

Police Aviation News

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PAR

CANADIAN UPGRADES

New coastal patrol helicopters and fixed wing



PUMAS FOR BUNDESPOLIZEI

EC135 role-fit upgrade tender issued

NPAS P68 FIRST PICTURE

AIR AMBULANCE CASH BONANZA

LIBOR funds hit a new high

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

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LAW ENFORCEMENT AUSTRALIA

SOUTH AUSTRALIA: Last month Bell Helicopter announced the signed purchase agreement for a second Bell 412EPI to the New South Wales Police Force. Its new aircraft will be delivered in 2017 and will be used for search and rescue, transport and tactical missions. The agency received its first Bell 412EPI [right] in 2014, which was the first Bell 412EPI for operation in Australia. [Textron]



CAMBODIA

ARMED FORCES: It is not law enforcement as we know it but it is progress towards an airborne law enforcement arm.

The government has established a new committee with access to Royal Cambodia Armed Forces helicopters to help fight fishing crimes committed on the Tonle Sap lake, which environmentalists for years have warned is being overfished to the point of irreversible destruction.

The committee includes representatives of the National Police and the National Military Police. The measure supports a new crack down on illegal fishing, in the past, offenders were simply “educated” when they were caught breaking fishing laws, but now they will be liable to arrest. [Cambodia Daily]

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CANADA

COAST GUARD: In early December, The Honourable Dominic LeBlanc, Minister of Fisheries and Oceans and the Canadian Coast Guard, accepted two new medium-lift helicopters into the Canadian Coast Guard fleet.

These are the first of seven new medium-lift helicopters being constructed by Bell Helicopter Textron Canada Ltd. as part of the Coast Guard's Fleet Renewal Plan.

The seven Bell 412 helicopters will replace five Bell 212 helicopters currently in service. Under the Canadian Coast Guard Fleet Renewal Plan, the Government of Canada has already received and deployed fifteen Bell 429 light-lift helicopters and contracted for a helicopter simulator.

In an average year, Coast Guard's helicopter fleet flies 7,000 hours; performs over 8,400 flights; transports more than 22,700 persons; carries a payload of more than 11.2 million pounds; and completes more than 3,500 external load lifts, carrying cargo suspended by a cable from the helicopter.

COVER STORY

Canada has selected the Airbus Group C-295W to provide a replacement search-and-rescue (SAR) aircraft with rival bids being discarded. Although not a Coast Guard resource it is closely related to their area of expertise but operated by the Royal Canadian Air Force.

Canada selected the C-295W to provide a replacement search-and-rescue (SAR) aircraft with rival bids being discarded. The C-295 and Leonardo Aircraft's C-27J Spartan had emerged as the front-runners for the C\$ 3 billion (\$2.3 billion Canadian contract, with the Embraer KC-390 as the outside option in that it is still undergoing the certification process. The contract will also include in service support, provided through a joint venture between Airbus Defence and Space and PAL Aerospace and will be delivered starting three years after contract award.



The SAR aircraft procurement allows the RCAF to replace its current fixed-wing fleet of six De Havilland Canada CC-115 Buffalo aircraft and thirteen Lockheed CC-130H Hercules aircraft that are currently used.

The C295W features substantial Canadian content. Every C295 is powered by Pratt & Whitney Canada engines, pilots and technicians will be trained at a new facility developed by CAE in Comox, BC, and the electro-optical systems for FWSAR will be provided by L3 Wescam of Burlington, Ontario.

GERMANY

BUNDESPOLIZEI: The German federal police (Bundespolizei) has signed a contract with Airbus Helicopters for the purchase of three H215 multi-role rotorcraft via the purchasing administration of the German Federal Ministry of Interior. The aircraft will be tasked with several challenging roles, among them maritime emergencies and police missions. The helicopters are scheduled for delivery in early 2019.

The new aircraft will be equipped with the latest state-of-the-art glass cockpit and the new 4-axis autopilot, which provides flight envelope protection, unrivalled precision, and stability in even the harshest operating conditions.

The Bundespolizei currently operates 19 helicopters of the Super Puma family and these are progressively being upgraded with glass cockpits.



Also, out there now is a tender for a mid-life upgrade of the Bundespolizei EC135 fleet. The aim is to trim the weight of the role fit but no other details are currently known.

COLOGNE: After more than 1,000 women were mugged, sexually assaulted, and raped by migrants at New Year's Eve 2016, and the city of Cologne was considering using helicopters, registering all newcomers, and setting up "women retreats" to keep females safe this year.

The official recommendations were made to police in a report written by police experts who analysed the events one year ago. The report argues that there must be more work done to integrate immigrants and "improve the basic conditions which result in social-structure disadvantages and frustrations because of lack of personal exchange, financial participation,

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recognition, and barriers to getting to know women.”

During the 2015/16 New Year’s Eve celebrations in Cologne city centre, hundreds of sexual assaults (including groping and at least five rapes) were reported. [Cologne Express]



MINISTRY OF INTERIOR: Just five months after the contract was awarded, Airborne Technologies delivered a fully upgraded EC135 police role equipped helicopter. Legacy systems have been removed quickly and state-of-the-art law enforcement and surveillance technology has been installed.

At the beginning of July of 2016, Airborne Technologies was awarded a tender by the Republic of Slovenia, Ministry of Interior, to integrate their EC135 with the latest Airborne LINX package containing Wescam MX15, the Churchill ATOM Mission Computer and Augmented Reality, BMS down-link and Trakka Beam A800 searchlight. The workstation is fully NVIS compatible, features quad/split Screen and picture in picture functions and allows the easy change of firmware via SD card.

All the interior components as well as the MX15 camera bracket were made from carbon fibre which offers a significant increase in aircraft payload. The EC135 is equipped with the new enhanced Airborne Technologies Mission Management Unit (MMU) that controls all sensors on board.

Mr. Grumeth, CEO of Airborne Technologies, says: “I am very proud on our team and partners that we were able to realize the project within such a short time line. Despite the steady growth of our company, we have maintained the flexibility to meet individual customer demands and timely requirements. Our drive and knowledge set us apart from our competition. With this modern surveillance platform, Slovenia is ideally prepared to meet the constantly changing future challenges in modern police work.”



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2018

TURKEY

POLIS: In late December twenty-nine former Turkish police officers, including some from air support, went on trial accused of aiding the failed military coup in July — the first trial in Istanbul over the attempt that led to some 270 deaths. The coup took place in mid-July last year as the military attempted to unseat the government, attacking the parliament and other key buildings. The government declared a state of emergency following the coup and launched a crackdown against anyone associated with the attempt with more than 40,000 people being arrested for alleged involvement in the coup and tens of thousands of other suspects being purged from government jobs.

The police officers standing trial in a prison and courthouse complex in the outskirts of Istanbul include three police helicopter pilots. They are accused of aiding the coup by not carrying out their duties, including disobeying orders to protect the 62-years old President Recep Tayyip Erdoğan's Istanbul residence on the night of the coup. It is claimed that two of the pilots denied accusations that they ignored orders to fly a helicopter that would carry officers tasked with defending Erdoğan's residence. [Star Tribune]

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UNITED KINGDOM

NPAS: It is predicted that work will start on the new emergency services helicopter base at Almondsbury near Bristol shortly and that the police and air ambulance helicopters will move from Filton before the end of the year.

The police helicopter moved into the BAE Filton site in the mid-1990s as the Western Counties Air Operations consortium and were joined by Great Western Air Ambulance in 2008. The move is being driven by the closure of the Filton airfield and plans to build on what was an important former aircraft industry airfield.

As of the end of last year the Police & Crime Commissioner for West Yorkshire owned 23 airframes operated as NPAS. At that time all were registered and airworthy. If the intended plan was adhered to all the four remaining MD900 Explorer helicopters should now be out of service reducing the fleet to 19, with one unavailable and in the process of upgrading at Babcock, Staverton. In addition, there is the 20th airframe currently on lease in Norway.

G-CPAO	0843	EC135 P2+	
G-CPAS	0920	EC135 P2+	
G-DCPB	9265	MBB-BK 117 C-2	>
G-EMID	0524	EC135 P2+	
G-HEOI	0825	EC135 P2+	
G-LASU	0228	EC135 T2+	
G-MPSA	9065	MBB-BK 117 C-2	
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G-MPSC	9075	MBB-BK 117 C-2	
G-NEAU	0333	EC135 T2+	
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G-POLA	0877	EC135 P2+	
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G-CMBS	900-00111	MD 900***
G-GMPX	900-00122	MD 900***
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The fixed wing fleet due for delivery this year will be allocated registrations in the series G-POL* with the first airframe being G-POLZ. The airframe is seen right still wearing its Austrian marks at the Weiner Neustadt facility of Airborne Technologies late last year. [via NPAS]



©Police Essex

ESSEX: Essex Police were demonstrating their drones to several local farmers at Canterbury Farm, Hatfield Heath on December 20.

The Police are seeking permission of landowners to fly Drones over private land and have asked for farmer's to submit maps showing their farm land and stating that they give permission for the police to fly over the land.

In a positive move the farmers have agreed that they will automatically give the Police that permission unless the individual farmers opt out. Rosemary Pad field their leader has suggested that those wishing to opt out should make their feelings known and must notify the police with a map showing their farm land by January 31st 2017.

SCOTLAND: Hannah Bennett, a partner with Thompsons Solicitors, which represents many of the victims and families of those who lost their lives in the Clutha Vaults police helicopter tragedy, said: "On the third anniversary of this awful accident, a number of our clients are upset and confused as to why no date has yet been announced for the commencement of a fatal accident inquiry.

"For many of the victims and their families, closure on the events of that awful night can only truly begin once a FAI has been concluded."

Seven customers in the Clutha died - John McGarrigle, Mark O'Prey, Gary Arthur, Colin Gibson, Robert Jenkins, Samuel McGhee and Joe Cusker.

Helicopter crew pilot David Traill, Pc Tony Collins and Pc Kirsty Nelis were also killed.

An Air Accidents Investigation Branch report into the accident was published on May 6 last year.

In the wake of the Clutha accident on December 22 the UK CAA has issued a Safety Directive mandating action to improve the level of safety of State helicopter operations. Directed at all AOC and PAOC Helicopter Operators Conducting State Aircraft Public Transport Operations from January 1.

The AAIB conducted a comprehensive investigation into the causes of the accident and released its report in October 2015. Arising from its analysis into the causal factors, it made seven Safety Recommendations (SR); three were directed to the European Aviation Safety Agency (EASA) for action and the remaining four to the UK CAA. The majority of the SRs concern the provisioning and installation of crashworthy flight recording equipment.

One of the significant areas commented on by the AAIB was the lack of information dealing with pilot actions and cockpit management leading up to the accident. This can be addressed by the inclusion of airborne image recorders that capture general cockpit views including crew activity. No such equipment is currently required by regulations. Images recorded by cameras in the cockpit will be afforded appropriate protection from misuse or abuse similar to that used for CVR.

Currently, helicopters with a maximum take-off mass between 2,730 kg and 3,175 kg have been exempted from the need to fit either a FDR or a CVR, this will now change. This exemption will be revoked for helicopters in the service of a police authority from the agreed date of 31 March 2019 thus allowing sufficient time for the development and procurement of recorders.

Future new State aircraft will need to meet the full specification of recorder but there is a slightly less onerous version specified for retrofit.



Being prepared for service by Babcock as the latest airframe leased to Police Scotland is this H135 G-POLS [©James Lloyds]

UNITED STATES

ARIZONA: The **Pinal County Sheriff's** Office is tightening its belt by freezing its hiring and putting one of its helicopters up for sale. It is hoping that selling a helicopter will pay for operations of the aviation unit, which has two other DoD Surplus helicopters. The helicopter to be sold was obtained through a state grant programme.

According to the office, its current operation budget totals \$35.5M after a \$1.8M budget cut that took effect July 1.

Ed: The unit was launched with a Piper Cub and an MD500E in January 2012. The 500 E was lost in an accident and replaced with insurance money. As a replacement it purchased a MD 600N N375SD, c/n RN010 making it only one of two law enforcement operators of this type in the USA. It was to enter service in early 2015. They currently list their third aircraft as a 1969 Hughes/MD Helicopters MH-6C obtained in March 2012 using the LESO 1033 programme and came from the Kansas City, Missouri Police Department. It appears that it is the MD600N that is for sale



Some senior figures within **Tucson Police** have an expectation that their helicopters will be displaced by unmanned drones.

Police Chief Chris Magnus says that keeping the Police Department's two Bell 206 helicopters flying is extremely costly and that they are approaching the end of their useful lives. A third helicopter owned by the department has already been grounded and is being used for parts.

The Sahuarita Police Department is the only law enforcement agency in the Tucson area using drones. That department south of Tucson has tested a drone with a private company and has plans to begin regular use this month. Other law enforcement agencies in the area, include the Arizona Department of Public Safety, are also looking at using drones. Federal law enforcement agencies on the border use drones.



The president of the Tucson Police Officers' Association, Roland Gutierrez, worries that no matter how good the cameras on drones are, they can't compete with the two officers on each helicopter flight. Experienced officers on the flights, he said, are better equipped to help personnel on the ground than any drone could be. [Joe Ferguson]



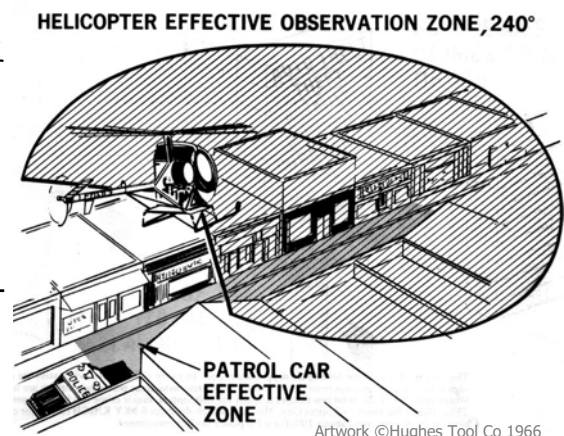
Ed: The illusion of the worth of any small drone compared to a manned helicopter is clearly taking hold in this PD. At its peak the unit was flying some 2,200 hours annually to service some 11,000 calls for service, mostly at night. How that can be undertaken by a drone is not explained. The airframes are between sixteen and thirty years old and fairly high hour though so the need for an expensive replacement of all three is looming and no doubt frightening.

CALIFORNIA: The historic Sky Knight helicopter programme based in Lakewood was struck another blow in October last year.

In Cerritos the City Council voted to cut its helicopter law enforcement operation. In March 1966 nearby Lakewood, California, was the first city in the U.S. to provide helicopter patrols day and night with its Sky Knight operation. Eventually, four other cities contracted into the service, splitting the costs. Cerritos was one of them. Three of the four no longer use the service.

Cerritos will be the fourth to discontinue. At a city council meeting on October 27, the city's communication division said the council voted to discontinue its participation in Sky Knight by a vote of 3 to 2. There is no effective date, as details within the contract will need to be sorted out. But the city expects discontinuation later this year.

Helicopter Has 8 Times More Observation Area



Ed: At least one Schweizer 269C, an upgraded version of the Hughes 269 that Sky Night was set up on almost fifty years ago, is registered to the City of Lakewood. Although a good basic airframe perhaps the flaw in the whole programme is steadfastly remaining with this now dated craft in times when sensors other than eyesight are preferable.

MARYLAND: The Maryland Natural Resources Police has regained a helicopter capability after seven years without. The state's Dept. of Natural Resources was reunited with its 1972 Bell Helicopter 206 Jet Ranger N554NR in November. Natural 1, as the aircraft has been dubbed, was removed from service with the Natural Resources Police in 2009. Then-Gov. Martin O'Malley's administration made the decision to cut costs, much to the disagreement of residents. After moving north in the state to the Harford County Sheriff's Office, the helicopter became available for purchase in 2015. Wasting no time, the Dept. of Natural Resources secured federal funding and reorganised the budget to return Natural 1 to use.

NEW JERSEY: It seemed like a done deal but someone who knew what he was looking at seems to have rumbled the plan.

The state comptroller has rejected a non-bid contract by the state police to buy a \$12.5M Sikorsky S76D helicopter that could also be used to ferry Governor Cuomo to add to the existing police helicopter unit.

Auditors for Comptroller realised that although the pre-owned 2013 S76D was some \$4M cheaper than a new model it had a VIP interior and there were no plans and costings in place to modify it for law enforcement and rescue missions.

The Comptroller rejected the purchase and was then approached by representatives of State Troopers who were trying to get the decision overturned. The State Police have operated one helicopter short since the forced landing damaged one of its Bell aircraft but this is the first attempted purchase of a helicopter since 2002 and one aircraft in the fleet is 53 years old.

Ed: The unit previously operated early model EMS Sikorsky's but currently operates a mixed fleet of Bell 206 and Leonardo AW139. The older 76s were difficult to sell so the reintroduction of a single non-role equipped Sikorsky to the fleet appears an odd move.

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AIR AMBULANCE

AUSTRALIA

MELBOURNE: The developer behind an apartment tower that would have blocked emergency helicopter flights to the Royal Melbourne Hospital has been ordered to knock three levels off its 15-level plan.

The state planning tribunal ruled that developer Obiter Investments, which owns a site opposite the Parkville hospital, needed to change its proposal – even though two-thirds of the apartments have already been sold off the plan. The proposed 15-level apartment tower was approved by Melbourne City Council without proper consideration of the crucial helicopter flight paths. After the ruling, and subject to an appeal, the tower can now only rise to 12 levels.

Because the Royal Melbourne Hospital was one of the state's two recognised trauma centres, it was crucial the helipad was as accessible as possible, last year there were 269 emergency landings at the hospital. [The Age]

CANADA

BRITISH COLUMBIA: Air ambulance flights operated by BC Emergency Health Services (BCEHS) partner Helijet International have been permanently restored at all hospital helipads in B.C.

The resumption of flights is thanks to Transport Canada approval of a new flight manual supplement for the Sikorsky S76C+ helicopters used by Helijet. Approval of the new supplement follows months of intensive collaboration between BCEHS, Helijet, Maxcraft Avionics,

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Sikorsky Aircraft and Transport Canada to test and validate certain flight operating procedures for the aircraft.

Questions raised by Transport Canada last spring resulted in Helijet voluntarily stopping its Sikorsky 76C+ air ambulances from landing at up to seven BC hospital helipads, pending the go-ahead by the federal regulator. Exemptions were granted in some circumstances, while the questions were being addressed. As a result five of the seven hospitals were back operating in August but the Royal Columbian and Surrey Memorial Hospital helipads remained restricted so 37 flights were diverted to other sites. [Castanet]

NOVA SCOTIA: Nova Scotia's ailing LifeFlight air ambulance service will soon have two new Sikorsky 76 C+ helicopters to replace the currently used Sikorsky S-76A from Canadian Helicopters which does not have the certification to land on the helipads in densely populated areas.

As a result, landings on the roof top pads at the Halifax Infirmary and IWK Health Centre in Halifax and the Digby General Hospital in Digby were diverted to ground-landing pads. Passengers were then transported to hospitals via ambulance. Once the agreement is formally signed for the new air ambulances with the same provider, they should arrive in about six months. [Global News]

SWITZERLAND

REGA: The prime air rescue operator has ordered six Airbus Helicopters H145s medium twins at a cost of SwFr52 million (\$51.1M) to replace an earlier EC145 fleet undertaking lower altitude rescues. Delivery of the rotorcraft is scheduled for 2018, enabling Rega to phase out its current fleet of six.



The operator is maintaining its two-type fleet, and will continue to use its fleet of Da Vinci modified AgustaWestland AW109 from Leonardo - in mountainous regions and then in 2021 three AW169 medium twins, will be specially configured for all-weather operation, including the addition of a full ice protection system.

Rega is also adding to its fixed-wing fleet, with three Bombardier Challenger 650 air ambulances due to enter service in 2018.



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TURKEY

REDSTAR: Spectrum Aeromed has won a contract to equip a new Redstar Aviation Bombardier LearJet 45XR with air ambulance equipment. The agreement follows on to previous contract for Spectrum to equip a BAe Jetstream 32 EP and another LearJet for the Turkish air ambulance company.

The newest LearJet 45XR is to begin operation this month equipped with a dual ICU stretcher configuration. Redstar is expanding its operations with a dedicated ambulance fleet of LearJet 45s.

Redstar, which received its air operator's certificate in 1989, is Turkey's first recognised air ambulance company. Initially founded in Izmir, Redstar moved its headquarters to Istanbul in 2002 and in 2014 became a subsidiary of Gulf Helicopters company in Doha, Qatar.

Fargo, North Dakota-based Spectrum produces air medical and air ambulance equipment for both fixed and rotor-wing aircraft, holding more than 60 supplemental type certificates covering more than 400 aircraft models.

UNITED KINGDOM

GREAT NORTH: In November, Great North Air Ambulance [GNAA], which operates three AS365 Dauphin Helicopters in the northern-most counties of England was the recipient of £1M. GNAA was one of eleven air ambulance charities which received similar donations from a Government fund levied on banks for manipulating the LIBOR (London Inter-Bank Offered Rate).

GNAA plans to build a new headquarters and Centre of Medical Excellence in the North. Earlier this year, the charity applied for £1.9M of funding towards the project. The application was made to the Treasury, which controls the LIBOR money.

When Chancellor Philip Hammond announced that GNAAS had been awarded £1M towards the project Grahame Pickering MBE, chief executive of GNAAS, said: "Our vision remains to create a new base and a Centre of Medical Excellence for the benefit of people of the North.

"We had applied for £1.9M funding through the Treasury. This isn't Government money, but a fund which was generated through fines imposed on banks for malpractice. The £1M we have been allocated is a welcome boost towards this project, though the £900k shortfall leaves us with some work to do to reach our target.

"It's a shame that the decision leaves something of a question mark over a project which will ultimately save lives and ease suffering of patients, young and old.

"However, we are well accustomed to overcoming such hurdles and will be re-examining our contingency options to determine how best to make our dream become a reality."

Helihub apparently felt that the charity appeared ungrateful and pointed out that they are not short of funds, the most recent accounts show they have £4.484M in the bank, and that the highest-paid employee earned over £120,000 for at least the second year running.

Ed: I tend to follow the hard line taken by Helihub but for slightly different reasons. Yes, those payments to certain members of staff in a charity organisation might not bear real scrutiny in the current turmoil of press comment on charity fat cats but it is the very acceptance of the LIBOR money that may well be the problem.

There is a government ground swell to draw all the airborne emergency services in to operate together in the style of the independent RUSI Blue Light report on the future of the airborne emergency services. The air ambulance fraternity quickly declared themselves as 'independent' and outside the grips of RUSI, after all they pointed out they have independent means thanks to the charity money donated by the public.



But are they? Although most are financially well able to retain true independence they have taken to accepting this banking blood money from the very people who might wish to call in the chips to fit in with their ideals of RUSI. It was OK when it was a million each but now many operations are taking multi-million pound handouts – again and again—and it is from the governments coffers, **The Treasury**, no matter where the money originated.

At a reception held by the All Party Parliamentary Group for Air Ambulances (APPGAA) in the House of Commons a few days after the awards the total amount paid out to UK AA were confirmed as £34.8M [\$47M]. A sum comparable to the with the annual cost of NPAS.

The Association of Air Ambulances (AAA), which represents many air ambulance charities, ambulance services and the supply chain throughout the UK, supported the reception and stated that air ambulances are not funded directly by the Government and receive no National Lottery grants.

With the new air ambulance in Northern Ireland launched wholly on the back of LIBOR monies and quite a number now deriving significant funds from that source perhaps that claim of independence is wearing a bit thin?

I asked Clive Dicken the CEO of the AAA for a comment on my thoughts, he declined and referred me to 'The Treasury' and the GNA. The latter has not replied to either Helihub or PAN. Presumably the air ambulance community consider this not to be an issue.

The November APPGAA event, hosted by Chairman of the APPGAA Jim Fitzpatrick MP for Poplar and Limehouse, gave members of both Houses of Parliament the opportunity to meet with representatives from air ambulance charities and ambulance services.

Rob Wilson MP, Minister for Social Society thanked the APPGAA for all their hard work and highlighted the excellent outcome of the Autumn Statement where air ambulances were a major beneficiary. [DAA]



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EAST ANGLIA: A rare model of Ferrari has been donated to the East Anglia Air Ambulance Service (EAAA) and looks set to raise an estimated half a million pounds for a new hangar.

The 1964 Ferrari 330GT is a specially-commissioned Nembo Spyder which was owned by Richard Allen, a racing driver and motoring enthusiast who died in November. Chairman of his family's car dealer chain, Allen Ford, he raced Ford Anglia's in the 1960s and Ferrari's in the 80s. He also became a director of the UK Ferrari Owners' Club, which is how he found out about this 330GT Nembo Spyder.

The four-litre V12 is said to produce 300bhp and, along with the rest of the drivetrain, is largely unchanged from its vanilla 330GT form. The 1964 Ferrari was tweaked by specialist mechanics in Modena to turn it into a supercar.

The car will go on sale at the Imperial War Museum in Duxford on March 29 2017.



KENT, SURREY & SUSSEX: The continued absence of any of the UK Air Ambulance AW169 helicopters is understood to be due to certification issues.

The standard medical interior as offered by the manufacturer in Italy was not thought to be accepted by any of the new UK customers, leaving SAS in Staverton to produce the design. The rest is down to getting EASA to sign off on the paperwork.



AgustaWestland AW169 for Kent Surrey and Sussex Air Ambulance [©SAS]

Another problem – and this effects all new airframes regardless of manufacturer - is the certification of the oxygen system. Even Yorkshire faced problems in importing their EASA certified Bucher gas system on their H145 helicopters.

GREAT WESTERN: An air ambulance charity says its future is now secure by finding a new base after a four-year search. Planning permission for a new hangar for the Great Western Air Ambulance (GWAA) at Almondsbury in South Gloucestershire has been granted. The new modern hangar will house the GWAAC helicopter alongside the police helicopter with work on the base due to begin early this year.

The air ambulance charity operates in Bristol, north Somerset, South Gloucestershire, Gloucestershire and parts of Wiltshire and urgently needed to relocate due to the redevelopment of its current base at Filton airport near Bristol. The permission was granted in the same week as the charity received a welcome financial boost, via a £1M LIBOR grant.

WALES: As the last issue was published Babcock took delivery of two more H145 helicopters at their Staverton, Glos., base. The pair, registered D-HCBS and HCBY, are believed to be for the new fleet of the Wales Air Ambulance. In the middle of December Babcock were training pilots on the EC145s G-WOBR & G-OLWG which are also said to be destined for the Welsh Air Ambulance service.



Recently arrived at Staverton Airport for role equipping by Babcock H145 G-OLWG [©James Lloyds]

On the morning of December 14 G-OLWG [pictured right] suffered an in-flight problem and put down in a field to the north of Staverton near Tewkesbury. All the people on board were unhurt. No details known of the issue or any damage.

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UNITED STATES

ALABAMA: Med-Trans Corporation, a national air medical transport leader, has based a Bell 407 GPX air ambulance helicopter in Baldwin County, Alabama in partnership with Medstar Emergency Medical Services. Flying with the name Medstar Air Care 1, Medstar EMS provides paramedics for the crews, while Med-Trans provides the helicopter, pilots and nurses.

Medstar EMS is owned and operated by Lifeguard Ambulance Service, which transports patients via ground ambulance from multiple bases in Alabama, Florida, Georgia, Mississippi, Oklahoma, Tennessee and Texas. Both Lifeguard and Med-Trans are part of Air Medical Group Holdings Inc., a leading provider of air and ground ambulance programs throughout the U.S.

Initially, the Medstar Air Care 1 helicopter will be based at the Stapleton Fire Station in the northern part of the County. It will service area towns and be accessible within a matter of minutes to some coastal Alabama communities.

Med-Trans has a fleet of approximately 100 aircraft comprised predominantly of light single and twin-engine helicopters and twin-engine fixed-wing aircraft.



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MISSISSIPPI: North Mississippi Medical Center in Tupelo has a new helicopter to carry patients to the hospital.

The hospital is leasing Bell 407 N901NM from Air Methods and it will be based in Tupelo replacing an earlier helicopter that will now move to Starkville, and that will leave a third one in reserve for the hospital to use. [wtva]

TENNESSEE: Wings Air Rescue's four air medical helicopters are now carrying blood and plasma on all flights from their bases in Tennessee, Kentucky and Virginia. Wings Air Rescue is operated by Med-Trans Corporation and works with health system partners at Mountain States Health Alliance and the Marsh Regional Blood Center to provide pre-hospital blood products to the patients that require them. Each helicopter carries two units of the universally accepted type O-negative red blood cells and two units of liquid plasma.

The blood is provided by Marsh Regional Blood Center, the largest hometown supplier of blood and blood products in Northeast Tennessee and Southwest Virginia for nearly 70 years. The blood products are stored and transported in an insulated transport cooler, designed to maintain the blood products at an appropriate temperature for over 24 hours.

If the blood is not used within a prescribed time, it is cycled back to Marsh Regional Blood Center where it is made available to other patients.

Wings Air Rescue has four dedicated medically equipped Bell 407GXP helicopters operating from bases in Elizabethton and Greeneville, Tennessee, Jenkins, Kentucky and Marion, Virginia.



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Aircraft 2: MD902 Explorer G-CEMS

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FIRE MYANMAR

Proposals have been put forward to modify a plan by the Ministry of Home Affairs for a Polish loan to be used to fund the purchase of 65 vehicles, including fire engines, along with protective clothing and training.

The alternative option put forward is to use part of the money to purchase a helicopter and thereby extend the fire department's reach and accelerate response times in the face of severe traffic congestion. This would set aside some of the new vehicle purchase.

The viewpoint of some in Parliament is that modern helicopters are needed to respond to aircraft and offshore drilling accidents and relief missions in areas of flood and disaster.

With a €50M loan up for spending thoughts are broadening beyond simply supplementing or replacing old ground equipment. The price of a Russian-made helicopter is between \$7M and \$15M and that would leave enough for 50 fire engines. [MMT]



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INDUSTRY

SeeQuestor, a system designed to radically improve the speed and capacity of handling video footage by law enforcement agencies, has been commissioned by Queensland Police Service (QPS) to provide “innovative support” in a high-profile murder case. Detectives from QPS have just completed a review of 21,000 hours of CCTV material they had collected during ongoing work on a “protracted and complex” investigation, relating to the murder of a 12-year-old child.

The detectives travelled to London to review the video material, and analysed all the priority footage within four days. Review of the CCTV material was considered a necessity by the investigating officers with a view to corroborating information generated by witnesses, but had proved impossible with conventional methods.

Acting Detective Inspector C. P. Knight of the Homicide Investigation Unit said: “The need for innovative strategies led us to SeeQuestor as the task of reviewing the footage using conventional policing methods proved unachievable.

“The SeeQuestor platform allowed two detectives to review all of the priority footage within four days with the highest degree of accuracy. Its contribution to this homicide investigation has been invaluable.”

SeeQuestor can deliver results up to 100 times quicker than current technology and methods by combining the huge processing power of a supercomputer with intelligent software and cutting-edge NVIDIA processors to aid investigations.

The system delivers a toolkit of functionality and efficiency improvements that have been designed to enhance the skills of human analysts and investigators to enable them to focus their time on other areas of the investigation, reducing precious man hours.

The SeeQuestor Model 20 server rack uses eight NVIDIA® Tesla® processors, delivering 60 teraflops of processing power – around 70 times more powerful than a desktop computer.

The system was designed with input from the Metropolitan Police and British Transport Police and has been tested on real cases with police forces from around the world.

The UK’s first onshore elevated helipad with a Deck Integrated Fire Fighting System (DIFFS) at **Kings College Hospital** London has been certified by CAA International (CAAI). The construction phase of the helipad was managed by Watts Group Limited during a period when UK best practice was transitioning from Health Building Note (HBN) 15:03 to UK

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CAA CAP 1264, the latest UK design and operational standards for helicopter landing areas at hospitals.

To meet the design requirements of ICAO Annex 14 (Volume II), CAP 437 and the latest CAP 1264, the helipad's physical characteristics (surface, tie-down points, safety net, and access points), environmental and operational factors, visual aids and firefighting systems all had to be assessed.



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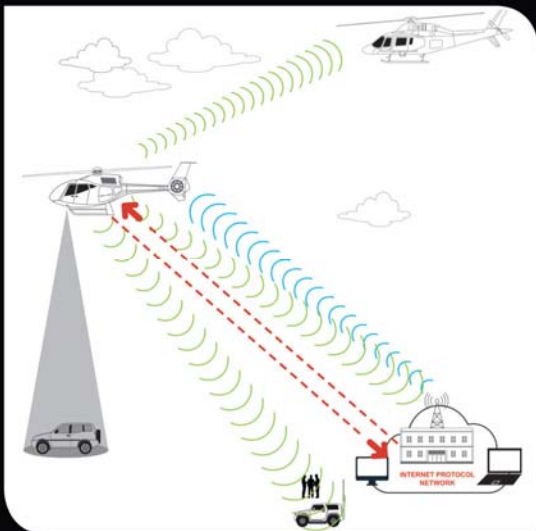


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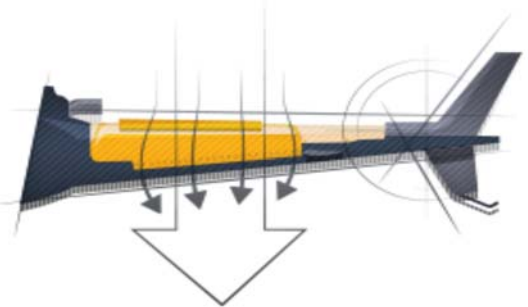


The **Airbus Helicopters** H135 Juno and the H145 Jupiter, the first two aircraft in the 32-strong fleet of the UK Military Flying Training System (UKMFTS) helicopters are in the UK and being prepared for service.

Flown over from the Airbus Helicopters' manufacturing site in Donauwörth, Germany, G-CJIW H135 Juno aircraft joins the G-CJIV H145 Jupiter which was the first UKMFTS helicopter to arrive in Britain, landing at the company's UK headquarters at Oxford Airport. This wholly military programme will add to the apparent number conspicuity paint scheme helicopters flying over parts of the UK. Although not quite the same colour as the police helicopter fleet, to the untrained eye they will appear the same.

The Airbus Helicopters H125 advanced airflow management system developed by **BLR Aerospace** has now been certified.

The system was designed to increase the effectiveness of the H125 anti-torque system for significant increases in hover load and stability, especially in hot/high conditions.



Airbus Helicopters Inc., is supplying **Air Methods Corp.** three new H145 helicopters to replace older aircraft now in service.

Two of the aircraft will be used by St. Louis Children's Hospital and one will be for Virginia Commonwealth University Health System based in Richmond. Air Methods will own and operate the aircraft for both hospital systems.

VCU Health is replacing one of the EC135P2+e aircraft in its fleet because it wanted a larger helicopter capable of greater payload and longer range. St. Louis Children's Hospital selected the H145-family aircraft as the most capable to replace their fleet of BK117s in the spring of 2017.

Universal Avionics has announced that its Top Dealers of 2016 are Field Aviation for the Americas and Heli-One Norway as the International Dealer of the Year.

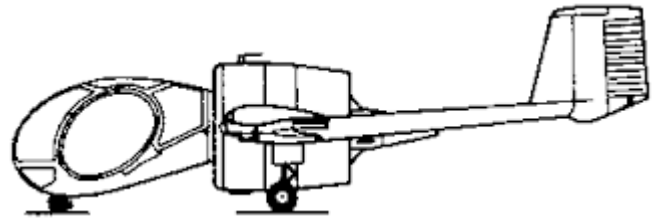
Each year, Universal Avionics recognizes two dealers out of several hundred in its Authorized Dealer Network who have achieved outstanding sales performance for the year. Both companies' expertise and commitment to pursuing Universal Avionics upgrades were instrumental in their successful performance this year. www.uasc.com/dealers.

Leonardo-Finmeccanica and Chinese company Sino-US Intercontinental Helicopter Investment announced have signed a contract for 30 helicopters in EMS (Emergency Medical Service) configuration comprising the AgustaWestland AW139 intermediate and AW169

light intermediate twin engine models. The aircraft are expected to be delivered in 2017 and will be operated by Kingwing General Aviation, the parent company of Sino-US. The order follows a contract signed by Sino-US last year for 25 AW119Kx helicopters which paved the path for the establishment of the largest EMS helicopter programme in China. Sino-US Intercontinental has so far placed orders for over 80 helicopters.

Back in March last year and again at the Farnborough Air Show in July John Edgley and AeroElvira the owners of the rights to the Optica and the former SAH1 Sprite were promoting the prospects of these 40-year-old programmes. In July InterFlight Global and IFG Capital were to perform valuation of the assets of Aero-Elvira Optica Series 301 Aircraft Programme.

The Florida based US Consultancy was due to give its independent evaluation of the programmes based on the assets that are still held in December. The drawings, tooling, rigs and documentation have been wandering around the USA and UK for years now but, unlike other old products they remain largely intact and therefore valuable to both seller and buyer.



It is possible that due diligence will already have started on the prospects of a new investors taking on the airframe but we have been in that position many times before. [Flight]

Honeywell will provide Air Methods, the largest helicopter air ambulance company in the USA, with its single-box Sky Connect Tracker III satellite communications and helicopter tracking systems. Air Methods currently operates a fleet of 400 helicopters nationwide. Under the deal, Honeywell will update the Sky Connect Tracker II systems on the Air Methods aircraft. The new system enables phone and text services through the Iridium satellite network, giving pilots the ability to stay in touch in areas without cellphone coverage. It also allows aircraft tracking and flight data monitoring anywhere in the world.

Austro Engine, a company of the Diamond Aircraft Group, is celebrating one million flight hours of the AE300 jet-fuel aviation engine. Since the start of serial production in 2008, more than 1,500 engines have been delivered into operation.



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On December 13, 2016, an official signing ceremony was held on behalf of the purchase of 60% shares of **Diamond Aircraft Industries Inc.** Canada through Wanfeng Aviation (Canada) Inc.

Diamond Aircraft Industries GmbH Austria with more than 600 employees as well as its sister company Austro Engine GmbH remains 100% in the ownership of Austrian citizens.

Through the investment by Wanfeng Aviation (Canada) Inc., Diamond Aircraft is expecting a successful cooperation and continued growth worldwide.

The **Bell Helicopter** 505 Jet Ranger X has been certified by the Transport Canada Civil Aviation (TCCA).

Unveiled in 2013, the new, five-seat helicopter went from concept to a successful first flight in 20 months. Since then, the aircraft has flown more than 1,000 flight hours.

The type is a replacement for the long out of production 206B JetRanger and is seen to have a significant market in law enforcement as a competitor for the Robinson R66.

More than 400 letters of intent have been declared worldwide since the initial launch in 2014.



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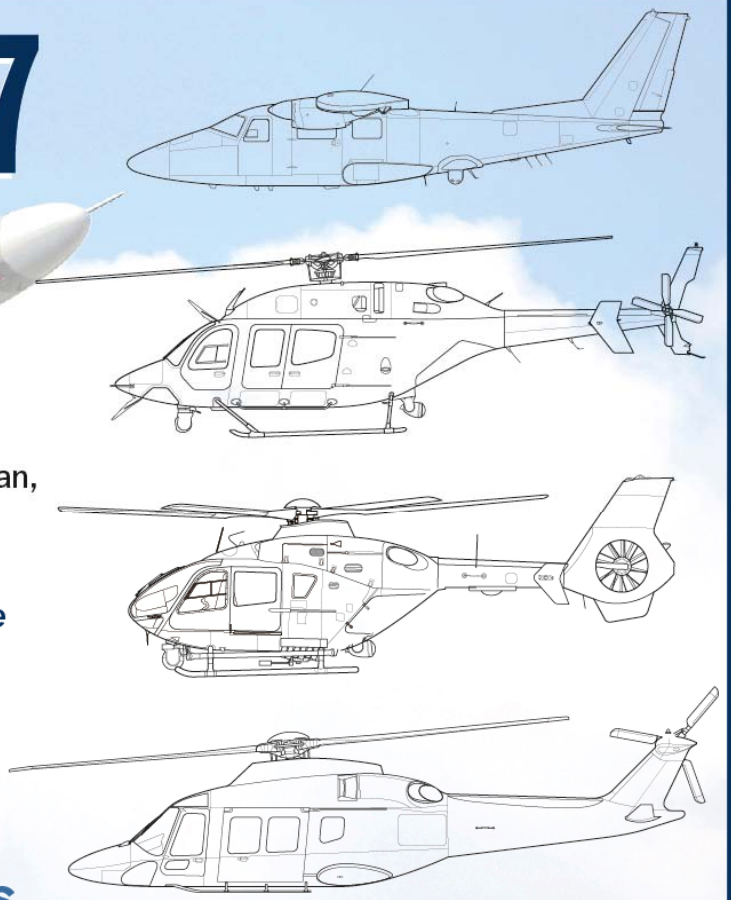
Hosted by the home of the last flying Avro Vulcan, the National Aviation Academy, Doncaster Sheffield Airport.

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ACCIDENTS & INCIDENTS

12 November Bell 429 C-**** Bell Helicopter aid/relief operation in Grand'Anse on Haiti. Two people were killed when they were struck by a helicopter's tail rotor during relief operations. The Canadian-registered Bell was one of two aircraft sent to Haiti by manufacturer Bell Helicopter in support of humanitarian organisation Airlink in the aftermath of Hurricane Matthew. Arriving in an isolated village without ground support the helicopter made a rotor turning landing and unload. As volunteers began to distribute food aid, they were unable to control the onrushing crowd. The volunteers re-boarded the aircraft, and the pilot made an emergency departure. The victims were fatally injured by the tail rotor as the aircraft was departing. [Vertical]

3 December 2016 PZL M-28 Skytruck P-4201 Indonesian Polisi. The plane was heading to Batam from Pangkal Pinang, in the Bangka-Belitung Islands when it disappeared from radar and came down in the sea near Batam with 5 crew and 8 passengers on board. Its last known radar position was about 40 nautical miles south-east of Tanjung Pinang. The Indonesian Navy and Singapore deployed aircraft, ships and patrol boats for the recovery operation and wreckage was found by fishermen in waters off Pulau Senayang, Riau Islands province. Those on board included police officers and aircraft maintenance crew. [Straits Times/ASN]

13 December 2016 Beechcraft B200 King Air VH-MVL. Royal Flying Doctor Service, South Australia, Australia. On a flight from Innamincka to Moomba and on the approach to runway 30 at Moomba Airport the King Air struck a fence 250 metres short of the runway threshold on the perimeter. The aircraft collided with terrain and was substantially damaged. There were no injuries. [ASN]

14 December 2016 Eurocopter EC120 N451F. Baltimore Police Department, Maryland USA. Helicopter made an emergency landing in southeast Baltimore in Patterson Park after seeing a warning light. All officers are aboard were safe [media]

FLIGHT SAFETY

An investigation concluded that a Stanislaus County sheriff's helicopter ran out of fuel before the pilot made a hard landing at Modesto Airport last July 30, causing substantial damage to the Bell 206 helicopter.

The accident was attributed to pilot error and a low fuel level in the Bell, according to the accident report of the National Transportation Safety Board [NTSB].

The sheriff's helicopter sustained \$400,000 in damage and has been out of service for over four months. The hard landing damaged the tail boom, skids, main rotor and tail rotor system.

Two months after the incident the pilot, Sgt. Robert Latapie, 48, took an early retirement after 21 years with the Sheriff's Department.

According to the NTSB's final report, the helicopter was heading back to Modesto Airport, following a mission in Tuolumne County, when the "low fuel" light came on in the cockpit, a signal that about 10 minutes of fuel remained.

As the helicopter approached the airport to land, the pilot made a right turn and the engine lost power. The pilot performed an emergency autorotation, landing hard.

The accident in July was the first in the history of the sheriff's Air Support Unit. Its safety record has received recognition from the Airborne Law Enforcement Association. [ModestoBee]

A 'near miss' report was filed by a military aircraft pilot after fearing he had been on a collision course with the police helicopter near Hawarden Airport, North Wales.

The UK Airprox Board investigated the 'airprox' reported by the pilot of the Raytheon Shad-

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ow R1 RAF reconnaissance aircraft.

He had been coming into land on auto-pilot at Hawarden on April 11 when air traffic control alerted him to the EC 135 police helicopter that was 'remaining west of the field, heading south-west and would remain clear of the approach lane'.

However, the Shadow R1 pilot's instruments, including his TCAS, showed the EC135 tracking towards the R1, indicating 300ft below and climbing. He could not understand why a warning was not triggered and decided to abort the landing, especially as neither aircraft could see each other in the poor visibility conditions.

The NPAS helicopter, then reported to the tower that they were visual with the R1.

Next the R1 pilot and his monitoring pilot noted the instruments showing the chopper only 100 feet below and still climbing but estimated at 1 nautical mile (nm) away. After landing safely, they considered the aircraft had been between 0.5 and 1nm away and could not understand why the TCAS did not issue a warning.

The EC 135 helicopter pilot was only made aware of the 'airprox' eight weeks later and his recollection was 'extremely vague'. He remembered the other aircraft's aborted landing but neither he nor his safety pilot was aware or concerned about any airprox situation.

And the UK Airprox Board, which released its report in October, concluded that although the distance between the two aircraft was reducing at the time, 'their tracks were in fact diverging with the EC135 remaining outside the TCAS alerting limits'.

According to radar, the two-aircraft passed 0.8 nautical miles apart at the same altitude – which is within normal safety standards – and there had 'been no risk of collision'.

The report continued: "Notwithstanding, the Shadow pilot was faced with the unenviable situation of being aware of unseen traffic climbing, as far as he was concerned, straight towards his aircraft and so the board understood why he had carried out his action to go around at that point."

While sympathetic to the R1 pilot's predicament, given the 'confusing situation', the board said the incident highlighted the potential dangers of acting autonomously 'due to the possibility of erroneous indications and the potential for the situation to be exacerbated'.

UNMANNED

In the USA, the Unmanned Safety Institute (USI), a subsidiary of ARGUS International, Inc., and a leader in Unmanned Aircraft Systems (UAS) flight safety education, and remote pilot training and certification, has partnered with the **Airborne Law Enforcement Association (ALEA)**, to provide UAS training for ALEA members at a special rate.

USI's portfolio of eLearning will be offered at a 10% discount for all ALEA members. These include the Small UAS Safety Ground School Course, the Small UAS Safety Awareness Course, and new products as are they are developed in the future.

The *Small UAS Safety Ground School* is the industry's leading training course for individuals seeking to operate UAS as professional remote pilots. It offers approximately 24-hours of self-paced content online and prepares the student to pass the FAA Unmanned Aircraft General (UAG) exam to obtain their Part 107 Remote Pilot Certificate.

The *Small UAS Safety Awareness Course* is composed of approximately 4-hours of self-paced content online and provides advanced flight safety training that is exclusively devoted to UAS operational safety. The Small UAS Safety Awareness Course is ideal for individuals who hold a Part 61 Airmen Certificate, or individuals who already possess a Part 107 Remote Pilot Certificate.

Last month a consultation on drone safety was announced by the UK **Department for Transport** and the move has been welcomed by airline pilots.

The UK government is launching the consultation to try to integrate drone technology safely into our skies, while recognising the huge economic benefit they can bring.

It is committed to taking steps to protect the public and tackle irresponsible or illegal behaviour and the new safety measures under consultation include the registration of new drones, new signage for no-fly zones at sensitive sites such as airports and prisons and tougher penalties for illegal flying near no-fly zones. In addition there will be a drone traffic management system to ensure safety and enable more complex drone operations in the future making drones electronically identifiable so the owner's details can be passed to police if they are spotted breaking the law. <http://www.balpa.org>

Recent reports from **Colombia** explain how drug barons are now employing the use of drones to deliver their goods and do their dirty work for them.

Colombia is a country that has always been in abundance of illegal drugs. The warm, dry climate makes it the perfect place to harvest, produce, and traffic many illegal drugs to all over the world. It is the world's largest producer of cocaine and regularly ships drugs off to Panama and beyond using unmanned aerial vehicles.

In November authorities in Columbia confiscated a drone and found 130kg+ (286lbs) of cocaine buried near Bahia Solano, Columbia.

The drone was used to carry cocaine to Panama, it had the capacity to transport 10kg (22lbs) per journey, and can travel 100km (62 miles) distance.

Military and police personnel in Brazil have already begun to use drones to monitor drug trafficking and has proved to be very useful. [TrendingTech]



The UK trials designed to develop a workable sense and avoid flight system continue at the hands of **BAE Systems**. The trials are being conducted from the company's military air and information facility in Warton. The latest trials are self-funded by BAE Systems at a cost of around £400,000 and build on the findings of the ASTRAEA (Autonomous Systems Technology Related Airborne Evaluation and Assessment) Research and Development programme which ran from 2008-2013.

BAE Systems has already designed and manufactured Taranis – an unmanned combat aircraft demonstrator – which is currently the UK's most technologically advanced aircraft. The new trials involve a series of 17 flights, during which BAE Systems' engineers aim to prove the capability, maturity and safe operation of autonomous air technologies controlled by a satellite-communications based link. Also being tested are further developments of sensing technologies – including aircraft and cloud avoidance using only camera input rather than radar. The results of the trials will inform the direction of the Company's future unmanned aircraft programme and the suitability of testing unmanned aircraft in the UK.

The aircraft used continues to be the Jetstream 31 G-BWWW originally used during ASTRAEA.

Once airborne, the aircraft flies itself, with a UAV operator who holds a pilot's licence monitoring the flights via SATCOM from the ground. The Jetstream operates at 15,000ft and the flights typically covered some 260nm (482km).

PLATFORM CENTRIC

Advice to unmanned industrials from Gareth Davies the PAVCon Chairman.

I wrote a book once, called Friday Backwards. It's about people wanting to ski for the first time (from the last Friday of their first ever week back to when they decided on going skiing in the first place). They excitedly looked through the glossy brochures, read about the lifestyles of the rich and famous thought that they could get the same for a fraction of the price and then booked a resort. Well that fraction of a price did not include bus transfers (because your airport is miles from the nearest airport that is nearest to the resort), did not include a Hotel stay (at either end or both) because that fraction of a price included a crack of dawn and/or very late flights to/from the UK and having not understood the skiing world you have not realised that your resort has only 20% of its runs classified as beginner and you will be paying full ski pass whack for that privilege. In essence you were 'Resort Centric.'

The current spate of drones/UAV's/UAS are, for the most, guilty of that same thinking. I actually heard a UAV manufacturer tell the Belgium ASU that his product was good, for example, for hovering over an RTA (Road Traffic Accident) for an extended period. "Is the unit waterproof" asked the ASU officer. "Why does it need to be?" asked the manufacturer. "Well" said the Belgium ASU officer, trying to keep a straight face "Most of my RTA's are caused by rain". Again for the most part these units have been built by engineer's fixation on the platform side and not the mission side of the project.

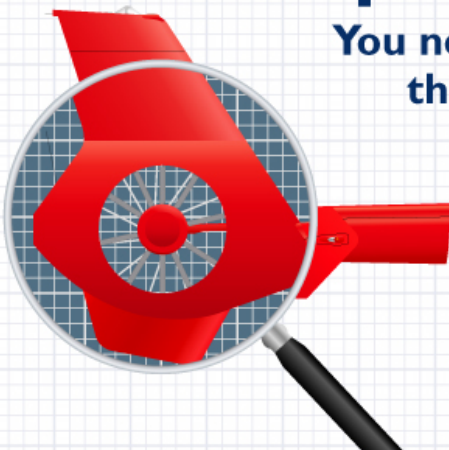
For a high-end video quality, the equation goes something like this. Required video quality drives distance. Distance defines frequency. Frequency defines transmitter (size and power consumption) this defines platform. In order to attack the market, you need to define the missions, as mission definition will define the 'usability and viability' of what is essentially a 'ground forces asset'. To break into the Military, Paramilitary or Police markets you will need access to their allocated frequency and the best way of doing that is working in parallel with your local people (because frequencies have to be bought) to begin to define, crystallise and then plan the mission themselves to then define which asset is best suited to the job.

MOVE ALONG THERE

It was an unfortunate choice of words that got the Internet trolls going at full speed. Justice Secretary Liz Truss sought to explain that patrol dogs "who are barking helps deter drones". Visions of the barking of dogs actually downing drones sprang to mind but of course Ms Truss meant they put off people from flying their craft near the prisons.

Last month there was news that the GRIFF 300 is the first in a planned line of unmanned aerial systems (U.A.S) designed to lift and carry huge loads. The 300 refers to its gross lifting weight in kilograms. Other numbers are being proposed and the next stage is 500kg. Images of the design suggest it that it has multiple rotors connected by a metal truss beam. One step up from those elusive weight lifting airships I suppose but a long way from the capabilities of the Mil Mi-26! If it works they could call it an unmanned helicopter!

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WHAT EVENTS CAN YOU FIT IN THIS YEAR?

There are always way to many events seeking to attract your attention and ultimately your attendance and this is just a selection.

2-3 March 2017 U.T. SEC - Unmanned Technologies & Security Expo & Conference in Nuremberg. www.utsec.de/en

6 March 2017 HARRA Rescue Summit is held in conjunction with HAI Heli-Expo in Dallas Texas. If you have any information or topics you would like to present, please reach out to Hank Reimer at hreimer@helirescuassociation.org

7-9 March 2017 HAI Heli-Expo 2017 in Dallas, Texas a jamboree of rotary wing industry that offers far more than it promotes. It actually starts on 3 March and finishes late on the 11th and has way more content than average. You need to go to www.rotor.org to fully appreciate this often spectacular indoor event.

At Booth# 2023 the event is going to highlight Skye Avionics services, drop cords and a new Cobham RT-7000 portable radio interface.

Over the last year, Skye Avionics has been developing an interface that allows the quick integration and connection of any Motorola portable radio to the RT-7000 radio. This interface provides the ability for law enforcement inter-agency communication and agencies to work together to quickly mobilize and neutralize a situation.

The drop cord products are gaining popularity as they are a Next Generation product, built to last and endure tough operating conditions. There will be several models on display. Skye Avionics, based on Vancouver Island, offers Custom Designs and Installation, Glass Cockpit Retrofits, Airframe rewiring on types as diverse as the de Havilland Beaver and models from Cessna, Bell, Eurocopter, Sikorsky and special mission aircraft. Contact Skye Avionics Ltd. Tel: +1 250-923-7599 Email: info@skyeavionics.com

10-12 March 2017 European Drone Expo Brussels Expo Heysel. The organisers are pushing the event with several discount options including a 20% rebate on the booking of a booth for all European Drone Federations + free subscription for the B2B Area. There is a 10% rebate on the booking of a booth for affiliates of a European Drone Federation + free subscription for the B2B Area. It looks like they need good quality exhibitors in a very crowded market www.drone-days.be

4-6 April 2017 Milipol 2017 Singapore Global Security Asia. The 7th edition and now badged as Milipol this is a major Asia Pacific Exhibition & Conference on Counter Terrorism and Security www.milipolasiapacific.com/

5-8 April 2017 The 25th AERO Friedrichshafen. More than just a General Aviation Show and with a backdrop to sigh at! <http://www.aero-expo.com/>

April 5-8, 2017

The Global Show for
General Aviation

18-20 April 2017 Rotorcraft Asia helicopter show operated by Experia Events the inaugural Rotorcraft Asia helicopter show to be held in Singapore at Changi Exhibition Centre. Dedicated to the thriving Asia Pacific market, Rotorcraft Asia is a new gathering of the global civil helicopter industry in Singapore, catering to the growing civil, medical, rescue and parapublic aviation demands in this flourishing region. www.rotorcraft-asia.com

11-13 May 2017 The Elite. London Biggin Hill Airport. The Elite Luxury Events Ltd. AvBuyer House, 34A High Street, Thames Ditton, Surrey KT7 0RY United www.theeliteevents.com



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31May-2June 2017 IDET Czech International Defence and Security Technologies Fair held in Brno bi-annually in odd years. www.bvv.cz/

1-3 June 2017 AeroExpo and Heli-UK. High Wycombe Booker Airfield -Thursday to Saturday; Astrid Ayling astrid@avbuyer.com



6-9 June 2017 Electronic Warfare EW Europe conference and exhibition in London. Operated by Clarion Events, Bedford House Fulham Green 69-79 Fulham High Street London SW6 3JW, Tel: +44-20-7384 7700 <http://www.clarionevents.com/>

8-10 June 2017 11th Air Expo Lyon Bron Airport, Lyon, France. The 11th France Air Expo for general and business aviation welcomes each year nearly 13 000 pilots and enthusiasts. Returning to Lyon – Bron Airport. Operated by Adone Events. www.franceairexpo.com

19-25 June 2017 Paris Air Show. The 52nd Edition of this classic. www.siae.fr

6-8 September 2017 InterDrone 2017 Las Vegas. The second show last year attracted 3,518 attendees from 54 nations, 155 exhibitors, 150 press. InterDrone returns to Las Vegas maintaining its recently established calendar slot. www.interdrone.com

12-15 September 2017 DSEI 2017 ExCeL London Docklands www.dsei.co.uk

19-22 September 2017 The 17th Aviation Expo China 2017 China National Convention Center, Beijing, China An event expecting around 198 exhibitors from 16 countries and 20,000 trade visitors. China Promotion Beijing www.beijingaviation.com

3-5 October 2017 Helitech International ExCeL London www.helitechinternational.com



COMING SOON?

There have been numerous mentions of the NPAS Calendar on Social Media during December.

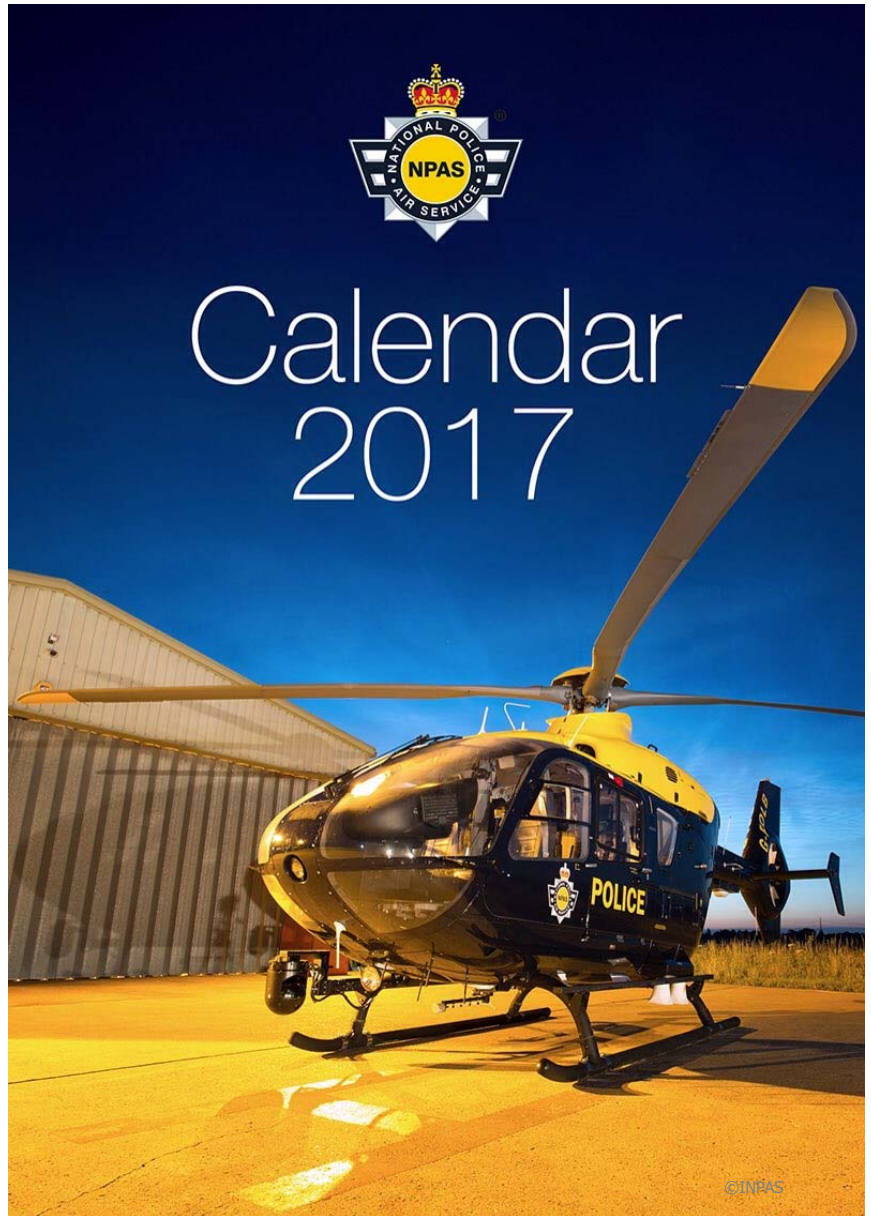
Various exhortations for individual units to provide some great images to fill its pages were noted late into December.

We can only hope that it gets into production soon!

Meanwhile the handy sized Police Aviation News and PAVCon calendar was printed and circulated well before the holidays. Hopefully you have secured yours because they have all left the office now and there are no spares!

The next PAVCon project will be advertising leaflets to further promote the PAVCon event in June. Booking information for the event went on-line in December and I understand from various unsuccessful applicants for rooms there that the prime Best Western Mount Pleasant hotel is already fully booked! More details of alternatives on the websites.

We have 14 firm exhibitors, and **Start Pac** from Nevada has already paid for their space! Looking good.



Artwork ©Ian Commin for PAR