

Police Aviation News

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Show Number November 2010

PAR



SHOW NUMBER

PAN Reports from:

Helitech Portugal

Aerial Emergency Response

Helishow Dubai

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EVENTS

This special edition looks at three primary events the editor has visited over a period of one month. In one case, Dubai, PAN also exhibited. They should be set against a background of difficult times and a natural tendency for organisers to hype up the quality of the content and visitor levels both before and after the event. Rarely does the hype meet the expectations of everyone but often the most dismal of events can produce the commercial results.

Many judge an air show event by the quality of the presentation, the air displays and even the quality of the 'give-aways' – and on occasion even I am guilty of being swayed some of the time. The content of these reports has been modified time and again in the light of a new day, often on the basis of a simple positive comment.

Many tend to forget that a trade show is just that – a place where business is done. It is the positive outcome of the business that matters not the glossy exterior.

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A great double act, but it was simply a repeat of the display of 2008

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HELITECH EUROPE

AEROPORTO TIREZ, CASCAIS, PORTUGAL, OCTOBER 5-7

The Mayor of Cascais officially opened Helitech's second exhibition in Portugal. The Mayor, Mr António d'Orey Capucho, visited the event when it was first held in Portugal in 2008.

The Mayor toured some of the exhibition stands as well as the static display area with its variety of helicopters. Helitech's second outing to Portugal attracted 1,274 visitors.

Potentially the star of the show, as the only type 'first footing' the event was the AgustaWestland AW101 of the Portuguese Air Force. It was first time in Portugal for AgustaWestland and they tied in its presence at the show with the delivery of two Grand New light twin helicopters to Vinair Aeroserviços, which is located at Airport Cascais. A leading provider of VIP/corporate transport services, Vinair is the first customer to take delivery of the Grand New, which is itself an evolution of its Grand helicopter. The ceremony took place at Vinair Aeroserviços' facilities at the airport so was generally invisible to most.

Located on the 'right' side of the airfield Heliportugal displayed most of the aircraft on view – an AgustaWestland AW139, a Eurocopter AW350B3 and Eurocopter Dauphin as well as a Kamov. Most were just pushed round the corner from the company hangar.

Russian Helicopters attended to promote the renowned Kamov Ka-32A11BC, two of which made an appearance during the show but they were customer aircraft not brought by the manufacturer. Helibravo brought Eurocopter variants as well as a Robinson R44.



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The EC135 on display was an example from the Spanish Army Disaster Response Unit [UME] and it prominently displayed the Wescam MX-15i sensor ordered two years ago. Where other Spanish Army aircraft operate with FSI sensors the special mission UME operation selected the four field of view IR, day/low light camera system for its EC135 and AS532AL Cougar fleet.

Including a number of booth share exhibitors the organizers were expecting some 134 companies to exhibit in the 100 or so stands, but there were the inevitable absences that every show suffers and overall the event suffered heavy criticism on the day and subsequently on on-line blogs.

Although I can fully understand all of the negative comments - really only day one worked in a broad sense - there were many plus attributes about the event that should perhaps be highlighted.

The event was not a complete waste of time for everyone I met. I know of two exhibitors that appear to have surprised even themselves with the level of customer interest and even sales talk [each subject to eventual confirmation by signature on the dotted line]. A month later those expressions of interest remain positive but it may be years before the customer places the order. Other show cancellations, including an event in Brazil, due to the recession led to customers coming to Helitech because there was nowhere else. Beyond those George DeCock, Director at L-3 Wescam, said: "We returned to Helitech Cascais in 2010 because it was a good show in 2008. 60% of the visitors to our stand were invited customers, while another 20% were new potential customers. We will be back!"

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For Eurocopter this was its first major outing for the new logo style and the changing of the EADS name to Cassidian. Or so it seems. So they appeared at what was ostensibly a civil show and launched the brand new military product name. It turned out that this was not some solution to a perceived problem with EADS as corporate identity, and EADS does have its problems, for early in November at the Dubai Helishow, nominally a both civil and military product they were back with EADS and no sign of Cassidian! That is a very clear bit of marketing then.

The handful of helicopters - most of which were there last time, less a few - were a great disappointment and must surely either indicate the recession we all know is there or a wish not to pander to spotters - or maybe both. In 2008 Helitech was later in the year and the fire

season was finished so there were more viewable options including fixed wing water bombers complementing the tired and parted out Short 360 airliner still sitting forlornly in the weak sun.

The air display was pointless pandering to masses who failed to attend. The only change from two years ago seems to have been that the water drops by the two AS350s missed dousing the fire fighters on the ground and this year the ground based fire trucks did not have to rescue a situation where the demonstrating water bomber clearly failed to control the controlled fire. They had to put it out by conventional hoses! This year the heavy rain early on day two did not help either the apparent atmosphere of 'failure' or the fire lighting demonstration later in the day.

Shows are about the exhibitors and if anything rescued the event it was that. All events are about Networking, talking turkey and hopefully picking up customers from a new part of the world where there are few other options, the rest is glitz. The highlights of day two centred not on the fire fighting antics but whether the Kamov would fly a display. It finally did on the last day – as it left.



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One of the prime purposes of the PAN presence at Helitech was to gauge the level of industry interest in supporting a new edition of PAVCon in 2011, especially as the venue was also to be in the Iberian Peninsula and likely to interest similar exhibitors. Generally law enforcement and similar exhibitors asked were quietly enthusiastic about the event planned for Bilbao in May 2011.

Equally the initial feedback on Helitech 2010 is that it will be back at Cascais if enough of the current exhibitors continue to speak positively. It would be a bonus if there was a supporting air display and conference but fire fighting by two AS350s and a bit of brushwood has perhaps had its day!

Those that demur should recall that Helitech UK and HAI do not resort to a display to succeed - they offer high quality business, and a reasonable selection of static airframes. For now the jury is out on the overall commercial success of Helitech Portugal. At Duxford, the background, is all about location, but it is an unique fixed wing historical venue not helicopters. It is mostly the roar of Merlin engines not rotors that regularly empty the hall and chalets. Perhaps Sue Bradshaw, the organiser of both events, should look around for a CASA Buchon's [Spanish built Me109] to pep things up!

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IACP 2010

An event I have yet to take in – mainly because the aviation content appears low – is the International Association of Chiefs of Police Annual Conference [IACP], this year held in Orlando, Florida, USA, from October 24th-26th.

My understanding is that, although very US orientated, it is an International forum and attracts a reasonable cross-section of non-US visitors. At the moment the aircraft related content remains an unknown and it is really thanks to American Eurocopter that these words appear at all. They sent me their resume of the event and an image. Very much an advertorial but, perhaps, food for thought as far as the event is concerned.

American Eurocopter highlighted the multi-mission functionality of its AS350B3 helicopter during the show. On display at the American Eurocopter booth was the B3 model of the AS-tar currently in service with the Seminole County Sheriff's Office (SCSO) in Sanford, Florida. The AS-tar has truly found its home in the US. Although it is a design so old that it does not bear thinking about the AS350 family of helicopters is now one of the leading platforms in the Law Enforcement market because it is such a versatile and powerful aircraft and now having it built in the US ticks all the additional boxes that users needed to swing away from the traditional US suppliers.

The SCSO Aviation Unit performs a wide variety of missions including Law Enforcement (LE) patrol, tactical operations (including fast-rope and rappelling), search & rescue and fire fighting.

The AS350 B3 was their choice. "The B3 stood out from the other aircraft in its class because of its multi-mission flexibility, cabin size and definitely its performance," said Steve Farris, Chief Pilot for the Seminole County Sheriff's Office, who attended IACP with the aircraft.

The Seminole County AS350B3 displayed at IACP is equipped with a full complement of LE

equipment including infrared imager with daytime colour camera, searchlight, moving map system and tactical radios. In addition to the standard LE equipment package, the SCSO helicopter also has a rescue hoist, tactical platforms for SWAT personnel and a cargo hook for fire fighting operations.

"Our AS350B3 has proven to be a reliable performer," continued Farris. "We train with our mission equipment on our AS350B3 on a regular basis."

The Seminole County Sheriff's Office is now operating an all-Eurocopter fleet, which includes an EC120 and its AS350 B3. The department counts on American Eurocopter to keep their helicopters up-to-date and ready for action. "American Eurocopter provides the service and support needed to keep us in the air serving the citizens of Seminole County," said Farris.



AEC

AERIAL EMERGENCY RESPONSE

Kuala Lumpur

Malaysia 27 - 28 October 2010

A tentative initial event by Tangent Link seems to have ticked all the boxes for most of the attendees. AER was held in the Crowne Plaza Hotel, Kuala Lumpur, Malaysia [bottom image]. The two day city centre Conference & Exhibition focussed on the technology utilised when aerial assets respond to natural disasters and emergencies.

Right up to the last few days the confirmed Key Note Speaker was SAC Dato' Chuah Ghee Lye, Commander, Royal Malaysia Police [RMP] Air Unit but developments got the better of that. He was promoted away from air support and replaced – very much at the last minute - by a colleague from the air unit, Superintendent S Sathiya Seeland SAP KMN PPP PPB [right]. He coped very well and added his own flavour to what was effectively his bosses words. Congratulations then are due to both of them.

Effectively the event opened with the keynote address highlighting the December 2004 tsunami that killed 230,000. Someone up there arranged for a new tsunami to strike nearby Indonesia the night before, fortunately fewer than 500 were reported to have died this time, and equally fortunately it did not empty the room of professional rescuer visitors [as it might easily have done]. Just to add to the emergency a volcano erupted in the same region.

Tangent Link, believe the latest high profile disasters in Pakistan, India, China and Europe have made this year's conference all the more relevant. They are confident that this will lead to greater participation in future events but were successful enough on this the first in attracting around 100 delegates drawn from the RMP, Malaysian Maritime Emergency Agency (MMEA), Indian Coastguard, Shanghai Aviation Police, Japanese Coastguard, The Malaysian Bomba, China Rescue & Salvage Bureau and the Indonesian Search & Rescue Agency. Simply contacting the potential attendees in a manner preferred by them rather than the organisers was a major lesson learned.

Steering and coaxing the speakers over the two days was Chairman Lee Benson, former Chief Pilot of LA County Fire and a regular in the speaking circuit these days. Often his primary task seemed to be ensuring that the speakers were questioned after their presentation – not a particularly easy task at times when most present were struggling with other than their first language. Aside from the Keynote Address, policing related presentations were given by such as Bruce Thomas, Victoria Police, and the pretty much new kid on the block the Malaysian Maritime Enforcement Agency. Much of the rest of the non-commercial pro-



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programme was about rescue and training of all kinds. The seal of approval on conferences such as this relates pretty much to the final hours. Although it was not full to the end – many had attended a single day of their choice only – there was a significant presence in the hall. That is a strong sign of satisfaction with the product.

A small supporting exhibition drew a number of Southern Hemisphere representatives of AgustaWestland, Becker Helicopters, Bombardier, Breeze Eastern, Erickson Air-crane, Eurocopter, Flightcell, Imarsat Services, ShinMaywa, SRT Helicopters, Technical Rescue and TrakkaCorp. The latter was present but also represented by Alan Fairclough of Aero Avia who also represents the interests of Skyquest, Sonix and Curtiss Wright locally.

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TrakkaCorp appear to be going from strength to strength. It has been a long haul since the early units appeared on show at such as Helitech Duxford in a substantial sensor ball style mount. At the time this publication raised the question of whether this was indeed a new dawn. It looks as if it is. The eventual change to the far sleeker design that looks to have origins in theatre land and certification turned the corner for the development team. Their competitors bulky designs are still not certified, and they do not appear inclined to tackle the question of enhanced product testing. Meanwhile Thommen is taking that route with the introduction of a fully certified conventional design.

The Trakka can be carried at higher speeds which brings it into the wholly new fixed wing arena. I recall all of those feeble attempts to provide fixed wing police aircraft in the UK with a viable moveable searchlight and the answer was always a less than ideal torch/flashlight handheld with nowhere near enough output and a farcical need to poke the device out of the sliding window.

Just as the answer hits the market UK fixed wing policing is reduced to the one Defender airframe based in Greater Manchester. No matter how sleek they are though these things cause drag and tend to be taken off the aircraft in daylight. In South Africa a fixed wing aircraft is flying with a retractable belly mounted Trakka. The light unit operates at cool enough temperature to do that, there is no way any conventional searchlight could be flipped up inside shortly after use.

The operator will be the final arbiter of whether conventional or Trakka is best but the long history of dissatisfaction with blistering hot bulbs that act as paint stripper is just one aspect to be considered by the users. In the end the product has to adequately light the scene in conventional as well as IR light and be economical and easy to maintain; certification is a plus that for all too long the opposition has not sought to address - but it is not a prerequisite and it is potentially expensive.

It has long been known that certain US Homeland Security operators have been using Trakka but the manufacturer has been unable to advertise the fact, let alone release images of them. As that substantial fleet gets larger more images are getting into the public domain by other means – and it is clear that even more US Government departments are buying into the new technology in preference to the old.

Over in Europe there are still only a handful of units, only one police helicopter in the UK but my understanding is that low presence situation itself may be short lived and that the new need for night time air ambulances will see Trakka units shifting to HEMS work in the not too distant future. Meanwhile on the mainland of Europe there are stirrings that will see the start of Trakka on police helicopters there too.



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Flightcell are a New Zealand company intent on spreading its wings across the rest of the globe. So far they have done quite well in their aim.

The prime product they are bringing to market at the moment is the Flightcell DZM3 an aviation satellite communications suite that offers voice communications, data and GPS tracking in a single neat unit. It also offers an optional cellular phone modem, thereby allowing the unit to choose the cheaper option to make that call if there is a terrestrial signal. The unit is linked into the Iridium satellite system and effectively allows the user to call any telephone in the world by 'direct dialling' rather than using third party connections and can guarantee a signal most of the time. The stated exceptions are if the helicopter is perhaps in a deep canyon out of line of sight from a satellite – but other than that it is any desert, mountain or over the sea. To further enhance the capability they offer the broadly similar DZM2 which includes a handset that can be taken off the aircraft to incidents.

The GPS tracking function, although 'Big Brother' in some ways, does offer a measure of crew safety in that others can track where the DZM was last visible – perhaps before it descended into that deep canyon with engine failure.

Naturally the company can show plenty of interest for their equipment in the southern oceans with units sold to the Western Australia Police. More important to company growth is the acceptance of the unit by a number of US Government departments for a range of nine military aircraft types. In the police field both the Massachusetts State Police and the Texas Department of Public Safety have aircraft already equipped and another user with a large fleet of AS350s in California will soon be equipped.

Erickson Air-Crane is in their area of expertise in this region. Primarily there for heavy lift and fire suppression [their fleet in Australia looks set to grow this season]. While they are looking to widen their core market they are also addressing their own take on that long standing 'hot potato' of rescuing lots of people in one go [from burning things – high rises or ships].

The product takes the more familiar basket rescue systems and multiplies the content in keeping with the capabilities of their S-64s. The USCG can snatch a couple of bodies in their Billy Pugh's, the Israeli's [and Bell for a while], special rescue cars for 2-3, others can offer cages with a capacity of a perhaps a dozen, but the S-64 is a real lifter and they are talking 30 or so.

AIRS, the Aircrane Incident Response System, is not just about baskets full of rescued humanity. It is more about moving all types of equipment around a disaster area, bags, boxes, living units - and of course the utility baskets.

The S-64 outperforms most of the alternatives in the market and there are only a limited number of airframes to work with [around 90 built] so any heavy lift plans intent on placing resources around the world for potential use is finite. Erickson have the type certificate but no-one is yet looking at building new.

The lifesaving aspect is attractive but it does still face the ultimate problem in that if you present a 30 person escape system to 200 people on top of a burning building [or ship etc] there will be no orderly queue. They are already looking at modifying their utility design to



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something like a ‘teardrop’ that may just be a shape that would repel the unwelcome 31st passenger and his multitude of friends but it remains a difficult call.

You may need to place 30 policemen with guns in harms way to control an orderly loading procedure. That may be alright if there is no real rush to depart the structure but we all saw what happened oh so suddenly to the twin towers in New York so nothing is guaranteed. Who makes that call?

Representing SRT Helicopters of Bakersfield, California, Chris Gadbois and his team were in town, Chris to talk to the audience and each of them to seek new customers at their booth. The product is training and that is kept shiny, up to date and current by each of the team members having either of both an existing law enforcement or fire fighting capability – or both.

Chris has a 30 year passion for work in the emergency services and aviation. Having started his career as an explorer with the Los Angeles County Fire Department, his experience includes over 20 years in the US Army with various assignments in Special Ops and aviation. He is a commercial pilot, paramedic and rescue specialist but specialises in rescue and instructs in Swift Water, Dive and Heavy Rescue for the California State Fire Marshall’s Office. In addition he owns SRT which trains others in a range of skills worldwide after being able to cite impressive presences at the World Trade Center, as well as various tsunamis, hurricanes, earthquakes and floods. Fortunately mainly in the post event rescues. With all of this background his first love remains locked into CalFire. If something is burning in the State of California that is where he is likely to be.

SRT have some important customers in the Asian region and naturally are seeking more; putting their message out at selected trade shows is getting to be a way of life – although from time to time fire fighting and natural disaster do get in the way.

Kuala Lumpur worked fine but Dubai was to be a disappointment. He was scheduled to speak at the ‘Military & Homeland Security’ conference there – as he did in 2008 – but at the last moment [actually at the Helitech Portugal event so uncomfortably close to the event] the designated organisers, the Shephard Group pulled the plug. Not a very good start for the Dubai Helishow.

To underline the comments made earlier about the ‘poor’ quality of the Helitech event in Portugal, this conference and exhibition seems to have ticked all the boxes with the attendees and there was not an aircraft in sight.





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DUBAI HELISHOW

AIRPORT 2-4 NOVEMBER 2010

I have rewritten this report on the Dubai Helishow more times than I care to recall. It was an event whose fortunes lifted and fell with the tides. From being a disaster in the first few hours it steadily recovered into at least a modest triumph.

The event has a chequered past. Launched as the first and largest pure helicopter show in the region it was a spectacle to behold that filled both the exhibit hall and the static to bursting point. Its rate of visible spectacle since has been meteoric – but downwards. That first year could not be sustained and it has now dwindled to a situation where it barely makes an impression on the hall it occupies at the airport and looks to need to move away to a smaller venue.

As with the case of the Helitech Portugal, although the event started off as a plane spotters dream it has now settled into being a venue where work is done and deals inaugurated or concluded. The distance between inauguration and conclusion is often a matter of years.

The reason why the event does not slope off to 'some hotel' is that the site is under the control of the organisers and therefore still an economical option able to take expansion in its stride should better times return.

Notwithstanding the blow caused by the cancellation of the conference, around the time of Helitech the organisers of the show were naturally hyping up the event. They were quite mindful that in the past three editions like Helitech Portugal it has proven not to be capable of being a self promoting super show in a population mainly consisting of poor migrant workers never likely to touch, let alone own, a helicopter. It needs constant pushing to appear busy on the surface but nonetheless has its rewards for many of the exhibitors.

The local media duly played their part in spreading the message but the majority of their readership do not have the time or inclination for gazing at rotary craft. So, as with Portugal, it is a hard market that the Helishow faces.

The opening ceremony was performed by Sheikh Majid bin Mohammed bin Rashid Al-Maktoum, Chairman of Dubai Culture and Art.

The show was claiming 100 exhibitors and an expectation of 3,000 visitors – a similar number of traders but more than double the visit level achieved by Helitech Portugal somewhat lost in an exhibit venue many times the size of the Cascais tent. That just did not happen any-





©Mark Mennie



©Mark Mennie



The meagre static ©PAN

way so the deserted effect was magnified.

Despite the glowing predictions, day one was truly dire in terms of visitors attending and many exhibitors were clearly depressed by the lack of footfall. It was so low that it made Helitech Portugal seem like a Premiership Football match crowd. In truth there were visitors but unlike most event first days they were simply far lower than expected and mainly a few organised official parties from the government and military visiting specific targeted stands rather than browsing the whole hall. The pictures tell tales of a crowd of important people – but look behind the group at the onlookers. There are none. Unfortunately there were other events in the region and they likely drew off some of the potential visitors that day.

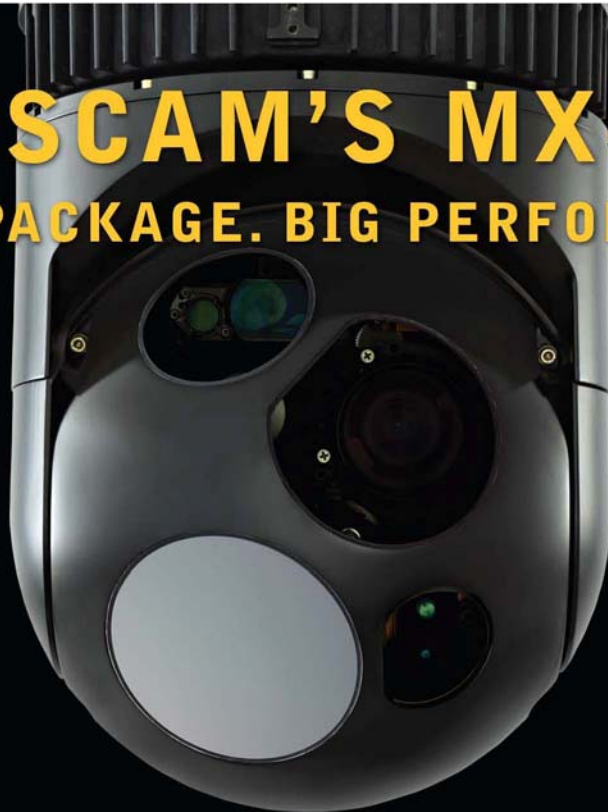
Oddly of the sponsors – Rotor & Wing, HAI, MAK, PWC, Frasca, Priority 1 and Spectrum Aeromed – the latter were not to be found in the hall either walking or exhibiting despite recent activity to enhance their profile in the market.

In the past there has been some good natured ribbing between magazines about no-shows and empty media booths but this time the shoe was on the other foot and there were loads of empty media positions and few magazines exhibiting. Some I know for a fact were never intending to go to the event, but these bare white shells glared threateningly at the already difficult floor. Why were they built? Would it not have been less harsh to let those few media exhibitors present at the event spread out to two or three spaces by design rather than as a messy afterthought? Some of the spaces were taken as ‘offices’ by unidentifiable groups. At the Helitech show there were murmurs about ‘too many media booths’ – perhaps fortunately there was no-one in Dubai to notice!

With all of the exhibitors expectations lowered by day one day two dawned and brought with it a whole new scenario. There were visitors in the hall! The upswing in attendance was not huge but it did bring to the vendors something to work with. Day three was to be different again with far more important and worthwhile visitors. The overall numbers still failed to

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startle but these were important people for the vendors and the event.

The number of vendors may have held up well against the previous event but only because many were sharing stands to trim costs. That in turn resulted in acres of clear carpet. The modest Hawker Pacific stand H100 was always overcrowded simply because it was home to Curtiss Wright Controls [Skyquest], Dart Helicopter, Enterprise Control Systems, Hawker Pacific - the representatives of Bell Helicopter locally, HR Smith, Powervamp and Phoenix Design. Others appeared as large warehouses, often with no discernable occupants!

Tony Okill of Phoenix Design Services Ltd based in Lingfield, Surrey has just received Design Organisation approval from the UAE General Civil Aviation Authority [GCAA] allowing Phoenix to perform design activities for UAE registered aircraft. This apparently innocuous GCAA document will bring to the market the capability to undertake works including conversion to role of various emergency services airframes. For him this was a very important show and, that first day aside, not grounds for negativity. PAN will hopefully be able to detail reports of those contracts in the near future.

And he was far from untypical. Everyone had a bad first day, one seat manufacturer spoke with one potential lead on day one, three on day two and eight on day three. For them the show did all that was expected of it but that was not their feeling on that first evening.

As ever, that permanent occupant of the Dubai Helishow floor Tony Hancock from UK based TLC Helilift was on hand to bring the now dwindling number of craft into the exhibition hall. He was able to make use of a Bell parked near his stand to undertake occasional demonstrations swinging the large machine around the hall with consummate ease - to the apparent consternation of nearby stands unaware of his skills with his the ultimate skidded helicopter mover.



The local TV station was on hand to promote the show and announce the major order for Sikorsky Blackhawks into the region. © PAN



Illustrating the fluctuations in worthwhile visitors F+E received twice as many on the last day as the first two,

©PAN



Tony Hancock demonstrates the features of his Helilift to the gathered VIPs
©Mark Mennie

Quietly the current Helilift machine has been working its way into the world market and the number of times you will encounter them is surprising. The local Abu Dhabi police use them for their skidded machines.

Around the middle of next year TLC will be launching into production its new products mainly the 'remote control' Helilift exhibited in prototype form at the 2009 Helitech UK. In the meantime he is expecting some of the existing Helilift's to come in from the UK police aviation units being shut down. By chance two of the units being shut down recently took delivery of brand new replacement units. One was the replacement of the Merseyside lift severely damaged in the attack of the EC135T2 G-XMII. The lift took a real beating but it saved the helicopter and cost far less to replace than the helicopter. Although the units are not prohibitively expensive there is a steady demand for even cheaper pre-owned units and there is an expectation that the surplus UK machines will find a ready market.

AgustaWestland may not have had a stand at the show like 2008 but they did have a couple of representative AW139s in the static and a member of staff walking the hall. This left the

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main players with their own stands as Boeing, Eurocopter, Sikorsky and Russian Helicopters. After so much promise and major presences at past editions of the Dubai Helishow MD have faded from Arabia and their products reportedly lie idle in the desert for all the wrong reasons.

Since that triumphant but untypical first year a variety of non-aviation stands have bolstered the vendors stands in largely unsuccessful attempts to disguise the dwindling presences. One year it was Persian carpets another images. This year the gap filler was quite a bit more appropriate to the market.... tanks. Well armoured vehicles really, protected limousines and 4x4s but none of them could fly.



This year the static was a quarter of that in 2008 and only existed thanks to the UAE military. Although they were there visiting the event on the last day neither the Dubai or Abu Dhabi police brought aircraft to the event as they had in past years – why would they?

In an effort to widen the interest in the whole Helishow concept in 2008 there was a small but highly successful and well received SAR Conference. This was not a high cost event but it certainly brought in the visitors and provided increased value to the show as a whole.

The concept was to be taken forward by a similar event for 2010 and, with the original 2008 organiser not wishing to continue, a number of potential organisers were approached. The first, Rotor & Wing, decided it was not viable and it then passed to the Shephard Group. As previously reported the latter ditched the conference quite late in the day at Helitech, Portugal.



Unfortunately no attempt was made to replace the whole conference in the final days [there was certainly enough talent on site to make the attempt viable] but one sole item ran purely because the central figure to it decided his show would go on, regardless. One day later than scheduled Ivan Kristoff presented his High-rise Emergency and Aerial Rescue Team [H.E.A.R.T.] video and verbal presentation to an appreciative audience. It is a pity that it could not have been a bigger resurgence and not bighted by the existing cancellation.

According to the final press announcements by the organizers Abu Dhabi Aviation also held a one day conference focusing on advancements in Emergency Medical Services utilising air ambulances within the region and the deployment of their simulation centre in Saudi Arabia. Unfortunately the organisers did not seem to let any of us on the floor know to attend.

It is so easy to demolish an event – it is after all the Mediac team's four year dream – with some less than complimentary words but there needs to be a positive balance where it exists.

For all the reasons hinted at before this is a difficult market. There remains a real need for a helicopter orientated show in this part of the Middle East; a need to put the vendors before the customers. But this venue is too big and demanding for the numbers of vendors and available customers and unnecessarily places the event in a bad light which it probably does not deserve.

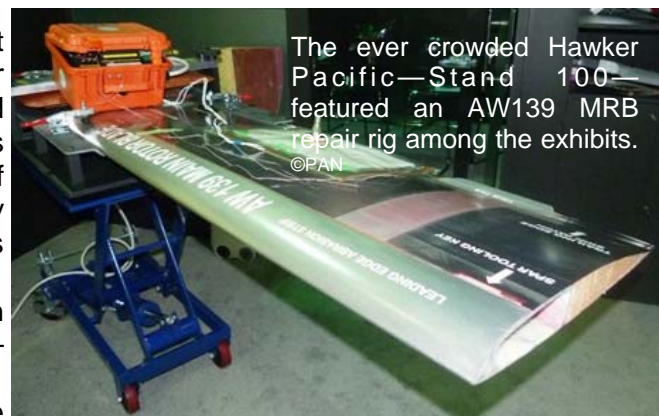
There will always be some vendors totally happy with the set up but this event is daunting for new blood – as are the daily hotel and local transport costs.

Next year the Dubai Air Show will occupy the same venue, an adjoining hall and even the outside chalets

and will be busting to capacity as thousands clamour to view the fast jets and military might. But that is a very different event, like it or not helicopters are not a crowd attracter and they instil none of the fervour that is brought about by the Merlin engines at Helitech Duxford.

There needs to be a new reality injected into the 2012 event and it needs to be sold for what it is and what it does not sold as an illusion. A number of important military sales announcements were made at the event – the culmination of years of talking - and many small future contacts set in train.

This may no longer be the industry's third largest exhibition in the world after Heli-Expo, USA and Helitech UK, but it is a worthy niche market event that successfully brings together buyer and seller. The visitor lever is most certainly not 3,000 and is never likely to be in the foreseeable future!



The ever crowded Hawker Pacific—Stand 100—featured an AW139 MRB repair rig among the exhibits.
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OTHER SHOW NEWS

At last month's National Business Aviation Association (NBAA) show the NBAA and the Asian Business Aviation Association (AsBAA) announced plans for the reintroduction of the Asian Business Aviation Conference & Exhibition (ABACE). The event, which will be held annually beginning in 2012 at the Hongqiao Airport in Shanghai, China, marks the much-anticipated return of the first and most successful trade show in Asia dedicated solely to business aviation.

ABACE2012 will be held in the new Shanghai Hawker Pacific Business Aviation Center from February 28 to March 1, 2012. The event will include exhibits in the facility's 4,000 square-meter hangar, a Static Display of Aircraft outside on its expansive ramp, and on-site education sessions led by industry veterans with knowledge of the region's business and regulatory environment.

NBAA and AsBAA hosted the first ABACE in Shanghai in 2004. www.nbaa.org.

On at the same time as the Dubai Helishow so therefore an either/or moment was the 3-4

November 2010. 2nd International HELI World Conference “HELICOPTER Technologies and Missions” Exhibition Centre Frankfurt, Germany. The event included the second international HELI World Conference billed as a meeting place for everyone involved in helicopter systems and operations during the AIRTEC exhibition. There were mixed reports from those at the event, the conference attracted reasonable crowds but the exhibition itself appeared disappointing. Homepage www.airtec.aero

Coming up later this month, and potentially getting a PAN visit report, is the 24-25 November 2010 Emergency Services Show at Stoneleigh Park in Coventry. www.ess2010.com This is pretty much a fire engine and ambulance show – as befits it being organised by Fire News and the Emergency Services Times - but it does have some significant aviation content. One day, maybe there will be a fire service helicopter and the show will swing around to meet that fact... but nobody hold your breath there are cuts in the wind and reduced cash and helicopter do not sit well together. Anyway it is usually an interesting if cool day out and entry, book via the web site, is quite free so worth a trip if you are nearby.

It is only a month away so the next Tangent Link organised show on 2-3 December 2010 will soon be upon us. As first reported in a recent edition of PAN [last month I think] the International Aerial Firefighting Conference & Exhibition, Barcelo Hotel, Malaga, Spain was moved pretty recently from Turkey to its new home due to excellent support from the Spanish Government and client feedback. The Tangent Link Aerial Firefighting conference and exhibition has travelled worldwide and each time has allowed guest speakers, leading aerial suppression experts, fire management agencies and businesses to exchange information on strategies, technologies and the latest equipment. Editions have included Anaheim, CA and Greece. It has worked before and should have a good support basis so it should be fine. There is not much time to decide but to Sponsor, Exhibit or attend as a Delegate, please contact: Rebecca Covey, Event Co-ordinator on +44 1628 550047 or E-Mail: rcovey@tangentlink.com

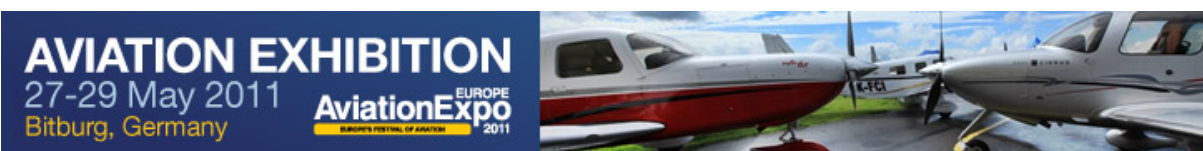
Even before that I will be in Bilbao as will The Chairman [Gareth Davies], North Portugal representative [Joseba Mendizabal] as we survey the site for the next edition of PAvCon. The date set for this the third event under the new name is 23-25 May 2011 and the working title is *PAvCon 2011 Spain*. At the invitation of the Basque Police the third



edition of this Police Aviation Conference will be taking place in the city of Bilbao, Spain. Details have yet to be set out but so far each of the major sensor manufacturers has declared a strong interest in the event and to support it with a range of sponsorships. There is sufficient other interest to say that the event is viable if all the locations work out.

Details will be carried in Police Aviation News from time to time and will be reflected on the dedicated web site www.pavcon.org All the usual PAR/PAN telephone and e-mail contacts can be used but there is a dedicated e-mail admin@pavcon.org and a 24/7 Skype based ansaphone line +44 20 8144 1914 and in Germany you can call the event Chairman, Gareth Davies on +49 89 201 81 904 or +49 172 786 4625. On-line documentation to book space as either a delegate or exhibitor should starting appearing late in December.

Straight after PAvCon on the 27-29 May 2011 AviationExpo Europe, is being held at Bitburg Airport, Germany. Last year the PAvCon event was in the Czech Republic with the World Aviation Events team from Aviation Expo and this year their event has moved scene for a fresh location in Germany on the borders of Belgium, France and Luxembourg. Organised by World Aviation Events Ltd., Kingston-upon-Thames, Surrey UK +44 20 8549 3917 alex@avbuyer.com www.expo.aero



Less than a month later, 17-19 June 2011, they set up in the UK, again in a new location as AeroExpo UK the Festival of Aviation, Sywell Aerodrome, Sywell, Northampton. This is a variation on the General Aviation trade fair that set off the genre and includes several flying displays from general aviation types right through to powerful aerobatics aircraft. In it's sixth year, AeroExpo UK's Festival of Aviation has moved from Wycombe Air Park to an exciting new venue at Sywell. This provides many new exciting possibilities to further develop and expand the event – including the addition of light jets. +44 1604 491112 www.expo.aero/uk

20-26 June Paris Air Show 2011. The 49th edition of the International Paris Air Show –Paris Le Bourget has been the premier and largest worldwide event dedicated to the aviation and space industry for a century. With some 2,000 exhibitors, 138,000 trade visitors, 3,000 journalists and 200 official delegations, the Show indisputably remains a key point in the industry's economic cycle. It is the essential event for meeting aviation and space industry professionals, communicating expertise, presenting innovations and becoming a player in the sector's decision-making. www.paris-air-show.com

22-24 June 2011 GPEC Asia KLCC Convention Center Kuala Lumpur, Malaysia.

The second edition of an event previously well established in Europe. Malaysia's capital city of Kuala Lumpur becomes the focus of the Police, Emergency and Enforcement community with this, the only exhibition and conference of its kind in the region. GPEC ASIA is an exhibition exclusively for specific members of the enforcement agencies, primarily, the police force and other enforcement authorities. This also includes the prison service, customs, immigration, security related departments, the military police and a selected number of private security organisations. In this era where global security is an uncertainty, law enforcement agencies must be fully equipped with the most current technologies and innovations in the call to prevent, protect, and respond to homeland security requirements and policies set by responsive and responsible governments.

GPEC ASIA FEATURES Power and Focused Conferences The General Police Equipment Exhibition and Conference Asia 2009 (GPEC ASIA 2009) is a closed and specialised trade event dedicated exclusively for members of authorities and decision makers, and end-users dealing with the businesses of police equipment, security and emergency technology and services. A special conference programme will also be set to gather the key industry leaders and players of the industry to discuss and gather new innovative thinking on key security issues in the Region that need to be resolved.

Organised by F&R Exhibition & Conference Sdn. Bhd. Unit C-17-1, Block C, 17th Floor, Megan Avenue II, No. 12, Jln Yap Kwan Seng, 50450 Kuala Lumpur, MALAYSIA. Tel: +603 - 2161 0951 Fax: +603 - 2161 1106, 2164 5815 Email: info@fr-exhibitions.com.my Web: www.fr-exhibitions.com.my

ON SOON: Wednesday 17 and Thursday 18 November, 2010, London, UK

GPEC ASIA 2011

- A show dedicated for police, special forces and security equipment.
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- Platform for inter-disciplinary cooperation for information exchange.
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- A power-packed international security and law enforcement conference.

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