.info) which is a reserve site in case of unexpected difficulties with the normal websites for PAN and PAVCon. It will be filled with archive material and images pending other needs.

It proved a suitable place to deposit the longer version of the David Lewis career story for this edition of PAN and may undertake similar duties in the future.

This site is from ARH Web Design the provider of the existing archive and history website [www.brynellott.co.uk](http://www.brynellott.co.uk)

Also pending from ARH Web Design is a new site for the on-line presence of the PAvCon Chairman, Gareth Davies, and his cohort George De Cock. They are now marketing themselves at G2 Consulting and operating out of Germany and France respectively.

In addition to their consulting arm, mainly related to EO/IR training and sales they will be marketing a new sensor pod trolley. Details on their website going on-line this week at [www.g2consulting.eu](http://www.g2consulting.eu) Email: [gareth@g2consulting.eu](mailto:gareth@g2consulting.eu)

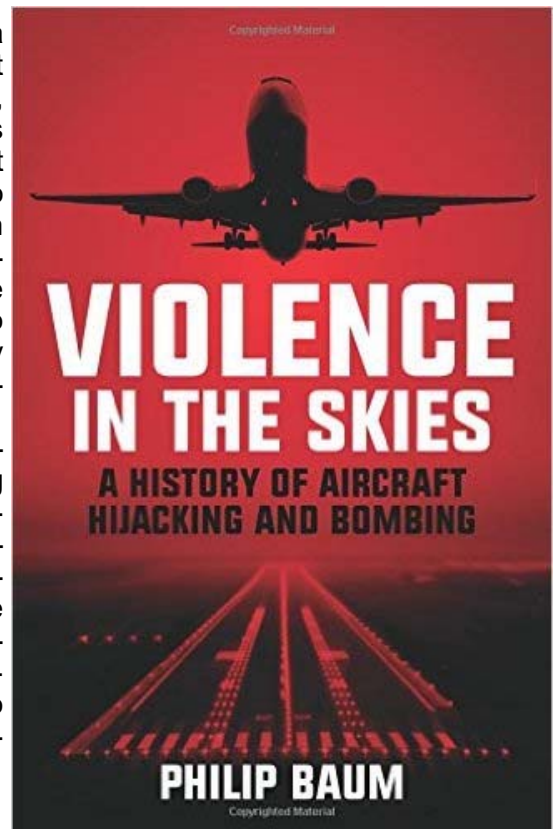


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## BOOKS

New on the market is the book 'Violence in the Skies: a history of aircraft hijacking and bombing'. At a cost around £10 the book has been written by Philip Baum, the Editor of Aviation Security International, and covers criminal acts against aviation from 1911 to the present day - the last incident referenced is the recent Daallo Airlines bombing! There are many familiar stories told in an accessible format, which focuses on the human element of each incident. Equally, there are plenty more less well known cases which may interest anybody who is working, or has worked, within the aviation security industry. Published by Summersdale, the book is available for purchase via Amazon (using their UK site).

Aviation security expert Philip Baum delves into the archives to reveal the stories behind the most astonishing and shocking crimes in aviation history, calling on real-life testimonies from hijackers, crew members, passengers and politicians. The human stories behind the criminal attacks that have plagued aviation since 1911 are detailed in this authoritative and thrilling account of aviation security history, from the legendary hijacks by left-wing and Palestinian groups of the twentieth century, to the more recent suicide attacks carried out by fundamentalists and the psychologically disturbed.



## EVENTS

At the Singapore Air Show in February I sat in on a Press Conference hosted by Lufthansa **Technik**, a large repair and maintenance organisation [MRO] dealing almost exclusively with airline maintenance. The venue was exclusive – the East India Room at the Raffles Hotel – and expensive but the audience was small and probably disproportionate to the cost. In fact I concluded that it was probably kind of me turning up at all as the event was a little over catered and I am glad I did not pick up the bill.

As with most experiences I did come away with information that I might not have picked up elsewhere on airlines and how they are run. As a consumer this might be important, as a journalist the same applies.

Lufthansa Technik is losing significant business and not through any fault of its own, it is also grappling with the unknowns of repairing today's new generation of plastic aircraft.

Losing business? Well yes, but it is because of trends rather than actually upsetting anyone.

Even if you are not heavily into knowledge about airliners you may have noticed that there is a tendency for passenger craft of the air to increasingly favour two engines rather than three or four. There



are background stories about the Airbus A380 struggling to gain sales because it has four engines and even less positive tales surrounding the latest version of the Boeing 747 Jumbo failing to make any headway at all on the sales front – potentially because it also has four engines. At least the A380 is new and popular, the Jumbo is older generation re-worked.

So where does this leave Lufthansa Technik?

Well its customers may be stable in numbers but the number of engines they require maintaining is falling away by half and the times between overhaul of those engines are likewise being stretched. And an MRO cannot expect to charge double the price for looking after an engine just because their workload is dropping off!

As we all may know from owning modern cars industry does its best to ensure that the maintenance times are well spaced and usually annual – there are similar aims in the aviation industry and this also results in a significant reduction in aircraft actually appearing in the hangar for work.

The answer therefore is in numbers. As the population of airframes grows inexorably the maintenance organisations need to attract more airlines with more aircraft just to maintain their former position.

So what has this to do with emergency services aviation?

It occurs to me that if all modern aircraft are becoming less labour intensive for well trained and efficient maintainers there may be a need for planners and managers to review the workforce employed to undertake that work.

If thirty years ago it took one maintainer to keep a 1970s airframe airworthy is there actually enough work for that same staff member to remain gainfully employed with a modern airframe?

Might it now be more efficient to contract out either the maintenance or the maintainers time? Certainly the re-organised UK police aviation setup, NPAS, has dispensed with on-unit maintainers sworn or not for a 'more efficient' service from professionals who have the right tools and spares on site and get airframes back on line with the least delay [well that is the claim anyway].

Another problem that Lufthansa Technik are now facing up to is how easy is it to repair modern aircraft. Unlike the metals of yesteryear, modern carbon fibres have no finite life and even deciding when they become dangerous is a new science. The matter does not arise until the damage is caused and much time is being spent on working out how to detect subtle levels of damage and then how to instigate repairs that are safe and acceptable on the grounds of both certification and aesthetics.

The rule book is still being written on all of these.



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## TRAINING OPPORTUNITIES

There's only a few weeks left before the [Northeast Region Safety Seminar](#). Please take the time now to register early and ensure yourself the discounted hotel rate at the [Radisson Albany](#) in New York State.

The [educational agenda](#) includes the following topics (Instructors): **Anatomy of an Engine Failure** (Randy Rowles, President, Helicopter Institute Inc.), **Critical Incident Aviation Response: Boston Marathon Bombing** (Lieutenant Robert Smith, Massachusetts State Police Aviation) and **Human Factors - Real Life Applications to Safety, and a Critical Incident Review - High Risk Pursuit of a Car Jacking Suspect** (Sergeant/TFO Kelly Oberg, Calgary (Canada) Police Service Air Support Unit). In addition, there will be classes covering **Laser Strike Protection, Electronic Flight Bags** and the **Law Enforcement Response to UAS Incidents**. Pilot/TFO Workshop on Missions and Tactics, Unit Commander and Safety Officer Round Tables will also be presented and are a great source of information sharing and networking among peers.

The welcome reception Tuesday night is being sponsored by MD Helicopters. Meals are being sponsored by Finmeccanica-AgustaWestland and Bell Helicopter. Airbus Helicopters is sponsoring the Wednesday evening dinner/social.

Additional details can be found on the [ALEA website](#) when you register.

More detail now on the 13 June 2016 **PAvCon Class** that will precede the 14-15 June 2016 PAVCon Police Aviation Conference 2016. Basic details of the event, how to travel there and book your hotels are on-line at [www.pavcon.org](http://www.pavcon.org) but below you will find more detail on the training course for TFOs.



So far 25 exhibitors have confirmed that they want space and a number of other companies have shown interest in joining the regulars. With 42 exhibitors last year it looks quite likely that a similar number will again be showing their wares at Oberschleissheim near Munich.

*This year the FLIR Training Day on Monday 13 June is being sponsored by the EO/IR industry and PAN. The training will be led by Officer Jack Schonely a highly regarded EO/IR trainer and ALEA member from California. This event is an extract from a multi-day training event operated by the ALEA in the USA.*

Jack Schonely has been working as a law enforcement officer for three decades, and he is an internationally recognized expert in the area of suspect tactics and perimeter containment. A published author Jack Schonely runs courses for the US Airborne Law Enforcement Agency and the PAVCon course will be based on these and a class is titled "Suspect Tactics and Perimeter Containment" - an 8-hour, high speed, multi media, PowerPoint presentation that includes almost an hour of video. The class is designed for a range of police officers including patrol, supervisors, air crews, and trainers. The techniques and tactics apply to many mission profiles. The class is divided into three sections; suspect tactics, perimeter containment, and officer down debriefs.

The class looks at current trends and tactics being used by criminals attempting to evade capture on foot. Suspects have learned a great deal over the years about law enforcement tactics. They are learning from their successes and failures. The tactics they are using today have changed dramatically from the tactics used 5 or 10 years ago. An excellent example of this is how suspects are using cell phones to evade officers. It takes a thorough look at suspect hiding locations and officer search tactics and techniques.

The class includes guidelines on techniques to contain and capture suspects on the run, perimeter containment and *studies* scenarios relating to instances where police officers are directly involved in 'officer down' scenarios. Hints on how to avoid 'tunnel vision' reactions and how to 'think outside the box' are discussed.

Jack customises the training to every agency he trains so this will be crafted to take into consideration the unique requirements of European police forces—he has previously taught classes in Europe.

Video is used throughout the training to show real life suspects in action attempting to evade law enforcement. It is a great training tool to reinforce the tactic being discussed.



MONDAY, MARCH 28, 2016 | THE STRAITS TIMES

### Call to allow guns at Republican convention

WASHINGTON • More than 22,000 people have signed a petition calling for Americans to be allowed to carry firearms at the Republican National Convention because the ban puts lives at risk. Guns are not allowed inside the Quicken Loans Arena in Cleve-

land, where the event – which could descend into a heated battle for the party presidential ticket – is taking place in July. The petition went up on Change.org and by Saturday had been signed by 22,633 supporters in just a few days. AGENCE FRANCE-PRESSE

*Fees for this training day have been held at a local rate of 35 Euro per person where they are a member of a Police Aviation Unit. Group rates are available on request to the organisers.*

*Industry can book to attend at a higher rate of £75 [UKP] through the normal booking process subject to space being available on the day. Attendees will also need to be paying the Delegate Rate [£240] or the Exhibitor Rate [£1,000 for two and a space].*

*All places can be pre-booked through the PAVCon office and can be Invoiced or directly paid through such as Paypal.*

11-13 May 2016 Smart Policing Summit 2016 Washington, D.C. The Only Event Focusing on Policy, Procedure and Application Surrounding the Latest Technologies in Law Enforcement The 2nd Annual Smart Policing Summit will bring together Chiefs of Police, Head Crime Analysts, and Senior Ranking law Enforcement Personnel from across the U.S. to identify tactics, practices and technology solutions that will bring resolutions to serious law enforcement issues in their jurisdictions while safeguarding not only officers lives', but the lives and property of our citizens. Already in attendance are Senior Law Enforcement professionals from Police Departments in Oakland Police Department, San Diego, CA, Pullman, WA, Virginia Beach, VA and more! Download the agenda at to find out more. Organised by [IDGA/IQPC](#)

An advertisement for Helitech International, a helicopter expo and conference. It features a central image of a helicopter flying over a stylized globe. Text includes: "Organised by Reed Exhibitions", "helitech international HELICOPTER EXPO &amp; CONFERENCE", "In association with EHA EUROPEAN HELICOPTER ASSOCIATION", "Join Europe's leading global event for the civil and para public rotorcraft industry", "11-13 October 2016 Amsterdam RAI", "www.helitechinternational.com", "Interested in exhibiting? Contact Andrew Menniss, Sales Manager +44 (0)20 8910 7188 andrew.menniss@reedexpo.co.uk", and "Join &amp; follow us Search for helitechinternational on these social media channels" with icons for Twitter, Facebook, LinkedIn, YouTube, and Google+. The bottom of the ad features a colorful illustration of a Dutch town with windmills and a bicycle.