

# Police Aviation News

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Issue 266

June 2018



**NPAS UNDER SCRUTINY**

**AEROMED CONFERENCE DETAILS**

**SCOTLAND CHARITY EXPANSION**

**VIKING AND THE CL-515**

**CORMORANT UPGRADE**

# LAW ENFORCEMENT

## INTERNATIONAL

**CONFERENCE:** The annual PAVCon event took place at Konstancin-Jeziorna south of Warsaw last month. Nominally hosted by the air police in Poland the event consisted of a training day followed by two days of conference and exhibition. A report on the event will appear in a Special Edition Report from Police Aviation News in coming days.

## KENYA

**POLICE:** It has been two years since the police lost their AW139 5Y-NPS in an accident but the full report has not yet been issued. The absence of the accident report makes it difficult to ascertain whether the crash was by natural cause, technical or pilot's error.

The uninsured helicopter, mainly used as a VIP carrier, came down at the National Youth Service engineering institute near Mathare on September 8, 2016, just five months after its registration on April 26, 2016. Researching the crash was never funded which imposed major difficulties on taking it forward. The purchase details of the helicopter remain classified, was not compensated by the tendering firm because it did not have insurance and warranty.



Security chiefs were at pains to explain to a parliamentary committee why the final accident report has taking too long. The Auditor General's officers tasked with examining the procurement of the AW139 helicopter under the National Police Service indicted the security chiefs for negligence on grounds it was not under warranty six months after being registered.

Leonardo have distanced themselves from the crash because of the lack of financial commitment on the part of the customer. Despite this, they have given the Kenyans four old Bell helicopters previously used by the Italian police for free in an act of goodwill because they had been customers.

The National Police Service bought two more similar planes from the company and given a discount of €3M. One is used for VIP duties and another for utility. [The Star]

*Ed: Lots of jaw dropping stories surrounding this one accident about just how unqualified the pilots were to be even sat in the helicopter let alone flying it.*

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**FRONT COVER:** This Bell 429 OM-ATU operated by Helicopter Services for the rescue services in Slovakia was one of four Bell helicopters to feature at the May 21-23 PAVCon Europe Police Aviation Conference held in a hangar at Konstancin-Jeziorna, a spa town in Poland.  
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## NEW ZEALAND

**EMERGENCY SERVICES:** Emergency services helicopters are likely to shift from their central Auckland site after the lease for the land they are based on changed hands.

The move has caused huge concerns for those working on the front line - including whether longer travel time from a new base might cause delays in responding to critical incidents - but police bosses say a move out of the city centre would not affect the quality of service.

For many years the police Eagle helicopter and Westpac-branded Auckland Rescue Helicopter Trust (ARHT) choppers have operated from the Mechanics Bay heliport off Tamaki Drive on land owned by Ports of Auckland. That land is leased to a heliport operator and then subleased to various parties, including police and ARHT. Until recently, the lease was held by Heliport Lease Holdings (HLHL) and came up for renewal at the end of April 2017. Ports of Auckland entered negotiations with HLHL in 2016 ahead of the renewal date but were unable to reach agreement.

Ports of Auckland went on to negotiate a lease with Eagle Flight Aviation and have given notice to HLHL. Police are still in discussions about continuing their services from Mechanics Bay.

It is believed that the emergency services helicopters are considering Ardmore Airport 32km south of the city. With present flight times being around 12 minutes where Ardmore would mean flight times stretching to around 20 minutes - a significant impact on service delivery.

In the 2016/17 financial year the police Eagle helicopter attended more than 3500 incidents and the rescue machine carried out 1065 missions, including 369 accidents and 619 medical emergencies.

## POLAND

**POLICE:** Some months ago, in the December 2017 edition, *Police Aviation News* ran a story on a new equipment tenders relating to the police in Poland. It was expected that up to three helicopters were being sought. It has now become less of a competitive tender after Bell pulled out in recent weeks. The reason given was that Bell saw better prospects in supporting larger sales opportunities in China.

The tender was originally predicted to lead to the acquisition of examples of the Bell 407 to join two older Bell's in the fleet.

This reported move has not affected the plans to acquire EO/IR sensor equipment for the existing Bell helicopters. [PAR]



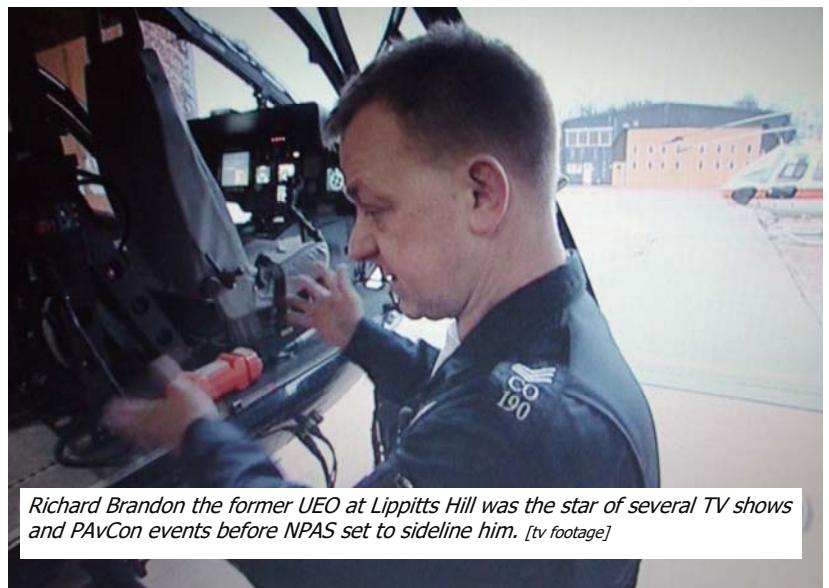
## UNITED KINGDOM

**NATIONAL:** NPAS are apparently zig-zagging again. Unconfirmed news is that they are to move the Boreham helicopter to Cambridge Airport. Cambridgeshire was one of the first units to be shut down in the NPAS retraction. The old police base at RAF Wyton now houses the Magpas HEMS helicopter.

Some sources dispute the report as there has been a suggestion that the privately-owned Cambridge Airport itself is under threat of closure and selling off for housing. Marshall's the owners are defence contractors who have been broadening their activities into commercial world—and that is said to include selling off the land for housing.

In Cambridgeshire itself the Chief Constable of Cambridgeshire Constabulary Alec Wood is the Chair of the NPCC Operations Co-ordinating Committee. In this national role Alec oversees the delivery of critical operational policing functions including police use of firearms, roads policing, public order, stop and search and civil contingencies. But of greater interest is his position as the national lead for Police Aviation, a role that sees him working closely with NPAS and the Home Office.

Rumour had it that Alec Wood was working with Her Majesty's Inspector of Constabulary and Fire & Rescue Services (HMICFRS, the people who wrote that damning report) to knock NPAS into shape. But it is not much of a rumour as the Cambridgeshire Constabulary website profile for Wood states he is working with HMICFRS. All of this gives credence to the rest of the rumour that he has assigned a senior ACC and a Chief Inspector to report back on NPAS and the options going forward in the wake of Matt Prior's report on NPAS. Tough talk is rumoured and also the arrival on secondment of former Met Police UEO Inspector Richard Brandon – also known as 'Brains' in the industry. Richard retired from the Metropolitan Police a few weeks ago which made it relatively easy to bring him in on a consultancy basis.



*Richard Brandon the former UEO at Lippitts Hill was the star of several TV shows and PAVCon events before NPAS set to sideline him. [tv footage]*

Some of this is unconfirmed and difficult to take forward. The overarching problem is the lack of money. Even if some shuffling is undertaken, without money the new fleet projects are going nowhere. To add to the mix was May 9 news that by Chief Constable Alec Wood will retire in September. Wood has served 32 years as a police officer, five of which have been in Cambridgeshire, where he became Chief Constable in August 2015. He is one of a handful of police chiefs that are expected to retire in the next few months.

It will mean that yet again a new lead for aviation will have to get up to speed later in the summer. As ever a new person might mean new ideas. With so many experienced chiefs leaving there may be a shortage of suitable candidates.

I have complained before about units getting tunnel vision on what they want without any clear idea on where they are going. The defensive line has always been 'we know what we are doing' but I think it is very clear that no-one outside Wakefield believes that any more.

The Cambridge influence may then be a reason why Boreham becomes Cambridge. Someone with local knowledge is perhaps already pulling the strings. When Cambridgeshire had a helicopter [latterly MD902 Explorer G-CMBS] they were one of the first to be closed down from their position as part of the pre-NPAS Consortium consisting of Essex [Boreham] and Suffolk [Wattisham]. This seems to confirm the long held conviction that something needed to be done about the lack of air cover in East Anglia. This will save the Husbands Bosworth helicopter trekking over 60 miles to the east for missions into East Anglia and puts the airframe around the same distance away from Norwich as it had been at Boreham.

At the heart of the problem is money and control. Retaining local control was always an issue as far back as I can remember. It has nothing to do with aviation either.

Meanwhile no signs of the NPAS fixed wing fleet appearing on the UK register. Although it achieved the FIKI certification there remain some undisclosed issues.

The £3M hangar remains empty one year after its completion, perhaps crying out for public service like a flower show or even offering the so far redundant space to the Vulcan preservation group to protect their old Canberra and perhaps earn some of the investment back!

I can only guess someone, perhaps advised by new thinking, will bite the bullet and buy into a small fleet of piston BN2s that are already available with SP IFR and have FIKI certification for flight into known icing. They should avoid the turbine version as the engines have a chequered history (both Hampshire and GMP aircraft reported 'issues').

It could be quite radical in that they could actually train TFOs in the same type rather than bring in a helicopter from Carr Gate. Plenty of space in the back, they could even take the boss for a joy ride every-so-often.

Unfortunately, even if they find the airframes and can afford them, it will take 3 more months to get them role equipped. Meanwhile I guess NPAS will be paying compensation to the P68R maintenance contractors who still have nothing to mend a year on.

This debacle has been going on for the best part of four years now and appears to stem from a general dislike of the 'obvious' contender, the BN-2. The type has issues in that its age brings with it tricky maintenance – the wings are said to be a nightmare to look after – but once that is factored into the programme it clearly cannot be as bad as the present situation. At least they can be purchased for a finite price and not one that spirals out of control day-on-day.

On top of everything else May was not a particularly good month for NPAS public relations via the national media.

A grieving relative of last years Grenfell Tower fire told an enquiry that the circling NPAS helicopter was doing a dis-service to the victims by its presence—even though UK police have never offered or trained for such a high-rise rooftop rescue service.

## PAPER TALK

A further incident was when one of the air units Tweeted an image of an Aer Lingus airliner flying between the helicopter and crowds attending the recent Royal Wedding in Windsor as it was on approach to London Heathrow.

The camera image was innocent, the danger zero, but many newspapers published the image as if the airliner presented an immediate threat of collision.

It is worth contemplating that if the wedding had been of a US President's family, rather than the Queen's grandson, Heathrow would most likely have been shut for the day!



The Vulcanair P68 is a few years younger design than the 1960s BN-2 but it is significantly smaller and has been rejected by UK police on numerous occasions even in the days prior to the need to carry space consuming role equipment like sensors. That does not mean it is useless, it simply reduces the options available and requiring FIKI has clearly been a difficult road for the type.

Over at Liverpool's John Lennon Airport, Ravenair are the biggest operator of the Vulcanair P68 in the UK. They have a large mixed fleet of Piper Tomahawk, Warrior Aztecs and Seneca's but are reputed to have as many as eleven variants of the P68. It is believed not all are serviceable at any one time.

Ravenair undertake pipe and power line inspections and other ad-hoc aerial surveys and tend to fly with a pilot and one observer. Their fixed landing gear aircraft weigh less than the retractable gear NPAS P68R's but even they are said to be fighting the fuel payload curve that we expect NPAS to struggle with. Ravenair P68's are not cleared for flying in icing conditions.



Airborne Technologies File

There are still no signs of building at North Weald since the local authority [Epping Forest District Council] granted permission back in December. The planning permission [2735/17] was granted with only a few minor provisions to be met including that it start within three years, must match the submitted drawings, NPAS need to supply details of the colour of the structure and get them approved, and details of the foul and surface water disposal have been approved in writing.

There is an unconfirmed airfield rumour that the size of the building has become an issue.

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## UNITED STATES

**FLORIDA:** In Orlando maintenance issues have grounded three of the Orange County Sheriff's Office's four helicopters over the past year, resulting in the 1,000 square mile county only having a single helicopter available at times.

In October last year flight limitations were imposed to reduce the type of missions undertaken by the available airframes. The agency has turned down at least 90 calls for air support from both Orange County and neighbouring agencies.

The declined calls included requests to find armed robbers and burglars, following a stolen car that was being tracked by its owner via GPS and assisting firefighters in locating brush fires. The protocols still place searches for missing people, vehicle pursuits and suspect tracking as they pose an immediate threat to the public in a high priority.



In 2017, the Aviation Unit responded to 864 fewer calls for service than the previous year, a decline of 18% percent, with 38% fewer patrol missions and a 24% decline in posted arrests.

In 2016, the Orange County Sheriff's Office purchased a brand new, \$4.2M Bell 206L4 helicopter call sign "Chase 3," taking the fleet up to four helicopters and a Cessna but some of the helicopters in service date back to the 1970s.

Early in 2017, the Orange County's Sheriff's Office experienced a series of both planned and unexpected maintenance issues with its helicopters that, for a two-month period, left the agency with a single working machine.

A 1997 Bell 407 "Chase 1" went for a long period of refurbishment in Louisiana in March 2017 costing \$831,000. It was expected to be away for a year but took longer. Meanwhile, last September, a serious crack was found on the oldest helicopter, the 1970 Bell OH-58s - "Chase 4." Retirement of the DoD Surplus machine was due but precipitated by the discovery. The grounding of Chase 4 reduced the unit to a 'callout only' status.

In November 2017 "Chase 3" experienced engine trouble just 15 months after its inaugural flight. The aircraft's magnetic chip detector indicated metal particles in the helicopter's oil, a sign that there might be more significant engine damage. Unfortunately although it was soon returned to service further chip light incidents resulted in a forced landing and grounding for months over the New Year for warranty-covered engine repairs leaving the Sheriff's Office relying on one helicopter.

The Aviation Unit, which has a \$3.8M operating budget, employs nine pilots, six tactical flight officers and four dedicated maintenance personnel covering a 24/7 service.

**FLORIDA:** The Lee County Sheriff's Office Aviation Unit in Fort Myers has completed hoist training in their newest Airbus Helicopters H125 helicopter N71LC.

The team has trained on two primary items of equipment that attach to the hoist. One is a basket where victim's are able to sit inside and be hoisted-up. The second tool is the Jungle Penetrator, a rig that allows a person to stand on a T-shaped bar and be lifted to safety.

Lee County serves an area with over 46,000 registered boaters using almost 600 miles of shoreline. They offer a 24/7/365 SAR service that will now further bolster an existing US Coast Guard helicopter facility.

The new equipment could cut down the time it takes to remove a person from an emergency scenario. Prior to receiving and training on the hoist the units AS350s could search but rarely rescue. The Aviation and Marine Units dedicate hours to go over intricate training to save Lee County residents in need of help.

On December 18 last year, Airbus Helicopters delivered a new H125 AStar to the agency, increasing its AStar fleet to three rotorcraft. The sheriff's office is installing a hoist on the new AStar, the better to fulfill its role in law enforcement and searches for lost or missing persons, as well as coastal search and rescue. Hangar One, Carlsbad, California, conducted the full law enforcement completion.

With its single Turbomecca Arriel 2D turboshaft, the H125 (formerly AS350 B3e) is popular in the law enforcement duty. Now built at the Airbus factory in Columbus, Miss., more than 225 are in service nationwide. One of Lee County's two other AStars is a preowned model that recently underwent a 12-year inspection and upgrade at Airbus Helicopters' MRO facility in Grand Prairie, Texas. [ABC7]

*Ed: It should be noted that the hoist option is currently only available on the new airframe and not the whole fleet. This places the operation in danger of offering an 'every day' service it cannot possibly honour.*

NEVADA: The helicopters of Washoe County, operating around Reno, NV, are grounded more often than in the past due to funding issues.

There's been a big shift in how the Washoe County Sheriff's Office is using their helicopters with the number of hours flown being halved with the four DoD surplus Bell Huey "Raven" helicopters only used for critical incidents and training to fit within a \$600,000 annual budget. [News 4]



Washoe County Facebook



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# AIR AMBULANCE

## INDIA

HYDERBAD: Wings Aviation chairman Y. Prabhakar Reddy headed up a press conference at the launch of the India's first 24/7 private air ambulance service at Nampally Exhibition Ground in Hyderabad on May 26, 2018.

They were launching the service by holding a mock drill in which Agusta A109 VT-ICU a much modified eighteen years old 109C Max that has been in India for a handful of years provided the rotary star. This airframe formerly served in Spain with Helicópteros del Sureste as EC-HAO until 2011. The Agusta is equipped with emergency medical gear to handle cases of highway accidents, cardiac trauma, orthopedic emergencies and organ transplants but images being circulated confirm it is a basic fit and potentially the same as that employed in Spain.

When it arrived in India it was quickly highlighted as *India's first air ambulance for many years when operated by the local agent OSS. Actual air ambulance activity has lagged behind the rhetoric and this is by no means a first launch.*

Reddy, said the company plans to invest about Rs 150 crore [£16.65M] into the project, Air Aid, making six helicopters available for the service in the next year. This first aircraft will serve the two Telugu States and neighbouring States such as Maharashtra, Chattisgarh and Karnataka.

The company plans to charge Rs 1.50 lakh [£1,600] per hour for the service, and is in talks with government departments and corporate hospitals. They are looking to the government of Andhra Pradesh for subsidies for the service, but nothing has been finalised.

This is no universal free service for the people. The target market is governmental, police departments, corporate hospitals and organ seekers. [Telangana Today]

## NORWAY

NORSK LUFTAMBULANSE: Airbus Helicopters delivered the 200<sup>th</sup> H145 to Norsk Luftambulanse (NOLAS). The Air Rescue Operator will use the helicopter for HEMS in Norway.

NOLAS operates eight Airbus H145s and seven H135s, and the new H145 delivery marks the final helicopter to be delivered under its current order making them the only air ambulance operator worldwide to operate a 100% Helionix-equipped mixed fleet of H135s and H145s.

The global H145 fleet has achieved more than 100,000 flight hours since entry into service in 2015, with Babcock being the largest global H145 operator. This customer has a global fleet of 31 H145s in service, operating in HEMS and police missions. G-SASS, an H145 operated by Babcock for Scottish Ambulance Service, is the global H145 fleet leader with more than 2,500 flight hours.

The entire H145 family (H145, EC145 and BK117) has accumulated more than five million flight hours, with more than 1,400 helicopters delivered to date. The H145 is the most advanced member of Airbus Helicopters' multi-purpose, twin-engine category.

It is reported that Babcock has given up on its labour deal with medevac pilots on Norway. The October 2017 deal that saw Babcock Scandinavian Air Ambulance place an order for eleven Beechcraft to meet the needs of the Swedish operator's contract for the Norwegian Air Ambulance Service was tied in with also finding a substantial number of pilots.

## QATAR

DOHA: Hamad Medical Corporation's (HMC) Ambulance Service will soon add 20 new 'ICU ambulances' to its fleet. The vehicles will be used to transport seriously ill patients from one hospital to another. The ICU ambulances are for transporting seriously ill patients and can be fitted with complete life support, ventilation and monitoring equipment.

At present the Ambulance Service at HMC has a total fleet of 605 different types of vehicles including emergency vehicles and it is expected to increase by 222 by 2022.

Since 2013 they have introduced three new LifeFlight air ambulances, customised intensive care ambulances and a fleet of rural ambulances, specifically designed to respond to incidents in the most rural parts of Qatar.

## UNITED KINGDOM

ESSEX & HERTFORDSHIRE: Speakers have been confirmed for the award-winning Aeromedical Conference on June 27th at Anglia Ruskin University, Chelmsford.

This year's event, sponsored by Specialist Aviation Services, is again free to attend. The theme is 'Paediatrics - Our Care, Their Future', focussing on the causes, prevalence and changing face of paediatric cases and care in the pre-hospital environment.

The day will include presentations from Paediatric Registrar Dr Hannah Pool, Consultant Trauma Resuscitation Anaesthetist Dr Richard Smith and Adam Carr, Air Ambulance Paramedic of the Year, with keynote addresses by Dr Allan Goldman from Great Ormond Street Hospital (GOSH) and Dr James Tooley of the Great Western Air Ambulance.

Ben Myer, Conference Lead and Clinical Manager at Essex & Herts Air Ambulance said: "After winning Innovation of the Year at the Association of Air Ambulance Awards for last year's event, we want to ensure that we continue to push boundaries in our Aeromedical conferences going forward.

"Working with children in traumatic situations is a reality for many of us – from pre-hospital care to frontline staff in all three emergency services, family liaison and more. As care providers, it is our duty to open up about our experiences so far, and focus on how we can provide the most effective care to our future generations."

Dr Goldman, a Consultant in Paediatric Cardiac Intensive Care at GOSH will give a presentation on 'Cardiac Critical Care'. After training in South Africa, London and Melbourne Dr Goldman took up his current post in 1998. He is currently the Co-chair of The Charles West Division of Care at GOSH and his research interests include human factors, improvement science and patient safety as well as mechanical support devices.

Dr Pool, a Paediatric Registrar at East Sussex Healthcare NHS Trust, will speak about 'Paediatric Challenges' Dr Pool developed her interest in paediatrics through roles in the south of England and Zambia. She has a particular interest in paediatric emergency medicine, and completed her MRCPCH in 2016.

Dr Tooley, is Consultant in Neonatal and Paediatric Retrievals for the NEST (Newborn Emergency Stabilisation & Transport Team) in Bristol and for WATCH (Wales & West Acute Transport for Children). He will discuss the challenges of dealing with sick children in a pre-hospital environment. Dr Tooley is a Consultant with the Great Western Air Ambulance based in Filton Bristol and a BASICS (British Association for Immediate Care) doctor for Swift medics.

Dr Smith, who will talk about the Manchester Arena Attack, works as a Consultant Trauma Resuscitation Anaesthetist at the Royal Stoke University Hospital and is also a regular HEMS (Helicopter Emergency Service) doctor for both The Air Ambulance Service and also the North West Air Ambulance. He is a MERIT (Medical Emergency Response Incident Team) Doctor for the North West Ambulance Service and a volunteer responder for the Cheshire and Shropshire BASICS scheme.

Critical Care Paramedic Adam Carr of EHAAT was named Air Ambulance Paramedic of the Year for 2017. He will talk about a paediatric cardiac arrest case study. A paramedic for 14 years he has worked for EHAAT since 2013. As one of EHAAT's Patient Liaison Managers, he also works on delivering patient care post-accident.

Paediatrics – our care, their future will take place on Wednesday 27th June 2018 at Anglia Ruskin University in Chelmsford, Essex. To book your free ticket for the conference please visit [ehaat.org](http://ehaat.org) or call 0345 2417 690.

KENT, SURREY & SUSSEX: A decade ago industry was developing specialist cameras and equipment for medical teams to wear to incidents in order to beam back incident information to specialist doctors back in the emergency department. Today the highly skilled doctors are more likely to attend the scene and there is less apparent need for such cameras.

A new variation on the image transfer technology is being trialled in England's South-East as GoodSAM.

People calling the emergency services [999] will be asked to direct their phone cameras to their injuries in live video footage, while describing their medical emergency.

The launch scheme is tied in with the Kent and Surrey Ambulance services, the hope is to ease the pressure on ambulance services. mobile phone app that allows medics to view a casualty scene remotely has gone into service with an air ambulance service.

Operating Internationally, GoodSAM (Good Smartphone Activated Medics) is the world's most advanced emergency alerting and dispatching platform. The app allows alerters to dial the emergency services, and at the same time notify nearby medically qualified responders of a medical emergency. By alerting responders of an emergency, GoodSAM connects those in need with those who have the skills to provide critical help before the emergency services arrive. <https://www.goodsamapp.org>



GoodSAM

The GoodSAM system's Instant on Scene streaming service gives emergency services the ability to see patients by sending a simple text message to the caller's phone. This means the emergency services can assess how ill a patient is before arriving on scene, via mobile video streaming, enabling a better understanding of the level of care or resources that may be required. [The Sun]



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SCOTLAND: Scotland's Charity Air Ambulance (SCAA) aims to raise £6M to add to the EC135 helicopter it already has in Perthshire. The plan is to base the new helicopter in Aberdeen.

The charity has already attracted some significant backing with transport company Stagecoach having pledged to donate £125,000 to the appeal for each of the next three years. They have provided a bus to act as the centre of the fundraising that will travel the length and breadth of Scotland. Charities such as Friends of Anchor and the Sandpiper Trust have also stated the case for bringing the air ambulance to Aberdeen.



The charity started working alongside two health service funded Scottish Ambulance Service [SAS] EC135 air ambulances and two Beech fixed wing aircraft five years ago using a leased BO105. That was upgraded to the current EC135 when the SAS upgraded to the larger H145.

The SCAA is tasked as part of the country's emergency services alongside SAS with the alternate charitable funding model. Since beginning operations five years ago, the group's sole helicopter has responded to more than 1,700 time-critical emergencies from Orkney to the Borders.

WILTSHIRE: On May 10 the Wiltshire Air Ambulance starting working from its new airbase at Semington, near Melksham. The custom-built airbase, at Outmarsh, will bring together the charity's fundraising, administrative and operational teams under one roof.

The charity team were in rented offices in Calne while the helicopter and aircrew will move from a leased hangar at Wiltshire Police headquarters in Devizes.

The helicopter and aircrew were due to relocate permanently to the new airbase by the end of May following a phased introduction of daytime and night-time flying. For most of the month, the helicopter forward deployed to Outmarsh each morning, returning to Police Headquarters at the end of each day. From today they should be fully operational from the new airbase.

Good project management and cost efficiencies resulted in the total bill for the new airbase coming in well under budget. The original estimate for the airbase was £5.1M but came in nearer £4.25M thanks to the competitive tendering process that brought in a local firm – Rigg Construction (Southern) Limited – who have managed to achieve even greater cost saving efficiencies as the project progressed.”

With the move to the new airbase comes a new phone number – 01225 300536 – and the charity's new address is Wiltshire Air Ambulance, Outmarsh, Semington, Wiltshire, BA14 6JX.

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## UNITED STATES

IDAHO: Portneuf Medical Center recently acquired a new Bell 429 air ambulance N429CH with their switch from Air Methods to Classic Air Medical. Air Methods used the Bell 407.

Though they are a separate company, Greg Vickers, trauma program manager, said Classic Air Medical is operating under the hospital's name of Portneuf Air Rescue. After making the switch, Classic Air Medical provided PMC with a new Bell 429 helicopter in addition to the old helicopter.

The Bell 429 is significantly larger than the Bell 407, the aircraft the hospital was previously relying on. The more capable type was chosen because of its unique, mountainous terrain, particularly during flights to Salt Lake City, which they make often.

Portneuf Air Rescue has a membership scheme that works like insurance specifically for air ambulance flights. By paying an annual fee, patients can avoid out-of-pocket expenses for the flight.



NORTH CAROLINA: PAC International, a Metro Aviation company, recently delivered three refurbished Airbus EC135P2+ helicopters to Wake Forest Baptist Medical Center's AirCare Program. Metro Aviation recently became the air operator at PAC's three bases.

The aircraft interior components were refurbished to include crew and medical attendant seats, all storage pouches, and complete reconditioning of the Metro EMS interior. The completion also included a new composite med floor with Ferno 28A-1 litter and Metro litter load ramp system, new interior and exterior paint, all new windows, Devore tail recognition lights, Metro exterior EMS lighting kits, Technisonic TDFM9100 FM communication system, Garmin GDL69 XM weather system and GTX330ES ADS-B certification, Honeywell MKXXI EGPWS, Outerlink's IRIS flight tracking and data monitoring system and Aviation Specialties Unlimited supplemental NVIS lighting system. The aircraft are equipped with sophisticated life support and patient care equipment for the medical crew, which consists of a flight nurse and paramedic.



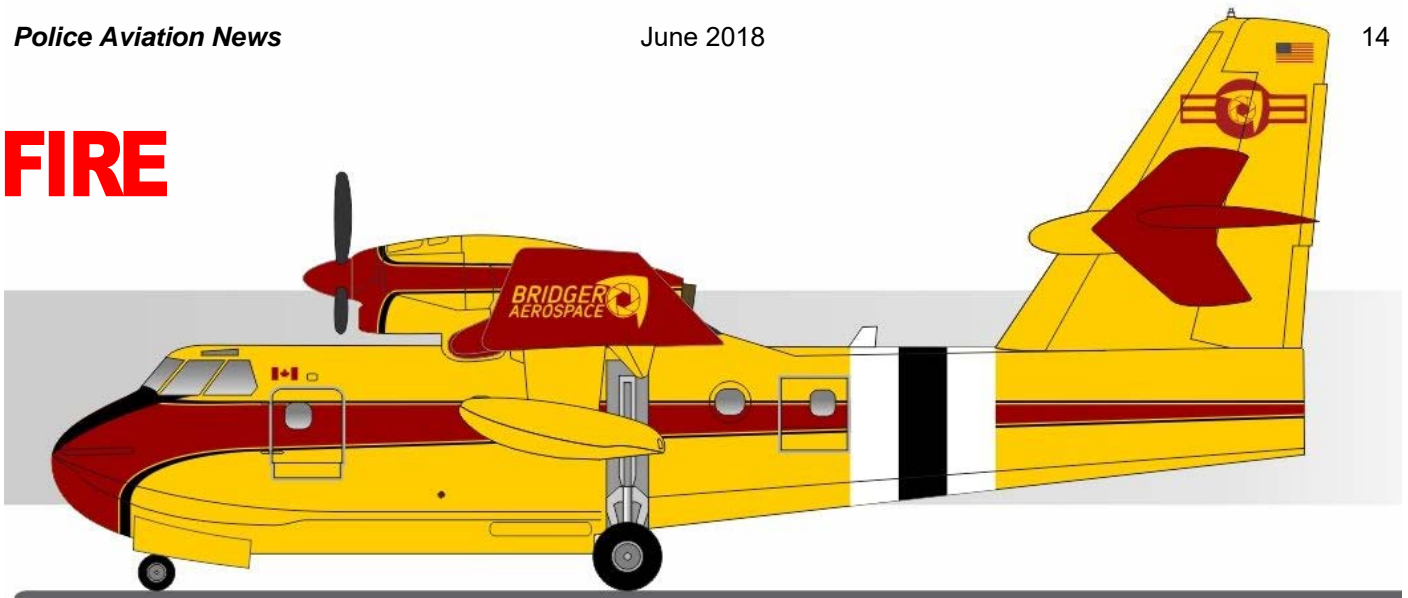
Wake Forest Baptist is an integrated system that operates 1,004 acute care, rehabilitation and psychiatric care beds, outpatient services, and community health and information centres. The Medical Campus is in Winston-Salem, NC.

The twin-engine Airbus H135 helicopters offer many advantages over AirCare's existing aircraft, including increased speed, and the ability to carry more weight and fly IFR in more adverse weather conditions. Additionally, Wake Forest Baptist is the first air medical service in North Carolina and Virginia to provide whole blood products, which can be used in blood transfusions for people suffering severe blood loss from traumatic injuries.

The helicopters will continue to be based at Davidson County Airport in Lexington, Elkin Municipal Airport in Surry County and Blue Ridge Regional Airport in Henry County, Virginia.

Since it was established in 1986, AirCare has responded to approximately 25,000 calls from North Carolina, Virginia, West Virginia, Tennessee and South Carolina. The service currently makes about 1,200 flights a year, treating and transporting adults and children suffering from trauma, burns, stroke, heart attacks and complex medical conditions. [PAC]

# FIRE



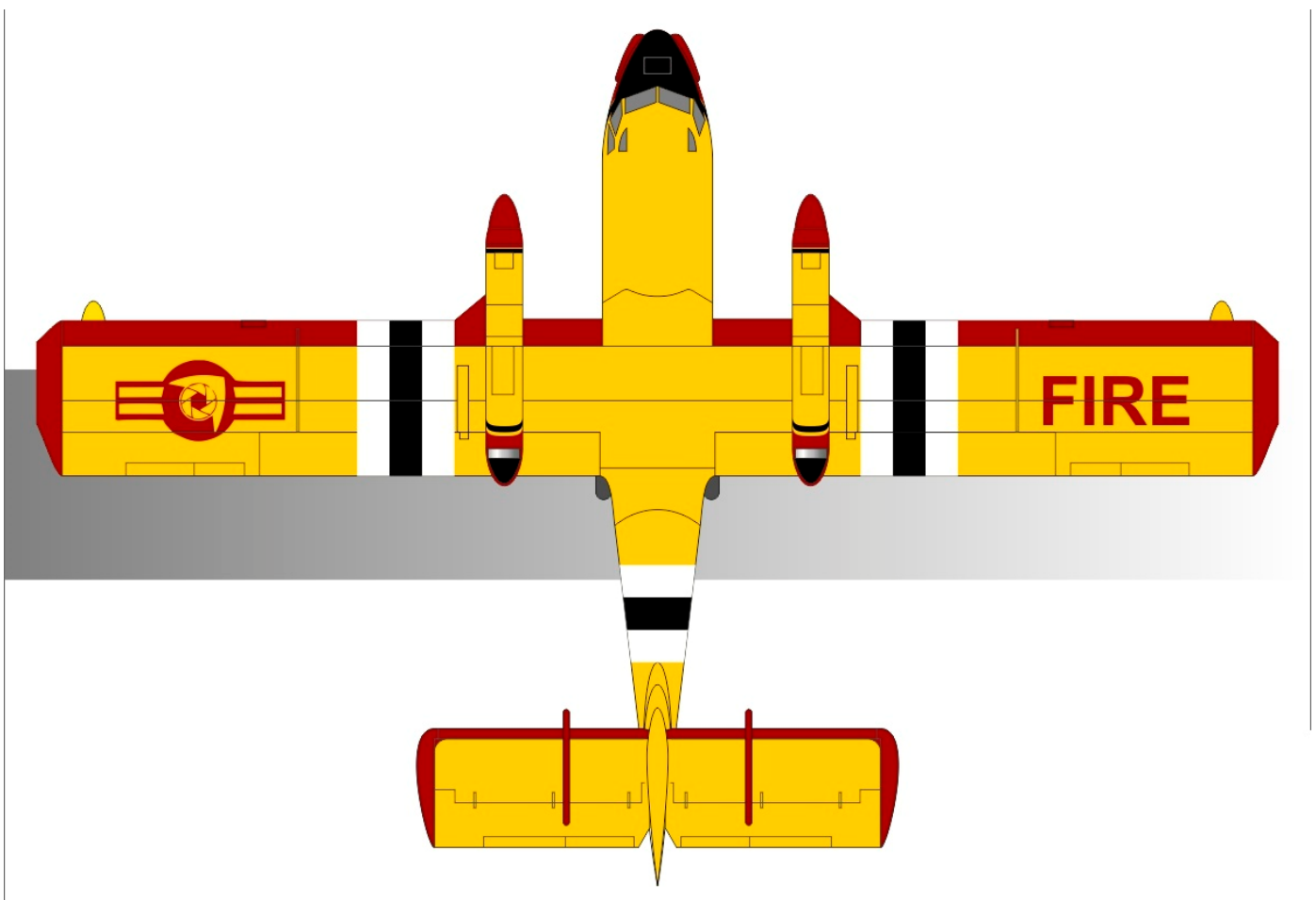
## CANADA

BRITISH COLUMBIA: Longview Aviation Asset Management (LAAM) of Calgary, Alberta, in cooperation with Viking Air Limited of Victoria, British Columbia, has launched the Viking CL- 415EAF ("Enhanced Aerial Firefighter") Conversion Program.

LAAM will be hiring up to 150 technical and support staff members at its Calgary facilities, where eleven specially selected CL-215 piston engine aerial firefighting aircraft owned by LAAM will undergo the modification process utilizing Viking-supplied conversion kits.

To support development of the conversion kits, Viking has hired 50 employees to date and has launched a recruitment campaign to hire an additional 50 staff at its Victoria, BC location. Viking will also be reinstating its very effective "Viking Academy" paid-training program to provide successful applicants with the targeted technical training required for these positions.

The Viking CL-415EAF Conversion Program forms part of a staged approach to utilize the advancements made with the LAAM converted aircraft as the basis for the proposed Viking CL-515 new-production amphibious aerial firefighting aircraft. Viking are seeking funding support. [www.vikingair.com](http://www.vikingair.com)





© Mike Reno

# SEARCH AND RESCUE CANADA

**AIR FORCE:** After serving in the SAR role for over sixteen years the fourteen strong Canadian CH-149 Cormorant fleet is to be refurbished and potentially expanded for further service.

In a tender notice dated May 24, the Canadian government said it planned to replace or update obsolete systems on its CH149 Cormorant fleet, increase its size and procure a rotary wing SAR flight simulator. The project will involve a non-competitive process with the original equipment manufacturer, Leonardo.

The details of the deal have yet to be finalised but the contract under discussion could be worth more than \$1 billion and account for almost 7% of the Leonardo Elicotteri group 2018 order book. In addition to the original order for what was then the EH101 Canada acquired a number of additional airframes and spares set aside by the cancelled VH-71 Kestrel US Presidential project.

The Cormorant Mid-Life Upgrade Program (CMLU) to be carried out by Leonardo to deliver a comprehensive upgrade to Canada's AW101 primary search and rescue helicopter fleet and expand the current fleet of 14 AW101s by up to seven additional AW101s. Leonardo with IMP Aerospace and Defence and the other members of Team Cormorant – CAE, Rockwell Collins Canada, and GE Canada – comprise a strong Canadian team for the CH-149 CMLU.

The Government of Canada's CMLU announcement recognizes that the AW101 is the only helicopter to meet Canada's primary rotary wing search and rescue requirements and that it has been an excellent search and rescue asset providing outstanding coverage and capability for the men and women of the Royal Canadian Air Force search and rescue squadrons.

Based on the AW101-612 standard, Leonardo and Team Cormorant will provide a very low risk solution to upgrade, enhance and address obsolescence, as well augment the fleet to return the Cormorant to all four RCAF Main Operating Bases. Over the past two years, in-support support from Leonardo, IMP and GE Canada has helped the Government of Canada achieve significant reduction in cost of ownership in the operation of the current Cormorant fleet. The CH-149 CMLU and augmentation will position the rotary wing SAR fleet for further reductions in cost of ownership over the extended life of the fleet to 2040 and beyond.

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## DENMARK

**GREENLAND:** The Defence Command Denmark is tendering two contracts regarding land-based helicopter services for land and maritime search and rescue missions as well as helicopter transport operations under the operational control of Joint Rescue Coordination Centre Greenland (JRCC).

The Services shall be conducted from two separate bases; a Northern base and a Southern base. The Services shall be conducted in a hostile environment and include overwater helicopter Hoist Operations at distances beyond sight of land, as well as terrain landings on natural / rough surfaces and on ice / snow covered surfaces. The Services at the Northern base shall be at disposal 24/7 all year. The Services at the Southern base shall be at disposal from Monday to Saturday all year during 0800-1600.

The tender estimates the successful contract to cost 100 000 000 Danish Kroner [£11.6M] plus vat. Defence Command Denmark will award and enter into the contract in continuation of the tender procedure commencing January 2021 and expiring on the last day of 2025 or 2028, if the contract is renewed.

## NEW ZEALAND

**TAURANGA:** The Trustpower TECT Rescue Helicopter operation has taken delivery of a BK117 helicopter, ZK-KNP, replacing the current AS350 Squirrel that has served the region for the last 18 years. The operation carried out 203 missions last year, an increase from the previous year; many of these missions were conducted in challenging locations and in adverse weather conditions that the improved helicopter will make safer.

Last month the Tauranga-based crew were involved in a transition period with both machines being available for emergency and air ambulance work.



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ESG is Design Organisation according to EASA Part 21J, Production Organisation according to EASA Part 21G and Maintenance Organisation according to EASA Part 145.

Operating the more capable BK117 will increase the annual operating costs of the Tauranga base, however, the cost is outweighed by the benefits of a more modern machine and avionics, and the safety benefits, such as crash-resistant fuel tanks, seats and structures.

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For a non-government funded resource the cost is huge. Philips Search & Rescue Trust's rescue helicopters do not receive any funding from the New Zealand Government other than through contracts with such as the New Zealand Police and others that tend to meet around 47% of the operating costs. This means 53% of this must come from the community via Trusts.

At a time when it comes at a time when several provincial rescue helicopter services are under threat from a Ministry of Health restructuring of where they're based a rescue helicopter company based in the United States, CHC Helicopters is proposing to operate services in New Zealand. The tenders are out there for them to bid on.

Even as the existing services are unsure of their future funding and operations CHC Helicopters is advertising online for pilots, engineers and technical crew members. [Newshub].

## INDUSTRY

A group of **Caltech** researchers are currently developing an autonomous drone ambulance designed to transport patients from the scene to hospital.

The "personal rescue system" is yet another project which has been in the works for more than two years designed to rescue the ill and injured from perilous situations without placing others in danger. Caltech say it will be the size of a small car and have an autonomous flight system rather than being flown by a ground based pilot. In addition it will be equipped with sensors that will monitor a patient's vital signs during the trip, negotiate with situations, reason and make the best decision in order to save the life of the person it carries.

The researchers say the drone would be used to transport heart attack or stroke patients that do not need constant medical attention, or to transport rescue victims from disaster areas.

Currently, a 20% full-size model of the drone is being tested in artificial conditions that simulate almost every kind of weather. Tests on a larger model should commence later this year.

The Israeli-based aerostat company **RT LTA Systems Ltd.** SkyStar aerostat system will be available for lease in Australasia on a "pay by the hour" plan under an agreement penned last month.

The company is building its presence in Australia through cooperation with a local partner. The leasing includes the operation of the system by the company's professional local staff of a self-contained, versatile, and easily transportable tactical system, ideal for defence, border security, Homeland Security, search and rescue, wildfire early detection and public safety missions.

The first aerostat that will be available for leasing in the Australian market is the SkyStar 180 small tactical aerostat. The SkyStar 180 is a small-sized mobile aerostat, based on a towable trailer, the system has a stabilised day/night EO payload suspended from a helium-filled aerostat, tethered to a ground system. It operates continuously at wind velocity of up to 40 knots and can lift a payload of up to 18kg, providing surveillance coverage from an altitude of up to 1,000 ft. for up to 72 hours, after which it is brought down for a 20-minute helium refill. Only 2 people are required to fully maintain the system.

The Skystar 180 system was in use during the Winter Olympic Games in Canada, during the FIFA World Cup in Brazil, during visits of Pope Francis' in various countries including Uganda, Central Africa Republic,



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Israel & Colombia, as well as during the Paris climate summit (COP 21) in France.

RT LTA Systems company headquarters and production lines are based in [Yavne](#), Israel, and its American subsidiary company, RT Aerostat Systems, Inc. is located in Texas. RT's second subsidiary, Aero-T, was established in 2016. Aero-T specializes in the development and manufacture of large aerostats.

[www.RT.co.il](http://www.RT.co.il)

**RUAG Aviation** flight test pilots applied their significant knowledge and experience in helicopter Maintenance Check Flights (MCF) to train fellow Swiss pilots and other interested parties in the first-ever training of its kind in Switzerland. The theory-based courses are offered by RUAG to prepare flight crews and technical personnel for the introduction of MCF regulations by the European Aviation Safety Agency (EASA), expected in 2019. Instruction took place at the RUAG Aviation Helicopter Competency Center in Alpnach, Switzerland, on 24 April 2018. Several courses are scheduled throughout 2018.

**Bell** has received certification for the Bell 505 Jet Ranger X from the Civil Aviation Administration of China. This is a major milestone for the international expansion of the Bell 505, as anticipation is growing in country to receive the deliveries of over 110 aircraft. In addition, the Bell 505 cargo hook has been approved by the FAA to carry up to 2,000 lbs.

Already demonstrating excellent performance with customers all over the world and with ongoing demo tours in Asia, Europe, North America, and Latin America; the Bell 505 Jet Ranger X incorporates the familiarity of the Jet Ranger family with new advanced avionics technology. Its reliability, speed, performance and manoeuvrability are integrated with a flat floor and open cabin that is configurable for a wide variety of missions and payloads. The spacious cabin can accommodate four passengers for corporate travel or be configured for internal cargo missions by removing quick disconnect cabin seats. Along with a reliable drivetrain and rotor system, these features make the Bell 505 a true multi-mission aircraft in the short light single-engine market.



The Bell 505 at this year's PAVCon Europe event in Poland. [Image PAVCon]



[Image FSI]

The Fido® X2 from **FLIR Systems** is a handheld explosives trace detector featuring field-proven TrueTrace® technology enabling it to detect a broad range of homemade, commercial, and military explosives with best-in-class sensitivity.

Weighing less than 700 grams the Fido X2 is a truly portable device designed for use at security checkpoints during long periods of high alert. The Fido X2 provides the perfect tool for screening vehicles and personal belongings for explosives residue that might indicate contact with explosives. With full analysis provided in ten seconds or less, security personnel can quickly and accurately screen for threats to mass transit, sporting arenas, and critical infrastructure with confidence.

FLIR claim that the Fido X2 is highly intuitive. On-screen prompts and simple go/no-go alarms guide users through operation and aid in sampling and decision-making. The Fido X2 features on-device video training that provides real-time help and reduces the cost and logistical burden of recurrent training.

Operating without the need for hazardous chemicals or a radioactive ionization source the Fido X2 is truly operator friendly. Reusable sampling swabs ensure cost-effective operation.

Details can be found at <http://www.flir.eu/fidox2>



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Rotor blade manufacturer **Van Horn Aviation** (VHA) will offer direct sale on its 206L LongRanger composite main rotor blades immediately following FAA certification, which is expected next month [July]. The company's other Bell 206 products—tail rotor blades for most 206 variants and main rotor blades for the 206B JetRanger—will continue to be distributed through Aeronautical Accessories.

The VHA 206L main rotor blades feature carbon fibre skin and spars, an efficient NASA-designed laminar-flow airfoil, tapered tip, and a combination of stainless steel and nickel abrasion strips that cover the entire length of the blade for erosion and lightning strike protection. The VHA blades use the identical installation configuration as the OEM blades, allowing direct replacement without hub modification.

Anticipated service life is 20,000 hours, which is quadruple the life of the metal OEM blades, with overhauls of the root grip plates, root bolts and nuts, and bushings every 5,000 hours. The overhaul is estimated to take no longer than two weeks and cost approximately \$3,500.

Introductory pricing on the 206L main rotor blades will be \$55,000 per blade until the end of this year. Interested customers can contact VHA directly at 1-480-483-4202 or email [info@vanhornaviation.com](mailto:info@vanhornaviation.com) [www.vanhornaviation.com](http://www.vanhornaviation.com).



Flight schools are finding it hard to retain their instructor ranks because airlines are hiring away their staff, a government study reported this week. At the same time, flight schools find it challenging to recruit new students, due to the high cost of training, which can often exceed \$50,000, on top of tuition. The U.S. Government Accountability Office said it undertook the study to address concerns about the supply of airline pilots.

**Ground-Guards Ltd**, innovators in plastic ground protection mats, has introduced another world first to the UK construction and rental industry – the most advanced and versatile heavy-duty matting system in the world!

'XtremeMats', made with an ultra-tough HDPE plastic outer layer, are designed for use in the harshest environments and are billed as being ideal for mega projects and to create large access roads to support heavy plant.

The tough 4 x 2 metre mats will far outlast timber bogmats, making them a profitable investment for long term projects and rental companies.

They feature overlapping flange joints to give total support on soft ground, and are connected with special Mega-Thread bolts for easy alignment on undulating sites.

A look beneath the HDPE outer layer, however, reveals the real secret to this new mat's extreme strength and versatility. XtremeMats have a special hard foam inner core, which makes them uniquely buoyant.

This buoyancy enables temporary access roads to be constructed over boggy ground, through swamps, or even floating on water! So however soft or challenging the site terrain is, XtremeMats will cope with it all.

And unlike other mats in its class, XtremeMats can be joined in any direction for maximum versatility of site configuration. The system includes a full range of modular bund wall sections to create spill containment areas and wash-down pads. [www.ground-guards.co.uk](http://www.ground-guards.co.uk)



There is news early in this edition of the Lee County Sheriff getting a new H125 to modernise its three aircraft law enforcement fleet. Also last month it appears the same Lee County in Florida considers that mosquitos are even more of a pesky critter than mere criminals. The air operation of the **Lee County Mosquito Control District** is to operate six new Airbus H125 helicopters as part of a major upgrade of its aircraft fleet. The new aircraft are being used to support aerial spraying to control the mosquito population in the roughly 1,000 square-mile district in southwest Florida, which includes the city of Fort Myers.

Lee County officials selected the H125 because of its superior performance and ability to carry a heavier load. Each H125 is capable of hauling about 1,000 pounds more equipment and mosquito abatement product than the previous aircraft in specific configurations, allowing the district to cut the number of heli-

copters it operates from 10 to six.

Airbus Helicopters Inc. received a supplemental type certificate from the Federal Aviation Administration to allow the Lee County aircraft to operate at the higher weight necessary to meet the mission requirements. Created in 1958, the Lee County Mosquito Control District is committed to improving the quality of life, facilitating outdoor activities and protecting public health by implementing environmentally sound practices that control mosquito populations throughout the Gulf Coast county. The district operates both fixed-wing aircraft and helicopters.

The district expects to operate each of the H125s 200 to 250 hours a year, O’Neal said. The peak mosquito-fighting season is May through September.

**Airbus Helicopters Inc.** is to offer the Airbus H135 helicopter as the solution for the US Navy’s planned helicopter trainer replacement. Last month an H135 demonstrator aircraft in Navy trainer markings was on display at the 2018 Naval Helicopter Association Symposium in Norfolk, Virginia.



**CNC Technologies**, has announced a major expansion with the launch of CNC Aviation, a new division that will provide sales and leasing of new and used aircraft alongside the company’s existing aviation technology business.

The move corresponds to the company’s purchase of an Airbus AS350B2 helicopter and augments the company’s position as one of the industry’s most trusted providers of airborne law enforcement solutions. CNC acquired the Airbus AS350B2 formerly owned by the Ontario Police Department and will continue to build its fleet through purchases of new and used aircraft that support a broad range of mission profiles.

[www.cnctechnologies.com](http://www.cnctechnologies.com).

A MH-60R Seahawk Romeo helicopter from **HMAS Albatross** has been involved in two hauls of illicit narcotics valued at approximately \$315.4M. The helicopter assisted HMAS Warramunga with the haul in international waters of the Arabian Sea last month.

Warramunga is currently deployed to the Middle East under Operation Manitou and over the course of two days, while assigned to Combined Task Force 150 (CTF 150) of the Combined Maritime Forces (CMF), the ship detected two separate suspect vessels via the MH-60 helicopter.

The ship’s boarding party was subsequently deployed and upon conducting searches uncovered approximately 6.2 tonnes of hashish on the two vessels.

These are the twelfth and thirteenth vessels trafficking narcotics that Warramunga has intercepted since starting operations in the Middle East in November 2017. Total seizures are now around 26 tonnes of hashish and approximately two tonnes of heroin, valued in excess of \$1.8 billion. The narcotics were disposed at sea.





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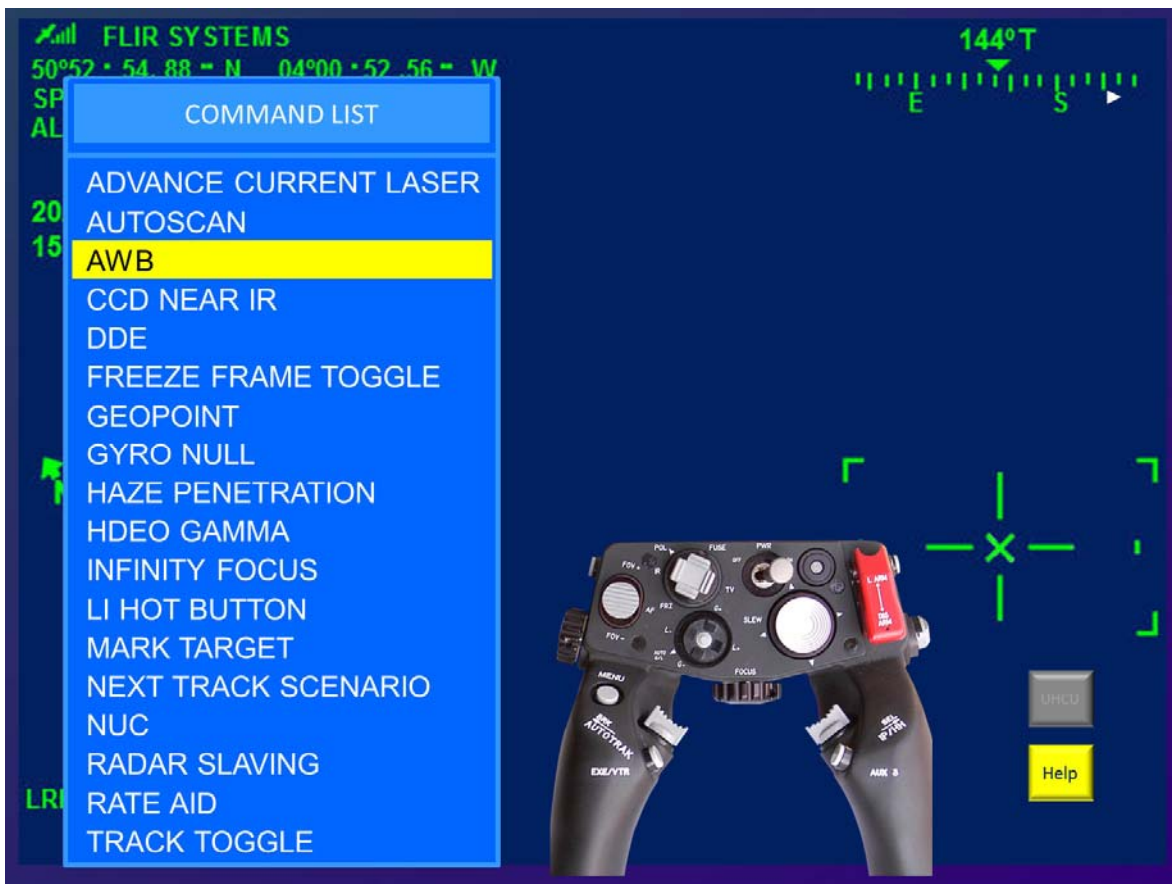
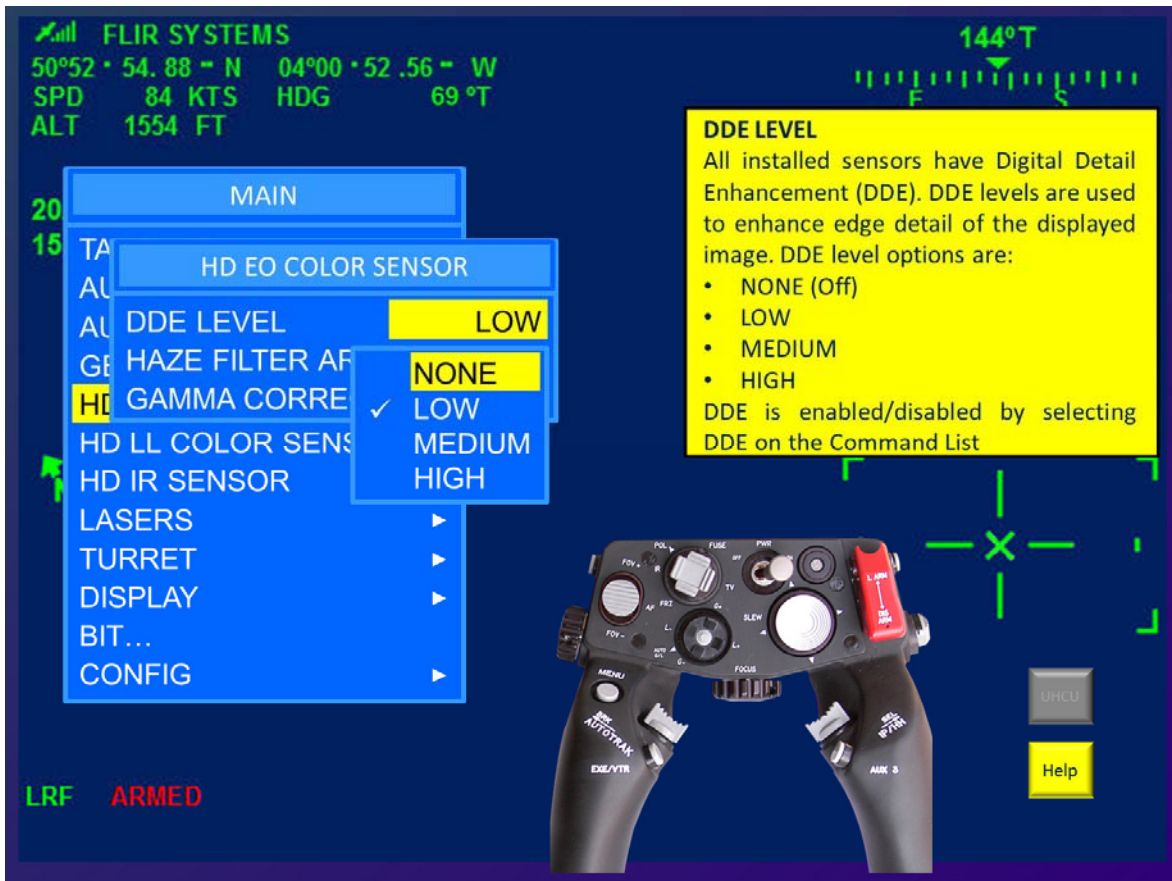
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Philip Scott, one time Police Observer & supplier of associated technical services is supplying a number of EO/IR manufacturers with an economic **Classroom Training Aid** system of his own design.

The attached images are screenshots of an MS Powerpoint based FLIR Star Safire 380HD Menu's Simulator which offers Full System and Command Menus that work with video projector magic boards in providing personal development training by using a mouse or touch screen. The system comes with easy to use instructions and help system for every menu item. The system is designed to improve confidence in menu use without the need to power up the aircraft.

Further details are available from Phil. He is based in Cul-lompton, Devon, and can be reached via +44(0)1884 839797 or +44(0)7785 351015 or mailed at [phil.scott2982@gmail.com](mailto:phil.scott2982@gmail.com)



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# ACCIDENTS & INCIDENTS

**26 April 2018 AS350B2 N127LN** Air ambulance of Ascension Health Wisconsin Spirit operated by Air Methods Corp crashed in North Wisconsin killing the crew of three. Pilot Rico Caruso, 34, and crewmen Klint Mitchell, 30, and Gregory Rosenthal, 43, died. They were returning to the helicopter's home base at Howard Young Medical Center in Woodruff after transporting a patient to Madison.

**29 April 2018 Bell 407 N56AZ** Arizona Department of Public Safety helicopter crew was uninjured and landed their helicopter safely after crashing into a flock of birds. The crew of chopper Ranger 56, consisting of pilot John Haverly and trooper-paramedic Daniel Townsend were flying back to Kingman after an unsuccessful search for a 4-year-old girl near Williams. During the return flight, a flock of birds struck the helicopter. One of the birds had broken through the helicopter's left front chin bubble. [12 news]

**2 May 2018 Beechcraft C99 Commuter PNC0203** Colombian Police. Aircraft on a night training mission crashed at Ibaque, Colombia when flying from Marquita to Ibaque – Perales Airport killing all four persons aboard.

**6 May 2018 Cessna 182R Skylane N5419E** Civil Air Patrol Inc. The aircraft experienced a loss of directional control and subsequent runway excursion upon landing in gusting wind conditions at Outlaw Field Airport (KCKV), Clarksville, Tennessee. The airplane sustained substantial damage upon impact with airport perimeter fencing and the sole pilot onboard received minor injuries.

**17 May 2018 Eurocopter AS350B3 ZS-RGT** Police aircraft of the South Africa Police Service. A no-injury incident at Lakefield Benoni. Hit by a bullet during a pursuit following armed cash in transit robbery, Atlas Rd Benoni South Africa. Slight damage to tail boom. [ASN]

**24 May 2018 Eurocopter AS365N3 KMOI-03.** Police helicopter of Kuwait Police. Aircraft destroyed in hangar fire at the Abdullah Al-Mubarak Airbase. The Ministry of Interior announced that a fire erupted at an aircraft hangar of the Kuwaiti air police department at the air base in the Kuwait International Airport. The statement noted that the cause of the blaze was a short circuit at the Air conditioning unit at the hangar. The fire seriously damaged one hanger and spread to another. A similar helicopter was salvaged from the fire. [ASN]



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## MOVE ALONG THERE

Whether all the background activity at NPAS and Cambridge will return a measure of local despatch control to the units remains to be seen. London, the nations major terror target, had their own highly efficient control room that actually overlooked the city the helicopters patrolled from just 10 miles.... That has been shut down which was a crying shame. The overarching control of all assets from Wakefield has clearly been a “them and us” power struggle that Wakefield had won. The trouble is that it was adding far too much time lag into the ‘emergency situations’ control process and I suspect it may well be wrested away from them in some manner.

Many years ago when I was nowt but a lad police control rooms were vested the officer in the front counter of the local police station. Usually a Station Officer and a communication man with a pot of very sticky glue. It was not even seen as a job for women in those days. Too messy, were still deployed to deal almost exclusively with women and children, were allowed to drive only ‘Special’ sports cars and earned less pay than the men for a shorter day. Yes, truly the days of the dinosaurs.

The emergency system was self regulating. The team, be it one, two or three persons [depending on the size of the station] had access to more telephones than they collectively had either hands or ears. So when an emergency was declared there were always phones ringing in the background to ensure the current call was dealt with quickly. In most cases calls were quickly reacted to. No waiting weeks for the local Bobby - he was already going out of the door still chewing on his sandwich. It was easy when people called their local station house wanting police help - the receiver of the call probably knew the caller and the location intimately and there was no need to get the finer details. It was a quick scribble on the form 110 and tell the troops where to go on the crackly VHF radio. They had likely been there before.

Then along came the communications industry with promises of efficient call taking. ACPO fell for it and a whole new strata of expensive police staffing was called for just to feed the monster with information that humans once called ‘learning the beat’.

It was not long before all calls were being taken by remote strangers and the staff at the police station were left twiddling their thumbs in boredom. Before long their roles would be seen as unnecessary and therefore police stations were closed upon flimsy but wholly predictable grounds. When the public realised that the poorly paid front counter staff did not know any more than they did they did not bother calling round for help.

As for the remote replacement call handling system operators they could not have any idea who any caller was or where they lived. Every time they talked to a caller it was a whole new experience and needed taking down in its entirety. It was a wholly inefficient process, yet no-one in authority has ever questioned the system. After all industry promised it was bigger and better- they would not lie would they?

From 1920 to 1970 calls took seconds to react to, but today calls take up valuable minutes as remote operators transcribe and only eventually push the message out. It is a classic example of the Emperor’s New clothes.

In the pre-NPAS aviation world there is a parallel. Most local units would sit and listen to the radio traffic and filter in their own missions. They would be winding up the rotor as the call was in its opening minutes and heading towards the scene to arrive at a sensible time.

At NPAS no-one knows anything until the story is recited to the controller. If only it were the primary controller. The incident is called into 999... put through to the local police control room.... and then they decide whether they want and can afford air support.... so put it forward to Wakefield. The call then enters a whole new series of assessments. Finally they might let the dozing crews know they need to set off on perhaps a 50mile journey.

There is no way that procedure can be sold as efficient.



*Lippitts Hill control room had a clear view over it primary area of operations—London. © PAR*

# PEOPLE

Aircrew Officer Trent Owen has been voted in as this years top helicopter crewman in Australia. Back in 2002 Mr Owen was a volunteer rescue crewman with the Westpac rescue helicopter.

Mr Owen, a check and training crewman, took home the top-award at the Australian Helicopter Industry Association awards last month.



Trent Owen

# UNMANNED

**DroneShield** has released an ASX announcement regarding the results of an independent certification of the compatibility of DroneShield product modules with airport use

360 RF, a US based specialised radiofrequency testing laboratory, has declared that the equipment is compatible (that is not interfering) with the most commonly utilized communications and navigation systems employed in the United States aviation/airport environment.

RfOne™ and RadarZero™, core modules within DroneShield’s DroneSentinel™ detection system, have been assessed as creating no increase in background EMI when operational, measured across a wide range of aviation frequency bands used by airports and aircraft.

DroneCannon™, the drone mitigation element of DroneShield’s DroneSentry™ system, has been determined to operate strictly within the advertised bands. In the non-GPS mode, these ranges are outside of aviation frequency bands.



In response to the rapidly growing threat to airplanes and airports from drones flying in the restricted airspace, airport facilities globally are seeking to proceed with installation of counterdrone systems, and airport facilities have engaged in discussions with DroneShield in that regard. This certification was a prerequisite in airport procurement processes.

**Helicopter Association International (HAI)** applauds Chairman Roy Blunt and Ranking Member Maria Cantwell of the Senate Subcommittee on Aviation Operations, Safety, and Security for their leadership in engaging stakeholders on the important issue of safely integrating unmanned aircraft systems (UAS) into the National Airspace System (NAS).

“We commend Chairman Blunt and Ranking Member Cantwell for holding this hearing today,” said Matthew Zuccaro, president, and CEO of HAI. “The integration of unmanned operations and technology into the NAS is an exciting watershed moment. The potential benefits are only limited by our imagination. But along with such excitement and optimism, we must also take on the responsibility of making this integration safe, which requires all stakeholders to work together to ensure success.”

SITUATIONAL AWARENESS FOR

# AIRBORNE LAW ENFORCEMENT



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Down in Devon the police reported an **Airprox** between a police light drone and a pair of USAF F-15 aircraft that took place in mid-January 2018. The Airprox Board has since decided that the conflict was less dangerous than originally thought.

The instigating police drone operator had completed a task and was returning to the landing site. When the drone was approximately 250m from his position and at an altitude of 250-300ft, he heard a fast-jet approaching from an unknown direction. He descended the drone as quickly as possible. The jet came into view from right-to-left and seemed to pass by the drone at the same altitude; it looked like the jet was within 200m laterally of the drone. Once the jet was in view it started banking to the right and he honestly believed it was going to collide with the drone. The jet continued, and was followed a few seconds later by a second jet. The officer perceived the risk of collision as 'High'.

Prior to the flight the officer had checked NOTAMs, checked the airspace, informed NPAS and Air Ambulance and used the Drone Assist App from NATS before deploying the DJI Matrice, which weighs 6kgs and has four rotor arms.

The pilots and weapons operators in the two F-15s were unaware of the incident, having not seen the drone at any time. The pair of F15s conducting a low-flying mission in LFA2 in accordance with all known governing directives. NOTAMs were checked and the mission was booked through the CADS system, which showed no conflicts.

The Airprox occurred near Throwleigh on the northern edge of Dartmoor some distance from any notable habitation and therefore in an area where military aircraft can operate to their minimums. Both the drone operator and the F-15E pilot were operating within their regulations which, in the case of the F-15E, was not below 500ft agl. Nevertheless, it is of note that within the UKLFS RAF fast-jets can use a minimum of 250ft MSD.

Information available consisted of reports from the pilots of both aircraft and radar photographs/video recordings.

Acknowledging that they are often called to an area under 'blue light' conditions, the Board thought that someone on the team (whether in police operations or through use of a 3G/4G enabled laptop in their vehicle en-route) could potentially interrogate CADS; especially bearing in mind that they had had time to inform NPAS and the Air Ambulance service of their operation in this instance. Members were told that, as part of the police force, it should be possible for the drone team to have access to CADS should they require it. That said, unlike NPAS, it was acknowledged that there were a number of different police forces operating drones around the country, and that it might be difficult to come up with a solution that they could all adhere to. Turning again to the incident in question, members noted that although the F15s had been at 500ft, RAF fast-jets were able to fly down to 250ft in the low-flying system and so, potentially could have been closer to the drone than the F15s were. Nevertheless, although the drone operator perceived that the F15s were extremely close to his drone, in actuality they appeared to have had sufficient separation.

See and Avoid were assessed as partially effective because the drone operator saw and was able to initiate a descent to get out of the way of the F15s, albeit later than he would have liked.



© DJI Matrice 100

## EVENTS THIS MONTH

14-16 June 2018 AeroExpo UK/Heli UK Expo, Wycombe Air Park. 'The UK's Private Helicopter Owner and Pilot's Exhibition' The co-located events AeroExpo UK being the UK's premier General Aviation event, new initiatives will be introduced to coming events in the continuing effort to improve and enhance the overall experience. The Heli UK Expo Team will be hosting the 4th Heli Leaders Round Table Discussion next month. The discussion will serve as an opportunity to discuss the industry and current key challenges. Events are run by AvBuyer Events AvBuyer House, 34A High Street, Thames Ditton, Surrey KT7 0RY United Kingdom [office@heliukexpo.com](mailto:office@heliukexpo.com)

Search and Rescue, the SAR community's annual gathering will return to London from 26th-28th June 2018. The event is being held at the Hilton London Kensington, 179-199 Holland Park Ave, London W11 4UL.

The programme identifies opportunities for delivering a multi-agency response to emergency. Unique in

**World Border Security Congress**

**19<sup>th</sup>-21<sup>st</sup> March 2019**  
**Casablanca, Morocco**  
[www.world-border-congress.com](http://www.world-border-congress.com)

offering maritime and land-based case studies, the conference will hear from: UK Maritime and Coast-guard Agency; UK Mountain Rescue; the Canadian Coast Guard Auxiliary; Danish National Police; Cape Verde Coast Guard; As well as other speakers from Denmark, Greece, Norway, Serbia, the Slovak Republic and USA.

The event will include a scenario-based workshop, delivered by a former SAR leader in the Canadian Coast Guard. <https://searchandrescueeurope.iqpc.com/>  
<https://bit.ly/2HdmM6d>

## LATER THIS YEAR

9-14 July 2018 APSCON the 48th ALEA Annual Conference & Exposition. Louisville, Kentucky , USA  
[www.alea.org](http://www.alea.org)

19-20 September 2018 DVD at Millbrook. DVD is a biennial Defence industry exhibition staged at Millbrook Proving Ground that enables focussed engagement between Defence industry, DE&S Delivery Teams, Army HQ staff and other Defence community users of Land Equipment. It is a well-established two day event held at Millbrook Proving Ground jointly sponsored by Defence Equipment & Support (Land Equipment) organisation and Army Headquarters - the MOD teams responsible for equipping and supporting the UK's Armed Forces for current and future operations.

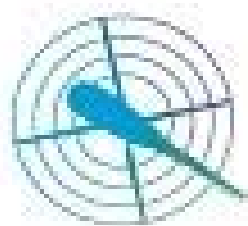
Although there is a focus on military vehicles there are plenty of specialist police and emergency services vehicles present.

The issue is that the event is a direct competitor for your time with the annual Emergency Services Show held in Birmingham on exactly the same dates.

DVD provides an effective and efficient forum for all those involved in the Land Equipment sector to develop ideas and generate a greater understanding of technologies, capabilities and requirements. DVD remains an important event enabling this coordinated engagement through informal discussion, briefings, demonstrations and displays. Other stakeholders from across the MOD are also welcome to attend to broaden perspectives and encourage innovation. <http://www.theevent.co.uk>



The seventh edition of Dubai HeliShow, the biennial International Helicopter Technology and Operations Exhibition dedicated to the helicopter industry, will be held from November 6 to 8, 2018, at the Royal Pavilion, Al Maktoum International Airport, Dubai South, under the patronage of H.H. Sheikh Mohammed Bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai. The 2018 edition



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of the show, with its focus on exclusive conferences that feature leading global speakers, will provide a unique platform for both regional and international players in the field of civil and military helicopter technology and operations to showcase their products, services and technologies for the commercial, civil defence and military helicopter sector and explore prospective partnerships.

Two exclusive three-day conferences will take place - 'Helicopter Technology and Operations' and 'Military and Homeland Security.'


Domus Group will be organizing Dubai HeliShow 2018 in partnership with IQPC, and the show is supported by leading government authorities.

Several airframes that will eventually join the emergency services in Hungary are still at Staverton and fly occasionally to keep their airworthiness. [Image ©James Lloyds]

**PUBLIC SAFETY  
DRONE EXPO 2018**  
Police • Fire • Search & Rescue

Public Safety Drone Expo 2018 will offer a combination of interactive public safety specific UAS courses, classes and general sessions focusing on law enforcement, fire and SAR applications. Attendees will learn from top experts and public safety operators offering their insights into best practices, fundamentals and integration. The Expo Hall will be teaming with industry service providers, manufacturers, advocates and thought leaders who bring together cutting-edge technology and applications.



**RENO, NV**  
October 1-4, 2018

Public Safety Drone Expo is produced by the Airborne Public Safety Association, Inc. For more information or to register today, visit [www.publicsafetyavation.org](http://www.publicsafetyavation.org).



Still in the queue awaiting its role-fit at the facilities of Specialist Aviation Services at Staverton in Gloucestershire is this AW169 G-TCAA destined for the Children's Air Ambulance. [Image ©James Lloyds]