

Police Aviation News

©Police Aviation Research

Number 167 March 2010

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Soteria Consortium

Selected

page 17

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

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LAW ENFORCEMENT

CHINA

SHENZHEN: At the HAI Heli-Expo 2003 it was announced that Shenzhen had ordered an Agusta A109E Power and taken an option for two other helicopters of the same type at the same time. That A109E, G-440201 c/n 11223 was subsequently delivered in February 2004 fitted with state of the art police role equipment. The Shenzhen Power was delivered equipped with video link, rescue hoist, cargo hook, rappelling kit, searchlight a Denel LEO [Zeiss] camera and flotation system.



Six years on, and again coinciding with HAI Heli-Expo AgustaWestland announced that the Public Security Bureau of Shenzhen has ordered one AW139 medium twin helicopter to add to the Power. The new aircraft will be used to perform a number of roles including law enforcement, civil protection/disaster relief, transport and control missions across the Province.

This is the second law enforcement configured AW139 ordered in China – the other being one purchased by the Beijing Municipal Public Security Bureau. No delivery date has been announced. [AW/PAR]

TAIWAN: The police in Taipei arrested two men accused of using a 21 cm long toy helicopter to search homes before burgling them. When they raided a suspects house they found stolen goods and the model helicopter as evidence. What they did not find was the second suspect.

The pair are said to have committed a dozen burglaries using the toy helicopter. The pair would ride motorbikes around areas of North Taiwan searching for suitable victims, fly the toy radio-controlled helicopter to the window of an apartment, take photos of the interior and use those to plan the burglary. The tiny battery powered helicopter was only capable of a modest 12 minutes flight time. [Apple]



EL SALVADOR

Reports on police aviation in El Salvador are very rare. Extracts and images from a log on the Ilopango, San Salvador air show in late January did bring forth some scant idea of operations there including images of two aircraft operated by the Police.

PNC-04N Robinson R-44 Clipper II and PNC-01N a Bell UH-1. The latter it seems is very rarely flown on this occasion was obliged to relocate to the other side of the runway for the air show. [Duncan Kirk]



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An advertisement for XIRRA microwave data links. The background is a green and blue globe. On the left, there is an 'AIRBORNE' section with a small helicopter icon and a 'GROUND' section with a large, complex ground station antenna system. The XIRRA logo is prominently displayed in the center. Text on the right includes 'BIDIRECTIONAL - AUTO-TRACKING MULTI-CHANNEL - DIRECTIONAL DIVERSITY GROUND RECEIVE SYSTEMS' and 'MICROWAVE TRACKING ANTENNAS AND MAP-BASED CONTROLLERS'. The TROLL SYSTEMS logo is in the top right, with the phone number '+01 (661) 702-8900' and the website 'www.TROLLSYSTEMS.com' at the bottom right.

PERU

The South Korean Government delivered eight surplus Cessna A-37 Dragonfly light ground attack aircraft Peru for use in border surveillance and counter-drug missions last month.

Seoul acquired the A-37 aircraft, a military light jet trainer that saw favour in the counter insurgency role late in its career, at a cost of \$66M from the United States in the 1970s. They were subsequently retired in 2007.

They will now join other examples of the type already operated in Peru and will be used in border surveillance operations, jointly with Brazil, and to combat drug trafficking.

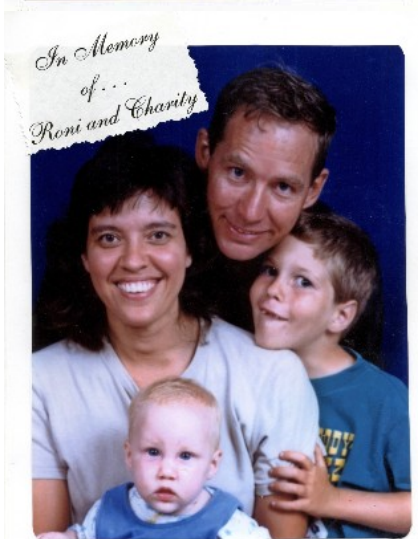
Nine years ago in issue 61 PAN carried a front page story on an 'unfortunate' shoot down of an innocent missionary and his young family over Peru. They were shot down by an armed Peruvian jet aircraft on the mistaken assumption that they were drug runners. Now video taken from a CIA surveillance craft has entered the public domain showing the whole sorry affair.

The video shows for the first time the preamble lead up to Peruvian fighter jets opening fire on and shooting down the single engine Cessna aircraft. Peruvian pilots issued a warning, but because the missionary plane pilot was on a different frequency he did not hear it. The missionaries' pilot can be heard screaming for help as the fighter jets open fire.

The pilot was flying missionaries Jim and Veronica Bowers and their children, aged 6 and 7, as they returned from a routine trip to Brazil. The release of the footage re-ignited accusations that the CIA lied to Congress to cover up its role in the bungled 2001 operation, which ended in the deaths of Veronica Bowers and younger child, Charity.

Before the attack, there was a CIA aircraft that, believing it was an aircraft used for drug trafficking, alerted the Peruvian Air Force. It was a Cessna A-37 similar to the type recently supplied by Korea. Although the CIA pilots repeatedly expressed their concern over the true identity of their target but did nothing to prevent the Peruvians from shooting down the missionaries. Veronica and Charity were killed by gunfire. The pilot was hit in the legs but managed to put the Cessna down on a river.

The nine-year investigation by the CIA determined that sixteen CIA employees should be disciplined, including the woman who was in charge of counter-narcotics at the time but apparently lays the blame for the shoot-down on the Peruvian Air Force. [ABC]



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PHILIPPINES

Last month the Philippine National Police [PNP] Special Action Force took delivery of three brand new Robinson R44 Raven II helicopters as they touched down on the parade ground of Camp Crame, headquarters of the PNP.

The new arrivals bring the fleet of helicopters in the Special Action Force to six.

SPAIN

Eurocopter and the Spanish Ministry of the Interior have signed a contract for the purchase of twelve EC135 P2i helicopters. Spain's National Police Force will operate six of the new aircraft for law enforcement missions, while the remaining six will join the current fleet of the Spanish Guardia Civil. One of this latter group of helicopters will be configured for mountain rescue missions.

The agreement calls for an initial delivery of four helicopters in 2010. Four more helicopters are to follow next year, and the remaining aircraft will be delivered in 2012. The 12 helicopters acquired under this new contract will join the 14 EC135s already operated by the National Police Force and the Guardia Civil (seven each). Two additional contracts are being negotiated and will subsequently bring the total number of EC135s up to 51, thus completing the ambitious helicopter modernisation programme of Spain's law enforcement agencies.

All 12 helicopters will be built in Spain. Eleven of them will be equipped for IFR flight. [EC]

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SOUTH AFRICA

The South African Police Service [SAPS] continues to modernise its fleet with the recent arrival of two more Eurocopter AS350B3. The pair are ZS-RGT c/n 4605 and ZS-RNR c/n 4836.

Meanwhile two former German Federal Police Eurocopter SA330 Puma helicopters have found their way to South Africa and service with Starlite Aviation Operations P/L. ZS-RRX c/n 1454 was formerly D-HAXL and ZS-RRY c/n 1577 was D-HAXT

SOUTH KOREA

The Indonesian state aircraft manufacturer PT Dirgantara Indonesia (PTDI) is scheduled to hand over one of four CN-235/ MPA (Maritime Patrol Aircraft) ordered by South Korea, by the end of 2010. All four CN-235 aircraft are currently under construction to meet an order signed in 2008 at a total cost of 94.5 million US dollars. The production of the four aircraft would be completed in 2012, joining the South Korean maritime police.

South Korea already uses the PTDI-built CN-235, including two of the VVIP version, but the newcomers are configured for maritime operations, equipped with ship detection radar. Other versions can be equipped with anti-submarine torpedoes and other stores.

PTDI has also received an order for three CN-235/ MPA planes from the Indonesian navy under a contract signed in December 2009, the first plane, the construction of which was started this year, will be handed over in 2011.

UNITED KINGDOM

NATIONAL: ACPO [the Association of Chief Police Officers of England, Wales and Northern Ireland] published within their own ranks and the police side of the air support industry a report that has yet to see the light of day. The Police Air Operations review of the National Strategy 2009 made a number of recommendations linked to the establishment of a National Air Support Unit [NASU] for England and Wales governed by a single corporate body.

The next phase in the development of the NASU has commenced, an implementation plan being scheduled to be in place by October 2010. This was under an interim project leader, Alex Marshall the recently appointed Chief Constable of Hampshire. He holds the ACPO portfolio for Air Operations [replacing Merseyside CC Hogan-Howe].

Earlier this year ACPO advertised for a NASU Project Leader of Superintendent rank to be seconded to the post for an 11 month period. The selected officer is Acting Superintendent Richard Watson from Kent Constabulary.

Ed: The new man will be responsible for management and output of a project team to talk the project through and create a paper mountain of reports with a view to ensuring the outcome is air support able to exhibit high value for money by a combination of border alteration and removal and some changes in aircraft basing so little used airframes can increase their annual utilisation. The current position is that some airframes fly 1,300 hours p.a. and yet others barely get airborne for 500 hours. Spreading the load more evenly should reduce the pressure on the high time operators to acquire new airframes. In some regions this may be too late; the stalled project to replace the high hour [11,500hrs] West Yorkshire MD900 is a pressure point that shuffling airframes around may not alleviate.

Cost savings will be achieved by centralising administration and reducing the top rank level for a number of units. Simply downgrading the local Unit Executive Officer from inspector to sergeant in a number of units can bring forth large savings – albeit once only. A similar saving should come from further centralising the buying process. Contrary to the belief of one local councillor in Cleveland the airframes themselves will not be stationed centrally.

There is a current position but that will evolve and change in the coming months as different groups [police forces, police authorities and financing sources] are consulted and PAN hopes to be able to indicate that shifting position – and the inevitable compromises - from time to time.



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INTERNATIONAL

At the recent Helicopter Association International Heli-Expo each of the prime suppliers of EO/TI sensors to the law enforcement industry was promoting its own version of an annual competition for the best footage entered by operators—regardless of source.

These competitions have been run before and tend to have their own niche events to make the awards. Flir systems tends to have its awards associated with the annual Pig Picking event at the Airborne Law Enforcement Association Exposition [this year in Tucson, Arizona] so that award naturally tends to be associated with the USA.

Well, in recent days, PAN has been assured by at least two of the contestants that this is not only a truly International event but that they have no rules that say the winner has to be using their product.

There are currently competitions being promoted by FLIR, Wescam and Zeiss.

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MERSEYSIDE: For Merseyside police, the arrest was a landmark moment in policing history that promoted their new Air Robot mini eye in the sky. The force had managed to track down and apprehend a teenager who had fled from a presumed stolen Renault Clio by using the mini quad rotor craft equipped with a thermal imaging camera.

Their enthusiasm to claim credit for the UK's first arrest using such a drone went awfully wrong after it emerged the force itself could face prosecution because officers flew the surveillance aircraft outside the rules.

The Civil Aviation Authority (CAA), which regulates UK airspace, is now investigating Merseyside police over the apparently unauthorised use of its drone to pursue the 16-year-old after he fled from a suspected stolen car in Bootle. The suggestion is that the images from the camera appear to show the craft flying other than over a clear area as required by the law, there is a suggestion that the ground below might be described as built up.

Merseyside, one of three UK forces using the drones, has now grounded its drone with immediate effect.

In a statement the force said: "The CAA introduced new statutory regulations on 1 January 2010 which requires all UAVs to be licensed by the CAA before use. Since the force has known of the change in regulations all UAV flights have been suspended and will remain so until the appropriate licence has been granted."

UNITED STATES

FEDERAL: The United States Customs and Border Patrol [CBP] has ordered further quantities of the Eurocopter AS350B3. The type has proven that it is well-suited for the CBP's surveillance missions and security patrol, it provides a cost-effective, durable and high-performance solution to meet their varied mission objectives.

The contract with the Department of Homeland Security is a multi-year contract and may result in orders for a total of 50 AS350B3s and could be worth over US\$150 million. The first helicopter on the contract was delivered in December 19, 2008 and to date, 14 aircraft have been delivered from the AEC facilities in Columbus, Mississippi.

The CBP Air and Marine has the largest airborne law enforcement fleet in the world and is responsible for nearly 7,000 miles of shared borders between the United States and Canada and Mexico. It also oversees 2,000 miles of coastal waters. The agency has more than 270 aircraft in its fleet including 53 AS350s and 18 EC120s. The Eurocopter fleet dates back to include models prior to the AS350B3, the latest deliveries are primarily to replace an ageing fleet of Hughes/MD airframes.

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The latest deliveries of airframes to a number of overt and covert Federal aircraft operators have represented a major success for the producers of the Trakka searchlight. Although the CBP and others refuse to endorse any product it has become clear that virtually every new helicopter delivered to these agencies has been accompanied by a Trakka searchlight.

Utilising a xenon lamp which requires about half the power of traditional searchlights and runs cool rather than hot enough to peel the paint on the carrier airframe, Trakka's unique optical system creates a uniform beam whether in tight focus or wide angle. Unlike outdated searchlight technology the optical design eliminates the bright hot-spot in tight focus as well as the black hole in the beam centre when using wider viewing angles – resulting in fewer lost targets.

The Trakkabeam "A" series are designed for Airborne, Marine, and other applications where an integrated motorized platform is required as part of the searchlight system. The Trakkabeam A800 is capable of being slaved to many other RS232 and 422 based systems such as thermal and video cameras, moving map displays and more.

The Trakka is an Australian product from originating from Moorabbin, Victoria, but they have a US marketing and sales contact in Shawn Mitschelen based in Albuquerque, New Mexico.



FLORIDA: The Tampa (Florida) Police Department's Aviation Unit completed Initial NVG Pilot Training offered by Night Flight Concepts (NFC), a major US provider of night vision goggles, training and maintenance.

The Tampa Police Department's (TPD) comprehensive NVG training took place on-site at the departments' flight operation facility located at the Tampa International Airport. The training incorporated use of their Bell 407 & 206L4 aircraft. Included in NFC's training package were ground and flight training for the pilots and tactical flight officers (TFO). The ground training portion included use of the NFC exclusive Virtual Terrain Board (VTB), supplied by Night Readiness, LLC of Arizona.

Based in Port St. Lucie, Florida, Night Flight Concepts provides complete night vision goggle equipment, FAA Approved Part 141 flight training, FAA Approved Part 145 NVG inspections/maintenance, and support for global customers looking to improve night flight safety for rotary wing flight operations. The company can also provide aircraft cockpit, cabin and crew station night vision capable modifications, installation and related consulting.

INDIANA: In Indianapolis their helicopters were grounded last month after costs were considered to have exceeded what local taxpayers were willing to pay. Currently the air-

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frames are not even insured.

The plan for police to fly lies in the hands of an evaluation by the new Public Safety Director Frank Straub. He is taking a look at how they are used, why they are used and the doctrine of how they are used. It is expected that his finding will be made public this month.

Straub's recommendation to the mayor could be anything from keeping the unit grounded at the heliport to maximum use. Either way, cost will be a major factor.

In 2008 the police chopper cost almost \$900,000 to operate and maintain. That number dropped in 2009 to just over \$707,000. From 2007 to 2009, the police department cut its flying hours by more than half. The main airframe used is a MD600N N500PD.

LOUISIANA: In apparent contrast Baton Rouge is starting up a single aircraft unit based on a Robinson R44. Having agreed the purchase in April 2009 the R44 N441PD was delivered in January 2010. The unit is comprised of four full-time pilots, two of whom were trained in the military and are in the military reserves, the other two are civil trained and obtained their licenses on their own for the purpose of operating the department helicopter. All four have gone through training with Robinson specifically to become certified on the company's R-44. Another pilot with the department will be certified to fly the chopper and act as a reserve pilot.

Having the helicopter in the air is a goal East Baton Rouge Parish Mayor-President Kip Holden has been working toward since 2004 when he was elected mayor and promised to purchase a helicopter for the Police Department.

The cost of the helicopter, about \$946,000, was covered by federal economic stimulus money, with fuel, maintenance and hangar space, the annual cost is expected to be about \$62,200 per year. The Police Department has budgeted about 1,000 hours of flight time this year, about 20 hours a week, 6-days a week but available on call out basis 24/7. [WAFB]

TEXAS: MD Helicopters, Inc (MDHI) delivered three new MD 500E[®] Helicopters to the Houston Police Department Air Support Division over the span of three months late last year.

The first delivery was made at the 2009 Airborne Law Enforcement Association (ALEA) Annual Conference and Exposition on July 23. The two newest were delivered on September 29 and October 1.

With the completion of these deliveries, the Air Support Division now has a fleet of 10 MD 500E Helicopters. "With each new delivery we expand the coverage and flexibility of our unit and increase the safety of our citizens," said Dan Schwarzbach, a 24 year member of the Houston Police Department Air Support Division and Chief Financial Officer of the Airborne Law Enforcement Association. [MD]

Ed: What the story does not say is that the last three MD500E were cancelled after MD were unable to meet delivery dates. The deliveries were supposed to be a part of the largest order MD had ever received but the whole deal went sour for both parties. The cancellation of the last three airframes was expected to lead to three helicopters of a new type being selected but the city council took the opportunity in these difficult times to simply cancel further purchases.



PAN

AIR AMBULANCE

AUSTRALIA

QUEENSLAND: Last month the Royal Flying Doctor RFDS service launched a new fleet of dedicated aircraft to deliver primary health care services to North Queensland. The fleet consists of two new Cessna Grand Caravans C208s and one Beechcraft King Air B200 that will be used to transport RFDS Cairns Base primary health care staff to remote communities, granting locals access to vital RFDS health services, services they may otherwise go without.

A dedicated fleet of aircraft designed to carry staff, rather than patients, means more seats enabling the service to transport more staff with a varying range of expertise and thereby deliver a wider range of health services to a larger number of patients. The fleet will be based in Cairns, the busiest RFDS base in Australia.

Aircraft were purchased with funds donated to the RFDS. [Bulletin]

EUROPE

DRF: Europe wide DRF Luftrettung's ambulance aircraft fleet has increased with the addition of an additional fixed wing jet to its fleet. The new Bombardier Lear 35 D-CCCB based at Karlsruhe/Baden-Baden airport is also sporting a striking new livery based upon the red-white corporate design of the DRF Luftrettung.



Before the flying intensive care unit was able to start its emergency missions, technicians at the DRF Luftrettung had to refit the LearJet for its use in air rescue. Over the last six months the DRF maintenance facility of installed electronic systems, medical equipment and devices including such as an enhanced ground proximity warning system, flight data recorder and a weather radar with a multifunctional display for the recording of weather data.

In cooperation with the LAR (Luxembourg Air Rescue) DRF Luftrettung operates six aircraft under the name of European Air Ambulance (EAA). These six ambulance aircraft for the worldwide repatriation of patients include five Lear 35 A and one King Air Beech 200. The new LearJet replaces one of the earlier fleet, now used as a stand-by-aircraft when another jet is in routine maintenance. Last year 794 repatriations were conducted, flying patients from abroad to their home countries. These repatriation flights were coordinated by the Mission Control Centre MCC at the airport Karlsruhe/Baden-Baden in Germany. It can be reached 24 hours a day, 365 days a year, under the emergency telephone number +49 711 -7007-7007.

Besides of repatriations with ambulance aircraft DRF Luftrettung operates 30 HEMS (Helicopter Emergency Medical Service) bases in Germany for emergency rescue and intensive care transports between hospitals. [DRF]



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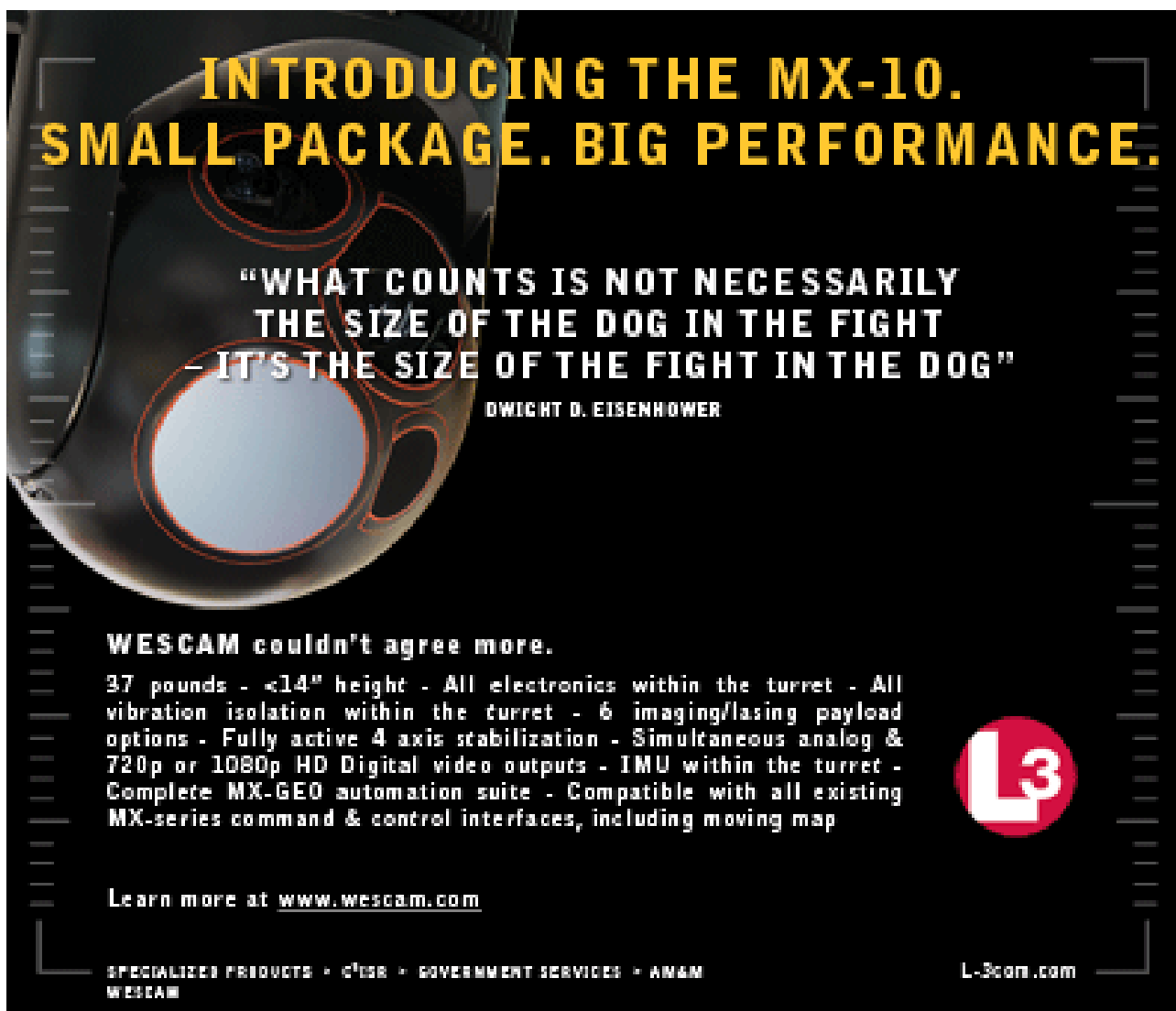
Pressure is building to have dedicated civilian helicopter resources in every state as a rapid response for emergency air evacuation requirements. Presently helicopters from the Defence Services are employed to provide air evacuation in natural disasters and other emergencies but in the past these have been found to be slow to mobilise and to take as much as 24 to 48 hours to arrive at the scene.

The military helicopters are not air ambulances as such and they do not offer specialised medical treatment that falls within the 'Golden Hour' – at best only basic First Aid is being provided. At their best HEMS helicopters are more than an air transport for the patient they should both deliver a trained medical team to the scene to prepare the patient and then act as an airborne intensive care unit during transportation phase.

The pressure to turn the corner in the level of care available is being provided by the intention of Delhi to host the Commonwealth Games this year. A HEMS network needs to be in place and that will require setting up the infrastructure from virtually nothing but hopes and aspirations. The need for trained personnel including aircrew, paramedics and technicians, landing and refuelling places is being pressured by the Rotary Wing Society of India (RWSI).

OSS Air Management announced that it is ready to import Agusta HEMS helicopters especially modified for EMS in India but it has yet to apply for their import. OSS see themselves as providing a major element of the required HEMS infrastructure on charter basis.

Ed: This infrastructure is primarily intended to serve the visitors and the upper classes in India and is not seen as a free to all service similar to the charity ambulances seen in Britain and other parts of the world.



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INDONESIA

SUSI AIR: At last month Singapore air show Susi Air and Piaggio Aero Industries announced an agreement covering the sale of two additional P.180 Avanti II to Indonesia. Susi Air ordered two Avanti II and signed an agreement for one further option.

Susi Air took delivery of one Avanti in July 2009, evaluated it and decided that it liked what it saw. The new aircraft will join the existing Susi Air fleet in first quarter 2010.

Although primarily serving the business community the aircraft will undertake a air ambulance role. During the recent Indian Ocean earthquake Susi Air aircraft were very quickly pressed into service transporting equipment and medicine for aid agencies.

SOUTH AFRICA

AIR AMBULANCE: Nine Health Department officials alleged to have cost the department up to ten million Rand [\$1.3M] through fraud and corruption involving an air ambulance, are waiting to hear what is to be done about allegations lodged with the South African Police.

The case hit the headlines when it was claimed that Health Department officials used a fixed wing ambulance for a private jaunt to Bloemfontein to watch a Confederations Cup soccer match.

The aircraft used to fly the officials to Bloemfontein to watch the match between Spain and the USA on June 24 belonged to Crause Steyl, a former mercenary involved in an attempted coup to overthrow Equatorial Guinea's President Mbasogo.

Steyl sub-leased the plane to the National Airways Corporation (NAC), the company awarded a three-year \$2M contract to provide the department with fixed wing and helicopter ambulances. [Dispatch]

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UNITED KINGDOM

GREAT NORTH: It was not so long ago that the air ambulance was financing and operating three helicopters to provide its emergency service. Then there was a period when none was sufficient after one contract [for the MD900] was cancelled at a time when the remaining aircraft were unserviceable. More recently two was just fine and able to support the needs of the Great North populace.

That was until the poor serviceability of the 40-years old Bolkow BO105 forced a rethink. They had to retire the old Cumbria based machine last month leaving just the single AS365N G-HEMS as the operational machine. Not a great situation but they already have another AS365N lined up to step in to start up a move intended to bring into service three newer machines before year end. Naturally the PR outpourings of the Great North operation are placing a positive spin on it all ... winter is quiet ... not any great call for needing three machines etc. But this game needs to be played well lest the fundraising public become disillusioned.

At least one local newspaper has highlighted that its local people are getting less than they are donating for. Some areas claim not to have seen their favourite charity basing themselves locally for over a year.

GNAAS usually operates aircraft from bases in Cumbria, Teesside and the Otterburn Ranges, but the single Dauphin 'Pride of Cumbria' is actually based in an entirely different location at Langwathby; and it has been there covering the whole of the northern region single-handedly since before Christmas.

ISLE OF MAN: The Department of Health and Social Security has announced that, following a comprehensive tendering process, the contract for the provision of Air Ambulance Services from the Isle of Man has been awarded to Capital Air Charter Ltd, who will assume responsibility for the service in April. Woodgate Aviation currently provides this service.

Capital Air Charter, based in Exeter, is currently the Air Ambulance provider to Jersey Health and Social Services.

They have been operating for over 19 years and have a substantial fleet, including six Piper Chieftain PA31 and two Beechcraft King Air aircraft.

They will provide a complete 24 hour, 365 days a year Air Ambulance Service with a dedicated, fully equipped, supported and crewed plane based at Ronaldsway Airport in the Isle of Man.

LONDON HEMS: The 'smoke and mirrors' existence of the London Air Ambulance continues. The latest positive announcement released via London radio station LBC let it be known that London's Air Ambulance will soon be moving to 24 hour operation. The news said that this was the result of the London Ambulance Service agreeing to fund paramedics right through the night, rather than up to 1am as previously.

And it is mainly rubbish for no UK air ambulance operates in the period from dusk to dawn. What has happened is that some health service funding has been made available for paramedics to travel in ambulance cars for a greater period while the daylight only aircraft is not flying.

Meanwhile to furore over the sacking of David Philpott has conveniently died away in the wake of the Charity Commission investigation and he remains divorced from London HEMS. Fortunately he has been snapped up by other sections of industry with an appreciation of his skills. He remains on the fringes of the HEMS industry.

And yet it seems no one has addressed the simple maths that will play out the end. London has no spare money and needs a new helicopter by next spring. Perhaps panic will set in and we shall see a big appeal launched before the end of the year. The air ambulance does not have a significant fundraising arm in place and we might have assumed that David Philpott was planning to turn that around when he was removed from post, it also seems

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likely that others with the necessary fundraising skills are well aware of the circumstances of the sacking and that may colour their willingness to take up London's cause. The Trustees still seem to have failed to disperse the dark shadow lurking over the future of their charge.
[LBC/PAR]

MIDLANDS: The public domain information on accounts on the Charity Commission website has led to another area of dissatisfaction being made public in the two Agusta air ambulances operating in Derbyshire, Leicestershire, Northamptonshire, Rutland and Warwickshire. Latest figures on the Charity Commission website showed that in 2008, Andy Williamson, the chief executive officer of Warwickshire and Northamptonshire Air Ambulance (WNAA), which has 11 full-time and two part-time employees, was earning between £110,000 and £120,000 a year.

Having already had issues with the Children's Air Ambulance and London HEMS in the last six months it appears that the Charity Commission is now thrust into asking WNAA for more information after concerns have been raised by members of the public about the financial governance of the charity.

Mr Williamson was voted the UK's best charity boss in 2007 by The Charity Times and was recognised by The Institute of Fund-raising as one of the best fund-raisers in the sector.

But members of the local health watchdog LINK and the Unison union criticised the wage as excessive for the head of a charitable organisation.

On the positive side the charity's balance sheet has been transformed since Mr Williamson's arrival six years ago, turning a £400,000 deficit in 2003 to a £5.2M surplus last year.

To put this operation in an aeronautical context, this five-county HEMS service operates two of the most costly air ambulances in the UK. In the past this type has dragged one air ambulance charity in Oxfordshire down to near bankruptcy and was clearly challenging its current operators until Williamson and his team pulled it up to both pay for these airframes – and subsequent upgrades - and create a surplus. The charity, number 1098874, operates as the Warwickshire and Northamptonshire Air Ambulance.

In a separate story it seems that two fund-raisers for the air ambulance that covers Derbyshire have lost their jobs because the charity wants to find different ways of collecting money.

Bosses at the Derbyshire, Leicestershire and Rutland Air Ambulance and its sister service in Warwickshire and Northamptonshire have axed the two posts but created new roles for marketing, trading and public relations staff with a view to opening charity shops and developing specialist areas of trading.

There has been criticism about spending money on managers rather than fund-raisers but the same Andy Williamson said the changes were needed to increase income and efficiency. His stance is part of the thinking that turned around the finances of Warwickshire and Northamptonshire – that of halting a tendency to 'coast' in the fundraising rather than changing and trying new areas.

The charity currently pays for marketing and public relations companies to work on its behalf, an expensive option, and it is hoped that these can be dispensed with thus saving money.

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SEARCH & RESCUE

CHINA

A backlash from mainland China was expected after it was confirmed that European helicopter manufacturer Eurocopter has sold up to twenty of its helicopters to Taiwan. Eurocopter and Taiwan are claiming the machines involved are civil models to be used for search and rescue missions, but the actual difference between civil and military is slender and may not be accepted by authorities in Beijing.

Eurocopter's heavy-duty family of helicopters, the AS332 Super Puma/AS532 Cougar and their latest-generation derivatives, the EC225/EC725, have accumulated a total of four million flight hours in service. To date, 740 civil and military variants of this product family are in service with customers around the world, mostly serving in offshore oil and gas services in the harsh conditions of the North Sea, SAR (Search and Rescue) and VIP transport, as well as demanding military missions such as Combat SAR and troop transport in hostile environments.

If there is a reaction from Beijing it will be interesting to see how it shapes up. The Super Puma family helicopters are in operation with a number of Chinese operators including the Chinese Ministry of Transport and Hong Kong Government Flying Services. Beijing has close ties with Eurocopter and most of its helicopter fleet has strong links of design or source with the EC brand.

UNITED KINGDOM

NATIONAL: Early last month the Soteria Consortium was chosen to provide a harmonised Search and Rescue Helicopter (SAR-H) service for the UK well into the 21st Century. The announcement was made by the Ministry of Defence [MoD] and the Department for Transport [DoT] in a joint press conference held at the MoD offices in London.

Currently the MoD and Maritime and Coastguard Agency (MCA) together provide a 24-hour military and civil helicopter SAR service for the UK SAR Region from 12 bases around the UK. Currently this SAR helicopter service is provided by the Royal Air Force and Royal Navy Westland Sea Kings and a civilian service operating CHC owned Sikorsky S-92 and AgustaWestland AW139 helicopters under contract to the MCA. This capability will be replaced over the next decade through a single contract placed with Soteria that will retain a proportion of military aircrew working alongside civilian aircrew trained to the same high standards. The service will continue to be managed jointly by the MoD and the MCA.

If ratified the new service, which will begin with a phased introduction anticipated to begin in 2012, will bring together the current SAR helicopter provision into one harmonised service under a single contract. Soteria is the preferred bidder but the contract is not yet signed.

The future service will benefit from a new fleet expected to be Sikorsky S-92A helicopters and will continue to operate from 12 bases in order to ensure that it provides a fully effective SAR service. The AW139 fleet currently serving the southern civil bases will be dispensed with. They have been found to be unsuitable, they are primarily too small for the task.

The Soteria Consortium is made up of CHC, Thales, Sikorsky and the Royal Bank of Scotland, and chose the Sikorsky S92A as its operational helicopter in the bid submitted. The type is operational on SAR tasks with the Maritime and Coastguard Agency (MCA) on Shetland and the Isle of Lewis in Northern Scotland. In comparison with the current SAR Westland Sea King helicopters, the new aircraft is approximately 30% faster and has approximately 70nm greater radius of operation when fitted with the extended range tanks although as currently configured the tank fit has its own problems.

The S-92A can carry four crew and ten passengers seated in fully crashworthy seating and one stretcher or six + seated and two on stretchers in the SAR role. The current fleet of helicopters is equipped with a Goodrich hoist, Spectrolab searchlight and Wescam 15 sensor

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turret but the detail in the new fleet may change in the light of experience. The whole fleet will use NVG's.

The new service will be phased in progressively taking over site by site, anticipated to start in 2012. The four MCA bases will transition to the new service first and will be followed by the eight MOD bases. The detailed timetable will be finalised as part of concluding the contract.

A common helicopter design has been selected for the future SAR-H service with a black and orange conspicuity livery replacing the variety of schemes currently applied to the existing fleet. All aircraft will carry RAF, RN and MCA insignia to enhance interchangeability.

It was a well kept secret but some prejudged the result [with just two bidders they were going to be right or wrong] but were defeated by the announcement date several times. Many predicted base closures – with a number said to close including Portland, Lee-on-Solent, Chivenor and Boulmer being mentioned. In the event the initial announcement skirted closures but they may yet slip into the equation.

The losing consortium, AirKnight was the teaming of Lockheed Martin UK, VT Group, British International Helicopters (BIH) and Eurocopter formed to bid for SAR-H.

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INDUSTRY

There may be a recession on but a number of groups continue to push exciting new ideas forward.

Mobile control rooms on trailers or even in containers are not that uncommon – the static parks at air shows are often littered with them – but they tend to be closely associated with a specific flying product, usually a UAV. The product invariably leads the ground support product to market and remains exclusive to the one air vehicle.

A new concept being put forward by a German company **Glasmann Systems** based in Walpertshofen is a new containerised control centre designed to support a whole range of air vehicles with sensors without favouring any specifically.

The Jaguar project will eventually be a combined EO/IR Turret and UAV operations station that will 'slide' into a container. The technology demonstrator will utilise a piloted aircraft carrying a remote controlled turret. In the first instance the latter will be an example of the new Arrow autogyro and the chosen sensor will be the L3 Wescam MX10 mainly because the two fit well together. The Arrow exists but awaits certification in Germany, the new Wescam turret is unlikely to be available before the summer.

It is intended that the MX10 will be fitted under the rear seat position of the two seat as a retractable unit. There is enough power in the Arrow's automotive technology engine to take two crew and the turret aloft but ultimately the manned 'Technology Platform' is seen as an unmanned craft and such as the DA42 twin another likely option. Subject to availability issues the first system demonstrator will be unveiled at Pribram at the Aeroexpo Prague event.

The launch will include a presentation of the technology at the upcoming PAVCon 2010 Police Aviation Conference promoted by Police Aviation Research [the publisher of PAN] on May 28-29.

The Aeroexpo event is a general aviation showcase at Pribram running from May 28-30 and was chosen in place of the alternate venues [Eurosatory Show in Paris or the Berlin Air show] for this technology demonstrator launch. Regardless of the technology it is to carry the Arrow fits well into the demographics of the Aeroexpo audience.

During late January official paperwork was completed and official demonstrations commenced at Laupheim a German military establishment near Ulm in Germany from February 2nd.

The Arrow was present but with the certification delayed the carrier vehicle for the MX-15 demonstration unit was a locally sourced Robinson R44. The resulting programme undertaken at Laupheim was sufficient to maintain interest in the concept and it will now be refined.

Beyond the current project there is the Jaguar UAV, something of a diversion from the mainstream project, and one that we met briefly in model form at both DSEi and the PAVCon in London last year.

The unusually configured Jaguar UAV is growing beyond the model stage and is now a fully grown glass fibre form in the workshop. Fortunately Glasmann were able to call upon their neighbour across the



From the Top: The R44 camera ship arrives at Laupheim; Christian Glasmann explains the extensive screen array to a guest; The Arrow autogyro D-MCHD with a model of the UAV alongside; The Jaguar UAV takes shape in the Walperthofen workshop and finally below the snowy weather failed to halt either the trials or HEER operations. [all images ©PAN]



road at Fibreglas-Technik Rudolf Lindner in learning how to craft the construction. Lindner is well acquainted with the repair, maintenance and construction of gliders and motor gliders. The progress of the new UAV airframe remains subordinate to the core project of getting the mobile control room up and ready using the existing resource of the manned Arrow autogyro. The evolution of this craft also envisages it being operated in an optionally manned configuration that will allow the weight of the pilot to be traded for fuel and endurance.

Air Methods Corporation recently signed an agreement with **AeroSimulators** to purchase three advanced aviation training devices which will be incorporated into the company's pilot training program.

The main device is a replica of a Eurocopter EC135 helicopter, with an Air Methods-specific cockpit, and will be permanently located at corporate headquarters in Colorado. Training on this unit will be incorporated into new hire pilot training. The other two advanced aviation training devices are Eurocopter AS350 helicopter replicas that will be mobile, allowing Air Methods to move them around throughout the field operations. Use of the devices will allow instructors to practice emergency procedures not well suited to attempt in a training aircraft in flight and help reduce the amount of in aircraft training time.

Immediately prior to the HAI Heli-Expo **Eurocopter** announced at the Singapore Air Show that in 2009, it recorded a turnover growth of 58% in Asia to reach €896M. The business also maintained a stable booking value over the last few years in Asia to achieve €504M in 2009.

Eurocopter in 2009 recorded a turnover of €4.6 billion globally, of which €896M was accounted by Asia.

In 2009, the notable achievements for Eurocopter in Asia are as follows:

The inauguration of Eurocopter's first Customer Service Centre in Hong Kong (February)

The purchase in Japan of a majority share in EuroHeli (80%) and in All Nippon Airways Helicopter Maintenance (60%) respectively in April and June

The roll out of the first prototype of the Korean Utility Helicopter (July)

The maiden flight of the EC175 (December), four years after start of development

The opening of a subsidiary branch in Thailand (December)

The signature of a Memorandum of Understanding for the development of a new MRO in Malaysia (December)

Russia has apparently realised that it is letting the world market in helicopters slip away and is only now addressing the situation with a more aggressive line in marketing. The days of turning up at major shows a sticking their single leaflet to the desk with clear tape may have largely passed but they still have a lot to learn in marketing.

They took no less than three **Kamov-226** light multi-purpose helicopters to join trials in high altitude areas of Jammu and Kashmir in an endeavour to meet the Indian armed forces' requirement for 197 helicopters in their class.

The three craft were competing in the bids against Eurocopter and Agusta Westland for a prize that has already been nominally won by Eurocopter. The original win was set aside because the competition was flawed.

Ka-226, an upgraded version of the Ka-26, will be competing against the European AS550 and AW119 for the tender. Bell pulled their 407 out of the competition after the previous competition. The intention is to equip the army with 133 and the IAF with 64 replacements for a 350 strong mixed fleet of Cheetah and Chetak helicopters based on the Alouette.

Becker Avionics Inc., the leader in Digital Audio and Intercom Systems is pleased to announce that the Los Angeles County Fire Department Air Operations Section has selected its DVCS6100 Digital Audio and Intercom System to complete their Fleet Audio/Intercom System Retrofit Program. The additional DVCS6100 systems will be installed in their three

Sikorsky S-70 Firehawk and six Bell Helicopter B412 aircraft over the next several months. The DVCS6100 has been designed for both rotary and fixed-wing applications, and fully reflects Becker Avionics' know-how of more than four decades in audio system development for the aerospace industry. Since the market introduction of the 1st DVCS generation, almost 600 systems have been delivered and have achieved outstanding field reliability. Becker's continuous product improvement programme has made the DVCS6100 another Becker Avionics success story.

The DVCS6100 offers up to 8 communication transmit (TX) and up to 8 receiver (RX) channels, an integrated warning tone generator for up to 8 different signals, an amplifier for 2 cockpit speakers, as well as interfaces to 2 Cockpit Voice Recorders (CVR) and a Public Address Amplifier (PA).

Up to 6 Audio Control Units can be operated together with one remote module. Any unit can be configured with dedicated software to give complete adjustment across different on-board systems. The system also meets the highest standards for night operation under NVG and military conditions. The ACU 6100 is available with NVIS green (MIL-STD Green B) and white Backlight and offers emergency and slaved mode operation. The DVCS6100 therefore represents a unique mission support tool that easily outperforms the competition.

For more information see: www.beckerusa.com or www.becker-avionics.com.

Porvair Filtration Group has developed a range of high performance filters for aircraft fuel tank inerting systems.

The elimination of flammable fuel vapours in commercial aircraft fuel tanks is a principal safety priority. Lightweight onboard aircraft fuel tank inerting systems address this issue and can easily be fitted within existing aircraft designs. The systems reduce oxygen from its source of engine bleed air, delivering nitrogen enriched air into the aircraft fuel tanks reducing the risk of fuel tank flammability. U.S. Federal Aviation Administration rules are driving demand for early implementation of fuel tank inerting systems by aircraft manufacturers.

The Porvair filtration system ensures that the source of engine bleed air delivered to the sensitive air separation modules in the inerting system is free from both liquid and particulate contamination.

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The CH-53GA medium-lift military transport helicopter successfully completed its maiden flight over the Bavarian town of Donauwörth last month before a crowd of approximately 150 guests. Eurocopter test pilot Rene Nater and flight engineer Antoine Van Gent were at the controls. This first flight came just three years after the contract was awarded, and represents a major milestone for the CH-53GA programme, as well as for Eurocopter Germany's support centre for the German Army helicopters. Thanks to the new upgrades, the helicopter's service life has been extended to 2030. Training flights are slated for early 2011, with the first deliveries of the retrofitted helicopters later in the same year. The German Armed Forces will then be able to deploy the CH-53GA with its state-of-the-art equipment for international missions (e.g. Afghanistan).



Picture right is of the current operational CH-53 in service at a German Army base last month.

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DART Helicopter Services affiliated partner **AKV Inc.** has received Brazilian approval for the turbine engine cycle counter for the AS 350 B/BA/B1 & B2 Arriel 1 engine. AKV Inc.'s Turbine Engine Cycle Counters are the most affordable engine cycle counters for the Gas Producer and Free Turbine in the industry. The Cycle Counters are valuable in that they allow the operator to obtain the most operating cycle life out of the engine when compared to relying on the pilot to accrue cycles. The pilot process is very conservative whereas the cycle counter utilizes a much more precise and less conservative process based on the engine manufacturer's cycle counting algorithm. Cycle counters are designed to comply with the latest manufacturer cycle counting requirements for the Turbomeca Arriel 1 series engines.



Turbomeca (part of the Safran group), manufacturing helicopter turbines has inaugurated a new site as Turbomeca India Engines Private Limited to consolidate the close partnership with Indian operators. The main purpose of this new establishment in Bangalore, India, is to set up a major local interface with the key helicopter manufacturer and Indian operators. This new set-up reinforces our local partnership in order to improve our response to the requirements of an ever-expanding market.

With its experienced team of customer support managers and field representatives, Turbomeca India Engines Private Ltd. supplements the local Turbomeca set-up for Indian helicopter manufacturer HAL (Hindustan Aeronautics Ltd.) which ensures support for military customers.

This new site will provide a wider cover for the proximity services required by a more efficient customer and product support for helicopter fleets.

In India, Turbomeca leads the market for helicopter engines with more than a 65% share of the market. In 2003, numerous contracts for several hundred TM 333 and Ardiden 1H1 / Shakti engines were signed with HAL. The Indian helicopter manufacturer has already received an order for 159 Dhruv equipped with Ardiden 1H1 engines.

The Turbomeca Arriel engine also equips the 27 Dauphin helicopters operated by Pawan Hans, the largest Indian civil operator which carries out operations in oil and gas exploration and paramedical, medical and tourism missions.

Meeker Aviation and AirFilm Camera Systems have announced the successful completion of the FAA / STC test flight of their new Bell Medium Nose mount for the: 412 / 212 / 210 / 205 / UH-1N and the Huey II.

The nose mount offers a maximum payload weight of 135lbs, the ability to accommodate all the most popular sensor/cameras/searchlights using existing aircraft hole patterns without requiring the removal or relocation of avionics. These features ensure it is easily installed and removed thanks to being designed to use the existing Meeker family of Dovetails / Quick disconnects / vibration isolation devices. FAA and EASA certification is pending

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The first production Sikorsky S-92 helicopter was delivered in late 2004. There are now 105 S-92 helicopters in operation in 21 countries around the world. Helicopters in demanding operations can average more than 150 hours per month, and several operators are flying 40,000 hours per year or more on their S-92 helicopter fleets. More than a dozen of the aircraft in the worldwide fleet have flown more than 5,000 flight hours to each, to date, and the highest time S-92 helicopter has amassed 8,100 hours.

As the S-92 helicopter fleet grows and the product line matures, Sikorsky is continuing to invest to bring new capabilities and advanced technologies onto the platform.

The S-92 helicopter was the first helicopter in its class certified to the latest and most stringent FAA/JAA standards, and notwithstanding the question mark hanging over the failure of the gearbox to run dry remains the only aircraft in its class to meet standards. The aircraft perform a variety of missions including search and rescue off the UK coast, offshore oil transport in the North Sea and the Gulf of Mexico, and Head of State transport for the leaders of several nations.



The Sikorsky S-61 [Sea King] may be old technology according to SAR-H and many other measures but an announcement at the HAI Heli-Expo in Houston put that aside in no uncertain terms.

The US military is to buy a large fleet of over 100 refurbished S-61s to serve in Afghanistan and other theatres. The new from old fleet will feature new engines, Sikorsky manufactured Carson MRBs and glass cockpits and many other upgrades but will come in at a fraction of SAR-H. This fleet of oldies will be almost as large as the new production of the S-92.

BELL HELICOPTER CZECH ACQUISITION

As PAN closed for publication on 27 February Bell Helicopter announced the acquisition of Aviation Service, a 'world-class' provider of modifications and upgrades, avionics and special mission packages, based in Prague, Czech Republic with annual revenues of about \$14M.

Bell believe that in acquiring Aviation Service they will have an asset that will provide them with the capability to meet the maintenance and modernisation needs of Bell's current European fleet of aircraft, while providing a foundation to accommodate future growth with local completion and customising capability for new aircraft deliveries in the region. Acquiring Aviation Service is one of the first steps to increase Bell's rising presence in Europe.

Bell expects to be able to generate supplemental type certifications to meet customer requirements, building on Aviation Service's EASA Part 21 Design Organization and 145 Repair Station certifications.

The move can be seen as a move to set in place a support system for the growing introduction of the 429 and placing that infrastructure in a region already inclined towards the Bell product—as demonstrated by the ready acceptance of the earlier Model 427. www.textron.com.



ACCIDENTS & INCIDENTS

16 January 2010 Eurocopter EC145 N885AL. Air ambulance of AirLink Critical Care Transport, Bend, Oregon operated by Metro Aviation. Climbing out of the valley eastbound, at approximately 6500 feet MSL a small, fast-moving fixed wing aircraft passed by from the right front to left rear uncomfortably close. The aircraft was not spotted until it was abeam the helicopter. Desert terrain features contributed to make this pink-colour airplane difficult to see. This area of the valley is normally just outside of the self-announce zone of several uncontrolled airports. [Concern]

6 February 2010 Eurocopter AS350 N157BC. Air ambulance of Southwest Air Ambulance out of Las Cruces crashed under unknown circumstances at Fort Bliss, Texas. Three people aboard were killed. Pilot William Montgomery and paramedics John Sutter from Las Cruces and Anthony Archuleta of El Paso were the only ones on board when their helicopter went down. All three were civilians. Military officials have said that the AStar was preparing to land when it suddenly burst into flames. [ABC/Concern]

11 February 2010 Eurocopter AS365N2 N61MD. Air ambulance operated by the Maryland State Police. The aircraft was substantially damaged during a takeoff attempt from the ground-level helipad at Prince George's General Hospital, Cheverly, Maryland. The commercial pilot and the pilot-rated flight paramedic were not injured. The helicopter had brought injured patients to the site safely and unloaded them without difficulty in spite of snow covering the area. When the crew returned to the helicopter it was noted that the aircraft's fenestron was resting on top of an approximate three foot high snow bank, and that an inspection detected no damage to the fenestron. Removal of some of the snow was considered but rejected. Start up was achieved without any problem but when the helicopter became light on the wheels, but prior to takeoff, a vibration was detected, emanating from the rear of the aircraft. In response the pilot shut down both engines, and applied the rotor brake. An inspection revealed severe damage to the tail section. The fenestron was found to be severely damaged by the tail rotor blades, the right tail rotor gear box cap appeared to have been ingested by the tail rotor, and numerous tail rotor blades were damaged. Preliminary examination revealed substantial damage to the tail rotor blades, the fenestron, the tail rotor gear box (TGB), the TGB drive coupling, and the TGB mounting structure. [NTSB]

PEOPLE

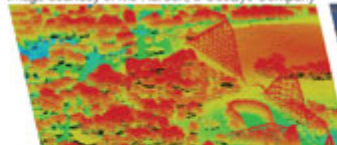
The Metropolitan police commander Ali Dizaei was jailed for four years last month after being convicted of falsely arresting a man and making up an account that he had been assaulted and threatened.

A jury at Southwark crown court found the 47-year-old guilty of misconduct in public office and attempting to pervert the course of justice. Dizaei, a controversial and high-profile officer, faces being sacked from the force in disgrace. He has already been attacked by a fellow prisoner whilst in prison.

Dizaei, once tipped as a future commissioner of the Metropolitan Police, was in charge of 2012 Olympic Security at the time his world started to implode. Although he is light skinned Iranian Dizaei somehow had himself placed as the president of the National Black Police Association and was suspended over the incident in September 2008 at the height of a race



Image courtesy of MJ Harden, a GeEye Company



CONFERENCE & EXHIBITION HYATT REGENCY, DENVER, USA. MARCH 3 - 5, 2010

row that convulsed the Metropolitan Police force and apparently clouded the better judgement of those overseeing him. It seems that no one knew how to handle him so he was given the 2012 task and consequently spoke widely on the subject representing both his force and by default the nation.

Dizaei was involved in the "wholesale abuse" of his powers by bullying, threatening and intimidating a man in the culmination of a personal vendetta. He was charged with threatening and falsely arresting Waad al-Baghdadi, who said Dizaei had failed to pay him money owed for a website he designed for the officer. The sum was just £600, less than \$1,000.

When Mr al-Baghdadi tried to get Commander Dizaei to pay him the money he owed him, Dizaei assaulted and then arrested him. He went on to lie about what had happened and, if he had been successful, if the truth had not got out it is certain that Mr al-Baghdadi would have been the one sent to prison.

HIGHLY SECRET EVENTS

16-18 March 2010 HOSDB Exhibition 2010.

FIVE Show Centre, ETPS Road, Farnborough, Hampshire GU14 6FD. The HOSDB 2010 exhibition is the UK's only secure event for displaying the latest security equipment for law enforcement and public security. It focuses on the four key Home Office business areas: Crime and Policing, Security and Counter Terrorism, Identity Management and Border Security

To meet the demand from exhibitors and visitors HOSDB 2010 has moved to Farnborough in Hampshire - just over half an hour away from central London by train and from Heathrow airport by road. The new venue offers a secure facility with ample on-site parking and local hotel accommodation and when its all over you can watch them build the Farnborough Air Show around you.

In 2009 visitors from 44 countries attended to view the efforts of 230 exhibitors. This year HOSDB and the organisers, A|D|S have joined forces with UK Trade and Investment Defence and Security Organisation (UKTI DSO) to invite senior policing and government security representatives from around the world. They will be hosted on a formal government-to-government basis.

There will be around 3,000 security products in over 150 different categories on show with products ranging from microchips to things we cannot mention.

Because of the specialist nature of this exhibition, entry criteria is strict. Visitors must be employees or agents of the police service, government security and law enforcement agencies - plus military and some select providers of Critical National Infrastructure [builders?]

The venue FIVE (Farnborough International Venue & Events) is the 4,000 sq m permanent event venue and 100,000 sq m site run by Farnborough International Ltd, the company which also organises the biennial Farnborough International Air show.

Ed: This specialist show previously hidden behind the closed doors of RAF Halton in Buckinghamshire and has always prided itself in a silly level of secrecy... no press no advertising the product and certainly no list of exhibitors on their web page.... Not a very positive attitude for the fee paying exhibitors of course but rubbish anyway; Five minutes on Google brought up loads.

Anyway suffice to say that if you were to get in you would find household names like BAE Systems, BN Aircraft and QinetiQ alongside less well known Microbus of High Street, Thames Ditton, Surrey secretly exhibiting on Stand C12 where they will be demonstrating a



range of high performance vehicle computers and ANPR/surveillance cameras. You can add in Stryker Communications, TDSi [showcasing developments to the ACCESSwatch critical national infrastructure intrusion detection system], Access Control Specialists Kaba Ltd of Devon, Selex Systems and Tactical Electronics.

Gore clothing, well known and respected for providing some smart uniforms for the police we used to see on our streets will be there – presumably promoting the highly secret ‘invisibility’ clothing that has somehow hidden the ‘Bobby on the beat’ from us in recent years.

I cannot say I have heard of E J Brooks before let alone the tantalising Universal Target Systems who are involved with aerial drones which are hopefully a legal option that Merseyside Police might now want to take up in the wake of their recent mini-UAV error. The same goes for unknowns Deenside, but we all know General Dynamics but which police force wants an F-16 I wonder? Suffice to know that Surrey Satellite Technology are more proud to be on view on Stand F17 than the organisers are to tell us and the same goes for Aero-flex on Stand E6.

At this point I gave up the quest after realising that I did not need a list... as despite my triple signing of the Official Secrets Act I am not going!

I finally gave up after page 2 of Google with NDI Recognition Systems to be found on inside Stand A1 and also outside [presumably wearing a suitable unrecognisable disguise] at X5. Or should it be X FIVE?

So, to join in the fun I am afraid you will have to join the police long enough to get a warrant card allowing you entry no questions asked... about a month in the Special's should do.

The alternatives I can recommend are to go to one of the other dozens of similar exhibitions around the world but you may find it better to relax and watch Sky Sports at home it is bound to rain!

LESS SECRET EVENTS

MAY 2010 – mark your diary.

Final details are being thrashed out between the organisers of PAvCon and AeroExpo Prague [World Aviation Events Ltd., a subsidiary of World Aviation Communications Ltd.] to set up a programme for a police aviation conference in association with the General Aviation air event. PAvCon exhibited the event at the HAI Heli-Expo in Houston, Texas. The event at Pibram Airfield near Prague is to be held on May 28-30, 2010 and a number of police aviation speakers from Europe, the UK and USA have been firmed up.

In addition to a local Czech speaker the line up includes representation from Belgium, France, Germany, Spain, the UK and USA. www.expo.aero/prague



THE HELITECH BRAND

There are now three Helitech shows, with the return of the brand to South America later this year. Unfortunately the new edition in Brazil clashes directly with the PAvCon Police Aviation Conference in Prague so perhaps you will forgive me not saying too much about it! Suffice to say that details are on the Helitech web site.

Not such ‘problems’ though with the Helitech Europe event returning to Portugal later this year.

Following on from the success of its inaugural event in Portugal in 2008, Helitech will once again be staged at Airport Cascais, Estoril this year from 5 – 7 October. Initial indications are that 2010 is going to be bigger with more than 50% of the exhibition space already sold. New for 2010, is a two-day conference that will take place onsite at Airport Cascais. Initial

proposed themes will include looking at 'Safety Management Systems (SMS) for the smaller operator'. Most major helicopter operators already employ SMS, but only a small proportion of smaller operators have embraced the concept. And the clock is ticking as the EASA requires all operators, regardless of their size, to have a procedure in place by 2012. This session of the conference will demonstrate how various elements of flight safety, such as incident reporting, quality management and Crew Resource Management (CRM), can be coordinated into a set of key processes to help operators proactively manage risk and continually improve their safety cultures.

The second theme will raise the question 'Training to standards – or proficiency?'. The overall answer is, of course, that it's vital to train for both, but the balance to be struck between them is currently a hot topic within training organisations. How much of a course do you apportion towards getting a student to pass an exam and how much towards ensuring that, once qualified, they have the skills to be an effective crew member? Papers will offer contrasting views of where the balance lies and how the resultant package can be most effectively delivered to student air and ground crews.

The third area to be covered will be aerial fire fighting. This session will include areas such as how to attract a new generation of pilots, advice on negotiating government contracts and other topical areas.

"By adding the conference element into the show line-up and ensuring the proposed themes cover key, relevant topics to our audience, we are offering visitors maximum return on their time investment," says Helitech Portugal's Exhibition Director Sue Bradshaw. "Visitors can hear the theory and learn from case studies during the conference sessions and then see some of the latest rotary wing products and technologies showcased in the exhibition hall."

For further press information about Helitech please contact Victoria Bailey or Carol Seath at CMS Strategic on tel: +44 (0)20 8748 9797 or email: info@cmsstrategic.com

DIARY

16-18 March 2010 HOSDB Exhibition 2010. Farnborough. The HOSDB 2010 exhibition is the UK's only secure event for displaying the latest security equipment for law enforcement and public security. It focuses on the four key Home Office business areas: Crime and Policing, Security and Counter Terrorism, Identity Management and Border Security Contact Chris Higgins at A |D|S on +44 (0)1428 ***** , or email on chris.higgins@adsgroup.org.uk.

16-18 March 2010. BASE London ExCeL. *base* is a major, pioneering event about how to do business in the 21st Century sustainably. *base* will provide solutions for those aspiring to run their businesses more efficiently. It includes baseLondon - everything relating to sustainability in the capital - and baseLearning which addresses how to inspire students towards science-based education and careers in a low carbon economy. www.baseshow.co.uk

17-19 March 2010 AAMS Spring Conference 2010. Washington Marriott at Metro Center, 775 12th Street, Washington, DC 20005 USA +1 202 737 2200 www.aams.org

22 March 2010 Westchester County PD (NY) will be hosting and sponsoring a Tactical Flight Officer (TFO) Course and an Advanced Thermal Imaging Course the week of March 22, 2010.



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The Tactical Flight Officer Course, instructed by Jack Schonely (LAPD), will be Monday – Wednesday (mid-day). The program will start with the Suspect Tactics and Perimeter Containment Course on Monday, 3/22 and can be attended as a stand-alone one-day session for command staff, administrators, K-9 officers, SWAT/ESU personnel, supervisors, patrol personnel, and others who may be involved in search operations. A separate announcement will be sent out regarding this unique opportunity.

The Advanced Thermal Imaging Course, instructed by Kevin Means (San Diego PD), will be Wednesday (mid-day) - Friday. Cyndi Jo Means will present the legal issues associated with thermal imaging during this program.

Course cost is \$275.00 for each program (TFO / Advanced Thermal Imaging). If you attend both classes, it will be a discounted rate of \$450.00 for both courses.

Room rates have been secured at the Crowne Plaza White Plains for \$129.00 per night and transportation from the hotel to the conference center will be provided.

The courses will be conducted at the Doral Arrow wood Resort. A buffet lunch will be available on-site each day. If you have any questions e-mail: WCPDaviation@westchestergov.com for more information.

8-11 April 2010. Aero 2010. Friedrichshafen, Germany. International aviation ambulance services are the main topic on the agenda of the First European Air Ambulance Meeting held in conjunction with AERO 2010. The international trade magazine 4RESCUE, which focuses on the topic of air rescue, is offering the global show for general aviation (April 8-11, 2010) in Friedrichshafen on Lake Constance a platform for exchanging information among organizations and specialists in the area of air rescue, including manufacturers and designers of all the medical equipment on board the aircraft and insurance companies. Details on the Air Ambulance Meeting and AERO 2010 are available at www.aero-expo.com

14-15 April 2010 Counter Terror Expo 2010. National Hall, Olympia London. +44 20 8542 9090 pcle@niche-events.com www.counterterrorexp.com

21-22 April 2010 BAPCO 2010 Conference and Exhibition at the Business Design Centre, Upper Street, Islington. Registration opened for the BAPCO 2010 Exhibition in December 2009. The sell-out exhibition features over 100 suppliers offering expert advice on the use, implementation and management of communications equipment and information management technologies. PLUS exclusive previews on innovative technologies that will shape future operations.

21-22 April 2010 SAR2010. To be held in the Aberdeen Convention Centre, Aberdeen, Scotland. www.shephard.co.uk

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