

Police Aviation News

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Issue 276

April 2019



CAYMAN FASTRACK

PLENTY OF VACANCIES

US POLICE DELIVERIES

FAR EAST FIRE ATTACK

CLOSE CALL IN NORWAY

EDITORIAL

This short period experiment called *Police Aviation News* – PAN for short - has now been around for an unexpected 23 years, a time far longer than envisaged when it was launched as a collection of news items on police fliers for police fliers. Long before the Internet was the gargantuan entity that it is, PAN morphed into being one of the very first e-magazines at a time when others thought that print would survive with ease.

Most of the original police aviation fliers have long since retired and lost interest in the occupation but a new generation or two have taken their place. As has always been the case, some read because they like it and others because they hate it. Readers nonetheless and a fairly constant demographic.

Here is to another year.

Bryn Elliott

LAW ENFORCEMENT

AUSTRIA

POLICE: Both of the two Airbus Helicopters H125s destined to serve as trainers are now known to be at Oxford. As PAN carried way back in August G-CKXW (8566) to become OE-BXN (not DXN as quoted in that edition of PAN) and G-CLAU (8597) which arrived last October 2018 remain at Airbus Helicopters at Oxford in the UK. The latter has been reported having recently appeared on test flights in the colours of the Austrian police. Helihub believes it may become OE-BXO as this fit in with the sequences allocated to new H135s due for delivery to the Austrian police - OE-BXP (2071), OE-BXQ (2083), OE-BXR seen test flying, no confirmation of MSN of that or another thought likely to be OE-BXS. [Helihub]

CAYMAN ISLANDS

POLICE: As reported last month the RCIPS Eurocopter EC135T1 is out of service due to a hard landing following what has been reported as a longitudinal servo failure. No other new details are available on that incident, but it does mean the airframe is under repair and unavailable. Most work is undertaken off island in the USA.



The team on the Cayman Islands has been greatly boosted by the fastrack delivery of an H145. The unit executive officer is Steve Fitzgerald the former Lancashire UK police UEO. He seems to make things happen!

COVER: The Malaysia Fire and Rescue Department (Jabatan Bomba dan Penyelamat Malaysia) and Korea's Seoul Fire Department are beginning operations with their AW189s and will soon be followed by the Tokyo Fire Department.

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It is therefore good news to hear that a new Airbus Helicopters H145 destined for RCIPS service has been brought forward in the past month to fill in the capability gap. The Premier Alden McLaughlin and Governor Martyn Roper announced the news on March 13.

The arrival of the new \$11M helicopter was fast-tracked because the existing police helicopter is out of action. Ultimately, the new helicopter will be used alongside the existing aircraft to boost Cayman’s search-and-rescue capability and support law enforcement and border protection operations. [Cay Compass]

Ed: It would appear that the RCIPS will use the airframe in an as delivered condition with few concessions to the locality. It will be sent for full role conversion at a later date. The airframe is c/n 20182 a 2017 manufactured H145 currently registered N470AH that has been in use with Airbus Helicopters for over a year now.



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MIDDLE EAST

ROYAL NAVY: HMS Dragon and its embarked 815 Naval Air Squadron Leonardo Wildcat helicopter have recorded eight drug busts since last September, and the stashes of heroin, hashish, and crystal methamphetamine recovered mark a record for the Royal Navy.

On March 17, HMS Dragon, a Portsmouth-based Type 45 destroyer seized nearly 5,600 pounds of hashish from a dhow fishing vessel while the warship was on her way home through the Arabian Sea after a six-month deployment in the Middle East. Two days earlier, the Dragon achieved a Royal Navy record of seven drug busts netting the highest weight of narcotics seized by a Royal Navy ship in the Middle East.

Since its deployment last September with Combined Task Force-150 (CTF-150), the warship has intercepted more than 1,000 pounds of heroin, 39,000 pounds of hashish, and nearly 20 pounds of crystal meth drugs having a value of more than \$164M. The multi-national CTF-150 seeks to disrupt terrorist groups' freedom of movement and income-generating activities, such as the drug trade.

The Wildcat helicopter, equipped with the SELEX Galileo Seaspray 7000E active electronically-scanned array radar and the L-3 Corporation's Wescam MX-15Di electro-optical/infrared nose turret, has been key in helping the ship locate the drug stashes. Royal Marines from the Dragon have then boarded the vessels to find any hidden drug caches.



UK MoD



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NETHERLANDS

POLICE: The second EC135P2 of the Netherlands Politie fleet to complete its mid-life upgrade with Babcock at Staverton in Gloucestershire, PH-PXE, flew back to Amsterdam on March 22. As reported in Police Aviation News 272 December, PXE had arrived on November 21, 2018. The work had taken almost exactly four months. Three days later the third EC135 for upgrade, PH-PXF, arrived at Staverton. [MJ/IT]


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UNITED KINGDOM

NPAS: The National Police Air Service of the United Kingdom, has selected Airbus Helicopters to provide support and maintenance for its fleet of 19 helicopters following a competitive procurement.

Oxford-based Airbus Helicopters UK will continue to support the operation of 15 Airbus EC135 and four EC145 role-equipped aircraft flown by NPAS in support of the 43 regional police forces of England and Wales.

The helicopters are based at 13 locations and are among the most intensively used police helicopters in the world.

Under the terms of a five-year contract due to begin in October 2019, Airbus will provide a package of services comprising of maintenance of aircraft and mission system equipment, continuing airworthiness management, supply of spare parts and engine support. The contract also includes the option for modifications to the aircraft and mission systems where previously these had to be tendered separately under procurement regulations. This follows an earlier contract with the company signed in 2014,



Oxford Airport is the base for Airbus Helicopters

Steph McKenzie, Head of Technical Services at NPAS, said: “Following a tendering process, we have selected Airbus Helicopters UK as our preferred aircraft maintenance contractor for the next five years. We believe their expertise, and heritage of more than 30 years’ involvement in UK police aviation, is ideal for providing engineering support for our fleet. Our aircraft will collectively be used for around 20,000 tasks every year, as requested by all police forces in England and Wales.”

Ed: It was expected that NPAS would select another maintainer for this contract but in the end the long-standing set-up was mutually beneficial. During the course of the last contract a PBH agreement on the NPAS airframes was cancelled and it would appear that it has not been reinstated. The original news release mentioned 14 NPAS bases but of course one is fixed-wing only so that was adjusted here. It will be interesting to see whether the new set up will enhance the current dire aircraft availability figures. As such it is difficult to see how a contract based on price alone could hope to turn the situation around. The maintenance is primarily undertaken at Airbus Helicopters facilities in Oxford and Hawarden.

Last month I mentioned the stuff that just will not go away, little expecting to see the return of the eye in the sky case to the headlines.

A police MD902 helicopter crew filmed a couple having sex on their patio and a mum sunbathing naked with her two bikini-clad teenage daughters when they were supposed to be fighting crime.

A misconduct hearing heard that PC Matthew Lucas, 43, a serving officer with South Yorkshire Police, and former officer Lee Walls, 48, were accused of making illegal recordings between 2007 and 2012 [before NPAS was formed].

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Both men were acquitted in court for misconduct charges in 2017, but officials brought them to account again facing fresh scrutiny after it was claimed their original interviews were untruthful.

It was alleged that the secret filming using the helicopter's EO/IR sensor turret started in 2007 when the pair flew over a house where a naked woman was lying with her two daughters, aged 18 and 15, and again in 2008, they recorded a couple having intercourse in the grounds of their suburban house as well as another naked couple filmed at a naturists' campsite near Doncaster, South Yorkshire. Four years later, PCs Lucas and Walls recorded another sunbathing couple. The crew were supposed to be dealing with crime issues at the time.

The hearing was intent on proving a breach of the Standards of Professional Behaviour in respect of Duties and Responsibilities, Discreditable Conduct and Honest and Integrity.

A former colleague, Adrian Pogmore, 51, pleaded guilty to four counts of misconduct in a public office before the trial had started and was jailed for one year. He was exposed as a 'sex-obsessed peeping Tom' who took his seedy personal life to work at the South Yorkshire force. The others maintained their innocence and were indeed cleared by a jury.

At the recent hearing the pair were again cleared.

Ed: Hopefully this is the last we shall hear of this little saga. Who knows how many hours of embarrassing footage there are out there? To allow certain models of EO/IR sensor to reach optimum temperature by the time the helicopter arrives on scene the turrets are switched on very early [take-off]. So, everything in the helicopters path is captured – though perhaps not lingered over. Perhaps it is not such a problem these days with NPAS travel times!

Pilots are hard to find and retain worldwide we know but NPAS is now additionally advertising for many new replacement police constables in the role of Tactical Flight Officer.

The need appears to be widespread in that it takes in an unprecedented total of 8 of the 14 bases NPAS list. The need covers most of the country - Almondsbury, St Athan, Exeter, Redhill, Benson, Husbands Bosworth, Birmingham and Doncaster and more are expected.



The would-be candidates are required to commit to a minimum 5 Year Secondment to West Yorkshire Police. Applications for this secondment opportunity are invited from ALL Forces and not restricted to Forces with an NPAS base in their area.

As part of the selection process, officers will be required to pass the NPAS Initial Recruitment Testing battery which includes multitasking, spatial/situational awareness testing and map reading/interpretation exercises, as well as being able to interpret geographical and physical features from the air and relate them to the mapping and vice versa. Those successful at this stage will be forwarded to the Officer and Aircrew Selection Centre RAF Cranwell for cognitive skills assessment (Aptitude testing) with specifically designed tests around the role of Tactical Flight Officer. These examine innate abilities of the candidate, such areas as strategic task management, short term memory and capacity, and psychomotor skills. A competency-based interview will then take place followed by a flight assessment in an NPAS aircraft.

Once selected, and prior to secondment, it is an essential requirement that officers pass the Tactical Flight Officer's Course which is structured to include a number of assessment checks on the way to qualification. This CAA-required course includes such elements as ground safety, safe operations around Police aircraft and the aviation environment, navigation, using aviation charts and street atlases around specific task locations; both pre planned locations and ad hoc. Other elements include fire training, crew resource management, and technical equipment training. This culminates in a final assessment of suitability to continue to onto secondment and operation of police aircraft role equipment on both simulated and live tasking.

There is a requirement that candidates are able to swim competently and meet a fitness and medical standards and face personal and financial vetting checks prior to appointment. The current application process will close on 3 April 2019.

Ed: The numbers are apparently high, but each unit has around 17 officers assigned so these represent a small percentage.

Still a lack of real news coming out of the fortress of silence that is West Yorkshire Police. Four months after the reply to Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) was due nothing from either party. HMICFRS have stood by saying nothing in public.

The West Yorkshire Chief Constable, Dee Collins, is retiring early this month but citing health issues which suggests an unexpected development.

In mid-March the hearing of the Chief Superintendent Tyrone Joyce complaints took place – and there were 37 complaints, some important and some less so – and the world awaits the outcome. I heard the result was a final warning but even that has yet to be publicly announced lest he appeal.

Even though suspended from the activity, on his Linked-In presence Tyrone Joyce still showed himself as the Chief Operating Officer for NPAS – a post he took up in April 2016—until recently. No more.

CIVIL AIR PATROL: The UK police hierarchy continue to refuse to talk to the volunteer aviation sector. Officers at the working end of policing will use whatever resources are offered but that is below the esteem of the pen pushing strata. Even though many of the volunteers have far better skillsets than the senior police they are seen as inferior beings.

Recently UKCAP Scotland (Sky Watch) received a request from a family member to assist in undertaking a missing person search, following a period during which the vulnerable person had not been found by any of the agencies actively looking for him.

The UKCAPS Ops Group authorised a search mission flown by a highly experienced crew using an autogyro, given the prevailing strong wind conditions (autogyros tend to cope well in windy weather). This search employed, for the very first time, a new technique developed as an offshoot of the organisation's experience in coastal rubbish survey. The flight duration was 1 hour and 5 minutes, costing a little over £25. Post-flight analysis of the considerable amount of data



obtained revealed clear indications that immediate police intervention was necessary (although nothing had been seen directly during the search). Police were informed and, sadly, a body was recovered which was later identified as the missing person. [Archie Liggat UKCAP]

UNITED STATES

NATIONAL: APSA's Air Beat magazine is looking for police aviation professionals who would consider writing about their agency or mission work in public safety aviation. Please contact Editorial Director Lisa Wright if you'd like to contribute an article or photography.

Later this year, Air Beat will explore Public Safety UAS, Technology in Public Safety Aviation as well as Women in Public Safety Aviation.

If you have anything on emergency services aviation you would like to write about please contact Lisa at airbeat@publicsafetyaviation.org or call +1 727 -343-5600 with any questions.



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The speaker and training programme for this years PAvCon Europe to be held in the hangar of Jet Support at Schiphol Airport [GA] in June is developing nicely and exhibitors are booking spaces for the two day exhibition.

In addition to the regular two day speaker programme the police air unit will be holding a training day in their own hangar on Monday June 3.

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Airbus Helicopters H125 N160CC of the Hillsborough County Sheriff's Office based in Tampa, Florida, was at last month's HAI Heli-Expo. Check out the event report on the PAN website. [HAI]



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To be eligible to enter, the photographer must be an APSA member in good standing, and the photos must have a public safety aviation element (aircraft, crew, mission, training, etc.) and include a caption. The contest starts on April 1 and the submission deadline is June 14, 2019; entries will be accepted at www.airbeatmagazine.com. The more photos you submit, the greater your chances of winning. The grand prize will be awarded on July 18 during the General Membership Meeting at APSCON 2019 in Omaha, NE. The winner is not required to be present.

CALIFORNIA: The Sacramento Police Department has named its new Bell 505 Jet Ranger X helicopter in honour of fallen Davis Police Officer Natalie Corona.

Unveiled earlier this year but not named at the time, the Bell is now named "Halo," a nod to both Corona's surname (Spanish for "crown") and the notion by loved ones and colleagues that the 22 years old that she was an angel.



Another new Bell 505 Jet Ranger X for law enforcement delivery is that to Stockton Police Department. In California. The role equipment includes MX-10 EO/IR Sensor and Trakka Beam Searchlight. [Bell]

TEXAS: RCMCI of Huntsville, Alabama has a contract to equip the helicopter fleet of San Antonio PD with their HUMS equipment. They will be taking their fleet of Airbus helicopters into the next generation with state-of-the-art health and usage monitoring technology.

The SAPD Helicopter Detail has been maintaining and operating rotorcraft since 1971, and this decision to go "full fleet" with the XRDS by RCMCI, will enable them to improve aircraft availability, enhance their safety capabilities and predict potential technical irregularities so that the SAPD can continue to protect their aircraft, their officers, and their citizens.

RCMCI has developed the Expandable Rotorcraft Diagnostic System (XRDS™) to meet the need for a fully integrated, lightweight, low-power, low cost, single-system solution enabling both comprehensive rotorcraft health management and flight operations quality assurance (FOQA) for light and medium helicopters. XRDS combines the roles of vibration health monitoring (VHM), usage monitoring, flight data monitoring (FDM), and rotor smoothing into a single system. Using XRDS, fleet operators of any size will be able to monitor gearboxes, bearings, shafts, engines, and rotor systems. XRDS is able to detect multiple fault conditions, including rotating component corrosion, bearing defects, gear tooth defects, shaft imbalance,

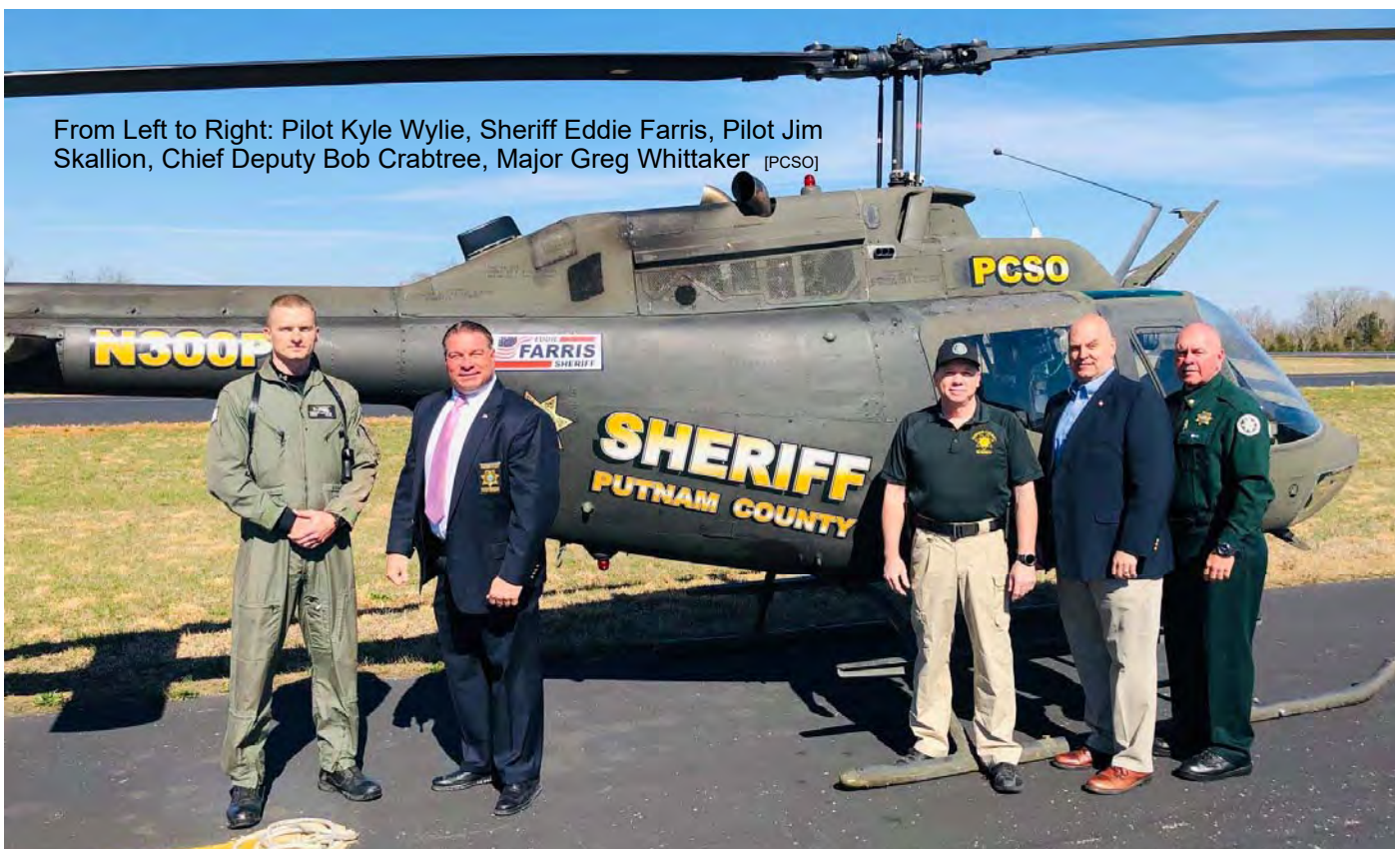
shaft misalignment, manufacturing defects, and installation errors. XRDS provides helicopter operators with advanced mechanical diagnostics and a comprehensive rotor smoothing solution at an affordable price point.

The XRDS is similar to a “Black Box,” but with the added ability to diagnose and predict emerging mechanical failures and structural anomalies, to help prevent incidents and reduce collateral damage. The XRDS has proven examples of early identification of emerging failures 100 flight hours prior to any other indication of failure: pinpointing truly faulty components while providing no false indications of faults. The XRDS is extremely lightweight and is designed with powerful on-board real-time processing capability and powerful analytics and easy to use ground station software. It is also designed for growth and to incorporate future sensors and advanced technology

FLORIDA: Metro Aviation recently outfitted an Airbus Helicopters H125 for the Hillsborough County Sheriff's Office based in Tampa, Florida. The Metro designed mission system represents a significant increase in capabilities for an air unit currently operating four AS350B2's and a Cessna 208 Caravan.

The mission system includes a Goodrich electric-powered rescue hoist, LoJack stolen vehicle recovery system and NVG compatible avionics designed with the full cooperation of the police air unit staff members.

TENNESSEE: Putnam County Sheriff's Office based in Cookeville has received its first helicopter. The helicopter, an OH-58A, N300PC 41392 71-20531 came from Fort Rucker Alabama via the LESO 133 Surplus program. It was received at no cost, but the Sheriff's Office will pay for outfitting the aircraft for law enforcement purposes as well as routine maintenance.



Among its staff of just 123 Commissioned Deputies, 17 Civilian Employees and 13 assigned to Juvenile Detention, PCSO already have two certified commercial helicopter pilots already on staff and one additional pilot completing his commercial certification. The helicopter's primary purpose is for seeking out illegal narcotic activities; e.g., growing fields, surveillance monitoring and search warrant support, throughout the 400+ square miles of Putnam County. This invaluable asset will also be used for a wide range of law enforcement specific missions; e.g., missing children and endangered adults, large perimeter searches when seeking subjects, life threatening tactical responses and disaster response.

The Sheriff's Office will no longer have to wait for an available helicopter to come from Nashville or Knoxville which could take from 1-3 hours. Sheriff Farris began considering the usefulness of a helicopter unit for the Putnam County Sheriff's Office three years ago. During his tenure as Sheriff, he has seen incident

after incident that could have been remedied faster with access to a law enforcement helicopter. "We are grateful to the Tennessee Highway Patrol (THP) for their assistance in previous Putnam County incidents, but as the county grows so do the needs of the Sheriff's Office. They will assist other agencies with the aircraft whenever possible under mutual aid agreements where the requesting agency is required to reimburse PCSO for costs.




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AIR AMBULANCE CANADA

ALBERTA: On March 19 the Canadian Government announced that the air ambulance provisions in Canada's western provinces are to be boosted with the purchase of five Airbus Helicopters H145 helicopters to supplement the existing fleet of BK117 and AW139 helicopters.

The Liberal government's latest budget is funding the purchase of five medevac-equipped helicopters for Shock Trauma Air Rescue Service (STARS), based in Calgary, Alberta at a cost of \$65M.

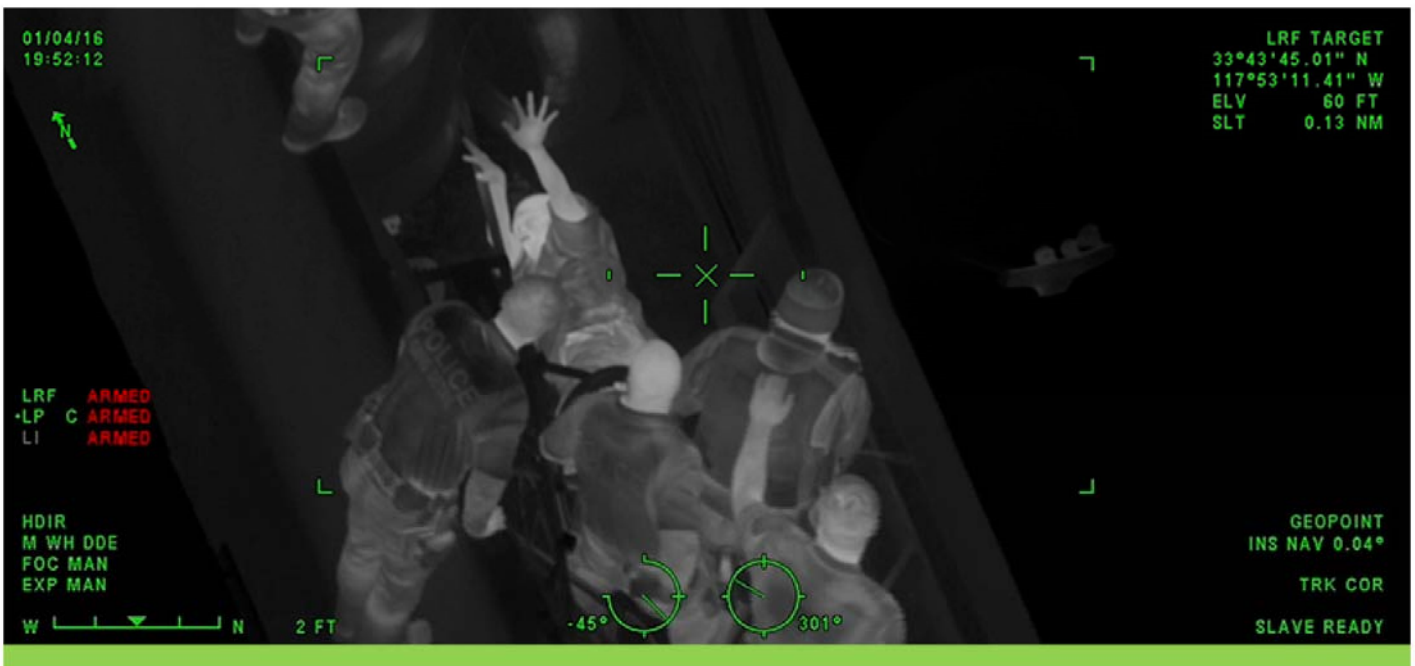
Since establishing operations in 1985, STARS has provided emergency medical care and rapid transport to critically ill and injured patients on more than 40,000 missions throughout Alberta, Saskatchewan, Manitoba and parts of British Columbia. STARS had been looking to acquire nine H145 helicopters to replace its ageing fleet of eight BK-117s and three AW139s. Two H145s are in completion and they will reportedly replace the AW139s.

KENYA

COMMERCIAL: Centric Air Ambulance Ltd has officially entered the emergency medical evacuation business in Kenya.

Headed up by the Centric CEO Peter Nduati and his Air Ambulance senior management team the operator held its launch event at the Serena Hotel in Nairobi last month. Invited were insurance companies, hospitals and corporates in a bid to create wider awareness of the company and its service offering.

Centric Air Ambulances has aims to spread its wings across Africa and the globe by providing different



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emergency evacuation packages to its target audience. The company manages all aspects of the medical transfer process by coordinating with the patient's physician, departing and receiving facilities and insurance provider via a 24/7 communications centre and drawing upon experienced flight crews operating a range of medical fit fixed and rotary wing aircraft.

The fixed wing fleet on call includes the Citation Sovereign 680, Citation Excel 560, Citation Bravo 550, King Air 350 and finally a King Air 200. Two Airbus helicopters available include the H125 and the H145. [Capital FM]

UNITED KINGDOM

ESSEX & HERTS: Ben Myer the Clinical Manager with Essex and Hertfordshire Air Ambulance has announced that pre-registration is now open for their 10th anniversary Aeromedical Conference, to take place in Chelmsford on 26th June 2019.

The charity is looking to welcoming delegates involved in pre-hospital and critical care from across the UK and Europe for a day of learning and inspiration. It is open to medics, students, emergency and military personal interested in the pre-hospital environment.

The venue is Anglia Ruskin University in Chelmsford, easily accessible by road, rail or air (via Stansted or Southend airports).

The list of speakers at the event is still being finalised to meet this year's theme of 'Reflect, Learn, Innovate'. This will provide an opportunity to reflect on some of the subjects covered in previous years, provide a platform to discuss the lessons learned, and think about innovations for the future. They will be including presentations on Major Incidents, Trauma Care and Innovation.

The Key Speaker is already announced. He is Graham Ellis – Assistant Commissioner, London Fire Brigade, Graham will provide a unique and sobering insight into recent Major Incidents from London Bridge to Grenfell Tower and what we can learn from these events.

Ben Myer, Conference Lead and Clinical Manager at Essex & Herts Air Ambulance said: "After winning Innovation of the Year for 2017's event, we want to ensure that we continue to push boundaries in our Aeromedical conferences going forward. 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 going forward."

Limited spaces are available, so please [book now](#) to secure your place at the award winning conference. Don't forget to include the name of your company or organisation when you complete the booking form.

The day doesn't end with the last speaker. The charity say they would be delighted if attendees could join them for an after-conference dinner to celebrate our tenth anniversary. This will take place at The County Hotel, Chelmsford, just a few minutes' walk from the conference venue. The cost is £25 each for two courses and entertainment.

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The existing offices will be retained for use [Supplied]

GREAT NORTH: The air ambulance operator currently flies three AS365N2 helicopters based at Durham Tees Valley Airport (DTV), Langwathby near Penrith and at Newcastle International Airport. The GNAA also has offices in Darlington and at Newton Aycliffe in County Durham.

Earlier this year I ran an item on the launch of the long-awaited new centre of excellence to serve the Great North Air Ambulance (GNAA). In that report I noted that the operators of DTV, the location of one of the bases, had objected to the proposal.

A quick look at a map suggests a reason for their disquiet. Urray Nook, the proposed location of the new base for GNAA and their helicopter, is approximately 6,000 feet from the runway threshold on the approach path to Runway 23 at DTV, but off the centreline. This would apparently result in aircraft landing on Runway 23, the main into wind runway, flying over the GNAA's 'centre of excellence' at 300 feet. The airport control zone extends from ground level up to 6,000 feet. Neither location is currently undertaking highly intensive flying, so it is not an immediate issue. If nothing else, it is still a strange place to deliberately locate a medical centre and helipad.

And of course, the fully equipped airport the GNAA intend to vacate remains next door with its runway lights, runway approach lights, an instrument landing system, air traffic control services, Jet-A1 and fire & rescue services. For night operations the air ambulance will probably have to duplicate these. Other emergency services [the Coastguard and NPAS for instance] have tended to seek out quiet airports with existing facilities for their basing.

Peel Airports, who were not positive about growing airport operations sold its share in DTV to the Tees



It is a large site and clearly close to circuit traffic from the airport [Supplied]

Valley Combined Authority (TVCA) a consortium of local unitary authorities with eyes to the future. The operator is likely to be the Stobart Group who successfully operate Southend and Carlisle Airports.

So, the question arises whether it is possible that the plans by GNAA have been wrong-footed by Peels departure from the scene combined with new positive vibes. Were they expecting the airport to be sold off for building land?

PAN asked Stockton-on-Tees, one of the unitary authorities that now co-owns DTV, and the one which gave the GNAA planning permission for the helicopter base at Urlay Nook, whether a rethink was on the cards.

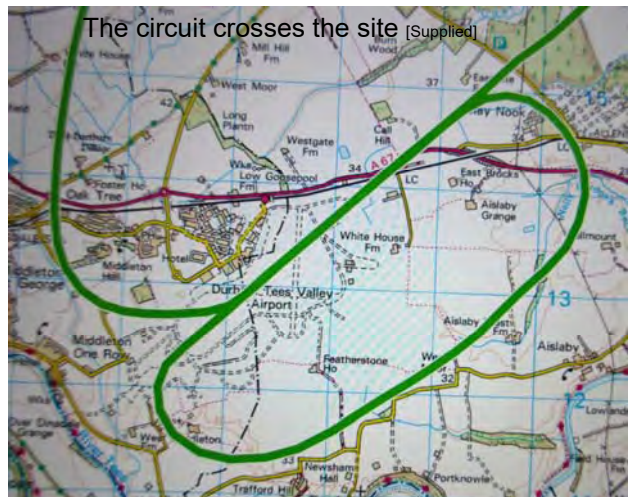
Chris Duggan the Chief of Staff to the Mayor replied on behalf of Stockton.

“We understand that, following the granting of the planning permission last year GNAA purchased a long-term lease for their Urlay Nook site, and have in fact commenced work on the fit-out of the building, with external works due to commence in the next few weeks. As GNAA are legally committed to their new site, and have started work on it, we understand it is not possible for them to reconsider their move, or for the planning permission to be revisited.”

It seems that, politically at least, the future is set in stone.

More visual aids local detail on the new build facility for the Great North Air Ambulance near to Durham Tees Valley Airport have come into the PAN office.

As previously noted the heliport at Urlay Nook joins the existing office building on a large site otherwise mostly cleared of industrial detritus. The photographs show the site which is approximately 2 km / 1 nautical mile and slightly south of the threshold and approach to Runway 23 of Durham Tees Valley. The second photo shows work in progress on the site, you can also see an RAF Tucano aircraft turning onto finals for Runway 23, and the third photo shows the office complex which is being refurbished.



The proposed site of the GNAA heliport is exactly on the base leg for a visual circuit, where you turn from downwind onto the final approach. There is a power line running along the western edge of the proposed heliport.

KENT: Maidstone and Tunbridge Wells NHS Trust is set to open a new 24-hour helipad at Maidstone Hospital thanks to the support of the HELP (Helicopter Emergency Landing Pads) Appeal.

Robert Bertram, Chief Executive of the HELP Appeal, presented a cheque for £150,000 to the Trust on March 13. A further £150,000 will be donated later in the year. The charity is the only one in the country dedicated to funding hospital helipads.

Currently helicopters are using a temporary landing site at the rear of the oncology unit at Maidstone Hospital, but this site is frequently waterlogged. The new helipad will permanently replace this and will bring a 24-hour safe landing site back to Maidstone, finished and ready for use by Spring of 2020.

In the images attached L-R – Kev Pearson MTW Associate Director of Estates, David Highton MTW Chairman, Robert Bertram CEO of HELP Appeal, Miles Scott MTW Chief Executive and John Weeks MTW Head of Emergency Planning and Response. www.helpappeal.org.uk

UNITED STATES

NATIONAL: Air ambulance transports in the United States continue to worry the customer, their insurance companies and ultimately personal bank accounts. Even privately insured patients can be left in debt for tens of thousands of dollars. In a country that seems hell bent on embracing the concept of the charity air ambulance the average cost for an air ambulance is over \$36,000. The problem is the subject of a new 32-page report from the US Government Accountability Office that is currently available for free download.

<https://www.gao.gov/assets/700/697684.pdf>

According to the report 69% of the emergency transports GAO studied were outside of patients' insurance networks, meaning the patients who received those transports were at a higher risk of being billed for the bulk of the trip themselves. GAO didn't collect information specifically on how many airlifted patients received such bills. Of the patient complaints it did review, though, all but one was for more than \$10,000.

Part of the problem is that air ambulance providers respond to emergencies without knowing patients' health insurance coverage, such as whether the patient has private insurance, Medicare, Medicaid, or no insurance. These details come to light only after the invoice is prepared.

In 2016 Medicare patients received 35 percent of helicopter transports, privately-insured patients received 32 percent, Medicaid patients received 21 percent, uninsured patients received 9 percent, and patients with other types of coverage such as automobile and military sponsored insurance received a small percentage. Few patients receive air ambulance transports, but those patients who do generally have no control over the decision to be transported by air ambulance or the selection of the air ambulance provider – they cannot necessarily choose to be transported by air ambulance providers in their insurers' network and can potentially receive a balance bill from the providers for the difference between the price charged by the provider and the amount paid by the insurer. Air ambulance providers are prohibited from sending balance bills to Medicare and Medicaid patients, while uninsured patients might be held responsible by the air ambulance provider for the entire price charged.

INDIANA: Just a few years after basing itself in Evansville, on the Kentucky border St. Vincent announced it will be moving its medical aircraft, StatFlight, fifty miles north-east to Huntingburg.

St. Vincent made the announcement late last month that the services would be moving at the end of April. Hospital officials state that moving it to Huntingburg airport will put the aircraft closer to the major requesting EMS agencies, that in the past, by location alone, had to use competing air programmes.

This move would make it the closest aircraft to Daviess Community Hospital, Jasper Memorial Hospital and Good Samaritan hospital in Vincennes.

St. Vincent says the relocation has a minimal impact to Evansville. And PHI Air Medical will be operating an aircraft in Greenville, Kentucky that will be able to quickly respond to transfer requests originating in Kentucky, without any loss of existing service. The PHI administered operations use examples of the EC135P2 including N320PH and N381PH. [WFIE Ch14].

FIRE

ASIA PACIFIC

MALAYSIA BOMBA: Malaysia and Korea recently added AW189s to their fire-fighting helicopter fleets and Japan is due to take delivery of the helicopter shortly.

The Malaysia Fire and Rescue Department (Jabatan Bomba dan Penyelamat Malaysia) and Korea's Seoul Fire Department are beginning operations with their AW189s and will soon be followed by the Tokyo Fire Department. [See cover image]

Asia Pacific is the region with the strongest growth prospects for all of Leonardo's aerospace and defence capabilities. In the helicopter sector, public utility operations such as firefighting, search and rescue and disaster relief capabilities are quickly growing and Leonardo is successfully targeting the requirements with the AW139, AW169 and AW189 helicopters. These models join an already impressive fleet of Leonardo helicopters across countries in the region with Malaysia, South Korea, Japan and Australia being markets where Leonardo is leading in many sectors.

SEARCH AND RESCUE

CHINA

RESCUE AND SALVAGE BUREAU: The Rescue and Salvage Bureau (CRS) of the Chinese Ministry of Transport (MOT) is extending its medium class search and rescue helicopter fleet with the Airbus H175, beginning with a signature for two aircraft in search and rescue (SAR) configuration.

These new H175s will perform SAR missions in one of the world's busiest areas for marine traffic (seven of the 10 busiest container ports in the world are located in China) as well as other important offshore areas like the Bohai Sea and the Yellow Sea. These heavily trafficked waters represent a demanding operational environment where pilots must always be prepared for the unexpected. The H175's SAR configuration was chosen for its endurance, long range, highly flexible cabin, and the Helionix avionics system which eases pilot workload and improves situational awareness.

The MOT/CRS has been one of Airbus' most important customers in China for more than 10 years, today flying four H225s. It operates four main air bases along China's coast: Shanghai, Penglai, Xiamen and Zhuhai. This selection of the H175 SAR version follows the one of the Government Flying Service (GFS) of Hong Kong, which took delivery of the first multi-service configuration, which includes the SAR configuration, in June 2018.

Ed: The H175 is part built in and developed by Harbin/AVIC China with Airbus [Eurocopter a decade ago as the EC175/Harbin Z-15/Avicopter AC352. The current fleet of the CRS is a mixture but mainly comprises Sikorsky S-76.

ICELAND

COAST GUARD: Safran Helicopter Engines has signed a Support-By-Hour (SBH®) contract with Icelandic Coast Guard, covering two H225. This contract formalizes a five-year Maintenance, Repair, and Overhaul (MRO) agreement supporting a total of 4 Makila 2A1 engines.

This contract will be managed by Safran Helicopter Engines Germany, which supports more than 280 operators flying in Germany, Scandinavia, Central and Eastern Europe, Russia and Central Asia. The Icelandic Coast Guard (ICG) is a civilian law enforcement agency that is responsible for search and rescue, maritime safety and security surveillance, and law enforcement in the seas surrounding Iceland. It will operate two H225 owned by Knut Axel Ugland Holding AS.



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NORWAY

When the Viking Sky cruise ship suffered engine failure off the coast of Norway in late March it again brought into the public conscience the dangers associated with cruising and sea travel in general. The modern vessel was stranded in rough seas off Norway with a relatively small number of passengers on-board and yet the incident yet again proved the difficulties of rescue when so many were involved. Fortunately, the vessel dropped anchor and was not driven onto the rugged coastline.

Rescuers eventually evacuated 479 people by helicopter in the course of a day in challenging weather conditions that reportedly made evacuation by lifeboat equally difficult. That the number of passengers rescued by air was less than half those aboard underlines the difficulties.

Viking Sky carried around 1,300 passengers and crew – numbers which are dwarfed by modern cruise ships that carry 5,000 – and it is clear that if the vessel had grounded or simply sunk the time scale of the rotary rescue was inadequate. The danger was real, the captain insisted that his passenger was removed from the ship. Fortunately, the vessel restarted its engines and limped into port.

Video footage from the passengers shows the ship heaving from side to side, with furniture sliding across the decks and ceiling panels falling to cause minor injuries to passengers. The waves broke some ship windows, with cold northern waters flowing onto the decks. The heaving and rolling decks complicated both the helicopter lift and the potential to launch lifeboats. An attempt by a freighter, Hagland, to approach the Viking Sky ended up with that vessel getting into difficulties and having to be abandoned by nine crew when its engines also failed. Local media reported what might be described as modest gusts up to 43 mph and waves over 26 feet high. Winter storms in the region often bring much higher values to bear on shipping.



The air rescue was complicated by a need to hover and individually hoist each passenger into one of five rescue helicopters in strong winds. Reports state that two 300 Squadron RNoAF Sea Kings and three CHC SAR helicopters, Puma and S92 were undertaking the missions.

CHC was called to assist the rescue effort at 2 p.m. local time on March 23, the first helicopter was on



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scene within 30 minutes of the request. The company's mission involved 12 pilots, seven rescue swimmers, six hoist operators, two ground support engineers and a system operator.

The team managed to ensure that one aircraft was hoisting passengers at all times. One CHC employee was down on the deck of the stricken ship for ten hours ensuring that the passengers were prepared for their lift. He was eventually relieved by a colleague, but it was a long stint in action. Fortunately, he was helped by working with a calm and helpful ship's crew.

There was no good weather option of landing on – the decks would not have taken the full weight of the helicopters. The helicopters employed can carry 15 to 20 people at a time, often elderly and injured passengers were being lifted from the heaving ship hanging in space in driving rain at the end of a line until put inside an unfamiliar aircraft that was also being tossed around the sky whilst they waited for others to be loaded. Not an experience of choice for the elderly and I suspect none of them will willingly ride in a helicopter again.

The industry has long stated that the best option for cruise ship rescues is staying aboard but as this instance illustrates sometimes the combination of weather, water ingress and perhaps fire negates staying aboard. This incident proves that helicopter evacuation of all passengers and crew is pretty much impossible in a reasonable timeframe. Aeroplanes crash and cruise ships sink or burn. It is all game of numbers and timescales.



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INDUSTRY

Airborne Technologies based in Austria was awarded a FRONTEX funded contract to upgrade one of the Bulgarian Border Guard's AW109 helicopters with the Airborne LINX system. Besides the integration of Airborne LINX, the platform will be high-end equipped with a FLIR Star Safire 380 HD, an ECS Line of Sight Downlink and a payload friendly carbon fibre tactical workstation.

The rising demand for high efficiency and high covertness in airborne ISR operations motivates a compact design of the high performing mission sensors and payloads. Thus, **Diamond Aircraft's** extended sensor portfolio of reliable airborne sensors has recently been extended by integrating and successfully testing Trakka's new generation single-LRU multi sensor surveillance system.

The system features advanced technology and ergonomic industrial design tested for Environmental, Electromagnetic and Mechanical Compliance under RTCA DO-160 standards. In addition, the system is providing enhanced situational awareness with an advanced HD video engine, including blending, haze reduction, localized contrast enhancement, target tracking and moving target detection, SMPTE HD video outputs and H.264 over ethernet (MISB 0601.7 compliant), advanced thermal imager sensor and geolocation capabilities.

Diamond Aircraft is one of the first to test fly the TC300 on its aerial platform and to undertake one week of intensive testing of its capabilities. The TC-300 unit is a lightweight stand-alone mission sensor for ISR missions. On the DA-42 it is nose mounted to provide an unobstructed view of targets during potentially long endurance missions.

Each year at the Heli-Expo at least one item marks the annual state of the business press conference for **Leonardo** helicopters. It is the denial of access to a financial report – each year the CEO defers to the higher business of the group [Leonardo these days but previously Finmeccanica]. Less than a week later the numbers became available.

Leonardo's annual financial results for 2018 were markedly improved from the previous year, led by the dramatic success of its helicopter division, according to results the company. Overall, new order intake increased by 32%, to \$17.34 billion; revenues were up by 5%, to \$14.05 billion year over year; and net profit increased by 83% to \$578M. The company's overall order backlog increased to \$41 billion. Leonardo CEO Alessandro Profumo said the company is well on its intended trajectory to achieve "double-digit profitability" and "sustainable growth."

The company's results were bolstered by the success of its electronics, defence and security systems, and helicopter divisions, it said, citing accomplishments that included a \$3.4 billion order for NH90 helicopters from Qatar and higher production and deliveries of AW139s and AW101s. Within the helicopter division, compared with 2017 results, new orders nearly doubled, to \$7.03 billion from \$3.57 billion; the order backlog increased to \$13.77 billion from \$11.77 billion; revenues increased to \$4.32 billion from \$3.89 billion; and profitability improved to 9.4 percent from 8.2 percent. Overall helicopter deliveries increased from 149 in 2017 to 177 in 2018. The company noted its strategy to concentrate on the "intermediate segment of civil/dual-use helicopters" had paid handsome dividends.

Rolls-Royce has taken a significant step towards realising its ambition to provide hybrid-electric propulsion systems for the next generation of aviation, with successful ground tests of a hybrid system using our M250 gas turbine – a highly successful engine usually powering helicopters. The tests are part of one of the world's most comprehensive hybrid aerospace turbine engine development and integration programmes and pave the way for experimental flights on aircraft in 2021.

Rolls has successfully tested the hybrid version of the M250 gas turbine in a ground demonstration setting in three operating modes: Series Hybrid, Parallel Hybrid and Turbo-Electric. The M250 hybrid is planned



[Diamond Supplied]



to be used as a propulsion plant with power ranging from 500kW to 1MW and has the potential to transform aviation power. The system will be used across a range of transport platforms to enable distributed electric propulsion, including EVTOLs (hybrid electric vertical take-off and landing vehicles), general aviation aircraft and hybrid helicopters.

Rolls-Royce engineers based in the United States, UK and Singapore have developed this engine into a hybrid-electric propulsion system. The M250 gas turbine engine has powered more than 170 varieties of fixed-wing military, civilian aircraft and helicopters since its initial development. Rolls-Royce selected this engine for its maturity, power-density, ease of maintenance, and high reliability. In the past half-century, M250 variants have logged more than 250 million flight hours and nearly 33,000 M250 engines have been delivered to customers.

Complete engine testing took place at a facility in Indianapolis, US, where each component and sub-system of the hybrid engine was individually tested for electrical performance.

The next step is to further advance the hybrid propulsion system towards integration on an aircraft and experimental flights in 2021.

HMS Tamar, the fourth of the **Royal Navy's** five cutting-edge new Offshore Patrol Vessels, was formally named in Glasgow last month.

The next-generation River Class ship will boost Britain's counter-terrorism and anti-smuggling work and provide essential support to defence operations.

The 90-metre vessel, which is equipped with a 30mm cannon and flight deck capable of accommodating a Merlin helicopter, is part of a five-strong OPV contract with BAE Systems, worth a combined £635m.

All the vessels are initially constructed in BAE System's Govan yard, before being moved to their Scotstoun site to be fitted out with their systems ahead of rigorous sea trials.



HMS Tamar naming [MoD]



Polizei **Hessen**

As the second-oldest police aviation squadron in Germany, Hessen is engaged in search and tracing operations, aerial photography and rescue missions based at Frankfurt-Egelsbach airbase. They rely upon the support of the CAMO and Maintenance Management Software Solution LTB/400®. Since 1984 **LTB400 Aviation Software GmbH** provide a Maintenance Management System for small and medium size aviation companies in the repair and overhaul business (MRO). LTB/400® is an, continuously upgraded integrated modular aviation software that covers all functions of a Part-145 organisation including CAMO- and Flight Operations modules. Currently LTB400 have more than 100 German- and international aviation companies as clients.

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The **GE Aviation's** CT7-2F1 engine accomplishes type certification on the Bell 525. The helicopter programme has accumulated more than 1,000 flight hours and over 1,350 hours of total turn time. The FAA joined the Bell 525 flight test team in November 2018 and is now actively involved in certification flight testing in Yellowknife, Canada and the recent completion of snow testing certification in Rome, New York.

The final Bell 525 flight test vehicle is currently in Amarillo, Texas finalizing ground-based certification testing and was scheduled to fly at the end of March 2019.



The Bell 525 at Yellowknife [Bell]

Airbus Helicopters is expanding its maintenance, repair and overhaul (MRO) facility in Subang, Selangor, with the addition of a completion and delivery centre for the Southeast Asian region. Airbus Helicopters regional expansion would include an additional simulator, paint and interior installation facility for Airbus Helicopters in the region. Work on the expansion started in the second half of last year and was expected to be completed by the middle of the year. The facility would be capable of servicing up to a dozen helicopters at any one time, depending on the sizes and complexity of the MRO jobs.

Helicentre Aviation Academy has announced it will be hosting Bristow Helicopters' Careers Days on 16 - 17 April 2019 at its Midlands-based training facility in Leicester. The joint initiative will bring together experienced and newly qualified industry professionals seeking a career path into Oil and Gas or Search and Rescue, with those responsible for pilot recruitment at Bristow Helicopters within the UK. www.flyheli.co.uk



SPAES GmbH & Co. KG based in Karlsruhe installed a TETRA radio system with NVIS (Night Vision Imaging System) approval in nine Airbus helicopters EC 135 for an unspecified customer in air rescue.

For installation, SPAES issued a minor change in the EASA Part J21 design organization and prepared the required compliance documents.

[www.spaes.de]

The twin-engine Tecnam 2006 design was rejected by NPAS at the time of the British law enforcer seeking a new fixed wing option. As was to be demonstrated in other project areas the existing Tecnam twin was simply too small to have an operational ISR future. Even a Spanish project to use it as an inshore search aircraft failed primarily because of its small size, plans to delete the systems operator and place sensor control on the ground were simply not enough to overcome the lack of space. It is perhaps unfortunate that the far older but slightly larger Vulcanair P68 suffered similar troubles. There have been too many reports of cramped cabin size to ignore. Size matters. It may be that the new Tecnam P2012 Traveller design offers an alternative option for future consideration. The Traveller is a utility aircraft being developed by Costruzioni Aeronautiche Tecnam, based in Capua, Italy. It first flew in the summer of 2016 and offers a larger cabin than many of the modern alternatives. Meanwhile there are reports that Britten Norman are relaunching their BN-2.

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ACCIDENTS & INCIDENTS

26 February 2019 Eurocopter EC135T1 VP-CPS Royal Cayman Islands Police. The aircraft suffered an unspecified technical failure immediately after taking off from Owen Roberts International Airport in Cayman and suffered a hard landing that damaged the tail boom. The aircraft remained upright with little visible damage. There were no reports of injuries. It was subsequently stated that a hydraulic actuator had failed. [Cayman 27]

4 March 2019 Helicopter. An emergency services helicopter flying to retrieve a pregnant woman struck a utility pole and crashed en-route in Western Iran killing three crew and two rescue workers. The location given was Chaharmahal, Bhakhtiari Province. [IRNA]

12 March 2019 Airbus Helicopters EC135 N911XB. Air ambulance of Air Med Services LLC., Lafayette, Louisiana, USA operated by Metro Aviation. While returning to Monroe Regional Airport (KMLU) from Baton Rouge Regional Airport (KBTR), at a cruising altitude of approx. 1,500 ft, impacted a duck on the co-pilots side windshield, breaching the windshield. The duck impacted the front seat medic in the chest. The medic had his helmet on and face shield down and did not suffer any injuries requiring medical attention. The pilot landed safely at Monroe Regional. [Concern]

14 March 2019 Bell OH-58 N591P St Johns County Sheriff, St. Augustine, Florida. The helicopter made an emergency landing on the 17th Green of the Sawgrass Island Golf Course, Ponte Vedra Beach. The two people who were on board when the helicopter landed did not sustain any injuries. They were on patrol, flying the perimeter of The Players Championship at about 1,100 feet in the air, when the pilot realised there was a mechanical issue and needed to set the Bell on the ground. The pilot was able to put the helicopter, Air-1, in autorotation and land safely on an open area of the golf course with no trees but he was obliged to avoid obstacles including 100 feet high power lines and an oak tree. [media]

20 March 2019 Eurocopter AS350B3 N818MC. A Mountain Air helicopter operating in the Public Use role assisting with a controlled burn operation in the Sam Houston National Forest, Montgomery County, about 70 miles north of Houston, Texas crashed killing one person, Daniel Laird a firefighter, and injuring two others on board. According to the Texas Department of Safety, the 2009 AS350 went down in heavily wooded area on its right side near Bethel Road, about four miles south of FM 149, Conroe, Texas. The airframe was severely damaged but there was no fire. [TX DPS]



Texas Dept of Public Safety image

28 March 2019 Airbus Helicopters EC135T2 Hampshire and Isle of Wight Air Ambulance. Fire crews were called to reports of a helicopter fire at St Mary's Hospital, Isle of Wight NHS Trust, Parkhurst Road, Newport, Isle of Wight. Two pumps and two specialist crews were despatched from Newport and Ryde Fire Station's after the Hampshire and Isle of Wight Air Ambulance cockpit filled up with smoke during a patient transfer. When firefighters arrived on scene the incident had been resolved and, following safety checks, the helicopter took off for the mainland. [HLOWFRS]

UNMANNED

Airbus has begun shore-to-ship trials in Singapore with its Skyways parcel delivery drone. This marks the first-time drone technology has been deployed in real port conditions, to deliver a variety of small, time-critical maritime essentials to working vessels at anchorage.



The maiden shore-to-ship delivery flight was made to the Swire Pacific Offshore's Anchor Handling Tug Supply vessel 'M/V Pacific Centurion', 1.5km from the shoreline of Singapore's Marina South Pier, carrying 1.5kg of 3D printed consumables. Landing safely on the ship deck and depositing its cargo to the shipmaster, the Skyways unmanned air vehicle swiftly returned to its base, with the entire flight taking within ten minutes.

The trials are being undertaken in conjunction with partner Wilhelmsen Ships Services, one of the world's leading maritime logistics and port services company. During the trials, Airbus' Skyways drone will lift off from the pier with a payload capability of up to 4kg and navigate autonomously along pre-determined 'aerial corridors' to vessels as far as 3km from the coast.

The use of unmanned aircraft systems in the maritime industry paves the way for possible enlargement of existing ship agency services' portfolio, speeding up deliveries by up to six times, lowering delivery costs by up to 90%, reducing carbon footprint, and significantly mitigating risks of accidents associated with launch-boat deliveries.

Airbus and Wilhelmsen Ships Services signed an agreement in June 2018 to drive the development of an end-to-end unmanned aircraft system for safe shore-to-ship deliveries. The collaboration marries Airbus' extensive expertise in aeronautical vertical lift solutions and Wilhelmsen's wealth of experience in ship agency services. A landing platform and control centre were set up at the Marina South Pier in November 2018, through the facilitation of the Maritime and Port Authority of Singapore. The maritime agency also designated anchorages for vessels to anchor off the pier for the trials, while the Civil Aviation Authority of Singapore worked with Airbus and Wilhelmsen to ensure safety of the trials.

Skyways is an experimental project aimed at establishing seamless multi-modal transportation networks in smart cities. Through Skyways, Airbus aims to develop an unmanned airborne infrastructure solution and address the sustainability and efficiency of unmanned aircraft in large urban and maritime environments. Having demonstrated the ability to deliver parcels safely and reliably to vessels anchored off the coast of



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Singapore, Skyways will soon be commencing another trial phase delivering air parcels autonomously in an urban environment, at the National University of Singapore.

An upcoming trial phase will involve autonomous delivery of air parcels in an urban environment, at the National University of Singapore (NUS). Skyways performed an initial demonstration flight at NUS in February 2018.

Skyways is one of multiple Airbus urban air mobility (UAM) projects, which also include the four passenger, self-piloted CityAirbus eVTOL demonstrator; the single-passenger, self-piloted Vahana eVTOL aircraft by A3; and the Altiscope project by A3 helping to shape future regulations and air traffic control requirements to safely integrate eVTOL aircraft in urban skies.

Schiebel was awarded the widely recognized EN 9100 certification for quality management systems in the aviation, space and defence industry on 1 March.

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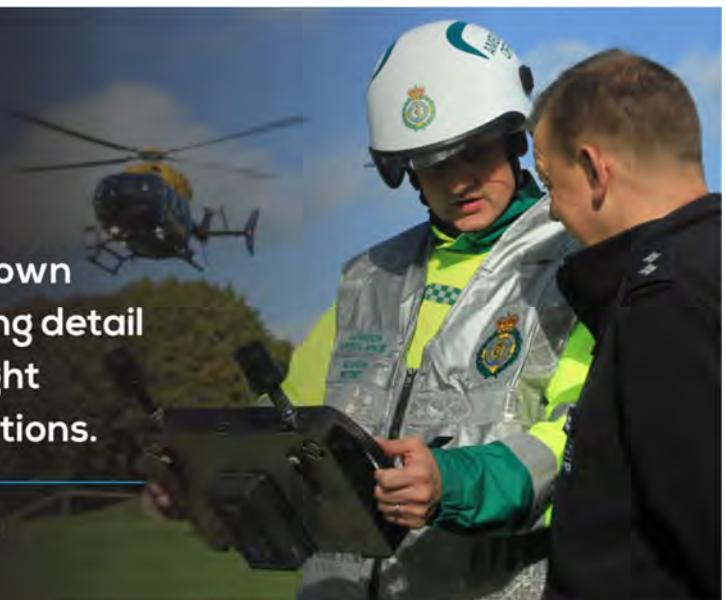


Created by the AeroSpace and Defence Industries Association of Europe (ASD), EN 9100 is identical to AS 9100 in North America and JISQ 9100 in Japan. Around 18000 companies are currently certified globally, 52 of which are located in Austria. Schiebel thus solidifies its position among the best of the best in the industry.



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PEOPLE



Steve Roussel, currently the President of APSA is not seeking re-election to the post in July. Steve, an Officer with the Los Angeles Police Department [LAPD] for over 22 years and a pilot with the air support for half of that has resigned from the police to seek a career as an airline pilot with Southwest Airlines. He has over 3,000 hours flying time, mainly helicopter, and is currently in training to enhance his fixed wing time before taking up the airline position.

Well known across the world for his presentations in the USA, Malaysia and PAVCon Europe, he will still be active as President until the new person is in post. He will remain an APSA Member and may consider returning to voluntary police flying at a later date.

A member of West Yorkshire Police who works for NPAS has been nominated in the national Control Room Awards 2019.

Chief Inspector Nick Rook is one of only a handful of registered sight impaired officers in the UK and has previously been nominated in the National Diversity Awards and European Diversity Awards for his work as a role model for other disabled police employees.

He has been a serving police officer for 20 years but four years ago suffered health complications which resulted in him losing nearly all his sight in his right eye. Since then he has suffered complications with his left eye, also affecting his vision. He was determined to retain his current position in the Force Communications Department and is now using specialist equipment to ensure he can still work effectively.

Chief Inspector Rook returned to work as soon as he could after losing sight in his right eye and since then has assisted with rebranding and setting up the first operations centre for the National Police Air Service, designed a new shift pattern which reduced sickness levels and brought in a replacement command and control system which saved the Force thousands of pounds.

He is also an executive member of the West Yorkshire Police Disability Association, a role in which he engages with others and tries to break down disability barriers.

MOVE ALONG THERE ASPIRATIONS?

Want to get further in your career? Are you a helicopter jockey and want to fly further, faster? Well it seems you should be in Romania!

The F-16 Fighting Falcon aircraft within the 53 Squadron, 86th Fetesti Air Base will start on Thursday the air policing missions under national command

"On Thursday, 14 March, the F-16 National Air Police Service will be operational. So far, we conducted this service with MIG aircraft, if we are to talk about the Romanian Air Forces," National Defence Minister Gabriel Les told AGERPRES in an interview.

The Minister mentioned that making F-16 Squadron operational will be done, for now, under national command.

A promotional banner for the DSEI 20th Anniversary event. The background is a dark, starry space scene with a satellite dish. On the left, the DSEI logo is displayed with the text '10-13 September 2019', 'The World Leading Defence & Security Event', and 'ExCeL, London www.DSEI.co.uk'. In the center, the text reads 'THE WORLD LEADING DEFENCE & SECURITY EVENT'. On the right, a circular logo says 'CELEBRATING TWENTY YEARS' around the number '20'. At the bottom, the website 'WWW.DSEI.CO.UK' and social media handles '@DSEI_EVENT' and '#DSEI' are listed.

"For now, we will make this squadron operational for Air Police under national command, and in the following months it will be conducted under NATO command," Gabriel Les stated.

Last Monday, National Defence Minister Les announced that F-16 fighting aircraft of the Romanian Army's endowment will conduct in March the Police Air Service (SLPA) under national command.

According to the Minister, the F-16 aircraft will be able to conduct the SLPA under NATO command, after the squadron will complete the certification process specific to the organization. [Yahoo Alert – NPAS]

Must have been something in the air on Monday 25th March.... was it the thwarted Brexit deal or something more sinister?



Most of us heard about the British Airways flight from London City Airport supposed to be heading south to Dusseldorf that ended up going north to land in Edinburgh by mistake but there was another flight error taking place off Scotland at pretty much the same time.

That same Monday, a Bristow helicopter operating across The Forties Field, in the North Sea and around 140miles north-east of Aberdeen, Scotland touched down on the wrong installation at the Apache-operated

Forties field. The helicopter landed on the Charlie platform, when it was intended to land on the Delta. Offshore platforms expecting a flight to arrive are made to stop activities which could put the aircraft at risk - crane operations and venting of flammable gas - and make sure helidecks are properly manned. Even though systems and procedures were put in place some time ago to ensure this kind of event couldn't happen again the lessons were clearly slipping from view. It seems that similar incidents have taken place on other North Sea platforms in recent years, on the Golden Eagle rig in 2016 and the Ravenspurn gas field in 2017 in the southern North Sea the following year. Perhaps we should be thankful that the BA service to Dusseldorf was a 'one-off' error!

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EVENTS

15-20 July 2019 APSCON The 49th Annual Conference & Exposition. CHI Health Center Omaha 455 N 10th St, Omaha, NE 68102, USA. APSCON 2019 in Omaha will continue to set the standard for excellence in the field of public safety aviation. Filled with education and training, APSA will again offer some of the best conference courses and classes in our industry, presented by the experts from our industry. The exhibition floor is a great venue to check out the latest, cutting-edge technology for public safety aviation, in addition to providing a great opportunity to visit with peers. Exhibitors will showcase their products and services to aviation unit decision-makers and end users, while creating an exceptional learning environment, in one central location. The event includes much loved social events sponsored by corporate supporters. www.publicsafetyaviation.org

The event uses the HILTON OMAHA (located directly across the street and attached via a skywalk) at 1001 Cass Street, Omaha, NE 68102 +1 402-998-3400 Discount Rate: \$134/Night; (Single/Double), plus 18.16% room tax (current tax rate, subject to change) Discount Deadline: June 25, 2019. Check out the APSA website for the details. There is a Hotel Airport Courtesy Shuttle Available, on request (Omaha Eppley Field). A taxi would cost \$11 one way. Parking On-Site: \$15/Day Self-Parking/\$21/Day Valet
The alternate/overflow hotel is the OMAHA MARRIOTT DOWNTOWN at the Capitol District at 222 North 10th Street, Omaha, NE 68102 +1 402-807-8000. This offers a similar Discount Rate: \$134/Night; (Single/Double), plus 18.16% room tax (current tax rate, subject to change) Discount Deadline: June 25, 2019. Check out the APSA website. Hotel Airport Courtesy Shuttle Available, on request taxi and parking as above.



HELICOPTER LINKS
The online yellow pages of the helicopter industrySM





COMING THIS MONTH

Rotorcraft Asia (RCA) 2019 and Unmanned Systems Asia (UMSA) 2019, taking place from 9 – 11 April 2019 at Changi Exhibition Centre, Singapore is requesting applications for media accreditation with later this month as the closing date.

It is an important show in terms of the Asia Pacific Region but only time will tell whether its impact will have been muted by the closeness of the annual helicopter specific Heli-Expo in Atlanta and the broader bi-annual International Maritime and Aerospace Exhibition in Malaysia (LIMA) in late March. The latter is a big show appearing turn around with the Singapore Air show, but it has been putting out significant helicopter news stories that might be expected to appear during the Singapore event.

Asia Pacific is a growth area that is expected to outperform both the USA and Europe in coming years, but this may still not afford a great deal of material and content to promote itself to the wider world.

Nonetheless Rotorcraft Asia 2019 is designed to provide a strategic springboard into the wealth of opportunities in this thriving region. It remains to be seen what advertising rich announcements will be made at the event particularly in the fields of the airborne emergency services.

Posted exhibitors are relatively low and boosted by co-locating the vertical lift event with the broader content of Unmanned Systems Asia 2019, which promotes drones in the commercial and defence fields and not restricted to just aerial platforms. Promotion states the drones are from land sea and air.

For the first time in Asia, Bell Helicopter and Volocopter will be showing their new Electric Vertical Take-off and Landing (eVTOL) technologies such as air taxis at the Urban Mobility Showcase 2019. eVTOLs looks to be a central focus but that does not mean that battery technology has suddenly improved overnight since Atlanta.

Rotorcraft Asia 2019 and Unmanned Systems Asia 2019 will be held in conjunction with the 7th World Civil Aviation Chief Executives Forum (WCACEF) organised by Civil Aviation Authority of Singapore (CAAS) at the Singapore Aviation Academy on 8-10 April.



CALL FOR PAPERS – PAVCon

https://www.facebook.com/PoliceAviationConferenceEurope/?modal=admin_todo_tour

Call for Papers - Deadline 20 April 2019

The PAVCon Europe Police Aviation Conference is inviting abstracts for consideration for the 2019 conference programme.

As the General Aviation sector of the aerospace industry continues to struggle to support industry, the Airborne Emergency Services [police, fire and ambulance] can provide lucrative contracts for initial purchase and mid-life upgrade for the right product.

This year PAVCon Europe brings to Amsterdam many of the most influential officials in the airborne emergency services in one place – this is an opportunity to speak to them in open forum.

If your product is new, interesting or market leading we offer you space and time to interest the audience.

This will be no time for describing the features of your office or workplace – the product and what it might offer the customer will be your prime focus.

Amsterdam Schiphol Oost Airport is a prime location – easy to reach, most airlines will offer a service that will fly direct into the airport – and an easy opportunity to be in the right place and the right time. There will be the most senior officials on site with a need to select and purchase in the near future. You need to interest them in your product – now.

Conference Advisory Personnel are now accepting abstracts for consideration for inclusion in the 2019 conference programme. If you are interested in presenting at this or future PAVCon events, have an interesting paper within the topic guidelines, you are invited to submit your proposal for consideration as an abstract of approx. 250 words.

COMING LATER THIS YEAR

18 Aug 2019 [Sunday] The 5th World Helicopter Day. This is the fifth year of the event with rolling open days around the globe. Call is out for event locations coming up for this year. The appeal is directed at individual company's and or organisations that might like to host an open day at their location then put details are on the website. Nil cost to be involved. Goal is to promote the industry in local communities around the world and achieve some PR both locally and internationally for what helicopters (and the people in the industry) do for society. Website: [World Helicopter Day - Celebrate Vertical Flight!](http://WorldHelicopterDay.com) FB: <https://www.facebook.com/pg/worldhelicopterday/> #worldhelicopterday

The event attracts some regular host locations across the world, in recent years three in Australia, four in the USA and Canada - which compares well with the three in the UK - and single events in South Africa and Serbia.

It is a growing event that is designed to be a low-cost window on to the rotary aircraft world.



DIARY

8-10 April 2019 Commercial UAV Expo Europe, Amsterdam, Netherlands. After powering forward with nearly 40% growth in its second year (700+ attendees from 43 nations, 50 exhibitors, rave reviews) the show returns to Amsterdam in its preferred calendar slot. The leading pan-European conference and expo focused on commercial drones will convene top UAV experts and buyers from all key vertical markets, from across the globe. 1,500+ attendees and 75+ exhibitors. www.expouav.com/europe

Diversified Communications technology group +1.978.371.1792 phone / +1.978.590.9164 mobile www.expouav.com/europe

11-12 April 2019 UAS Drones Disaster Conference, FIU | Kovens Conference Center, 3000 Northeast 151st Street,

www.PoliceAviationNews.com
A wealth of on-line resources

