

heliweb

Heli-Expo Review

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march 2015



Heli-Expo 2015: A full review

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Blue Sky Network talks to heliweb in Orlando

Tell me what sets Blue Sky Network apart from other tracking systems out there.

[Blue Sky Network](#) is an American based company and industry leader in aircraft tracking since 2001. By Offering various state-of-the-art products such as FAA certified installed, portable, and handheld devices, portable, and handheld devices, our goal is to stay ahead of the curve in providing requirement-compliant solutions to the challenges facing the industry. Blue Sky Network's features include: 100% global coverage, real-time tracking, free geofencing, mobile apps and customized solutions.



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BSN offers installed, portable, and handheld devices. Give me a breakdown of advantages and disadvantages of the use of each.

Every operator has different requirements, so our vision is to make our equipment and solution compliant with any requirement, for whomever needs it. Therefore, Blue Sky Network offers various solutions for vast requirements.

- [D1000-series](#) with [ACH1000](#): For operators that want tracking, voice communication, and two-way messaging in the cockpit, this is an installed unit that will provide all of those options.
- [HawkEye 7200](#): Charter operators typically do not want to install avionics on an aircraft that they do not own. Therefore, our portable solution, the HawkEye 7200 works best. Because of the ease with which the unit can be put in and taken out of the aircraft, the same reliable tracking can be obtained with the portable system as with the installed system without the cost and time of installation and removal.
- [HawkEye PT](#) and [HawkEye PT Plus](#): Our handheld device, the HawkEye PT, works the same way as the portable, but the handheld offers two-way messaging from the device itself. Operators really like the portability, capability, and ease of the handheld because it provides tracking, two-way messaging, and a quick position button. The pilot can take it with him/her on the aircraft and when he leaves. It's really handy if the flight is going to a remote area where there is no cell coverage.

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Nick Tucky explains products from Blue Sky Network.

Click button to watch video.

because the pilot can still send and receive messages and continue to communicate with dispatch and crew.

Is the tracking in real time or in intervals?

The system is in near real time. The frequency of position reports can be customized based on the customer's requirement. The aviation standard is one position report every two minutes.

What are some examples of particular challenges that a BSN system will help to overcome and how?

Global coverage - international flights

There are issues with tracking flights that cross international borders. Upon crossing the border, the flight drops off popular free web-tracking software, as it is no longer covered under US-based radar systems or ADS-B ground stations. With the HawkEye 7200 and SkyRouter, however, the flight continues to track seamlessly, and an automated email is sent to dispatch alerting the team that the flight has crossed an international border. An email notification is also sent as soon as the flight lands.

Two-way messaging - weather and dispatch information

On a charter flight, the dispatcher notices some adverse weather conditions that were not part of the initial weather briefing. Using SkyRouter, the dispatcher sends an updated METAR and TAF for the arrival airport to the pilot, who receives this information as a pop-up on their iPad. Switching from their EFB app to the HawkEye Link app, the crew is able to plan around the weather and communicate the flight delay to the customer.

Sending maintenance information outside of cell coverage

After landing at a remote airport in South America, the crew notices a maintenance problem with the aircraft. Using the portable and battery-powered HawkEye 7200, they fill out a maintenance form and send it to the home base. The Director of Maintenance responds with a recommended corrective action using the email communication feature, and the crew is able to find a resolution to the problem locally.

Customer support is a big issue. Tell me about your customer support and why it's the best.

At Blue Sky Network, we pride ourselves on offering our customers responsive, competent and excellent service. Our customers are the most important part of our business, and we work tirelessly to ensure your complete satisfaction, now and for as long as you are a customer.

Blue Sky Network has a one ring policy when customers call. They will not have to wait for someone pick up the phone. If they have a technical issue, they will speak to an engineer or developer who designed the system. We also offer 24/7 technical support for our customers.

What is the future for Blue Sky Network?

We are currently working on our next generation product that will be available soon. Our vision is to exploit modern technology and minimize equipment to provide state-of-the-art solutions that are appropriately priced.



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VAN HORN TAIL ROTOR BLADES



BELL 407GX SN 54304
VIP CONFIGURATION; CORPORATE SOUNDPROOFING



EUROCOPTER EC135T2+ SN 630
S/DP IFR; EMS CONFIGURATION



EUROCOPTER EC135 T2 CPDS SN 420
S/DP IFR; EMS CONFIGURATION



SIKORSKY S-76C+ SN 760464
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SIKORSKY S-76C++ SN 760781
SINGLE PILOT IFR; VIP CONFIGURATION

March 29-31, 2015
2015 Army Aviation Mission
Solution Summit

Nashville, TN
quad-a.org/2015summit/

March 23-25, 2015
CHC Safety & Quality Summit

Vancouver, BC Canada
chcsafetyqualitysummit.com

April 28-30, 2015
Aerial Fire Fighting Europe 2015

Zadar, Croatia
tangentlink.com

May 5-7, 2014
Forum 71 - Transforming Vertical
Flight Technology

Virginia Beach, VA
vtol.org

May 19-21, 2015
EBACE

Geneva, Switzerland,
www.ebace.aero

May 21-23, 2015
HeliRussia 2015

helirussia.ru

July 15-18, 2015
ALEA Expo 2015

Houston, TX
alea.org

July 20-26, 2015
EAA Airventure Oshkosh 2015

Oshkosh, WI
 920-426-4800
airventure.org

September 16-19, 2015
China Helicopter Exposition

Tianjin, China
helicopter-china-expo.com

September 22-24, 2015
Sustainability 2015

Montreal, QB Canada
vtol.org

November 17-19, 2015
NBAA

Las Vegas, NV
NBAA.org

May 19-21, 2016
HeliRussia 2016

helirussia.ru

July 18-24, 2016
Farnborough International

UK,
www.farnborough.com

July 25-31, 2016
EAA Airventure Oshkosh 2016

Oshkosh, WI
 920-426-4800
airventure.org

July 20-23, 2016
ALEA Expo 2016

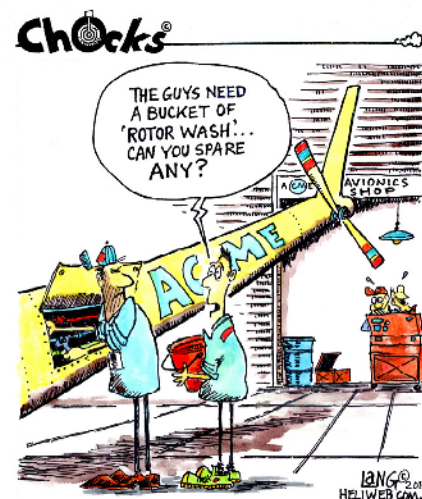
Savannah, GA
alea.org

November 1-3, 2016
NBAA

Orlando, FL
NBAA.org

July 23-28, 2017
ALEA Expo 2017

Reno, NV
alea.org



October 10-12, 2017
NBAA

Las Vegas, NV
NBAA.org

July 9-14, 2018
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Louisville, KY
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October 30-Nov. 1, 2018
NBAA

Orlando, FL
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July 14-19, 2019
ALEA Expo 2019

Houston, TX
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October 22-24, 2019
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Courtney Scott

**question:**

What are the requirements for a person with two DUIs on his or her driving record who wishes to obtain a second or third class medical?

answer:

. This depends on when the DUIs occurred. If one is recent and the other is within 10 years, a substance abuse evaluation and driving record history over the past 10 years would be required. If both DUIs are quite remote, we may only ask for a personal statement from the applicant. If both are quite recent, a full set of psychological and psychiatric evaluations may be required.

question:

If I have a package of medical data to be reviewed for issuance of my certificate, will the evaluation come via regular mail? And is there any guesstimate on how long reviews are taking?

answer:

At this time we still use regular mail to transmit required documentation. There is some variation on the review, according to the complexity and nature of the case. The Certification Division had some major challenges with the IT support systems last year, but these have been mostly resolved. In general, most cases take about six weeks to review and disposition once they get to Oklahoma City.

Note from the editor: The following two questions are from two different individuals but being that they are so close in nature, the answer given is relevant to both.

question:

I had a kidney stone attack about two months before my FAA flight exam. The [Aviation Medical Examiner] AME didn't renew my third class medical and printed out the regulations pertaining to my situation. How

Courtney Scott, D.O., M.P.H., is the Manager of Aerospace Medical Certification Division in Oklahoma City, Okla. He is board certified in aerospace medicine and has extensive practice experience in civilian and both military and non-military government settings.

long will I likely have to wait before the FAA renews my medical certificate once I complete the required tests?

answer:

Kidney stones, or a history thereof, is disqualifying for medical certification. However, if the stones have passed or been extracted by medical procedures, certification is almost always granted. If the stones are retained, then the FAA will require appropriate imaging to demonstrate size and position of the retained stones, and a statement from the treating urologist as to the likelihood of these stones being a problem. If the stones are not likely to be a problem, special issuance is usually granted, with periodic follow up.

question:

My third class medical is due in a few years. I have had two kidney stone

attacks during the last 12 months. The stones passed on their own without the need of any special medical procedures. A urologist is performing some tests as required by the FAA and is going to write a letter for the FAA explaining my current condition and what he plans to do to rectify my kidney stone issue. I had some X-rays taken and they indicate that I have some additional kidney stones but the urologist has indicated that only one of the stones is large enough to cause a problem when and if it passes.

Please provide your recommendations. For example, what tests are required by the FAA given my facts and circumstances, and should I have the large kidney stone removed prior to going in for my bi-annual? Will the FAA accept the opinion of my urologist that only one of my kidney stones is large

enough to cause a problem? If not, please provide your recommendations.

answer:

Per the previous answer, you would be considered for special issuance. You might ask your urologist if it would be appropriate to evaluate why you have had so many stones and see if there are dietary changes or medications that might help to alleviate this. As you work with your urologist, you might also consider if the residual stone that might be a problem is in a position where it might be possible to extract it or treat it with a lithotripsy procedure. This is a clinical decision that the FAA will not make or weigh in on.

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jim gardner



the anatomy of aviation insurance

The dreaded broker of record letter

The broker of record letter is a simple document that establishes the written intent of an aircraft owner or commercial operator for the insurance underwriters to deal with a specific broker. Unfortunately, this simple document is misunderstood by many clients and misused by some brokers.

Because the aviation insurance industry is so small, all aviation insurance companies and underwriters except one use the broker system rather than captive agents. In the auto insurance industry, it is common for an agent to represent only one company, like State Farm or Allstate. Other companies, like Geico, market directly to the consumer. When you call an agent of one of these companies, you know what market you are talking to. It is easy to understand that when you call another agent from the same company, you are not likely to get a different quote and/or be referred back to the original agent. Quality aviation specialty brokers have access to all markets except the single "direct writing"

company that specializes only in light piston owner flown aircraft.

There is seldom a week that goes by when a prospect calls for a quote without realizing that he can shop the entire aviation insurance market with one or two phone calls or emails. All too often a broker will shop the marketplace for a new prospect only to find there are several other brokers who have been requested to shop the market as well, making his efforts fruitless. This new or uninitiated aviation insurance shopper usually doesn't have an established relationship with a broker and doesn't understand the nature of the aviation insurance market. He wants what everyone wants, the best coverage at the best price. Nothing wrong with that!

Who is your broker of record? A broker of record is the agent who services your current aviation account with your current insurance company. On a new purchase or a renewal any broker can have free access to all the other markets except this one. When you

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call a broker for a quote and give him all the required information to get that quote, he will automatically shop all markets available to him. Your current insurance company will advise him they are "involved" and cannot offer a competing quote. If this broker is the first to contact the underwriter with a valid quote request for this new or renewal period, he then becomes the established broker of record for that market. All other brokers with subsequent quote requests will be informed of this "involvement" and be denied a quote. The only time there is not an established broker of record in at least one market is if this is a new purchase by a new owner and/or named insured without any previous contact to the underwriters.

When is a broker of record letter required? Remember, the underwriters don't care which broker you use. But,

they will deal only with your current broker, the first broker with a valid quote request, or any broker you specify in writing. Because of efficiency and time constraints, they only want to provide one quote for one risk. That is not unreasonable. Nor is it anti-competitive. A key point to remember: the underwriters of the several companies establish the pricing and terms of each quote, not the broker. A broker of record letter is needed to give a specific broker access to one market, several markets or all markets. The successful broker will not take on a new client without first establishing what markets the client wishes him to have if not all markets.

Two ways to view a broker of record letter--I look at a broker of record letter two ways: hiring a new broker, or firing an old one.

In firing an old broker, you are usually preventing him from obtaining new or renewal quotes including your current insurance carrier. I encourage my new clients to inform the old broker of their decision prior to initiating a broker of record letter.

In hiring a new broker or brokers, you can assign him all markets or just one.

When assigning all markets, you may want to address the broker of record letter "To All Aviation Insurance Underwriters". When assigning a single market, address the broker of record letter only to that specific underwriter/company.

Broker of record letter abuse. It is a normal and acceptable practice for a broker to ask for a broker of record letter. Usually, the successful broker will



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fully explain what the broker of record letter means and why he needs it. He will also give the new prospect the options available to him in the marketplace. It is unfortunate and terribly short sighted, but there are a few brokers who take advantage of a prospect's lack of understanding of the broker system in the aviation insurance industry. They will press the prospect for a blanket letter to all markets, winning the business by default even when it is clear that the prospect is only initiating a search for a broker he likes.

In the end, the successful broker builds his client base the old fashioned way he earns their trust and business through superior service and putting the client's interests first. In turn, he is usually rewarded by the loyalty of his client base. In the end, the client gets the right coverage for best price through a broker he enjoys doing business with.

Don't be afraid of the broker of record letter. Learn to use it to your advantage.

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Day one

Day two



Day three

AgustaWestland initiates production phase of AW609 TiltRotor



Announcing expansion of AW609 TiltRotor program industrial operations, designating AgustaWestland Philadelphia as the first final assembly line The start of the production ...[go to story](#)

The future is now! Airbus Helicopters unveils its all-new H160 as the benchmark for medium-class rotorcraft



In one of the industry's most anticipated events, Airbus Helicopters today presented its all-new H160, raising the standards for performance, cost effectiveness, passenger ...[go to story](#)

Bell Helicopter introduces the new Bell 407GXP



Bell Helicopter, a Textron Inc. company (NYSE: TXT), introduced today at Heli-Expo 2015 the new Bell 407GXP. The new aircraft incorporates the reliability and advanced ...[go to story](#)

Sikorsky S-97 RAIDER™ team begins final assembly of second aircraft



Sikorsky Aircraft Corp., a subsidiary of United Technologies Corp. (NYSE: UTX), today announced the start of final assembly of the second S-97 RAIDER™ helicopter at the ...[go to story](#)

Heli-One now certified to provide high-quality MRO services for helicopters operating in Brazil

Brazil is the latest in a growing number of countries where Heli-One is able to deliver its leading helicopter maintenance, repair and overhaul (MRO) services. The National ...[go to story](#)

EASA approves Type Certification for S-76D™ Helicopter



The EASA has approved the VIP Type Certificate for the S-76D™ helicopter, allowing for operation of the aircraft in Europe. The ...[go to story](#)

AW189 certification validated by FAA

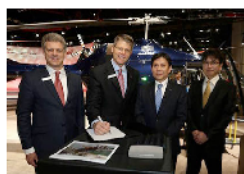


Deliveries to US customers to commence shortly Success in the super medium twin category evident through strong sales and diverse order book Several aircraft delivered to ...[go to story](#)

AgustaWestland launches new online training section

Providing customers with easy and instant access to training and course management Trainees' profiles, data and statistics at a glance via a new customer-dedicated secure ...[go to story](#)

Bell Helicopter announces the sale of ten Bell 505s to SECO International in Japan



Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today that SECO International in Japan, has entered into a letter of intent to order 10 Bell 505 Jet Ranger ...[go to story](#)

Heliconia Industrie appointed as an AgustaWestland Authorized Service Centre in Morocco



Supporting AW139s performing offshore transport Strengthening the partnership with official distributor and AW139 operator Heliconia Two AW139s already in service in Morocco ...[go to story](#)

Airbus Helicopters' HCare brings a new dynamic in customer service, with comprehensive coverage, quality and performance

- Priorities on customer satisfaction while ensuring safety and operational availability
- Rollout of new enhanced warranty conditions: 3 years or 2,000 hours ...[go to story](#)

Airbus Helicopters announces updated release of its H225 Flight Crew Operating Manual

- Now extended to include emergency procedures
- Provides best practices and recommendations for H225s in oil and gas missions
- Airbus Helicopters is the first ...[go to story](#)

Bell Helicopter, Hughes Aerospace align to offer performance based navigation in China



Bell Helicopter, a Textron Inc. company, (NYSE: TXT), has contracted Hughes Aerospace Corporation to develop performance based navigation (PBN) procedures for use by [...go to story](#)

Marengo Swiss Helicopter to offer Sagem ICDS-8A glass cockpit for SKYe SH-09 helicopter

Marengo Swiss Helicopter (MSH) has selected the Sagem (Safran) ICDS-8A Glass Cockpit suite as part of the standard avionics/instrument package for their new SKYe SH-09 [...go to story](#)

Donaldson receives EASA approval for AW139 Inlet Barrier Filter installation



Donaldson Aerospace & Defense, a division of Donaldson Company, Inc. (NYSE: DCI), announced that Finmeccanica-AgustaWestland has received European Aviation Safety Agency [...go to story](#)

LORD Corporation's Active Vibration Control System selected by Korea Aerospace Industries for the KUH MEDEVAC helicopter

LORD Corporation, a leader in the management of vibration, noise and motion control, has announced the award of an Active Vibration Control System (AVCS) contract with Korea [...go to story](#)

Bell Helicopter and Turbomeca to offer Service By The Hour program on Bell 505

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced a collaboration with Safran Turbomeca USA (Turbomeca) to provide a Service By the Hour (SBH) program for the [...go to story](#)

Bristow Group more than triples its H175 orders and secures comprehensive support services agreement with Airbus Helicopters

- Bristow to receive 17 H175 helicopters
- Comprehensive support services agreement also is signed to secure successful operation of rotorcraft
- This is the [...go to story](#)

First Bell 407GX sold to Italian customer at Heli-Expo

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today the sale of a Bell 407GX to Italy-based, Elicompany. The aircraft, configured for corporate and VIP [...go to story](#)

First AW119kx helicopter delivered to China

The aircraft will perform private transport operations AW119Kx is the most capable single engine helicopter available today New technology integrated flight deck, high [...go to story](#)

HAI Chairman, Gale Wilson, leads Hillcrest Aircraft Company to IS-BAO Stage 1 registration

ARGUS International, Inc. (ARGUS) is pleased to announce that Hillcrest Aircraft Company has achieved IS-BAO Stage 1 registration. The IS-BAO registration is awarded [...go to story](#)

Helicopter Maintenance magazine presents 2014 Helicopter Mechanic of the Year Award to Kevin Lederhos

Helicopter Maintenance magazine announces that Kevin Lederhos has been selected as the recipient of its 2014 Helicopter Mechanic of the Year Award. 53 year old Lederhos, from [...go to story](#)

Bell Helicopter announces Purchase Agreement with National Operations Centre, in Trinidad and Tobago for Bell 429 and Bell 412EPI

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today the sale of four Bell 429s configured for Airborne Law Enforcement (ALE) and one Bell [...go to story](#)

Metro Aviation delivers Sweet Sixteen refurbishment to First Flight

It has been sixteen years since Metro Aviation first completed the EC135 P1 known as First Flight. Since then, Metro has operated and maintained the aircraft for Holmes [...go to story](#)

Simplex Aerospace receives order for 15 agricultural spray systems from Bell Helicopter

Simplex Aerospace received an order from Bell Helicopter for 15 Simplex Model 208 Agricultural Spray Systems for the Bell 407GX. The systems will be delivered to Bell [...go to story](#)

AgustaWestland sets new safety benchmark for helicopter gearboxes with a 60+ minutes “run dry” capability

AW139 will be the first helicopter ever to enter service with such a capability. Delivers improved safety for offshore operations 30 minutes more than any other currently. [...go to story](#)

North Flight Data Systems receives Canadian validation for AS350 and EC130 installation

North Flight Data Systems, LLC (NORTH), now a department of Outerlink Global Solutions, has received Transport Canada approval of their AS350/EC130 FAA STC for the. [...go to story](#)

Heli-Expo day 1: Garmin avionics are abundant!



It's been an exciting start to Day 1 of Heli-Expo 2015 in Orlando today and Garmin has sure been busy showcasing several new products, which are tailored to helicopter. [...go to story](#)

Microturbo and Bel Air Aviation A/S sign a SBH agreement for the AW189 e-APU60

Microturbo (Safran) and Bel Air Aviation A/S are pleased to announce the signature of a Support By the Hour (SBH) agreement for the e-APU60 on the AW189 helicopter. Bel Air. [...go to story](#)

AS350 lands at Helicopter Flight Training Center

The Helicopter Flight Training Center (HFTC) in Shreveport, Louisiana is growing at a steady pace. Already home to a FlightSafety AS350 Level 7 Flight Training Device and. [...go to story](#)

Outerlink partnering to change the future of flight data monitoring, tracking and communications

The future is near, and her name is IRIS. IRIS is not just flight tracking, nor is it just flight data monitoring. IRIS is all-encompassing, giving users the capability to. [...go to story](#)

HNZ Group Inc. announces acquisition of Airbus Helicopters AS350 B2/B3E Level 7 Flight Training Device at 2015 HELI-EXPO

HNZ Group Inc. (TSX: HNZ.A, HNZ.B) (the “Corporation”), an international provider of helicopter transportation and related support services, is pleased to. [...go to story](#)

South Korea firefighting service provider, National 119, benefits from rapid, on-site EC225 support from Heli-One

A primary provider of private firefighting and rescue services in South Korea had one of its key helicopters safely back in service in less than one-half the expected time. [...go to story](#)

Japanese aircraft operator Aero Asahi Corporation Super Puma helicopter gets swift on-site retrofit from MRO company Heli-One

Japan's national leader in aircraft charter has quickly given new life to its largest capacity helicopter with upgrades performed promptly, safely and on site by Heli-One. [...go to story](#)

Metro Aviation completes 75th Airbus EC145

Metro Aviation operates the largest, most comprehensive air medical completion center in the world and has completed more EC135s and EC145s than any other completion. [...go to story](#)

Sikorsky to expand iFly™ application to include S-76D helicopters

Sikorsky Aircraft Corp., a subsidiary of United Technologies Corp. (NYSE: UTX), today announced its expansion of the iFly Sikorsky™ iPad application (app) to include. [...go to story](#)

Bell Helicopter and Air Methods Corporation reach agreement for 200 Bell 407GXP helicopters

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today an agreement for the sale of 200 Bell 407GXPs configured for Helicopter Emergency Medical Services. [...go to story](#)

Sikorsky and Bristow embark on era of search and rescue

Sikorsky Aircraft Corp. today recognized Bristow Helicopters Ltd.'s upcoming launch of the U.K. search and rescue (SAR) contract and the company's dedication to SAR over. [...go to story](#)

Bell Helicopter and Waypoint Leasing ink largest agreement for “Relentless” aircraft

Bell Helicopter, a Textron Inc. company (NYSE: TXT), announced today Waypoint Leasing (Ireland) Limited (“Waypoint”) has signed a letter of intent (LOI) to acquire. [...go to story](#)

Rolls-Royce to boost power, fuel efficiency for Bell 407GXP helicopters

Rolls-Royce and Bell Helicopter have signed a long-term agreement to install upgraded M250 engines in new Bell 407GXP helicopters, boosting power and fuel efficiency. [...go to story](#)

Pratt & Whitney Canada's FASTTM engine performance monitoring and diagnostic solution certified on AgustaWestland AW139

Pratt & Whitney Canada (P&WC) recently certified the Flight Data Acquisition Storage and Transmission (FASTTM) engine diagnostic solution for the AgustaWestland [...go to story](#)

Rolls-Royce, Robinson Helicopter sign agreement for 1,000 RR300 engines

Rolls-Royce and Robinson Helicopter Company have signed a new, 10 year agreement to supply at least 1,000 RR300 engines to power R66 aircraft. The Rolls-Royce RR300 has been [...go to story](#)

Metro Aviation completes first EC145e

The helicopter industry will be introduced to the newest edition of the Airbus Helicopters EC145 platform, the EC145e, at HELI-EXPO 2015. Metro Aviation recently configured [...go to story](#)

CommLab offers unprecedented training for Communication Specialists and Operational Control Specialists



The Helicopter Flight Training Center, a world-class facility for pilot and maintenance training, recently introduced the revolutionary new CommLab. The CommLab is designed [...go to story](#)

First two P&WC-powered EC175 helicopters delivered to NHV

Two Pratt & Whitney Canada PT6C-67E-powered EC175 helicopters have been recently delivered to Belgian operator NHV (Noordzee Helicopters Vlaanderen). NHV, one of the [...go to story](#)

Sikorsky S-76D™ kicks off international demonstration tour

Sikorsky Aircraft Corp. announced today that an S-76D™ helicopter will embark on an international demonstration tour beginning next week in Southeast Asia. The [...go to story](#)

P&WC launches SMART offerings for mature helicopter engines

Pratt & Whitney Canada has launched a new suite of maintenance solutions for operators of helicopter engines. Introduced under the P&WCSMART banner, these [...go to story](#)

FAA certifies Sikorsky S-92® Gross Weight Expansion and TCAS II

Sikorsky Aircraft Corp. today announced the certification by the Federal Aviation Administration (FAA) of a gross weight expansion (GWE) for the S-92® helicopter production [...go to story](#)

Pratt & Whitney Canada strengthens global turboshaft engine support with the opening of two new designated overhaul facilities

Pratt & Whitney Canada (P&WC) recently announced that its newly appointed designated overhaul facilities (DOF) Dallas Airmotive Inc. and H+S Aviation Limited (Booth [...go to story](#)

Vector Aerospace partners with Turbomeca to offer AS350 BA to B2 conversions worldwide

Vector Aerospace Corporation (Vector Aerospace), a global independent provider of aviation maintenance, repair and overhaul (MRO) services, is pleased to announce that Vector [...go to story](#)

Sikorsky and Saab launch new S-92® Customer Support Center in the North Sea

Sikorsky Aircraft Corp. today announced that the defense and security company Saab has become a Sikorsky-authorized S-92® helicopter Customer Support Center. The Customer [...go to story](#)

Guidance Aviation purchases Guimbal Cabri G2 helicopter

Guidance Aviation has confirmed the purchase of the company's first Guimbal Cabri G2 helicopter, Serial No. 1099. The original purchase agreement was forged between Bruno [...go to story](#)

FlightSafety International to increase its fleet of advanced helicopter simulators by over 40%

FlightSafety International plans to increase its fleet of advanced helicopter simulators by over 40 percent. "Since building the first Level D qualified helicopter [...go to story](#)



Associated Aircraft Group earns FAA Diamond Award of Excellence

Sikorsky Aircraft Corp. today announced that Associated Aircraft Group (AAG®), a Sikorsky subsidiary company, has earned the Federal Aviation Administration's (FAA) [...go to story](#)

BLR Aerospace delivers 850th FastFin System; military demand continues to grow

Some 850 BLR Aerospace FastFin® Tail Rotor Enhancement and Stability Systems are now operating in 30 nations worldwide, elevating the performance of Bell Medium helicopters [...go to story](#)

Bell Helicopter announces sales to Qiqihar Kun Feng General Aviation Co.

Bell Helicopter, a Textron Inc. company, (NYSE:TXT), today announced the purchase of two Bell 407GX and a letter of intent to purchase five Bell 505 aircraft by [...go to story](#)

Vector Aerospace contracted by Royal Thai Navy for complete S-76B refurbishment

Vector Aerospace Corporation ("Vector Aerospace"www.vectoraerospace.com), a global independent provider of aviation maintenance, repair and overhaul ("MRO") services, [...go to story](#)

Vector Aerospace captures growing market for AS350 series 12-year inspections

Vector Aerospace Corporation is pleased to announce that Vector Aerospace Helicopter Services – North America (HS-NA) has recently conducted three 12-year inspections with [...go to story](#)

Garmin Pilot optimizes charts and maps for helicopter operators

Garmin is pleased to announce a new version of Garmin Pilot for iOS, which adds a suite of features tailored to helicopter operators. These features incorporate helicopter [...go to story](#)

Custom Control Concepts: SkyOne In-Flight System AW609 display at Heli-Expo

Custom Control Concepts (CCC) is honored to provide the SkyOne In-Flight Entertainment and Cabin Management System for AgustaWestland's AW609 executive cabin mockup at HIA [...go to story](#)

Era Group Inc. accepts first baseline S-92® helicopter

Sikorsky Aircraft Corp. announced that Era Group Inc. (NYSE: ERA) recently accepted delivery of a baseline S-92® helicopter. The announcement was made at the 2015 [...go to story](#)

Demand for Aspen's Evolution Flight Displays for helicopters on the rise

Company reaches record milestone of 500 installed displays Thirteen Supplemental Type Certificates (STCs) on 60 helicopter models for Aspen displays currently available Aspen [...go to story](#)

First Royal Thai Army pilots, maintenance technicians complete training course to operate UH-72A Lakotas for Thailand

Thai pilots and technicians receive training at Airbus Helicopters Inc. in Texas GRAND PRAIRIE, Texas (Feb. 27, 2015) – Six pilots and 10 maintenance technicians from the [...go to story](#)

Japan Coast Guard receives EC225 for search and rescue and law enforcement missions

With the three additional helicopters, JCG now operates a Super Puma fleet that includes five EC225s and three AS332 L1s. The new EC225s are equipped with the most advanced [...go to story](#)

Bell Helicopter seals deal for 15 Bell 407GXs to the Mexican Air Force

Bell Helicopter, a Textron Inc. company (NYSE:TXT), announced the sale of 15 Bell 407GXs to the Mexican Air Force (FAM) with deliveries to begin this year. The aircraft [...go to story](#)

Universal Avionics completes first round of DAU testing for InSight™ Integrated Flight Deck

Howell Instruments, Inc. selected to engineer customized Data Acquisition Unit for use in the InSight Integrated Flight Deck for the MD Explorer® Universal Avionics has [...go to story](#)

Rotorcraft environmental testing for Universal Avionics' AHS-525 AHRS nears completion

TSO approval expected soon for low-cost AHRS for helicopter market Universal Avionics is nearing successful helicopter vibration testing and approval for its AHS-525 Attitude [...go to story](#)



training facts

Seven technologies that can reduce helicopter accidents

New aviation technologies can provide a variety of solutions that can directly and indirectly address safety issues related to worldwide civil helicopter operations. In addition, the targeted use of enhanced aviation systems in the cockpit can contribute to accident prevention and an increase in accident survivability.

With this in mind, the European Helicopter Safety Team (EHST) has worked in partnership with the National Aerospace Laboratory in Amsterdam to study the potential of technologies to mitigate helicopter accident factors.

The [study](#) analyzes accident causes and contributing factors to accidents and links them to technologies that may have prevented the accidents. The "most promising" systems are highlighted in the EHST study.

Seven technologies related to warning systems and/or improvements in pilot situational awareness are featured below.

Enhanced Ground Proximity Warning System - Risks can be mitigated by installing technological advances such as Enhanced Ground Proximity Warning Systems (also known as Terrain Awareness and Warning System - TAWS). Such systems can provide a warning of fixed, land-based obstacle hazards such as towers.

Laser radar obstacle and terrain avoidance system - Wire strikes have been a major concern for both civil and military helicopters. In addition to wire strike protection devices, there are a number of devices that warn the pilot about the proximity of wires. This specific system uses an eye-safe laser which is mounted on the fuselage to provide the pilot with the information about the surrounding environment using both optical display and aural warning. By using a laser the system can sense objects as thin as wires.

Passive tower-based Obstacle Collision Avoidance System - The Obstacle Collision Avoidance System (OCAS) consists of units

International Helicopter Safety Team — Training Fact Sheet. IHSTs goal is to reduce the Civil Helicopter Accident Rate by 80% by 2016. www.IHST.org



located on utility and power line towers and detects all air traffic entering a predefined warning zone and activates warning lights that illuminate the tower. The fact that the OCAS does not require any installation in the helicopter can make it attractive to helicopter operators.

Digital range image algorithms for flight guidance aids for helicopter low-level flight - Low-altitude and terrain-following flights are needed for both civil and military rotorcraft because carrying out such tasks at low altitude and in poor visibility can be extremely hazardous. Extensive simulation and flight tests were conducted to develop and test a complete set of algorithms for terrain following or contour flight, and more specifically to improve means of computing a reference Obstacle Contour Line for terrain-following flights.

In addition, a wire detection algorithm was designed and simulation tested using real flight test data.

Efficient Numerical Approaches for On-Board Rotorcraft Flight Performance Modelling - Modern flight systems allow aviators to complete performance and mission planning onboard the aircraft during flight. Previously, aviators planned their performance and mission as a pre-mission exercise using either paper charts and pencil, or using specialized software on a personal computer. Onboard flight performance models answer such questions as: what is the available power, what is the power required to hover or cruise, what is the maximum (flight /hover) weight, what is the maximum flight speed, how much fuel is required or what is the best rate-of-climb that can be achieved?

Radar Altimeter for altitude measurement - A radar altimeter used on an aircraft measures the actual altitude of that aircraft above the terrain by timing how long it takes a beam of radio waves to reflect from the ground and return to the plane. As such, the system provides the pilot with real time and accurate information.

Wire Strike Protection System - A U.S. Army study found that fatalities associated with wire strikes decreased by nearly half after helicopters were equipped with a Wire Strike Protection System, also called wire cutters. The system basically consists of cutters placed on the roof and bottom of the rotorcraft. These can cut through wires in case of collision and thus prevent an accident.

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Tidbits from the FAA

FAA Streamlines Aircraft Certification Process

As part of ongoing efforts to improve responsiveness to the aviation industry as it certifies new products and operators, the FAA took an important step in September to streamline the aircraft certification process to help the industry get products to market faster and retain competitiveness.

The FAA is replacing project sequencing with a new process to prioritize all U.S. aircraft certification projects. While the new process continues to use a project's safety benefit and complexity to prioritize and allocate resources, it now

offers applicants increased predictability and a commitment to a response time for the review of the applicant's compliance data. The time it takes for certification depends on the complexity of the project and the experience of the company. Once an application package has been accepted, applicants will be able to initiate projects without delay; particularly if they have an Organization Designation Authorization or are using FAA-approved individual delegated engineering representatives.

This new process responds to the recommendations from the Aircraft Certification Process Review and Reform

Aviation Rulemaking Committee formed in accordance with Section 312 of the FAA Modernization and Reform Act of 2012.

Last year, the FAA certificated approximately 10,000 aviation products. There is currently no backlog or queue for certification projects.

Helicopter Safety Effort

The FAA Rotorcraft Directorate is seeking comments from helicopter pilots, mechanics, flight safety officers, and others associated with personal/private, instructional/training, and aerial application industries about what you would like to see in a safety forum.



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The directorate will host a three-day safety forum April 21-23, 2015, in Hurst, Texas. The forum's purpose is to discuss ways to improve flight safety, particularly among personal/private, instructional/training, and aerial application industries. These three industries have consistently high accident rates. Before planning the forum, the FAA wants to know what lectures, displays, events, and programs would encourage you to attend. What topics do you think would be of the most value, and what forums have you attended that you particularly liked and why?

Please contact Eugene Trainor directly at eugene.trainor@faa.gov to submit your comments.

Bird Strikes

The FAA, in cooperation with the U. S. Department of Agriculture, Animal and Plant Health Inspection Service (APHIS), Wildlife Services, have published their latest annual report on wildlife strikes to civil aircraft. This report, posted last July, includes data from 1990 to 2013. The report states that strike rates per 100,000 movements have increased in general aviation operations, from 0.69 in 2000, to 1.20 in 2013. Damaging strikes for GA have fluctuated between 0.18 in 2006 and 0.29 in 2013.

The report also revealed that most bird strikes (52 percent) occurred between July and October, which is when birds are migrating and populations are at their annual peak following the nesting season. Sixty-two percent of total bird strikes occurred during the day and 30 percent at night. Almost twice as many strikes (61 percent of total) occurred during the landing (descent, approach, or landing roll) phase of flight compared to 35 percent during takeoff run and climb. The timing for terrestrial mammal strikes was similar, with a majority taking place between July and November. Thirty percent of all deer strikes occurred between October and November. To [view](#) the latest annual bird strike report.

USHST Looking for More Experts

The [United States Helicopter Safety Team](#) is calling for more helicopter safety experts to join their productive efforts to reduce accidents and fatalities in the industry.

The implementation committee of the USHST consists of members from industry and government who are focused on safety management, training, maintenance, and safety technology. They work together to develop educational support documents such as safety toolkits, safety bulletins,

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and essays to improve and increase safe helicopter operational practices. They also work on enhancing standard practices and requirements within the civil helicopter industry.

To date, USHST experts have created and distributed 18 safety bulletins for helicopter operators that concentrate on topics such as visibility, loss of control, controlled flight into terrain (CFIT), autorotations, training, safety management, and hazard identification.

Safety experts from the following organizations have participated in USHST efforts: Air Methods, Bell Helicopter, Boeing Company, Bristow Academy, CAE/Flightscape, Dallas Police Dept., Embry-Riddle Aeronautical Univ., FAA, Helicopter Association International, Life Flight of Maine, NTSB, Prism Helicopters, Robinson Helicopter Co., Sikorsky Aircraft, and SkyTrac Systems.

For information and criteria on how a helicopter safety expert can join the USHST effort, contact Steve Sparks via email at steven.sparks@faa.gov.

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NTSB Identification: ERA15CA089

Date: January 02, 2015

Location: Barranquitas, PR

Aircraft: ROBINSON HELICOPTER COMPANY R44 II

Injuries: 1 Minor, 2 Uninjured.

After renting the helicopter from a flight school, the pilot took off and flew to a nearby town where he picked up two passengers. He then flew them to another town to attend a party. During the flights everything was normal. Upon arrival at their destination, the pilot began to circle and asked one of the passengers to call a friend who was on the ground on his cell phone, to check the landing area to make sure it was clear for him to land. After the pilot was told it was "clear for landing," he started a smooth descent "with all of the instruments in the green arc," to the landing area which was located on a dirt road on the ridge of a mountain. The landing was smooth and the pilot touched down lightly on the skids. While the helicopter had not fully set down and was still light on the skids, he began to check the "balance of the helicopter" before setting the collective to the full down position. When he moved the cyclic forward, the helicopter pitched forward. Then when he moved the cyclic aft to its previous position, the helicopter pitched aft and he heard a "big noise" and felt a vibration. He immediately "pulled" collective and rolled the throttle to the full throttle position to get the helicopter back into the air but, the helicopter started to spin clockwise and he could not stop the rotation, even with the application of full

left pedal. He then leveled the helicopter while it was still spinning and tried to make it back to the landing site but, there was not enough power to keep it airborne. The left skid then contacted the ground and the helicopter rolled over on to its left side. Postaccident examination of the helicopter by a Federal Aviation Administration inspector revealed that the tail rotor assembly and tail boom were substantially damaged.

NTSB Identification: ERA15WA104

Date: January 10, 2015

Location: Santa Monica, Brazil

Aircraft: ROBINSON R44 - II

Injuries: 1 Fatal, 1 Serious.

A Robinson R44 II, was destroyed by impact and fire after collision with wires and terrain during cruise flight in Santa Monica, Parana, Brazil. There was a post-crash fire. The Brazilian certificated pilot was fatally injured. One passenger was seriously injured. The flight departed Porto Rico, Brazil, and was destined for Santa Monica, Brazil.

NTSB Identification: ERA15FA096

Date: January 10, 2015

Location: Catano, PR

Aircraft: ROBINSON HELICOPTER R22 BETA

Injuries: 1 Fatal.

According to the student pilot's flight instructor, the student pilot arrived at the hangar about 0800 and began his preflight inspection of the helicopter.

The helicopter departed the ramp about 0930 and remained in the traffic pattern for approximately 1 hour. As the flight instructor was sitting in the hangar, he noticed that it was taking longer than normal since he had heard the helicopter go by. He stepped outside and visually located the helicopter in a left holding pattern south of the airport which was standard procedure when the tower needed sequencing for other aircraft, then he went back inside. A few more minutes went by and the flight instructor still had not heard the helicopter, so he went outside again, but was unable to locate the helicopter. He then noticed a ports authority vehicle driving towards the police hangar, and a minute or so later he saw one of the police helicopters begin to spin up. At that moment, the flight instructor suspected a problem so he called the control tower, the controller told him that he had seen the helicopter spinning and that it had then impacted the water.

The witness saw the helicopter's nose drop, and the helicopter entered a descent, spiraling downward to the right three or four times until it impacted the water. It hit the water heading east, nose down, right side down. Upon impact, the tailboom exploded off the rest of the airframe toward the west.

A witness who was interviewed by a Federal Aviation Administration (FAA) inspector reported that he heard the engine shut down twice, and after the second time it shut down, the helicopter descended into the water.

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Radar data was received from the FAA; however, due to the quality, an accurate plot of the helicopter's path could not be made. The helicopter was recovered from San Juan Bay. The tail boom was not recovered, and is still missing as of the publication of this report.

The wreckage was subsequently taken to a secure facility where it was examined. Cabin crush patterns were consistent with a nose-down, right-side-down water entry.

NTSB Identification: CEN15WA120
Date: January 17, 2015
Location: Santa Catarina Ixtahuacan, Guatemala
Aircraft: BELL 206 - L1
Injuries: 4 Minor.

A Bell 206L-1 helicopter was destroyed after impacting terrain near Santa Catarina, Guatemala. The pilot and three passengers received minor injuries. The accident investigation is under the jurisdiction and control of the government of Guatemala. This report is for information purposes only and contains only information released by, or obtained from, the government of Guatemala.

NTSB Identification: ERA15WA105
Date: January 20, 2015
Location: Tashanta, Russia
Aircraft: ROBINSON R66, registration:
Injuries: 3 Uninjured.

A Robinson Helicopter R66 was substantially damaged during a forced landing near Tashanta, Russia. The pilot and two passengers were not injured. The flight originated in Gorno-Altaysk, Russia and was destined for Tashanta. The flight was conducted under Russian flight regulations.

NTSB Identification: CEN15FA126
Date: January 26, 2015
Location: Erie, CO
Aircraft: ENSTROM 280FX
Injuries: 2 Fatal.

An Enstrom 280FX was destroyed when it impacted terrain during final approach for landing at the Erie Municipal Airport (EIK), Erie, Colorado. Both the instructor pilot and student pilot were fatally injured and the helicopter was destroyed.

A witness reported that the helicopter was on final approach for landing on the runway at what seemed a steep angle of descent. As the helicopter descended, she heard a loud "pop" and the helicopter began to rotate and then the main rotor

blades departed off the top of the helicopter. The remainder of the helicopter fell to the ground, impacted, and then "exploded."

NTSB Identification: ERA15LA115B
Date: January 28, 2015
Location: West Palm Beach, FL
Aircraft: ROBINSON HELICOPTER R22 BETA,
Injuries: 4 Uninjured.

APiper PA-28 airplane and a Robinson R22 helicopter, experienced a mid-air collision while maneuvering for landing at Palm Beach County Park Airport (LNA), West Palm Beach, Florida. The helicopter received substantial damage and performed a precautionary landing to the runway, while the airplane received minor damage and performed a go-around and subsequently landed uneventfully.

The pilot in the airplane was undergoing a certificated flight instructor practical test from the DPE, and the airplane-rated pilot in the helicopter was receiving primary rotary wing instruction.

Preliminary radar information from the FAA revealed that both aircraft were operating in the traffic pattern at LNA prior to the accident. The airplane was performing left-hand traffic patterns, while the helicopter was performing right-hand traffic patterns.

The helicopter maneuvered around the right-hand traffic pattern and was established on a shallow final approach for a run-on landing to runway 33. About the same time, the airplane was on a left downwind, with the applicant pilot preparing for a power-off descending turn for the same runway.

The DPE stated that while the airplane had been conducting left-hand traffic patterns, he and the applicant had observed other helicopters in the right-hand pattern completing their approaches parallel and to the right side of runway 33. In light of these operations, the DPE advised the applicant that the airplane would remain clear of the helicopter, and to continue the approach and landing. Once the airplane entered the turn and while on final approach, the DPE's view of the helicopter was blocked by the cabin and right wing.

Witnesses observed the airplane overtake the helicopter from above and behind, heard the contact, and watched the helicopter enter a rapid, controlled descent to the runway.

The airplane banked sharply, the engine accelerated, and the airplane completed a go-around.

A review of the recorded radio communications revealed that the helicopter transmitted position reports on the downwind, base, and final legs of the traffic pattern. The airplane transmitted position reports for the crosswind and downwind legs.

Postaccident examination of the airplane revealed only damage to the cabin step. The helicopter displayed damage to the leading edge and spar of one main rotor blade.

The pilots of both aircraft reported that there were no mechanical issues that would have precluded normal operation in either aircraft.

NTSB Identification: CEN15LA131
Date: January 29, 2015
Location: North Little Rock, AR
Aircraft: BELL-WATSON 47 G
Injuries: 2 Uninjured.

A Bell/Watson 47-G helicopter was substantially damaged after impacting terrain during landing at North Little Rock Municipal Airport (ORK), North Little Rock, Arkansas.

According to the CFI, he was manipulating the controls and demonstrating a power off touch-down autorotation to a large open paved ramp area. While flaring for touchdown the tail skid made contact with the asphalt and the helicopter bounced into a nose low attitude. During the accident sequence the main rotor blades struck the tail boom which resulted in the complete separation of the tail rotor assembly, the partial separation of both main rotor blades, and hard landing damage to the skid gear. The helicopter came to rest upright, the CFI shut down the engine, and both occupants exited without assistance.

AgustaWestland Grand

- Total production (all variants): >180
- Comments: Certified single-pilot IFR Category "A"



- single engine performance. Engine: (2) Pratt & Whitney PW207C HP (takeoff) 735 shp ea.
- Dimensions: main rotor 35.5 ft/10.83 m Tail rotor 6.3 ft/1.94 m
- Height: 11.4 ft/3.4 m Length 38.3 ft/11.7 m Width 5.4 ft/1.6 m
- Empty weight: 3,660 lbs/1,660 kg Gross weight 7,000 lbs/3,175 kg
- Useful load: 3,351 lbs/1,520 kg
- External: 3,406 lbs/1,545 kg
- Vne: 168 kts/311 kmh
- Max cruise: 155 kts/287 kmh
- Max rate of climb: 1,830 fpm/9.30 ms
- HIGE: 15,600 ft/4,750 m
- HOGE: 10,600 /3,050 m
- Service ceiling: 16,200 ft/4,940 m
- Std fuel: 152 gal/575 lit
- Max fuel: 213 gal/805 lit
- Max range: std fuel (no reserve) 295 nm/546 km
- Range with opt fuel: 432nm/800 km
- IFR Crew: 1 Passengers 7

Bell Helicopter 206L4

- Total Production (all variants): 1,750 +
- Comments: Features a high inertia two bladed main rotor providing excellent autorotation characteristics, a smooth ride with outstanding hot/



- high performance and competitive operating costs.
- Engines: Rolls Royce 250-C30P HP (Takeoff) 726 SHP/541 kw
- Dimensions: Main Rotor 37 ft/11.3 m, Tail Rotor 5.4 ft/1.7 m
- Height: 10.3 ft/3.1 m
- Length: 42.4 ft/12.9 m
- Width: 7.7 ft/2.3 m
- Empty Weight: 2,327 lb/1,056 kg
- Max Gross Weight Std: 4,450 lb/2,018 kg
- Max Gross Weight Alt: n/a
- Useful Load Std: 2,123 lb/962 kg
- Useful Load Alt: n/a
- External: 2,000 lb/907 kg,
- Vne: 130 kn 241 km/h
- Max Cruise: 112 kn 207 km/h
- Max Rate of Climb: 1,320 fpm 6.7 mps
- HIGE: 10,000 ft/3,048 m
- HOGE: 6,500 ft/1,981 m
- Service Ceiling: 10,000 ft/3,048 m S/E Service Ceiling n/a
- Std Fuel: 110.7 gal/419 L Max Fuel n/a
- IFR Crew: n/a
- VFR Crew: 1 Passengers 6

Enstrom F28F-P Sentinel (police)

- Total production (all variants) 13 First flight 1987
- Comments: Includes 24 volt electrical system, annunciator warning panel, night, map, position,



- anti-collision & landing lights and numerous police options furnished upon request.
- Engine(s) Lycoming H10-360-F1AD w/turbo HP (takeoff) 225 shp
- Dimensions main rotor 32 ft/9.75 m Tail rotor 4.7 ft/1.43 m
- Height 9 ft/2.74 m Length 29.3 ft/8.9 m Width 7.3 ft/2.23 m
- Empty weight 1,640 lbs/744 kg Gross weight 2,600 lbs/1,180 kg
- Useful load 960 lbs/435 kg External 1,000 lbs/454 kg
- Vne 97 kts/180 kmh (SL to 915 m) Max cruise 100 kts/185 kg
- Max rate of climb 1,450 fpm/442 mpm
- HIGE 13,200 ft/4,023 m 7,700 ft/2,347 m @ 2,600 lbs
- HOGE 8,700 ft/2,652 m @ 2,350 lbs
- Service ceiling 12,000 ft/3,658 (max. op. alt.) S/E service ceiling N/A
- Std fuel 40 gal/159 lit Max fuel 53 gal/201 lit
- Max range std fuel (no reserve) 229 nm/424 km
- VFR Crew 1 Passengers 2

U.S. Helicopter accidents reduced to lowest level in over three decades

USHST points to better risk management and improving safety culture

FORT WORTH, TX – A year ago, safety experts at the United States Helicopter Safety Team (www.USHST.org) declared that 2014 would be a pivotal year as the helicopter community worked to stem a discouraging increase in fatal and non-fatal accidents. A renewed safety education and communication effort succeeded in reversing the trend as U.S. helicopter accidents totaled 130 during 2014, the lowest total since the early 1980s.

"130 accidents during the year still is 130 too many," explains USHST Government Co-Chair Jim Viola, "but we're glad to see that the numbers are continuing to go down. More helicopter operators, pilots, instructors and mechanics across the country are learning how to better manage risk and are infusing their culture with effective safety habits. Safety messages from the USHST and the IHST are getting through at the grassroots level."

According to preliminary data, total helicopter accidents decreased by 11 percent to 130 in 2014 compared to 146 in 2013 and fatal accidents decreased by 30 percent to 21 in 2014 compared to 30 in 2013. Compared to 2005 (the year before the IHST was established), total accidents are down 30 percent, from 185 to 130.

Viola adds, "Our nationwide team of helicopter safety professionals are working on more initiatives for 2015 to keep pushing the number of accidents downward -- from new audio-visual presentations available on our web site to the development of safety resource centers in training classes around the country. We want to keep moving the accident total in the right direction."

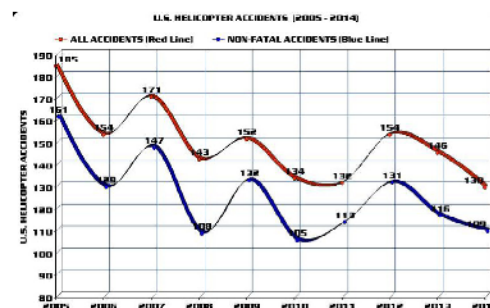
U.S. Civil Helicopter Accidents

Year	Total Accidents	Fatal Accidents
2005	185	24
2006	154	25
2007	171	24
2008	143	35
2009	152	20
2010	134	29
2011	132	19
2012	154	23
2013	146	30
2014	130	21

The USHST and the International Helicopter Safety Team (www.IHST.org) promote safety and work to reduce accidents. The IHST organization was formed in 2006 to lead a government and industry cooperative effort to address factors that were affecting an unacceptable helicopter accident rate.

Prior to 2006, the number of worldwide civil helicopter accidents was rising at a rate of 2.5 percent per year. Since 2006, the number of accidents worldwide has been decreasing by an annual rate of two percent.

More information about the IHST, its reports, safety tools, and presentations from its 2014 safety symposium can be obtained at its web site (www.IHST.org) and on the [IHST Facebook page](#).



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