

# Police Aviation News

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IPAR



**EASTERN COUNTIES**  
*New maintenance base  
operational*

**EC135T1 WITHDRAWAL**

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INTERNATIONAL POLICE AVIATION RESEARCH  
7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK  
**Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** Bryn.Elliott  
Bryn Elliott **E-mail:** [editor@policeaviationnews.com](mailto:editor@policeaviationnews.com)

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# LAW ENFORCEMENT

## CHINA

**SHANGHAI:** Shanghai Public Security Bureau has announced that it has signed to buy three Eurocopter helicopters for delivery in time for next year's Olympics. The three aircraft, two EC135's and a single EC155, will play a significant role in ensuring security during the 2008 Olympic Games as some soccer matches will be held in the city. They will also be used during the 2010 World Expo.

It remains unclear how much the purchase contract was worth or when the helicopters will go on duty. In December police authorities were advertising for helicopter pilots specially for the new squad. [Shanghai Daily]

*Ed: The city announced it would be buying three helicopters to set up a new police air squad, under the Shanghai Public Security Bureau in December but the types were not specified.*

## EUROPE

**BELGIUM:** Two men hijacked a Robinson R44 helicopter and forced the pilot to land in a prison courtyard, where they picked up an inmate in a dramatic jailbreak.

The accomplices paid for a helicopter ride at an airstrip near the city of Sint-Truiden, about 40 miles east of Brussels, saying they were tourists from Marseilles in southern France, but after take-off they produced a gun and hand-grenade, ordering the pilot to fly to Lantin prison outside nearby Liege.

They touched down while about 200 prisoners were exercising in the yard. One climbed on board while his accomplices threw tear gas canisters into the crowd.

The helicopter then landed less than a half-mile from the prison, where the three men got in a waiting car and drove away.

A few months ago, the same man escaped from a Spanish jail in the Girona region when taking part in a reconstitution. He was arrested recently in Belgium and was in jail waiting



for extradition to Spain. R44

**MALTA:** Malta has proposed to conduct intense maritime border patrols with the Greek navy to combat illegal immigration this summer.

The proposal, known as Nautilus 2, has been submitted to the European Union (EU) border control agency Frontex and a decision is expected soon. If approved, Malta will be eligible for EU funding for the initiative.

If it goes forward Nautilus 2 would be the second EU-run patrol mission in the central Mediterranean. It will be targeted at boatloads of illegal immigrants from Libya and other North African countries heading towards the southern borders of the EU – primarily Malta, Lampedusa and Sicily.

Discussions on the part to be taken by other countries within the EU continue. It is intended that the new operation - Nautilus 2 - would last much longer than the two-week operation conducted at the beginning of last October involving military vessels and aircraft from Malta, Italy, Greece, France and Germany [Nautilus 1]. [MaltaMedia News]

The European Parliament has adopted a report by MEP Gérard Deprez setting up RApid Border Intervention Teams (RABIT). Meanwhile Frontex, the European border agency, plans to permanently extend its operations in West Africa.

The RABIT 'strategic reserve' will initially comprise 300 - 500 specially trained border guards and national experts who can be mobilised by Frontex when one or more member states are confronted with the sudden arrival of a large influx of illegal immigrants at the Union's external borders.

Migrants fleeing poverty risk voyages of up to 2,000km from the African coast in the hope of reaching the EU. Some 6,000 people died en route to the Canary Islands in 2006, according to Spanish officials.

This regulation will allow the Warsaw-based Frontex agency to constitute mobile border guards from all member states, chosen according to the profiles and competences of personnel, such as the piloting of helicopters or ships, control of containers, radar expertise, detection of forged identity papers, as well as knowledge of maritime laws and certain languages. The board of directors, composed of member states' representatives, will see that the burden is distributed evenly.

The rapid-reaction teams will help countries such as Spain and Italy deal with sudden influxes of illegal migrants. The European Parliament voted overwhelmingly in favour of the measures on 26 April 2007, with 526 members in favour, 63 against and 28 abstentions.

More than 31,000 illegal migrants reached Spain's Canary Islands off west Africa in 2006, six times more than in 2005.

Italy and Malta also faced huge flows of migrants - and many die during the journey.

The measures also include a 'mandatory solidarity' principle, obliging member states to assist each other on border issues.

Border guards wearing EU-flagged armbands would be deployed within ten days of a member state requesting help, assuming that the yet-to-be-appointed border agency director gives the go-ahead.

The salaries of border guards will continue to be paid by the countries of origin, but the additional costs of operations (travel expenses, repatriation, insurance, living costs) will be borne by Frontex. To this end, Parliament has boosted the agency's budget by €10 million for 2007.

The Schengen area border-free travel zone within the EU encompasses the old member states, with the exception of Great Britain and Ireland but including non-EU countries, such as Norway, Iceland and Switzerland.

Originally, it was foreseen that the ten new member states would join the Schengen area by October 2007. However, this enlargement was delayed; the Commission blamed technical problems with the installation of the control system linking national passport databases.

Interior ministers decided on 5 December 2006 to go ahead with the enlargement of the Schengen area to include the ten new member states that joined the Union in 2004. Land and sea borders will be phased out from 31 December 2007, and airports will follow from 29 March 2008 at the latest.

Portugal presented a compromise proposal that put an end to the tensions between the old and new member states. The deal foresees that the EU-10 temporarily maintain their old visa-data system until the new one is in place.

## CAYMAN ISLANDS

The 'Islands are moving towards the creation of an police air support operation complete with their own helicopter. In January this year the local media noticed that there were an increasing number of reports from residents of a helicopter circling late at night.



It soon came to light that the 366 man Royal Cayman Islands Police Service were experimenting using a hired machine. The helicopter, believed to be an AS350B2, was being hired from the Cayman Islands Helicopters to support officers on the ground and at sea and had been used in several successful police operations, including the interception of a fast canoe carrying 1,000 lbs. of drugs.

The Police Commissioner Stuart Kernohan has stated that there was no intention of highlighting local air support until the force had secured its own helicopter. At that point they would commence the publicity. The police service has not yet purchased its own helicopter but the move is seen as a priority for this year.

The police are still in negotiations with the government with a view to acquiring a machine for proactive crime patrols and search and rescue. [Cay Compass/IPAR]

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## JAPAN

**NPA:** AgustaWestland has been awarded a further contract by the Japan National Police Agency to supply five AW109 Power law enforcement helicopters as part of an on-going program to modernise the police helicopter fleet. This contract follows on from ones for three helicopters in both 2003 and 2005 for operation by police agencies, while four additional AW109 Powers were ordered in 2006 by the Japan National Police Agency. Four AW109 Powers have been delivered to Japanese Police agencies so far this year. This order will bring the total number of 109 helicopters ordered by the Japanese Police to sixteen and highlights a growing share of the important Japanese helicopter market. Other AgustaWestland helicopter types being operated by Japanese agencies include examples of the AW139 and AW101 helicopters operated by the Tokyo Metropolitan Police. [AW]

## UNITED KINGDOM

**EASTERN COUNTIES:** As part of a major new joint working initiative the three police forces operating helicopters as the Eastern Counties Consortium has launched its in-house Home Office funded maintenance facility [ECPM] based at Wattisham in Suffolk. The air consortium came together to save the forces money and the maintenance element is just another aspect of that.



Three specialist mechanics have been employed to take care of the future servicing requirements for two Eurocopter EC135Ts operated by Essex Police and the Suffolk Constabulary. The other air element of the consortium is the recently delivered MD 902 Explorer, for the moment the MD remains under manufacturers warranty and servicing by the manufacturers agent Police Aviation Services [PAS] at Staverton. That will change in about one year's time and ECPM will be obliged to add an MD engineer to the staff. Each of the existing staff will be sent off on courses for the MD – probably to Mesa – starting at the end of this year. According to ECPM the EC135s require 'significant' maintenance every 400 hours, the MD every 300 hours. The major savings brought about by the new operation are the removal of positioning flights to Staverton and having the engineers in the region for minor snags 24/7 – on site for the Suffolk operation. Overall this provides the potential for increased on-task availability.

There are significant set-up costs for tooling etc but the maintenance hangar is the same hardened military aircraft shelter Suffolk has used since operations commenced. There are additional facilities added to the structure but the basic item was already in being.

Historically the consortium was always been piloted and maintained by Essex based Aeromega Helicopters but when that company pulled out of maintenance the task passed to PAS – the current pilots remain Aeromega supplied – not all of the pilots are dual qualified. By next year it is expected that the primary pilotage will be brought in house with only reserve pilotage being from commercial sources.

The launch event was held at Wattisham last month and attended by police representatives and a selection from past and present suppliers – PAS, McAlpine Eurocopter UK, Aeromega.

### EC135's FUTURE

For the future the EC135T1 'Classic' operated by Suffolk [G-SUFF c/n 0118] will be leaving the consortium shortly. A recent CAA requirement is that all those early police EC135's that do not have an autopilot have to be withdrawn from service by 2010 to comply with IMC requirements. One of the group identified is the soon to be replaced East Midlands aircraft.

Industry sources state that there is sufficient leeway in the Eurocopter production line to replace the remaining five affected airframes with EC135's although the final airframe choice by each individual customer may well be different. The other EC135T1's due for withdrawal are Central Counties G-CCAU c/n 0040 [seen below at Hawarden], Chiltern G-CHSU c/n 0079, North East G-NESV c/n 0067 – the fleet leader on hours for the type - and North Wales G-NWPS c/n 0063. The Suffolk airframe is the youngest of the five.



The problem with this 'quick change' requirement may well be more related to there being sufficient Home Office funding for five new airframes in what is now a three year timescale. The current annual HO funding top-up is based on £4 to 5M pa and recent monies have been mainly directed at the introduction of the Metropolitan Police EC145s. With two HO financed EC135P2's due to

be delivered shortly to East and West Midland's this year the predicted £15M of HO money to 2010 looks pretty lean – especially as it also has to service equipment upgrades, support and buildings.

Unlike the MD900 Explorer the EC135 was introduced into UK police service as a VFR machine. At the time of its introduction there was no, CAA requirement, peer pressure [or desire] for the additional expense associated with IFR. This gave the 135 a significant first cost

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advantage over its rivals. There was pressure from MD for IFR – if only because the 900 was a take it or leave it autopilot fit – but it was primarily the post Strathclyde 135 accident pressure that brought about the current 2010 edict.

The 135 'Classic' is not fitted with an autopilot, is lighter and more nimble than the EC135T2 and 135P2 but it has to be 'flown' by the pilots pretty much all the time.

The '2' version is significantly heavier, which does have payload, fuel and range implications, but it can still offer a very good range/endurance combination and, thanks to the autopilot, is less tiring to fly. It pretty much flies itself.

Beyond 2010 this edict also has implications for the night use of the AS355 fleet. Only those fitted with an autopilot will be able to continue 24/7 operations in the police role. The significance of this is minor, but there are still some users of what were once first-line police AS355's – including the transport police – that will have the range of these airframes available to them reduced or their hours of operation curtailed. [Various sources IPAR]

*Ed: The funding figures for 2007-08 arrived in the office just as this issue was being completed. As there is little indication what the various figures relate to I will run the detail of the £4M next month.*

**GREATER MANCHESTER:** Although the manufacturers are acknowledging a sale into the market Greater Manchester Police have yet to sign up for the purchase of a new MD900 helicopter. They are however undertaking to market the concept of exchanging the 900 to the Police Authority and others preparatory to placing a firm order.

Recent local media reports speak of the GMP getting ready to 'splash out more than £4M to get a state-of-the-art helicopter.'

Police chiefs are reported as saying the current machine is getting too many miles on the clock and has outdated equipment that needs to be replaced. The MD Explorer helicopter bought in 2001 and has now completed 6,300 hours service — with police saying after 8,000 flying hours its maintenance costs increase while its sale value plummets.

From April to September, 2006, it was used for 2,365 incidents helping to search for 771 offenders, leading to the arrest of 370, taking part in 332 vehicle searches, recovering £1.7M in property and searching for 154 people missing from home.

The report to Greater Manchester Police Authority will lead to a final decision on whether to buy a new helicopter.

According to GMP figures the replacement helicopter will cost £4.216 million, with the Home Office giving a grant for £1.28 million, £1.3 million coming from the sale of the old helicopter and the rest paid by the authority. [Oldham Chronicle/MEN]



**HUMBERSIDE:** Optibase, Ltd. a leading provider of advanced digital video solutions today announced that Humberside Police, UK has upgraded their current IPTV system with Optibase's carrier-grade, MPEG-4 H.264 solution. Together with local UK partner, Cotswold Communications, Optibase's delivered a system that includes MediaGateway encoding platforms, which will be streaming feeds coming from the police helicopter to multiple PC clients across the force's network.

For Humberside police, the idea of officers watching video footage in their fight against crime is not a new one, in fact they have been using an IPTV system since 2003. With this system, the Humberside police are able to effectively deal with the challenge of having the right decision making resources at the site of a crime or an accident.

The force transmits live video feeds from a helicopter, thus providing coverage across an area of 1,365 square miles around the city of Kingston Upon Hull and the Humber estuary on England's east coast. The feeds are distributed across the force's LAN and can be monitored on multiple PC clients by any authorized personnel in real-time.



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One of the major drawbacks of our current solution is the quality of the MPEG-1 video. When filming footage from a helicopter, the picture quality is a key factor in being able to pick up on the on-goings on the ground." said Mr. Graham Dawson, Head of Information Services, Humberside Police. "By using MPEG-4 compression we are able to provide much better picture quality, without compromising the low bit rates required for us to distribute the feeds across our network."

Mr. Dawson added "Optibase was the obvious choice for us since their encoding technology was used in the Cisco IPTV system that we had. When we decided to upgrade our system, we went directly to the source of the video technology."

Optibase's selection by the Humberside Police is part of the new direction of expansion for the company focusing complete video solutions for law-enforcement, government and enterprise organizations. Optibase is able to use it's expertise in order to create cost effective, telco-grade systems with the latest compression technology. [www.optibase.com](http://www.optibase.com).

**SUSSEX:** Following the lead of other UK police air units Sussex has set up a section of its force web presence to directly answer local residents questions about the activity of the police helicopter on a day to day basis.

'What's that helicopter doing over my house?' is answerable by going to [www.sussex.police.uk](http://www.sussex.police.uk) and clicking on the illustrated box on the home page. This takes the browser to a list detailing where and when the Sussex Police MD900 helicopter 'Hotel 900' flew on any given day. [Patrol]



## UNITED STATES

**CALIFORNIA:** The City of Fresno is looking for a non-sworn helicopter pilot to be assigned to the Air Support Unit in the Police Department. Current pilots operate a Department helicopter under FAA parts 61 and 91, and assist in the enforcement of laws, ordinances, and conducting police related missions on aerial patrol over the City. One vacancy currently exists.

Applicants must have FAA CPL with Rotorcraft Rating and no limitations or waivers and a minimum flight experience of 500 hours helicopter turbine time, 1,500 hours helicopter PIC time, 250 night hours (unaided) and 100 cross country hours. Preferred experience includes the Fenestron tail rotor system and time in EC120/EC130/ Eurocopter.

Applications meeting the minimum qualifications may be reviewed by an Application Review Panel and a limited number of the most qualified candidates will be invited to the job related oral examination covering the candidate's training, experience, and personal traits for the position.

**CALIFORNIA:** The Stockton nonprofit crime-fighting helicopter earned itself a short reprieve from closure last month. Stockton City Council recently agreed to fund Stockton Metro Air Support Inc. with \$40,000 through June. The nonprofit company has been in place nearly two years patrolling the skies in San Joaquin County through agreements with local law enforcement agencies. [media]

**FLORIDA:** In Volusia County the three, now ageing Bell helicopters used to undertake both police and HEMS operations in the county moved into the next stage of their \$9.52M replacement process early last month.

Halifax Medical Center will split the \$5.9M cost of buying three Bell 407 helicopters and the estimated \$3.6M cost of role equipping them for dual role operations.

The helicopters will be delivered one per year for the next three years, starting this December. Local officials were unaware of similar cooperation and cost-sharing in any other communities.

Last July, the Council authorised negotiations with the hospital and an initial payment of \$276,150 to reserve three helicopters. Early reservation was deemed crucial by county officials because production demands for the wars in Iraq and Afghanistan have made it difficult to find commercial helicopters the Sheriff's Office uses.

Bids will be sought for the customisation work, then they will be submitted to the County Council for approval.

County officials expect to get about \$4.2 million to help defray the cost by trading in the three existing helicopters, about \$1.4 million each.

Industry standards call for the fleet to be replaced about every seven years to avoid the cost of replacing major components as mandated by the federal government. [Journal]

*Ed: The costs involved in the process have risen inexorably. Last July the prices being quoted were a shade lower. Then the total package was expected to cost about \$5.5 million for the three helicopters and another \$1.15 million per-helicopter to customise. The predicted resale value of the three existing 2001 Bell 407 machines remain the same but it still represents an upward shift in costs of some \$0.5M. See PAN August 2006.*

**ILLINOIS:** The Law Enforcement Aviation Coalition [LEAC], the recently formed nonprofit group, will have three Bell OH-58C helicopters available in northern Illinois and southern Wisconsin, basing one at Kenosha's airport. The coalition evolved out of a helicopter program at the Winthrop Harbor Police Department in Illinois. Since about 2003, Winthrop Harbor has provided regional access to helicopter time that was donated to the department.

The helicopters will be equipped with advanced infrared imaging equipment, searchlights, night vision goggles and street-level mapping systems.

There's no charge to police or fire agencies that use the LEAC's services. All of the personnel involved, including the police officer pilots, are volunteers. The Winthrop Harbor Police Department will remain the coordinating and dispatching agency. [Journal]

**IOWA:** The next stage in the Cedar Rapids walk away from air support is being enacted from May 1.

Lot 1 - N4206Z OH-58A ex US military 71-20389 last flown 26-Jan-07 *seen right*.

Lot 2 - N5092K OH-58A ex US military 71-20358 painted 2006, never reassembled since

Lot 3 - N4207A OH-58A ex US military 68-16904 parts helicopter *seen right*

Lot 4 - OH-58A ex 71-20657 parts helicopter  
plus - OH-58A ex 71-20565 parts helicopter



Lot 22 - N9263Y OH-58C ex US military 69-16239 last flown in January 2007 *[below left]*

Lot 23 - N82791 OH-58C ex US military 68-16965 missing engine and some avionics



**MARYLAND:** The Maryland State Police (MSP) Aviation Command Section (Trooper Five) has been named the recipient of Shephard's Search and Rescue Award for 2007 for a successful helicopter rapid hoist extraction of workmen trapped atop a 1,000-foot smoke-stack last year. Members of the aviation unit were honoured on April 2. [SAR US]

**MASSACHUSETTS:** Starting this month, the Boston Police Department will commence operating a three-person aviation unit in conjunction with the Massachusetts State Police Aviation Wing. The plan is to have an aircraft in the skies several evenings a week by mid-April, with Boston police officers working side-by-side with the state troopers who fly the helicopters. Officers from the two departments will share the intricacies of helicopter operations, city geography and command organizations.

The state police helicopters are the AS355N's delivered a few years ago and are equipped with night vision technology and video downlink. The state police will not charge the City of Boston for flying time, fuel or personnel. The Massachusetts State Police Air Wing has a fleet of five helicopters.

*Ed: Although a one time member of the ALEA Boston does not operate its own helicopters. The Commander of Special Operations undertook a feasibility study but it proved that they might not be cost effective. The previous arrangement was that they would make use of SP aircraft when needed.*

**WASHINGTON:** After many years without air support Spokane County Sheriff [SCSO] restarted it in September 2006 using a Bell OH-58 N215SC 70-15148. The incumbent Sheriff Ozzie Knezovich is concerned the military-surplus helicopter, like past helicopters, will drain financial resources from other public safety needs. Plans to get a helicopter were made under the administration of former Sheriff Mark Sterk, who retired in March 2006. The new sheriff grudgingly went along with the plans as some \$500,000 was already committed. On arrival the helicopter had radio problems and other avionic bugs. Pilot training began by October for November in-service. The office received enough money from a roughly \$150,000 federal law enforcement award to pay for maintenance and operation for one year.

The helicopter costs about \$250 per hour to fly, and the award application stated the office will fly it for 524 hours during the initial yearlong period.

The Sheriff's Office intermittently used at least two helicopters during the 1970s and '80s, but the county's remaining two helicopters were decommissioned in 1991, the last noted being a Hughes 269C [N5015V c/n 61-1058 now operating in Oregon].

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## AIR AMBULANCE ●●●●●●●●

### CANADA

**BRITISH COLUMBIA:** A Learjet has been added to B.C.'s Vancouver air-ambulance fleet. Helijet International has signed a two-year contract to operate a Learjet air ambulance under a joint venture with Skyservice, a leader in air medical operations.

The new Learjet 31A air ambulance will be the second in Helijet's fleet and the carrier's sixth medically equipped aircraft. It will be used to fly air-medical missions from Helijet's base at Vancouver International Airport. Skyservice will provide medical personnel with adult, pediatric and critical-care experience. Helijet will operate and maintain the aircraft on a round-the-clock basis.

In January, Helijet won a three-year contract from the B.C. Ambulance Service. It currently provides air-ambulance services across B.C. with another Learjet 31A. [Vancouver Province]

### NETHERLANDS

**ANWB:** In Holland ANWB Medical Air Assistance took delivery of another Eurocopter EC135T2+ (c/n. 532): PH-MAA.

The helicopter will mainly be used for training and as a back-up machine when one of the other Dutch traumahelicopters is on maintenance. At first PH-MAA (still all yellow) replaced EC135P2 D-HSAN at Groningen, arriving February 23<sup>rd</sup> and on March 5<sup>th</sup> PH-MAA arrived at Rotterdam to replace EC135T2 PH-ULP. Soon ambulance-stickers were applied and on April 5<sup>th</sup> large ANWB-stickers were applied. [Henk Wadman]

### UNITED KINGDOM

**COUNTY:** Many existing UK air ambulance operations are moving towards the financing the placement of doctors on the aircraft in addition to paramedics. The Shropshire Star newspaper has set up a campaign to raise £70,000 to place a doctor on the County Air Ambulance based at RAF Cosford, Wolverhampton.

Their 'Flying Doctor Appeal' has smashed through the milestone fundraising figure of £7,000 - in little over a month since the launch of the appeal.

**DORSET & SOMERSET:** In the wake of the recent acceptance of a new Eurocopter EC135T2 helicopter [see March issue page 12] the Dorset & Somerset air ambulance were

more than pleased to accept an invitation to move out of their home for many years at Henstridge Airfield. Things were getting difficult on the airfield and it was reported that the hangar they shared with Vanguard Helicopters was no longer available. The high profile new aircraft launch by the Princess Royal took place at RNAS Yeovilton in February and then within days of that event the air ambulance were invited to base themselves at Yeovil on the large company owned airfield of AgustaWestland. It seems that they had more than enough space to enable them to look after the local charity.

Now an embarrassing row has blown up at AgustaWestland with reports that the Dorset and Somerset Air Ambulance were being banned from using the site after only a few weeks there because they use a rival maker's helicopter.

Local news reports claimed local staff was happy with the helicopter being on-site – indeed the charity was being sponsored by workers - but it seems that Italian bosses were not enamoured at having a rival helicopter type sitting on their field.

Giuseppe Orsi, chief executive of AgustaWestland, is claimed to have raged and demanded the air ambulance be removed.

The damage done Westland is blaming the bad press on it being a slow news day in the media [the Western Gazette started it and a BBC Bristol video took it to a wider audience] blowing the matter out of proportion. The repair includes the AgustaWestland announcement that the ambulance can now stay until it finds a site with a hangar. Meanwhile, the brand new machine has to stay out in the rain because there is no room within the vast factory. [BBC/IPAR/AW]

**HERTFORDSHIRE:** Essex Air Ambulance, having run its own fundraising operation for 10 years, has now started off fundraising for an extension of service into the adjoining county of Hertfordshire.

In July 2006 the East of England Ambulance Service NHS Trust took over the responsibility for ambulance services in Bedfordshire, Hertfordshire, Essex, Suffolk, Norfolk and Cambridgeshire and the lack of an air ambulance option in two of those counties led to two existing operations extending to cover one additional county each. Anglian is covering Bedfordshire.

Essex Air Ambulance Trust has developed an independent fundraising plan to enable the people of Hertfordshire to finance their own life-saving Air Ambulance service. This chal-



*Sporting the a temporary new logo the Bolkow and the new fundraising team Above Rob Forsyth – Trustee, Clive Parnham – Aircrew Paramedic, Jane Lambert – General Manager Essex & Herts Air Ambulance Trust, Jean Twin – Fundraising & Operations Manager Essex & Herts Air Ambulance Trust and Robbie Robinson – Aircrew Paramedic*

lenge is enormous and it will only be achievable with the help and support of the community. The appeal to raise funds was launched on the 26<sup>th</sup> of April using a spare Bond BO105 helicopter, G-CDBS.

A Hertfordshire Air Ambulance Appeal Committee has been established and it is hoped that the plan for progressive fundraising in Hertfordshire will create self sufficient financial resources for the County based upon their own red aircraft. [EAA]

**NORTH WEST:** The North West Air Ambulance is advertising on television for the first time as part of a major regional awareness campaign. The first of the 30-second adverts were aired on April 23 and they ran for just seventeen times until April 27 during prime time programmes as well as on `You Tube`. [NWAA]

**NORTH WALES:** A flight crew have scooped a national title after their quick response saved the life of a heart attack victim. Paramedics Ian Binnington and Meurig McMillan and pilot Bob Kendall have been named the UK's Air Ambulance Crew of the Year.

They won the award for resuscitating 58-year-old boatbuilder Mike Webber in a call-out to Porthmadog, Gwynedd. Mr Webber said he would not be alive if it wasn't for the helicopter crew. The incident took place in May 2006, when Mr Webber, from Borth-y-Gest, Porthmadog went to the local hospital complaining of chest pains, but was told he was suffering a heart attack.

The air ambulance was quickly called from its Caernarfon base and Mr Webber was taken to its nearest recognised landing site, which was at Porthmadog football ground

Pilot Bob Kendall, from Rhostryfan, near Caernarfon, and the two paramedics will be officially presented with the Ambulance Service Institute award in a ceremony at the House of Commons on 3 May.

Meanwhile the Wales Air Ambulance has launched an appeal to raise £15,000 for life-saving defibrillation equipment. [BBC]

## UNITED STATES

**TEXAS:** American Eurocopter has received an order from Memorial Hermann Life Flight for six EC145s, continuing this twin-engine helicopter's success in the U.S. air medical services (AMS) marketplace.

The Houston, Texas-based Memorial Hermann Life Flight is a long-time operator of Eurocopter rotary-wing aircraft, beginning service in 1976 with the SA319B Alouette as America's second air medical programme. Today, its fleet consists of four Eurocopter helicopters: three BK117s and a B0105. [AEC]

# FIRE

## CYPRUS

Two Kazan Mil Mi-172 fire-fighting helicopters due for delivery to Cyprus have been held up due to late changes in their specification.

Delivery of the Russian helicopters to Larnaca was halted at the last minute on the orders of Agriculture Minister Photis Photiou in order that the details of the contract could be renegotiated. The Director of the Department is said to still expect delivery of the machines 'within the week' after the amendment to the contract is agreed.

With Cyprus banned from buying additional Bell 412 aircraft from US sources they were

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obliged to spend around £9M on the pair of Russian machines to be used mainly by the Forestry Department to fight bushfires. It seems that the difficulty arose from installing auto-hover specific software into the aircrafts' systems. The software is produced in the United States and may not be available for sales into Cyprus. The contract alteration seeks to temporarily remove the software from the specification with a view to fitting it after the matter is resolved later in the year.

If the aircraft do not arrive in time for the fire season at the beginning of June the Cyprus government will have to fork out an additional £1.5M for other helicopters to do the job.  
[Media/IPAR]

## SEARCH AND RESCUE

### ESTONIA

**BORDER GUARD:** Swedish Space Corporation (SSC) has signed a contract with the Czech aircraft manufacturer Aircraft Industries for one SSC MSS 6000 Maritime Surveillance System. The system will be installed on an L 410 aircraft operated by the Estonian Border Guard Aviation Group.

The Estonian Border Guard Aviation Group is one of ten authorities within the Estonian Border Guard. The Estonian border includes 764 km of territorial sea border and the tasks of the border guard include dealing with marine pollution, search and rescue and illegal immigration.

MSS 6000, the latest generation of SSC's maritime surveillance system, comprises a field-proven suite of sensors integrated with dedicated mission management software. Sensor information, mission reports, target database, digital maps and other key information are integrated in the user interface. This gives the right support to the operator in every situation. It also has the capability to send data in real time to headquarters and other units and thus becomes an integrated part in the surveillance network.

The MSS 6000 and its predecessor MSS 5000 has been installed in a variety of airplanes in countries all around the world, for example, Sweden, Norway, Poland, Portugal, Greece, USA and Canada.

### INDIA

**COAST GUARD:** Three of the 24 Dornier Do228 aircraft operated is to receive an upgraded maritime surveillance system from Swedish Space. The Dornier's were licence built by Hindustan Aeronautics which is to work with the Swedish company to install the system. India will receive a fully integrated system that will off SLAR, IR/UV scanner, still and video cameras.

The service is responsible for watching over 4,660 miles [7,500km] of coastline, 1,200 islands in a surveillance area of 770,000 sq. miles [2 million sq. km] [Flight]

### UNITED STATES

**OHIO:** In Marietta the Washington County Sheriff's Office has continued training to track radio transmitters used by Alzheimer's and Autism patients.

The Project Lifesaver programme seeks to place simple tracking devices on patients and enhance the tracing capability of local search parties in finding those that have wandered off.

Participants wear a 10-mile range transmitter, each one with a different frequency. Every month participants homes are visited to check the transmitter and change its batteries. The transmitter puts off a signal every second, 24 hours a day, seven days a week. The frequency is programmed into a receiver that is used to track them should they wander off.

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The cost of participation is \$350.

Although it has been available for four years there are currently just three participants in Project Lifesaver in the county so far, so the publicity was mainly about expanding the service. The new aerial training, involving other agencies, was a suitable opportunity. [media]

**OREGON:** Following on from the item in last months edition [page 15-16] the Guardians From Above [GFA] have continued to self publicise their alternative operation in promoting their Power-Sonix public address system.

Speaker technology that has revolutionized airborne public-address systems may allow volunteer search-and-rescue planes to use loudspeakers to inform the public of emergencies. Advocates say that in the event of a lost child or an approaching danger Civil Air Patrol pilots could help by broadcasting messages to people on the ground from more than a mile away. In the past, engine noise muffled the output of such systems but PowerSonix equipment has been proven to overcome most of the drawbacks of older equipment.

Scott Bakker, commander of the South Coast Civil Air Patrol's 105th Squadron in Brookings, Oregon, has been talking about the new loudspeakers fitted in a Cessna single with a view to a permanent fit in the NPR Cessna 337.



The Civil Air Patrol has rarely used loudspeakers on planes due to the output being incoherent. Bakker, who has been the driving force behind testing the airborne speaker in Oregon because of his concerns about being unable to deal with a range of emergency events found the new type of speaker, at about \$9,500 per set, to offer better clarity and audibility.

Michael Grady, vice president of Power Sonix, the West Virginia company that makes the speakers usually sell them for use on police helicopters. Hawaii is the only place where the Civil Air Patrol regularly uses plane-mounted speakers, but in line with the known problems in fixed wing platforms their success is mixed. The speakers tested in Oregon are clearer



and more audible than others in use even in a fixed wing environment. Tests conducted near Brookings and at the Aurora airport south of Portland broadcast announcements from a plane flying at about 1,000 feet. Listeners and video cameras on the ground gauged audibility as the plane flew over. A siren warning was audible from more than a mile away, and listeners understood the *'This is a test'* announcement clearly as the plane got a little closer. Even some people inside campers on the beach could hear it from a half-mile away or more. [news.oregonian]

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

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# INDUSTRY

The US Coast Guard and **Lockheed Martin** continue to record successes across Deepwater aviation and information technology (IT) programs, which are modernizing or replacing the entire fleet of nearly 200 helicopters and airplanes and providing an advanced command and control system that for the first time links all Coast Guard aircraft, ships and shore stations through a common operating picture.

The new or upgraded systems have helped the Coast Guard better execute its challenging missions. Since the improvements, the service has reported steady gains in rescues, undocumented migrant interceptions and drug interdictions.

The team has deployed more than 75 upgraded HH-65 helicopters featuring more powerful engines; delivered two new HC-144A maritime patrol aircraft with six more in various stages of contracting and construction; progressed through developmental test and evaluation of the HC- 144A electronic mission system; commenced mission system and sensor installation on all six J-model HC-130 long range search aircraft; and sustained service of the eight MH-68A armed helicopters comprising the Coast Guard's helicopter interdiction squadron.



Proposals have been submitted and are now being reviewed by the Coast Guard to upgrade sensors, communications equipment and command and control systems across the HH-65 and HH-60 helicopter fleets as well as aboard legacy H-model HC-130 long range search aircraft.

On the IT front, the team has upgraded command and control systems aboard all of the





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Coast Guard's 39 in-service medium and high endurance cutters, resulting in significant increases of illicit drug seizures including the Coast Guard's record-setting 21-ton cocaine bust aboard the USCGC Sherman last month. [Lockheed Martin]

March marked an important milestone for **Turbomeca USA** who delivered the last of 225 Arriel 2C2 CG engines on March 30, successfully completing Deepwater program contract obligations with Lockheed Martin and Integrated Coast Guard Systems (ICGS) for re-engining the United States Coast Guard (USCG) fleet of HH-65B Dolphin helicopters.

**Enterprise Control Systems Limited (ECS)**, designers and manufacturers of RF and microwave communications systems, have received a Queen's Award for Enterprise. The privately owned British company has been recognised for its "innovation" in providing state-of-the-art telecommunication solutions to the military, police service and security industries. ECS provides secure mobile telecommunications to Her Majesty's forces in Iraq and Afghanistan, and to most of the country's police air support units. Based in rural Northamptonshire, the company was founded in 1988 by Managing Director Colin Bullock. ECS beat off competition from some of the biggest corporate telecommunication companies in the country to win the coveted award, which are announced annually on Her Majesty's birthday (April 21).

During the early 90's ECS earned an enviable reputation for producing robust analogue video links (heli-tele) for the police and security markets. Today it is manufacturing a fourth generation microwave digital 'downlink' system at the leading edge of new technology that sets the industry benchmark.

Mike Evans, Wiltshire Constabulary's Air Support Unit Executive, said: "Wiltshire police's ASU was the first to use ECS's ground breaking digital microwave 'downlink' technology three years ago.

Their products continue to lead the field in enabling senior officers in control rooms to view 'real time incident' images and make appropriate policing decisions."

Her Majesty the Queen will personally present ECS senior managers with their award at a special reception at Buckingham Palace later in the year. [ECS]

*Caption to photo: Mike Evans, Wiltshire ASU Unit Executive (left) receives a new portable briefcase receiver from ECS's UK Sales Manager, Stanley Peters.*



Des Browne, the Defence Secretary, is being called on to clear up confusion over why the cost of an army helicopter contract appears to have doubled to £2bn in under a year. Last year the Ministry of Defence said that the contract for 70 Lynx helicopters, awarded to **AgustaWestland**, would cost the taxpayer about £900M to £1bn. But in answer to a parliamentary question the armed forces minister said the contract would be worth £2bn. The cost of the project has doubled in 12 months.

One explanation for the steep rise in what was initially launched as an economical COTS aircraft acquisition project is that the military has now added the cost of whole life spares and maintenance beyond delivery from 2011. Another explanation is that it might be a typing error! [Daily Telegraph]

In the wake of the article in a recent edition of Police Aviation News [Industry Gripe PAN February page 6] ACPO finally replied in passive terms to the Editor's query and a dialogue has been started with a number of agencies.

The resolution of the downlink industries complaint is not close. Currently the National Policing Improvement Agency [**NPIA**] are working out what exactly has to be done and this alone looks likely to take around 6 months to resolve. Beyond this stage will come an industry standard and minimum user specification which will take into account those users that have purchased kit already.

**Cessna Aircraft Company** will deliver 46 Skyhawks to Embry-Riddle Aeronautical University (ERAU) and 31 Skylanes to Civil Air Patrol (CAP) this year.

The CAP order includes 29 Skylanes and 2 turbocharged Skylanes adding to the largest fleet of Cessna single engine aircraft in the world. CAP uses more than 500 Cessnas for missions in their cadet programs, aerospace education, and search and rescue operations. CAP is a non-profit volunteer organization that conducts 95 percent of the USA's inland search and rescue missions, aerial reconnaissance for homeland security, and disaster relief and damage assessment, among other missions. [Cessna]

**Turbomeca Manufacturing** won a grant worth as much as \$2.5M to build an aircraft parts manufacturing facility in Union County, North Carolina.

The N.C. Economic Investment Committee, which oversees the Jobs Development Investment Grant programme, unanimously approved the award for Turbomeca Manufacturing, a subsidiary of the French Safran Group, which makes aerospace, defence and communications gear.

In addition to the \$2.5 million grant, which will be paid out over 12 years and is contingent on Turbomeca meeting prescribed goals, the company will get \$500,000 from the governor's office. [newsobserver]

**Motorola, Inc.** has announced that it has won a contract to supply a TETRA (TErrestrial Trunked RAdio) digital radio system to Leipzig/Halle Airport, which serves almost 2 million passengers a year and is the largest airport in Saxony. The contract also includes a range of Motorola TETRA terminals for mobile voice and data communication. The deployment of the digital TETRA radio network is scheduled for completion by the end of July 2007.

Starting in 1990, Leipzig/Halle Airport has been converted into one of Europe's most modern airports. About one million Euros were invested in the creation of a high-performance infrastructure which, through its forward-looking concept, ensures long-term planning and investment reliability.

In the 2007 summer season, the timetable comprises up to 341 connections per week to 76 destinations in Europe, Africa, and the Caribbean. In the European region, the airport offers, among others, daily scheduled flights to London (Air Berlin), Paris (Air France), Vienna (Austrian Airlines), Venice, Milan, Neapel, Rijeka, Klagenfurt and Salzburg (TUfly). LTU serves long-distance destinations with non-stop flights to the Dominican Republic (Punta Cana) and Cuba (Varadero) [Motorola].

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Screens everywhere in the aircraft... but no sign of a printer ... to produce a hard copy? And yet for many operators the last item that is grabbed from the crew ready room printer is the latest Met report. Perhaps that is good enough for helicopters with a short duration but on fixed wing types operating into variable weather conditions over a lengthy flight may have use for hard copy print-outs of up to date met information.

If there is a need **Brother** might just have the answer. Printing hard copy while on the move is now even easier with the new Bluetooth version of MPrint; the world's smallest self-contained mobile printer. It is 'palm size' means it can be carried effortlessly, even in a jacket pocket. The MW-140BT at around £280 uses A7 thermal paper that is automatically fed from its own cassette, eliminating the need to feed each sheet individually. With easy to handle paper that doesn't curl, you are ensured quality printing anywhere, anytime.

USB connection is available whilst the print driver automatically re-sizes A4 documents down to A7 (whether landscape or portrait) when printing from Windows based applications. A larger [heavier] A5 version is in development but the projected price for that is in the region of £800.

The Bedfordshire and Hertfordshire Ambulance and Paramedic Service has selected a new Brother lightweight printer for its employees but currently you are more likely to see them hanging off the belt of a traffic warden. Transport for London inspectors penalty tickets are printed on the machines. [www.brother.co.uk](http://www.brother.co.uk)

*Ed: My interest in the printer was mainly driven by the need to identify a printer suitable for carrying on the hoof with a lap-top. Having previously found a suitably slender A4 full colour bubble-jet machine at £200 the Brother meets many of the ideals first sought at a price not far removed from that bubble-jet solution. The counter balance is whether A7 is just too small for a 'normal' print solution*



An agreement between **QinetiQ** and Thorcom has been signed that will enable the emergency services to tackle a number of current data communications issues. Thorcom, a leading provider of mission critical wireless data systems to the emergency services, has licensed QinetiQ technology that addresses bandwidth limitations on the existing TETRA communications network by using other networks without compromising security.

TETRA is the primary bearer for secure and resilient communications for the emergency services and has the advantage of being dedicated to the emergency services community and a select group of additional users, such as the Highways Agency. In times of crisis, when other networks face increases in private sector traffic, emergency services users can rely on the availability of the dedicated network.

However, because of the bandwidth of the TETRA network, even with high levels of com-

**Reims F406 Land & Sea Surveillance**

pression, there are severe limitations on the volume of data traffic which can be transmitted. Some emergency services providers have implemented solutions using other networks but by doing so lose the benefit of security and availability. *[Ed: In short the end user police are using their own personal mobile telephone systems to overcome the perceived shortfall].* This could have particular impact at times of national crisis when demands on other networks will be high.

QinetiQ has developed multi-bearer routing technology which allows data from emergency services applications to be securely and selectively routed across different bearers. The technology allows highly confidential data to always be routed over the TETRA bearer, while simultaneously routing less sensitive high bandwidth data, such as still photographs, video or CCTV images, over other high capacity bearers. If one of these bearers is lost, the application routes seamlessly over an alternative bearer, with no need for user intervention and no interruption to the service.

Thorcom's products are currently deployed with ambulance, police and fire service customers throughout the UK. The VR2000 is a vehicle-based multi-bearer routing platform. It includes the Thorcom 'SMG' short message switch software as standard, but this software is not capable of providing IP streaming. QinetiQ's software brings IP routing capability and inherent security and accreditability to the Thorcom platform. Integrating the QinetiQ software with the Thorcom platform is a relatively straightforward task because both have been built using the Linux operating system. [QinetiQ]

**Gippsland Aeronautics** has announced that it has received notification of Type acceptance for the GA 8 Airvan aircraft from the Civil Aviation Department of India. Gippsland Aeronautics applied to Indian DGCA in December last year for Airvan Type acceptance. Gippsland is in the final stages of negotiation for an order with an Indian company.

The Australian Civil Aviation Safety Authority first certified the Airvan in 2000 with the US FAA and Transport Canada following in 2003 and the European EASA certification being achieved in 2005. To date 109 Airvans have been delivered to customers in 21 different countries from Africa to Alaska.

Mahindra Plexion represents Gippsland Aeronautics in India. Mahindra will be conducting flight demonstrations in the company demonstrator aircraft which is based at Bangalore Airport and will also provide product support services.

The type is now being marketed as a small coastal surveillance option with cabin workstations being trialled.

The GA-8 is in SAR service with the Civil Air Patrol [CAP] in the USA and elsewhere. Among its display venues in coming weeks will be Aeroexpo at Wycombe Air Park, UK June 8-10 [www.expo.aero](http://www.expo.aero)



**LifePort, Inc.** of Woodland, Washington USA has designed and manufactured a Stacking Litter System (SLS) for use in both military and commercial markets. System is designed to allow the litter platforms to be stored in a raised position when not in use so the aircraft can be utilized for alternate missions. Litter platforms are designed to accept any number of stretchers that may be used in the field. The platform can support and properly secure NATO litters, back boards, stokes baskets and



many other types of medical stretchers. The SLS is engineered to withstand 16G forward and 20G down loads, to meet or exceed any aircraft requirement. Total system weight is less than 52 kgs and can be deployed in less than 15 minutes without the use of tools. Aircraft that are currently flying the SLS include the Sikorsky S-92, UH-70, Casa 212, KC135 and C-40C.



*The latest example of the stacking system entering service is that fitted to the CHC Sikorsky S-92 on display at this years HAI Heli-Expo in Orlando.*

Systems can attach to existing seat track, hard points or standard 463L pallet system. Pre-installation plates are available to allow maximum flexibility between various airframes. Contact Noah Zuckerman at LifePort, Inc. for additional information: [www.lifeport.com](http://www.lifeport.com) [solutions@lifeport.com](mailto:solutions@lifeport.com)

**Thermoteknix** has launched the MIRICLE® 110KS camera with Never-Blind XT<sup>i</sup>™ Technology. A sold state camera with no moving parts it is an ‘always on’ TI camera. It is offered as the world’s first truly shutterless Alpha Silicon uncooled and unstabilised miniature thermal imaging camera and a TI breakthrough.

The removal of the shutter and associated motor, gears and control mean that MIRICLE® cameras with XT<sup>i</sup>™ technology are also smaller, lighter and lower power consuming, a major benefit to all portable and size critical applications. For fuller details please visit [www.thermoteknix.com](http://www.thermoteknix.com) Thermoteknix Systems Ltd is based at Waterbeach, Cambridge UK and also has offices in the USA at Bellevue Washington. Tel: +1 425 746 6080



Seven hundred examples of the Pilatus PC-12 have now been delivered by the manufacturers **Pilatus Aircraft** in Switzerland. The type, which first entered service in 1994 serves with a number of law enforcement agencies across the world in transport and surveillance roles. [Flight]

**Geneva Aviation**, a leading provider of electronic consoles and audio and video systems and equipment for law enforcement and electronic news gathering helicopters, is nearing completion of a new development, engineering and prototyping facility to replace the company’s existing engineering centre. Completion and move in is expected on July 1. Geneva Aviation Inc. is a wholly owned subsidiary of Dart Helicopter Services LLC.

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**DART Helicopter Services** has announced STC approval of Heli-Utility-Basket™ by Brazil's ANAC (Agencia Nacional de Aviacao Civil), designed for AS 350/355 and EC 130 aircraft.

The *Heli-Utility-Basket™* offers a practical solution for operators looking to increase cargo capacity, without compromising cabin space. Installation is quick and easy using either bolt on or optional pip pin kits. Constructed using stainless steel with a high gloss, scratch resistant finish, and completed with a self locking handle, the basket is ideal for operators servicing contracts for heliskiing and forestry services operations. There are various specifications available.

A 200lb load capacity basket weighing 88lbs and suitable for the AS 350/355 helicopter can be contrasted with the 220lb load capacity type suitable for the EC130 that weighs 120lbs. The baskets feature a split lid for increased clearance between the open lid and the aircraft fuselage, allowing compatibility with sliding doors and side cargo compartment extenders. Other basket are available for the Agusta A119 and most Bell types [206/407/205/210/212/214/412 and UH-1].

DART has announced that its *Round-I-Beam™* Float Skid tubes, manufactured by affiliated partner, DART Aerospace, will now come standard with Stainless Steel Wearplates, Gaskets, Stainless Steel Wearpads and all Stainless Steel Hardware. The incorporation of stainless steel wearplates and wearpads into the design will minimise premature corrosion in marine environments. Additionally, operators will now be able to significantly reduce maintenance costs and downtime by increasing aircraft landing gear inspection intervals from every 100 hours to every 300 hours.

DART Aerospace is continuing to add approvals of *DART Round-I-Beam™* skid tubes with standard stainless steel wearplates and wearpads and currently offers this design for the Bell 212/412 and EC 135. [www.darthelicopterservices.com](http://www.darthelicopterservices.com) [Dart]



Picture from Iraq of Meeker gear at work, the first picture is of Meeker's camera isolation device, a sight more familiar under LE helicopters the second picture is one of the isolator's on a Humvee road vehicle in Iraq (the infrared camera is sitting on it).



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# ACCIDENTS

**30 March 2007 Boeing CH-47 Chinook.** A Japanese military helicopter crashed on Tokunoshima Island of southern Japan's Kagoshima Prefecture killing all four crew members. The helicopter left Naha, Okinawa Prefecture heading for Tokunoshima after receiving an emergency call to transfer a patient. It changed the planned landing spot from near the hospital to Tokunoshima airport due to bad weather, and went missing shortly before finishing its trip of some 200km. [Xinhua]

**3 April 2007 Bell 206L4 LongRanger N154MW.** Air ambulance of CareForce based at Columbia, South Carolina and operated by Omniflight. The helicopter was dispatched to a scene call to pick up a possibly intoxicated head injury patient who was at times combative, although in full immobilization. The patient had both pants legs cut up to the beltline for assessment by ground EMS, but pants had not been removed. During the hand-over, the flight crew was told the patient was *\_well-known\_* to local EMS. He was deemed safe for flight. Fourteen minutes from landing at the receiving hospital, the patient was able to reach into his left pants pocket (between the stretcher and aircraft door) and retrieve and unfold a folding pocket knife which he raised over his head. Both flight nurses immediately restrained his arm and took the knife away. There were no injuries to crew or damage to the aircraft. [Concern]

**16 April 2007 helicopter.** Military Police crashed into mountainous ground near Colatina city, Espirito Santo state, southeast Brazil killing all six aboard. The crew were Detective Eduardo Ponzos Peres, pilot, and Cap. Alvaro Jorge Carvalho, co-pilot, three doctors including Emanuel da Silva Vieira Jr., Juliano Almeida do Valle and Eugenio Ferraz, together with nurse/ paramedic Marly Marcelino who worked in the local Health Ministry's Organ Reception Department. The group was in charge of collecting organs for transplant from a hospital in the municipality of Colatina, Espirito Santo State, Brazil.

The three doctors and the nurse collected donated organs and were en-route to the state capital Vitoria where patients awaited the donor organs.

**19 April 2007 MD500 N911FT.** K&S Helicopters Commercial helicopter operating on un-stated Public Use activity. It suffered an engine failure and forced landed at Turtle Bay Resort, Kahuku, Hawaii. [FAA]

**23 April 2007 Westland Sea King.** Royal Air Force. An RAF crew were forced to land their helicopter in Hetton Lyons Country Park a Wearside park after a mid-air scare. Engineers from RAF Boulmer are now investigating what caused their Sea King helicopter to make an emergency landing. It was grounded for more than seven hours after apparently developing problems with its hydraulics as it headed back from an operation in Cumbria. [Sunderland Echo]

**23 April 2007 Eurocopter AS350B2 AStar N106HN.** Air ambulance of HealthNet Aeromedical Services stationed at Cabell Huntington Hospital. Operated by Air Methods. Made an emergency landing from 2,000 feet with a patient on board in a field near Crown City, Ohio, in southern Gallia County. The flight crew had been using the aircraft to transport the patient from Pleasant Valley Hospital in Point Pleasant, West Virginia to St. Mary's Medical Center in Huntington.

**24 April 2007 Bell OH-58 N42344.** Orange County Sheriff's Office, Orlando, Florida. Made precautionary landing on a car lot on State Road 436 whilst assisting with a motor vehicle accident. [WESH]

**24 April 2007 Eurocopter EC135P2 SE-HPS** Swedish Police. A police helicopter crashed and was totally destroyed during an exercise in south-western Sweden, killing one person and leaving two seriously injured. A fourth person on board escaped with minor injuries after the helicopter went down at Sisjon beside a lake near Goteborg, Sweden's second largest city. All four were police personnel. The cause of the crash was not immediately clear. [Media]



**25 April 2007 Cessna 182 Skylane N6277E.** US Customs and Border Protection (CBP) Air Interdiction Agent died as a result of an aircraft crash that occurred 16 miles north of San Manuel, Texas, near Highway 281.

The Cessna based out of the CBP Air and Marine Branch in McAllen, Texas, departed from McAllen Airport on a patrol in support of CBP Border Patrol Agents on the ground in search of illegal immigrants. The pilot Clinton B Thrasher, 32, died in the crash on a ranch about 15 miles north of San Manuel. [CBP]

**26 April 2007 Sikorsky S-64 I-SEAD**

Erickson Air Crane operating for Protezione Civile [and in their colours] crashed whilst fighting a forest fire at Ruffino near La Spezia city (Liguria). The Erickson impacted the ground and burned setting off a fresh of forest fire. The two pilots escaped, reporting only minor injuries. The operation was being undertaken in company with a Canadair CL415 and a local "Region Liguria" helicopter. [DM]



## PEOPLE

Microwave Radio Communications (MRC) has announced that **Rick Hollowell** has been appointed Project Manager of the 2 GHz BAS Relocation effort. Rick will be responsible for working with Systems Engineering and Operations on the Sprint/Nextel BAS Program overseeing large systems orders. Rick will also be managing activities of MRC's Systems Integration and Technical Support groups overseeing the test and integration of complex orders, and follow up customer support.

**Lyn Paver**, the Chief Executive of the Devon Air Ambulance Trust (DAAT) is stepping down from her post during the charity's most successful period to take over a similar post with the Thames Valley Air Ambulance.

Paver, who joined DAAT in 1998 before becoming Chief Executive in 2001, led some of the charity's most significant initiatives including acquiring an EC135 introducing a second aircraft for North Devon and extending the flying hours to seven days a week as well as establishing new air ambulance bases at Middlemoor in Exeter and Eaglescott near Torrington.

She leaves DAAT in its 15<sup>th</sup> year and in good shape to take the helm at Thames Valley where there are very similar challenges to face as those that prevailed when she took up the DAAT position.

Colin Lee, Chairman of Thames Valley Air Ambulance Trust added: "The Devon Air Ambulance Trust is regarded as a model operation in the sector both in terms of fundraising and operationally, particularly in its ability to innovate and continually move forward.

"Thames valley is equally ambition to be the best so it was natural for us to want to employ the best."

Lyn Paver leaves DAAT in July with the day to day operation of the charity reverting to a Senior Management Team while the Board of Trustees decides upon a successor.



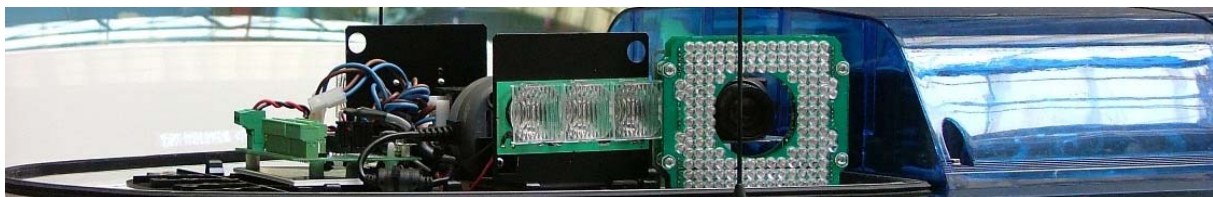
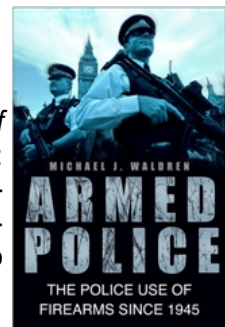


Jerry Airola, president of Silver State Helicopters announced the recent appointment of **Dan Corsentino** as director of the Sheriff's Airborne Law Enforcement (S.A.B.L.E.) programme. In his position, Corsentino will head the S.A.B.L.E. program. The program was formed to provide cost effective alternatives for law enforcement agencies by providing fully-equipped, staffed helicopters on a contract basis. Silver State Helicopters' law enforcement equipped helicopters provide aerial units for sheriff and police departments throughout the United States.

Silver State Helicopters was founded in 1999, and is a full-service commercial helicopter operator with Flight and Air Traffic Control Academies. Operations include Search and Rescue, Air Ambulance, Aerial Tours, Photography, Law Enforcement Air Support, Agriculture and Fire Fighting, along with many other services. Silver State Helicopters has operations at more than thirty locations in fourteen states as well as overseas. Silver State Helicopters is the largest flight academy and the fastest growing rotorcraft company in the world today. For further information please visit their website at [www.silverstatehelicopters.com](http://www.silverstatehelicopters.com).

## BOOKS

Just arrived for review with the editor is '*Armed Police – the police use of firearms since 1945.*' by Michael J Waldron. Published by Sutton ISBN: 9708 7509 4637 7 £19.99. It is expected that a full review of this back-grounder on UK police armed activity will be ready for next month. The primary connection with PAN is that a large section of the content relates to the London Police helicopter base Lippitts Hill.



## LAST MONTH EVENTS

### BAPCO 2007

After visiting the meeting of the British Association of Public Safety Communications Officers [BAPCO] along with its Annual Conference and Exhibition last time and meeting up with some aeronautical content I had expectations of a repeat experience. Last time there were downlink exhibitors in among the products on offer. Unfortunately this year the expectations were not met and it seemed that this year's BAPCO was primarily a venue for marketing a range of 'solutions' for not having officers on the street and of course remedies for the short-falls being experienced by the data transmission aspects of Tetra in the UK.

It is not that the subject matter was not interest, useful background etc it's more a case that it all fell very much outside the 'aviation interest' scope of PAN.

That said, long term readers may recall the editors occasional 'rants' about the apparent failure of the authorities to get a workable radio system down below into the vulnerable London Underground system and perhaps trialling a CODFM based system that industry experts maintain will do the job. Tetra – used by all of the standard police – still does not work down there and is not expected to until next year [maybe]. Meanwhile the transport police have their own system that does work but of course when the wheel comes off all manner of police attend major incidents – being instantly cut off going underground. I just thought it

very amusing to be standing in Islington listening to the unsuspecting representatives of a leading multinational COFDM advocate company Rinicom expounding to me the virtues of being able to undertake covert video surveillance of targets whilst following them underground. That sounded so familiar. I finally asked them the question I asked many other COFDM proponents – ‘had they been invited to demonstrate the possibilities to the transport police?’ – but we already knew the answer didn’t we!

BAPCO remains a unique European forum for all professionals with responsibility for public safety communications and civil contingencies service delivery and as such elements falling outside of the emergency services are valid enough for the ideals of the show.

The free exhibition was very firmly anchored on the ground [but see the item on the Brother printer under Industry]. [www.bapco.co.uk](http://www.bapco.co.uk).



## FUTURE EVENTS

### CONFERENCE

The editor is again engrossed in the planning for the 2007 Police Aviation Conference. This years event is to be held in the Netherlands under the General Heading of ‘21<sup>st</sup> Century Police Aviation’ and will be a Conference and Exhibition held from November 7-8, 2007 at Expo XXI, Amsterdam.

The concept worked well last time thanks to some excellent speakers and exhibitors and hopefully I can get together another interesting programme. Last time there was a UK slant because the event was London based, hopefully the move to Holland will bring in a few more speakers from the Continent.

I have a list [not all of whom have been approached yet] from which to form the final event but if you want to see something in particular, or want to put yourself forward to present a paper, or to attend, please drop me a line. Alternatively you will find some additional details at [www.shephard.co.uk/police](http://www.shephard.co.uk/police)



Coming up this month is **Heli-Middle East 2007** in Oman [May 14-15] a chance to assess and contrast the developments taking place across the region’s markets to hopefully identify and understand the issues involved with procurement, training, operations, technology and security.

The event will be small on hardware but hopefully rich in the key papers to be delivered by senior personnel from a range of nations including UK, France, Germany and Scandinavia and will offer perspectives on policy, operations and procurement.



<b>SAVE THE DATE!</b>	<b>2007 AIR MEDICAL TRANSPORT CONFERENCE</b> <b>SEPTEMBER 17-19, 2007</b> <b>TAMPA, FLORIDA</b> <a href="http://www.aams.org">WWW.AAMS.ORG</a>	
	<b>THE #1 combined clinical and aviation conference!</b>	

Key topics will include SAR operations in the Gulf, Synthetic Training in SAR, CSAR Winching Operations, Tourism / VIP operations in the UAE, Equipment for HEMS rescue operations and Leader Debates. The event is billed as the most influential helicopter event in the region for both industry and defence forces. [www.shephard.co.uk](http://www.shephard.co.uk)

Straight after Oman its off to the cooler climes of Geneva for EBACE. The European Business Aviation Association (EBAA) and the National Business Aviation Association (NBAA), co-producers of the **European Business Aviation Convention & Exhibition (EBACE)**, has announced that the Convention, scheduled for May 22— 24, 2007, is on target to set new records for the total number of Exhibitors, booth spaces and aircraft on the Static Display of Aircraft. EBACE is the only European exhibition focusing exclusively on business aviation.

In 2006, the Exhibitor count for EBACE reached 292; there were 1,206 booth spaces sold, and 52 fixed-wing aircraft joined four business helicopters on Static Display.

To date, only a limited amount of indoor exhibit space remains, with 1,410 booth spaces sold in Halls 6 and 7 of Geneva PALEXPO. Over 340 Exhibitors have contracted for space, and the Static Display of Aircraft on Geneva International Airport is sold out, with 56 aircraft (54 fixed-wing and two helicopters) confirmed.

Famed aviator Dr. Bertrand Piccard will deliver the keynote address at EBACE's Opening General Session, to be held at the Geneva PALEXPO, in Ballroom B on Tuesday, May 22, 2007, from 9:00 a.m. to 10:00 a.m. Moderated by EBAA CEO Brian Humphries and NBAA President and CEO Ed Bolen, and themed, "How Business Aviation Helps Fuel the European Entrepreneurial Spirit," the Opening General Session is the first of many valuable, informative sessions that will be held at EBACE. Additional Information Sessions and equipment-specific Maintenance & Operations (M&O) Sessions will address the issues facing business aviation in Europe today, as well as those on the horizon.

Exhibit Halls 6 and 7 of Geneva PALEXPO will include Exhibitors featuring the latest products and services available in business aviation. An incredible collection of state-of-the-art business aircraft will be on the Static Display at Geneva International Airport. Nearly 10,000 Attendees will be present from Europe, the Middle East and around the world.

EBACE2008 will be held in Geneva from May 20 to 22, 2008. Further details about EBACE2008 can be obtained at either EBAA Booth #1501 or NBAA Booth #1560 in Hall 6 at Geneva PALEXPO.

3-8 June 2007 **International Maritime Rescue Federation**, World Maritime Rescue Congress, Conference & Exhibition and the 20<sup>th</sup> International Lifeboat Conference. Quality Hotel 11, Gothenburg, Sweden. Since the 19<sup>th</sup> Conference in Cape Town, the eighty-year-old "International Lifeboat Federation" has been formally incorporated as the "International Maritime Rescue Federation" and the four-year re-development process, agreed in Cape Town, will be completed at the 20<sup>th</sup> Conference in Gothenburg. The 20<sup>th</sup> Conference coincides with the 100<sup>th</sup> anniversary of the hosts, Swedish Sea Rescue Society (SSRS). Arranged and marketed in association with Shephard Conferences [www.shephard.co.uk/events](http://www.shephard.co.uk/events)

The National Business Aviation Association (NBAA) has announced that it has made the difficult decision to move its 2008 Annual Meeting & Convention from New Orleans to Orlando.

NBAA were expecting to hold the convention in New Orleans in October 2008, consistent with a desire to assist the city in recovering from Hurricane Katrina but they have decided that the city is still not recovered sufficiently to host what is a very large Annual Meeting & Convention. It will again be moved to Orlando, Florida.

NBAA was forced to move the 2005 meeting from New Orleans because it was scheduled to open just a few weeks after the hurricane devastated the city. Since, then NBAA officials said that much about



**The International  
Exhibition for General  
& Sport Aviation  
June 8-10, 2007  
Wycombe Air Park, UK**

**DUBAI 2008 HELISHOW**

The third edition of Dubai Helishow - the International Helicopter Technology & Operations Exhibition

11<sup>th</sup> - 13<sup>th</sup> November 2008

East Hall, Dubai Airport Expo, Dubai, U.A.E.

Online Registration: [www.dubaihelishow.com](http://www.dubaihelishow.com)

New Orleans has been revitalized. The convention center looks great, the hotels are opening and the French Quarter is vibrant but it is still not capable of hosting the show.

The Lakefront Airport that would be the site of NBAA's Static Display does not appear to be coming back as fast as other parts of the city, and NBAA would not be able to successfully host this large display at the airport in the way that show Exhibitors and Attendees have come to expect.

In 2005 NBAA pledged fund-raising and other relief assistance to New Orleans and Gulf region. At the Annual Meeting & Convention that year, which was moved to Orlando, NBAA and its Members and Attendees raised over \$100,000 for the relief effort. The monies raised through NBAA's Convention-related efforts that year were donated to the Bush-Clinton Katrina Fund, which was established by former Presidents Bush and Clinton to provide relief and rebuilding resources to help victims in areas impacted by the hurricane.

*Ed: The slow recovery of New Orleans in becoming somewhat of an International scandal but some organisations – notably the ALEA - have successfully held events in the city against 'best advice' and got away with it principally because they were small. NBAA though is a giant event and is restricted to only a few cities with sophisticated facilities. It would clearly place a great strain on what has been achieved in New Orleans even three years down the line. In 2006, NBAA's largest annual event drew more than 33,000 people to Orlando. This year's Annual Meeting & Convention, the largest in the general aviation industry, will be held in downtown Atlanta at the Georgia World Conference Center from September 25 to 27.*

**ISNR London** to be the first European security event with official participation by the US Department of Homeland Security Science & Technology Directorate International Security and National Resilience (ISNR) London, a conference and exhibition to be staged in December 2007, will have the official participation of the US Department of Homeland Security Science and Technology Directorate (DHS S&T) and the National Defense Industrial Association (NDIA).

The event will open on December 3 when Jay Cohen, Under Secretary for Science and Technology, US Department of Homeland Security, will open a dedicated US DHS Science and Technology day, with insights addressing the S&T Directorate's future requirements.

The following two days will see a high level conference, practical workshops and an exhibition area supported by companies that specialise in high-end security technology, systems and services.

## EVENTS

**Ongoing until 11 May.** The Police Skydive Boogie will continue to take place at Lake Elsinore east of Los Angeles in California. Contact: [guy.reynolds@sussex.pnn.police.uk](mailto:guy.reynolds@sussex.pnn.police.uk) Sussex Police HQ 59161

**8-10 May 2007** Global Border Security. Henry B Gonzalez Convention Center, San Antonio, Texas. Organised by .J. Krause & Associates, Inc. Bethesda, MD 20817 [www.globalbordersecurity.com/](http://www.globalbordersecurity.com/)

**14-15 May 2007** Heli-Middle East. Grand Hyatt Hotel, Muscat, Sultanate of Oman.

**19 May 2007** the Gainesville (FL) Police Department and Alachua County Sheriff Joint Aviation Unit will host a display of helicopters from local, state, regional and DOD/Federal organisations. The Heroes Air Show also features the CODE 3 Career Fair, which brings together recruiting teams from law enforcement, military and public safety agencies with exciting career opportunities. [www.heroes-airshow.com](http://www.heroes-airshow.com)

**22 – 24 May 2007** EBACE2007 Geneva, Switzerland The event will demonstrate that EBACE is driving commerce in Europe. Nearly 10,000 Attendees, over 250 Exhibitors and 50 aircraft on Static Display are expected at EBACE2007. Due to the phenomenal growth of EBACE, it will occupy two halls of GENEVA PALEXPO – Halls 6 and 7 – and the Static Display of Aircraft will return to Geneva International Airport. EBACE is the premier business aviation event in Europe.

**28-29 May: Southend Airshow.** The Essex Air Ambulance will be flying in and Pilot Pete and the fundraising team will be on hand to raise awareness of the emergency helicopter in Southend and the surrounding area.