



Police Aviation News

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Christmas Number December 2011

PAR

EMERGENCY SERVICES - THE SHOW

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SPECIAL

EDITION

POLICE AVIATION

THE ASIAN VERSION IN KUALA LUMPUR, MALAYSIA

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EDITORIAL

Rather than leave two recent event reports to the January edition PAN has taken the unusual step of creating a special Christmas edition to bring these to you mid-month. This is the fifth Special created this year and a record number beyond the twelve standard monthly editions in the fifteen years that PAN has been offering you a digest of what is in the worlds media and where applicable an insight or two to improve the information stream. The previous record has been 15 editions. Where possible the page count hovers around the 30 mark in the monthly editions and moving to the creation of Special Editions solves many editorial problems surrounding over size editions.

From time to time there are grumbles about PAN repeating previously reported stories or setting out an opinion or two but that is the name of the game and there is little chance that the format will change abruptly. Thankfully in most instances where the editor has gone out on a limb to highlight awkward stories the confirming data eventually arrives.

This edition gives you a run down on a well established UK blue light event and a fledgling police aviation gathering in Malaysia that took place a few days later and many thousands of miles way. Both were a pleasure to attend and both were informative – reviving long severed acquaintances in the Far East gave perhaps an added boost as well as an opportunity to gain a sun tan! Next month there will be a report from Eurocopter South East Asia in Singapore and a chance to see the new facility they moved into in January 2011 one year on.

I hope you find time to read this edition at a very busy time of year for all of us whatever our beliefs, and that you have an thoroughly enjoyable Christmas break. Do not forget to continue to send in the stories and I hope you will be reading the pages of PAN throughout the coming year.

Bryn Elliott

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THE EMERGENCY SERVICES SHOW

November 2011

This show continues to buck the negative business trends and go from strength to strength. If there was any lessening of exhibitor attendees or the vital visitor footfall it really was not obvious, and indeed after the event the organisers were claiming The Emergency Services Show 2011 celebrated its most successful year yet, as a record number of visitors attended the unique show and conference at Stoneleigh Park, Warwickshire indicating that the emergency services sector is still fully committed to discovering new services and equipment to improve public safety. The event claims to represent each and every one of the emergency services – way beyond the basic blue light core – and it delivers on every count. The smaller groups may not excite most and to most police aviators apparently unable to come to terms with the volunteer but mostly professional Sky Watch CAP they may present a challenge! The exhibitors covered a very wide section of industry, the support industry and charities from the charming Amputees in Action to the WRVS via the RAF, navy and various sections of the army. For many of the exhibitors it must be daunting. Some were clearly operating on such a thin budget that even with the supplied name board it was difficult to see what they were selling or promoting or even why they were there – let alone get into a meaningful conversation with them about 'it'.... It may be about being there but four sheets of paper with tiny text taped onto the white board of the booth just does not work well.

Many police will not attend Networking events because of the perceived cost but this event cancels that very British of gripes out in being both free and centrally placed near Coventry to ensure it is easily accessible from most parts of the country and therefore a low cost option. In addition the event offered a free conference. For the exhibitors too the venue is affordable.

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As ever the show content relied heavily on the fire service with the ambulance service a close second but increasingly the police are making their mark and a number of forces took stands – as did ACPO, but I do not know what they were promoting, they were just there... two men and a badge. Generally the police were promoting training or equipment but there were also oddball splinter organisations like the one promoting police marksmen – odd in a country that prides itself in having an unarmed police service. I did not find one for left handed policemen or police bicycle riders but I guess I just did not persevere long enough.

Until this year the only visible aviation presence was the air ambulance community and an occasional light autogyro but things may be changing. A major helicopter manufacturer, AgustaWestland, took a booth in the main hall and attracted a good amount of footfall – not for them the terrors of a first time out with inadequate resources. Another aerospace market attendee was QinetiQ but they were primarily displaying IED devices at the show – although they are now promoting new uses for the devices.



Following a successful series of trials, QinetiQ is now working alongside key government partners to deliver a robot based service that is being used to help fight fires and support other major incidents – particularly if acetylene gas cylinders are involved which can become highly unstable – thereby protecting fire fighters plus helping minimise disruption to travellers by reducing resulting delays on major transport systems in and around London. There is recent history of highly disruptive precautionary rail shutdowns in the UK caused by the emergency services being particularly cautious when compared with the past.

This initiative is funded jointly by Network Rail, the Highways Agency and Transport for London, in collaboration with the London Fire Brigade. The two year contract currently covers incidents within Greater London and surrounding counties but national coverage is possible with additional funding and extended call out times.

If acetylene gas cylinders are thought to be involved in a fire, the London Fire Brigade and others can request QinetiQ attend and deploy a range of remotely operated vehicles (ROVs) with all-terrain capabilities. These can then enter environments that could be potentially unsafe for fire fighters. Their cameras can identify whether any acetylene cylinders are present and, using thermal imaging, can gauge whether the cylinders are sufficiently cool for the Brigade to safely approach and remove them. The ROVs can also be used to gain access to premises and vehicles, target cooling onto cylinders, move debris and other items, or assess other potential risks.

Currently Standard Fire & Rescue Service procedure is to impose an initial hazard zone of 200m for up to 24 hours if acetylene gas cylinders are present and have been involved in fire – which causes enormous disruption to transportation routes and local communities who have to be evacuated. This is because the risk of explosion following heating can remain long after the fire is extinguished and even after extensive cooling has been applied. Recent experience during the operational trials have shown that when QinetiQ's robots are used at incidents, hazard zone restrictions can, on some occasions be reduced in as little as two hours from the time that they are in attendance.

The Highways Agency is also carrying out a study that could see QinetiQ's remotely operated vehicles modified for easier vehicle entry and potential use at a number of roadside incidents.

Not a broad aviation presence I admit, but perhaps the 'others' in the field may fill their boots in future years now that the various chief constables are seemingly losing control of their air assets – now there may be less of a reason to cosy up to senior officers at ACPO and police authority events. A pointer for the future, I encountered a major airborne sensor manufacturer walking the hall. They expect to be there next year and their tour of the exhibits was by way of a final confirmation of their previous intent.

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Amputees in Action? This is definitely one of the quirky support services of which the show had many displaying their wares. Amputees is a unique agency, working independently to provide the UK's largest directory of trained professional amputee actors for the movie industry but at this show they were appearing as a resource for emergency and military services training simulations.

The personnel use their personal trauma experiences to enable graphic realism through special effects (SFX) make-up to enhance the quality of training. It was a great display, but ...

The but in this instance is simply a question as to whether in these financially difficult times the emergency services can run to this level of realism in the training routines. Although it may tick all the right boxes in employment time and prices will make the final decision.



Amputees in action members wearing some pretty horrific injury make-up attract the attention of visitors from Russia.

In another step to improving communications between emergency response services, the British Red Cross is launching new state-of-the-art vehicles at this year's Emergency Services Show.

Packed with cutting-edge communications technology, a fleet of vehicles are specially designed to enhance the charity's emergency response capability by allowing staff and volunteers to more efficiently co-ordinate resources on the ground, as well as maintaining communications with other agencies.

The new vehicles are the result of a long learning process and experiences from key events and incidents such as the UK floods in 2010 and the 7/7 terrorist bombings in London.

The vehicles are going to be key to Red Cross communication capabilities for both pre-planned and emergency response incidents locally, regionally and nationally. They offer a comprehensive and fully integrated communications suite including IT, radio, Airwave telephony and satellite communications systems and will support our interoperability with other responding agencies. If the Airwave digital system that has a stranglehold on the primary communications of police, fire, ambulance and many other first responders were to collapse at an inopportune moment it might be that this handful of

vehicles would find a wider popularity. In addition to Airwave equipment they, unlike the others, have retained many of the older radio systems – you never know when good old fashioned VHF might come into its own.



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The system displayed at the show is based on a Renault van, with all network systems powered by a Honda generator, the vehicles' key communications networks provide both online and offline capabilities. The innovative vehicles are also equipped with a range of the latest communications functions ranging from 3G connectivity and WIFI routing, mobile GSM, and Airwave terminals to compliment traditional communication technology such as VHF and UHF radios.

With the London 2012 Olympics just around the corner, these vehicles will improve Red Cross flexibility and efficiency in emergency response. In designing and building these vehicles, they worked with experts and engineers from organisations such as PageOne, Samsung and Bridgit among others.

The new build vehicle was being explained to visitors by a team that included John Blake a retired police sergeant and Unit Executive Officer with the Dorset Police ASU

Before the event the organisers were making a major advertising splash over the attendance of a water cannon owned by the Police Service of Northern Ireland [PSNI] – in fairness it was playing on the newsworthiness of the recent street riots in the UK where such devices had not been used – but when it came to the show the giant white vehicle was apparently being treated with some disdain. It was parked on the edge of the event in a real back lot location and totally without branding or an explanation of its source or even its purpose – something of a shame.



Among the very few exhibitors with direct aerospace connections or simply carrying items touching on aviation were Ferno, suppliers of ambulance litters and the representatives of Hamilton and Schiller who supply carry on modules suitable for both air and land ambulances.

Hamilton Medical AG, based in Bonaduz, Switzerland were showing the T1 ventilator, promoted as a major advance on previous portable units and already flying with air ambulance units in Europe – Switzerland’s REGA carry these units in their AgustaWestland A109 and others use it in Germany. The equipment advances the capability of portable ventilators, is designed to ventilate the adult or paediatric ICU patient at any location. With its compact size of less than 6.5 kg, built in batteries with up to 5.5 hours operating time, 8.4” colour touch screen and its high performance turbine, this ICU ventilator can accompany patients on the ground or in the air. Its integrated high performing NIV capabilities add state-of-the-art therapy options for any transport situation.

Schiller, based in Baar, Switzerland were represented at the show by agents, Amazon Medical of Manchester. Schiller is one of the world's leading companies in the development, production and distribution of medical devices for cardiopulmonary diagnostics, patient monitoring and emergency medicine. At the show portable ECG devices of a type carried by air ambulances were on display – although the primary thrust of the company at the show was sport related incidents.



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A series of editorial images illustrating scenes from the Emergency Services Show in Coventry serves to illustrate the broad spectrum of exhibits at the event.

Top left: Ambulance equipment supplier FERNO, **Right:** Trailer mounted Easy 3000 fan—or is it perhaps that someone left behind the hovercraft it was supposed to power! **Left;** Schiller defibrillator **Bottom:** A wide range of products was on view from companies from across the United Kingdom.



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As ever this is show to extend a wider knowledge of the emergency services, to interact with the volunteer sector and hopefully in time to talk to a growing band of aviation exhibitors without great expense.

POLICE AVIATION ASIA

Prince Hotel and Complex Kuala Lumpur, Malaysia. 30 November 2011

At the request of the Malaysian Police Aviation Unit the organisers Tangent Link added this one day event to their extensive programme of conferences and exhibitions in the summer. This year it is a one day event sitting alongside an AEW event held over two days in the same hotel in the centre of KL. Next year this new event in the region will be spread over two days, this year the organisers set up schedule was already tight without having to fill both days.

These two events replaced last year's start up AER [Airborne Emergency Response] event reported on by PAN last year at another hotel in KL. Tangent Link thought that the Asian market had become particularly overcrowded with similar events so moved sideways to avoid the log jam.

Perhaps expecting the organiser of a police aviation conference in Europe to be able to give a fair and frank treatise on someone else's nominally identical effort in Asia is a tall order, but I shall try. Fortunately I recall a UK start up police aviation conference event not so long ago so I do understand the very real problems.

The content was designed to fit the available space and the availability of suitable speakers and where it fitted it was great stuff, quite suitable for a first event. Suffice to say that all of the speakers were suitable for a PAVCon event – one having already graced the PAR event in the past.

The opening of the event followed the well trodden path of an introduction by the Chairman – and it must be said that although his police aviation credentials were non-existent, Rear Admiral Terry Loughran CB FRAeS, RN filled the post admirably. He is a Tangent Link regular and had presided over their previous day's military AEW event in the same rooms of the hotel.

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After his introduction the Keynote speech was given by the Commander of the Royal Malaysian Police Air Wing Hj. Kamarulzaman his theme was an introduction to air policing in Malaysia, a suitable enough subject for an opening gambit. The service is looking forward to its already ordered fleet of King Air 350s and to deciding upon further new equipment moves that will see vast improvements in the next decade. Some of the King Air order have been delivered but these are the simply equipped transport version, the aircraft expected to arrive early in 2012 are the fully sensor equipped surveillance variant.




The first of the International guests represented the Los Angeles Police Department and outlined the various selection processes and training regimes favoured by the LAPD. Two officers, the unit Chief Pilot Bob Price and representing TFO/observer training, Sergeant Steve Roussel. The training is so highly regarded that the unit is now in negotiation with near neighbours with a view to having relative 'outsiders' serving with the fire department trained within their system. The pair were representing their police department and on official business but they also represented the Airborne Law Enforcement Association [ALEA] by default.

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It may have been a controversial move for some in the UK but there were no such doubts for the delegates in KL as Supt. Richard Watson the NPAS Project Lead provided an update on the state of UK Police Aviation. For anyone attending the recent NPAS presentations in the UK there was little new, but for the KL audience it was absorbing stuff. The outlined changes to the police air operation style and capability that many across the world still aspire to emulate were bound to be a point of great interest and the presentation was well received.

As for the potential for controversy I expect there will be some in the UK that are wondering why he was there, thousands of miles from home, rather than spreading the word in the UK but they may well be the same people who did not ensure they attended the easy access afforded at other UK briefings [Helitech, Heli-Power etc]. There was plenty of room at those events but not all made the effort.



On the subject of controversy there is a great deal discussion at the moment about laser strikes on a range of aircraft and many still do not believe that you can be damaged, as opposed to be inconvenienced, by such devices. Dr Dudley Crosson, seen here discussing a point with Supt Richard Watson, has studied the subject and he has a more balanced view. Dudley acts as the Aeromedical Liaison for the ALEA and regularly holds classes at their own events but was in KL as himself. It was absorbing stuff and a presentation that you as readers should look out for in the future.

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The event was expecting a speaker from South Africa but that was cancelled at the last moment. The day was saved by Brit Jim Martin from Lexington Security Group, a US company operating training in Abu Dhabi using experts from a variety of countries. Jim was nominally a delegate but soon stepped into the breach with a swiftly put together outline of the training task in the Middle East along with a few anecdotes on his own somewhat controversial flying past with the UK police and air ambulance. The instant Powerpoint was excellent and you would not have guessed it was put together overnight in a hotel room.

The rest of the programme relied upon some informative but at times over detailed commercial presentations from a section of the exhibitors and sponsors for the event.



For the record the main exhibitors in the small exhibit hall included representatives of Aerodata AG, Breeze-Eastern, Enterprise Control Systems, Honeywell, Navair, Northrop Grumman, RUAG, Russian Helicopters, Sonix and Trakka although this high turnout hid the fact that a single representative was often acting on behalf of many and others were unmanned information positions remaining from the AEW event. Regardless of the actual numbers it was a good turnout.



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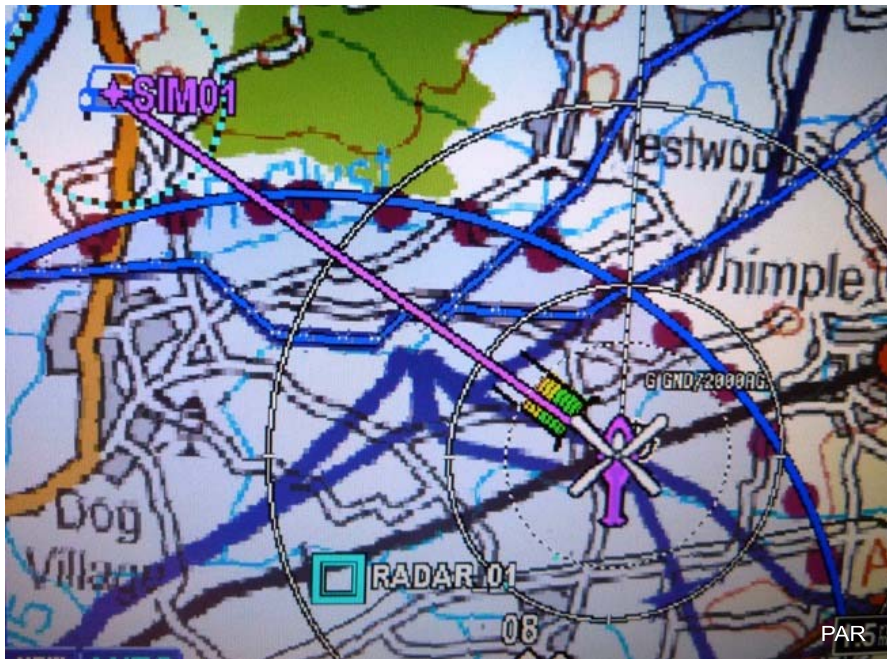
Among the exhibitors Honeywell was displaying a new version of its Sentinel mapping product.

Many readers will associate themselves with the extra weight that some equipment imposes on the empty weight of often performance challenged police role aircraft. More than one UK police operator has 'refused' to carry the Tracker/LoJack stolen vehicle/asset location equipment in the past even though the manufacturer generally supplies them to police without charge.

Honeywell have incorporated Tracker into the mapping as an answer to the problem in the latest Sentinel and, because they were working with the manufacturers [Tracker in the UK] it is not envisaged it will involve additional cost to the operator – it will simply be an option within the package that saves weight.

In recent weeks Honeywell have worked with the Dorset Police and the manufacturer to undertake trials of the feature. The trials are done so it is not a 'Beta' feature, but actual customer deliveries will not take place until next year.

At Police Aviation the display exhibited was naturally a presentation but it demonstrated very clearly the principles of the feature. The operator is alerted to the general location of the transmission and this is represented by a large 'target area' circle. The exact position of the stolen vehicle is narrowed down by moving the aircraft around this target area until numerous triangulations are produced, these leading to a final position for the target that is expected to be accurate within couple of metres. For the wider market this display is far clearer than that offered by the original manufacturers display head but is unlikely to replace the numerous motor vehicle fits.



This year the programme relied heavily on imported papers but that is quite acceptable for a growing event still finding its feet and assessing what works and what does not, hopefully next year there will be a broader mix.

Significant numbers of the staff from the RMP air wing were present this year, mostly in uniform; there is however a need to attract other South East Asian police operators and users as delegates and presenters to this event for next year, and to formulate some local police led technical, tactical and technique papers for the future - with a 10 month planning cycle ahead there are few reasons why this cannot be achieved.

CHAIRMAN'S REPORT

Police Aviation

Tangent Link

Kuala Lumpur

30 November 2011

In response to significant encouragement from the Royal Malaysian Police Air Wing, Tangent Link Commander Hj. Kamarulzaman launched an inaugural one day Conference bringing together professionals from a range of national police forces. The host nation has a proud aviation history dating from 1979, but has a new headmark to 'become a world class police organisation by 2021'. In a vibrant event led by Commander Hj. Kamarulzaman and his Deputy Commander Sathiya Seelan, the pride in service and enthusiasm for the role were most evident. An open and receptive approach led to stimulating exchanges of views and experiences with speakers from the Los Angeles Police Department Air Support Division, the Abu Dhabi Police Air Wing and the UK National Police Air Service; opportunities for improvement on all sides were identified.

Presentations from Dr Dudley Crosson, Aeromedical Liaison to the Airborne Law Enforcement Association, on Laser Strikes on Flight Crews and from Surveillance product Exhibitors were rounded off by Sponsor presentations from Russian Helicopters and RUAG, the Aviation support provider.

Maintenance methods and associated costs were exposed as fertile areas for further discussion and these will be taken forward to the Military Maintenance, Repair and Overhaul (MRO) Conference scheduled to take place in Kuala Lumpur in May 2012. A two Day Police Aviation Conference will follow on 18/19th October 2012.

Terry Loughran





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For the sake of completeness I include the official press release issued by Tangent Link for their AEW event. The Editor arrived part way through the first day of this event and missed all of the second day as the content was held during the same timescale as the Police Aviation event and I was therefore unable to fully assess the content.

Kuala Lumpur: Malaysia hosted a high profile international Airborne Early Warning and

Control Conference and Exhibition at the Prince Hotel on the 29th and 30th of November 2011.

Tan Sri Dato' Sri Rodzali Bin Daud, Chief of the Royal Malaysian Air Force provided a visionary speech into the future and expanding roles of these aircraft in supporting National Responsibilities including Search and Rescue, Piracy and Counter Drug Operations and Border Security.

Delegates and speakers from 11 countries attended this first event for the region which focussed on using aircraft to assist a country in providing a safe homeland for its people and ensuring the security of its borders.

"This event brings to the forefront the versatility of these aircraft that can really present a huge capability in Homeland Affairs and in particular in support of a Government's obligations to ensure it protects its civilians and borders in times of crisis and disaster." says Phil Guy, Managing Director, Tangent Link Ltd, the event organiser.

Major international defence companies such as Northrop Grumman, Lockheed Martin UK and Airbus Military were in attendance and showcasing their products and services at the exhibition.

AND FINALLY

All that is of course about someone else's take on POLICE AVIATION and at least one delegate/speaker was under the mistaken impression that the Kuala Lumpur event was actually the PAVCon Police Aviation Conference simply because of my presence.. Perhaps that is a danger sign of sorts but in the event the Tangent Link team did a good enough job so that no damage to my brand was in the offing so no harm done.

PAVCon 2012 in Germany is growing well and industry take-up is good six months before the event. As previously stated this should be a spectacular event if only because we are assured of a static display of some 40 airframes—that is the number of German Federal Police aircraft based at Hangelar near Bonn. Among the line-up we can expect examples of the yet to be delivered maritime patrol EC155's. Already a handful of visitor airframes has been assured to boost that line-up.



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