


Police Aviation News



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Number 164 December 2009

IPAR



**Slovakia say no
Slovenia says yes
Manchester at 20
London HEMS boss sacked**

Officer/Pilot Bill Proberts East Bay
Regional Park Police flying the
unit AS350B3 over San Francisco
Bay, California. See page 10

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A Merry Christmas to all our Readers



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ARGENTINA

GENDARMERIA: The Gendarmeria Nacional Argentina has taken delivery of an additional Pilatus PC-12. The type has been in service with the GN for some years after they took delivery of a PC-12 Eagle, the military configured type. The identity of the new PC-12 is c/n 1165 which is due to become GN-812. It was on test at the factory as HB-FSL with dual markings. [AB]

AUSTRALIA

VICTORIA: A third Eurocopter AS.365N3 Dauphin was shipped to Melbourne, Australia. The AS.365N3 is registered VH-PVD and will step into the primary police role as PVH is put into a backup standby position for police and ambulance work. PVH, currently the highest hour N3 Dauphin, will go to CHC Adelaide to be fitted out as an ambulance.

The current backup police and ambulance helicopter, an SA365C1 series Dauphin with reversed tricycle undercarriage registered VH-PVA, is due offline on 30 June, 2010. A Eurocopter AS350 Squirrel, VH-PVM, will be sold off next year after being replaced by a Eurocopter EC135T2i. The aircraft is currently being role equipped for service in the New Year. [Ryan Baker]



BRAZIL

FEDERAL: The Federal Police are reported to have placed orders for UAV craft to undertake air surveillance operations in remote areas.

Following the demonstration of the type this summer Israel Aerospace Industries claim that the police have ordered their Heron UAV in a \$350 deal. [Flight]



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CANADA

OLYMPICS: Thoughts in the UK may well stray to what to do about the 'important' 2012 with no significant financial or equipment resources but the matter is far more pressing in Canada where they have to deal with an Olympic event of their own with equally strained resources. For a giant country with a relatively low population they never had much and they too have sent their resources off to war in Afghanistan to dilute the equipment and manpower they did have.

Part of preparedness for Olympics 2010 is the running of exercises and latest of these – nominally the last before the event - was October's Pegasus Guardian III/Spartan Rings set piece for the Olympic and Paralympics' Winter Games beginning in Vancouver during February.

The exercise was led by the RCMP's Integrated Security Unit [ISU], which is comprised of many government agencies and departments, including the Canadian Forces.

As part of that team, the Air Force support to the ISU has two components. The Air Component Command of Joint Task Force Games covers air mobility, surveillance and medical evacuation, while the Canadian North American Aerospace Defence Command (NORAD) Region provides aerospace defence, all in support of the RCMP.

The exercise ran from October 19 – 23 but many of the aircraft involved began flying to familiarise themselves with the area the week before. Aircraft resources included Bell CH-146 Griffons and Sikorsky CH-124 Sea Kings used to transport RCMP teams and support patrols in the area, while CF-18 Hornets under NORAD responded to incursions into restricted airspace zones.

As the Olympics draw closer, the Air Force will continue to work with the RCMP and other government partners on final preparations before the Games begin in February.

ITALY

POLICIA DE STATO: Early last month the Minister for internal affairs, Roberto Maroni, was quoted as saying that the national police will have to be provided with the same type of helicopter. The minister denounced a situation whereby 75% of the aircraft available to the police were more than 25 years old and the fleet a mix of 14 different types each built by Agusta.

A 10-year plan seeks to equip all the Italian security forces, national police, Carabinieri, and fire-fighters, with a single unique helicopter model at a cost estimated as being €1.1 billion.

NIGERIA

LAGOS STATE: A Nigerian newspaper is alleging that a number of aircraft nominally being used in law enforcement are either operating in the commercial sector or merely flying

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'ghost' flights. It is alleged that one company acquired a series of machines including A109s and AS365Ns that were incapable of operating at all. One featured in a fraudulent deal with the Nigerian Ports Authority (NPA) and the Nigeria Maritime Administration and Safety Agency (NIMASA). That deal, authorised by the former NPA chairman currently serving a two-year jail term for corruption, provided that the helicopter was to be used to patrol Nigeria's waterways. The contract earned the operator 12M Naira per day [roughly £50,000] and ran for several years. Even when the helicopter was not functional the company was paid for work that was never done. The sale of the aircraft in mid-2008 did not halt payments. Currently the contractor is advertising the availability of a Bell 412. This is one of the two helicopters the Lagos State government purchased through the Lagos State Trust Fund to fight crime in the state. One of the helicopters is ready to fly while the second was to be assembled last month. [Saharan]

SLOVAKIA

POLICE: It has been reported that a six aircraft order for Eurocopter EC135 helicopters has been cancelled. When asked whether this was a cancellation or deferment Eurocopter declined to comment.

The Slovak Government Flying Service based in Bratislava, Slovakia has had a chequered existence since Czechoslovakia broke apart in 1993. When the republic was divided the

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Czech Republic retained the existing "Letecka sluzba federalniho policejnih sboru", while in the Slovak republic a new organisation combining Police and Government air transport duties was founded called "Letecky utvar Ministerstva vnutra Slovenskej republiky" - Aviation body of Ministry of Interior affairs of Slovak republic.

All aircraft transferred were of Russian origin. There have been equipment upgrades but they have been few and far between. All seemed to be changed in 2001 when a report in Air Forces Monthly claimed that three MD900 Explorer helicopters were in service. Although reinforced from other reports of deliveries in 1997 this turned out to be spurious. Reports that Schengen Treaty funded Eurocopter EC145's were on the way was equally spurious. All Mi-2 derivatives were reported withdrawn by 2004, leaving this country of just 5 million people served by a handful of Mil Mi-8.

SLOVENIA

POLICE: EADS Defence & Security (DS) will equip the Slovenian police force's helicopter squadron with the HELLAS (Helicopter Laser Radar) obstacle warning system, which enables helicopter missions to be carried out even when visibility is extremely poor.

Defence Electronics (DE), an integrated activity of EADS DS, has been awarded a contract to deliver and integrate one system into a Bell 412 before year end.

The HELLAS obstacle warning system has proven its capabilities in operational use. Its laser technology even enables obstacles to be reliably detected that are difficult for pilots to see during flight. This includes such as extremely thin obstacles, such as high-voltage power lines, virtually invisible for pilots.

The system scans the airspace ahead of the helicopter using a laser beam that poses no danger to the human eye. It detects even thin wires with a high accuracy from distances of up to 1,000 metres. On the HELLAS display, the pilot sees a grey-scale, in-depth image of the landscape in front of the helicopter. Potential obstacles are displayed in a reddish colour so that the helicopter crew can identify them in good time to take appropriate evasive manoeuvres.

A total of 50 HELLAS systems are already being deployed in operational service, for example in German Federal Police helicopter squadrons, in German rescue helicopters and by the Royal Thai Air Force. A military version is currently being integrated into German and Finnish NH90 transport helicopters.



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TRINIDAD & TOBAGO

CHOGM MEETING: Preparations in hand to improve the air cover afforded by the government helicopters assigned to the security of the latest Commonwealth Heads of Government Meeting [CHOGM]. It is held every two (2) years at varying locations and brings together Commonwealth leaders to discuss global and Commonwealth issues, and to agree upon collective policies and initiatives.

Scheduled for 27 to 29 November this biannual meeting of the heads of the former British Empire is in the Hyatt Regency Hotel, Port of Spain, Trinidad & Tobago.

Contractors have been working with the Special Anti-Crime Unit of Trinidad and Tobago (SAUTT) preparing the aircraft for the operations. Primary object was providing the backup National Services BO105 with new mounts for the FLIR, searchlight and downlink.

Until the arrival next year of a fleet of AgustaWestland AW139 helicopters the primary fleet of SAUTT is SAUTT1, a Sikorsky S76A++ and SAUTT2 a Eurocopter AS355FX.

UNITED KINGDOM

NATIONAL: Although we are repeatedly being told that no new money is being made available for the project the 2012 Olympic Games in London is increasingly being held up as the biggest security challenge for Britain since World War Two by members of the current government.

Security Minister Alan West said Britain's preparations were in "good shape," but there were increased financial constraints because of the global banking crisis.

Although marketed as the 'London Games' there are in fact some 30 Games venues around the UK and they are expected to attract world leaders as well as 500,000 spectators a day and thousands of athletes and officials and that is without the protest groups trying to bring their message to billions of global television viewers. Security has been a major concern at the Olympics since 1972 when 11 Israeli team members died in Munich after being held hostage by Palestinian gunmen. Britain's role in Iraq and Afghanistan, as a leading US ally, has underscored its worth as a target.

The estimates for the overall cost of the Games has been repeatedly been shown to be in error since London was selected and there is no reason to believe that it has got any better since. The latest estimate for the overall security budget is currently set at £600M (\$1 billion) but many believe that figure should be at least doubled. As it stands, that is the estimate the Canadian's are quoting for their winter Olympics early next year and that is a smaller event.

West has intimated that the shortfall could be 'hidden' from plain view by falling back on the existing budgets of Britain's extensive police and counter-terrorism forces but what is equally clear, as most housewives know, is that you cannot spend a pound twice. If the day-to-day budgets are to be raided in support of the Games there will be massive downturn in activities before and after the games. Games overtime will be paid for by a great deal of 'Gardening Leave' with a likely rise in crime rates.

Security is being built into the Olympic venues at the design stage – perhaps an indication that the whole place will be a centre of CCTV cameras rather than a need for more expensive aerial surveillance.

The 2008 Olympics in China are a different matter, in that case the security was taken over by a giant army, only western Olympics are a good guide. The UK has a small army committed to a war. The 2000 Sydney Olympics saw the three helicopter New South Wales police air unit doubled in size by temporarily imported aircraft and the Athens Olympics also saw a massive influx of aircraft on short-term hire/lease.

The Sydney Olympics saw an extensive build up of security forces designed to blanket all venues and significant parts of the city. Up to 5,000 military personnel, as well as armoured vehicles and helicopters, all of Australia's Special Forces were deployed at what was arguably a smaller less sensitive event venue.

Two years after the event, in 2002, the Auditor-General of New South Wales undertook a further audit that confirmed earlier figures that the Sydney Games had ended up costing \$AUS 6.6 billion (£2.3 billion), more than twice the amount proposed. The chances are that a similar post event audit in 2014 will produce similar figures related to the London Games.

Politically motivated efforts to keep costs down are likely to result in a lack of security funding – with those same politicians waiting safely in the wings hoping that a major incident does not take place. It seems the slack will be taken up by other UK air units. The effect on the other units will be the same as it is for police manpower in general, time flown over the Olympics will be downtime both before and after.

CHILTERN: One of the Chiltern Air Support Units helicopters has reached a significant flying landmark.

On Thursday 15 October, the Eurocopter EC135T1 aircraft, based at RAF Benson in Oxfordshire, reached 10,000 flying hours, the second highest flying hours of its type in the world and exceeded only by the EC135T1 now operated out of Teesside Airport.

The helicopter, which is one of two aircraft that covers the Thames Valley, Bedfordshire and Hertfordshire areas, first flew in April 1999. During that time it has attended 24,000 incidents, been directly responsible for over 1,650 arrests, conducted over 3,500 searches for vulnerable or missing people and flown nearly 300 seriously injured people to hospital. During its career the helicopter has been involved in the recovery of property to the value of around £8M – more than its purchase price.

To mark the occasion, a certificate was presented to the Chiltern Air Support Unit at RAF Benson by the Managing Director of Eurocopter UK Ltd, Markus Steinke.

He said: "I congratulate Chiltern Air Support Unit on this remarkable achievement with one of our EC135s. The Chiltern Air Support Unit, and other British police forces, are worldwide trendsetters in the exploration of this high tech, high performance, high reliability helicopter which has become the backbone of police forces in the UK and across Europe. "Our Oxford facility will continue to be ready at all times to provide the full service support to you and thus the general public, here in our local area and across the British Isles."



GREATER MANCHESTER: This month marks the 20th Anniversary of the Greater Manchester Police [GMP] air operations unit. Early in December 1989 the unit took delivery of its first owned aircraft, a £1M Eurocopter AS355F2 registered G-GMPA at Manchester Airport where training was undertaken. On delivery the helicopter was a fairly basic fit white airframe with role equipment restricted to an SX-16 searchlight, police radios, sky shout and the application of signage.

The road to acquiring that first owned aircraft was longer than its current 20 years history and spans since 1938 when an aircraft was used to undertake air operations over a Royal visit to the region through various training exercises under the aegis of Civil Defence [CD] preparedness all taking place before the GMP was formed by amalgamations.

The years following the creation of modern GMP in 1974 followed a similar pattern of CD training but included highlights where helicopters were brought in and trialled in conjunction with sports events or exercises.

Set aside from these were events such as the October 1977 National Front March which led to a commercial operator being drafted in with their Sud Alouette carrying an early form of high powered airborne television. Five years later the same company was called back in to operate the same equipment alongside an early FLIR as security above the 1982 Papal visit to the city.

Spasmodic use of helicopters for trials, special events and photographic missions kept GMP aware of developments in the technology but it was not until GMP entered into a joint operation with the neighbouring police in Merseyside [Liverpool] that the finance was forthcoming for aircraft purchase for both forces. The joint operation against gangs stealing and driving cars at high speed between the two cities was so successful that it attracted the ultimate accolade of an axe and firebomb attack on the helicopter.

When formed the unit consisted of eight officers and four reserves plus pilots under Inspector Chris Tracey. Operations were based at a rather uninspiring police training facility alongside the railway lines at Audenshaw and it was there on that a formal ceremony to launch the air unit took place to hand over the aircraft to Deputy Chief Constable David Wilmot.

The unit operated using the police call-sign India 99 and the ATC identification of 'Special 15.'

Although initial operations in the hours of darkness were limited by the available equipment fit the air unit was an immediate success with the police and the public alike. Within a matter of months the unit hit the National headlines for its involvement in the 1990 Strangeways Prison riot, a 25-day rooftop protest that began on 1 April 1990 when prisoners took control of the prison. Although the helicopter could not play a direct part in quelling the disturbances the night time flights it undertook to illuminate the prisoners on the roof produced some iconic images that underline the visible air illumination role of the searchlight to this day. When the riot ended later that month it had proved to be the longest prison riot in British penal history and had projected the perception of the GMP helicopter operation ever upwards.

In 1993 the capability of the operation was enhanced by the introduction of the first camera system. Fitting the AGEMA LEO-400 daylight and FLIR camera system and analogue downlink cost GMP £280,000 but thrust the helicopter into leading edge 20th Century technology and enhanced the capabilities of the





Seen here in March 1999 the AS355 finally gained its conspicuity paint scheme of yellow and blue

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helicopter in the night environment.

Operations out of the police base were always a compromise. Utilising an existing facility was cheaper and easier to manage than from the airport the AS355 returned to each night for hangarage. A new operating base was created at Barton civil airfield in the north west of the GMP area and operations commenced there in May 1996.

By the mid-1990s the AS355 was struggling in UK police service, increasing role equipment was restricting the aircraft endurance and capability and progressively the police operators were seeking more capable aircraft to support ever rising expectations from operational elements in the police. In addition with increasing workloads the 12 years old helicopter was approaching 10,000 hours – seen within the UK industry as an optimum time for exchange.

After long consideration the MD902 Explorer was selected for the inherent safety and capability of the NOTAR stability system. The Explorer was delivered in the summer of 2001; the new aircraft, appropriately registered G-GMPS, offered major advances in capability over the earlier generation aircraft; it was one of the first delivered with the new Tetra digital radio fitted, additional equipment included a high specification daylight/FLIR camera system, SX-16 searchlight, Skyshout public address system and Tracker vehicle recovery system.

Even as the Explorer was delivered it was announced that the GMP was to have a new additional fixed wing aircraft to be based at Woodford. Part of the reason the fixed wing aircraft was acquired related to a forthcoming task providing security to the 2002 Commonwealth Games.

With less than eleven months to go, the delivery and training timescale for a Commonwealth Games deadline was tight. The choice was the Britten-Norman BN2 Defender 4000 and, registered G-GMPB, it arrived in time just before the major event in 2002 resplendent in blue and white colours. Its primary purpose was nominally long endurance air support alongside the Explorer but it also undertakes a significant covert role in support of which the colour scheme was toned down some years later. The aircraft was actually based at Manchester International rather than Woodford.

The Defender was equipped with the usual array of police role equipment including the Tracker vehicle locator and downlink. More important for the market was that the aircraft signalled the return of a Wescam sensor turret to a UK police market using FSI systems.

The Wescam MX-15 sensor turret was mounted on the nose of the GMP Defender after Hampshire police found that the previously favoured ventral position had operational drawbacks.

Even with the workload of the region spread between two aircraft the hours built up by the first MD902 quickly approached 10,000 and by 2007 it was time to change the helicopter. Again the MD902 was selected and in the autumn of 2008 G-GMPX was taken into service.

The new helicopter features a state of the art Skyquest led technology suite with a multi screen array filling most of the cabin space. The new helicopter introduced a new type of searchlight to the UK market – the Trakkabeam is smaller and cooler than its predecessors but offers equal if not better performance. Similarly an innovative Sonix public address system places the operation in the forefront of airborne law enforcement.

Within GMP official recognition of the anniversary is muted. They expect some mention in the force newspaper, Brief, this month and they held a private dinner attended by 130 past pilots, observers, wives and girlfriends last month.

UNITED STATES



CALIFORNIA: East Bay Regional Parks District (EBRPD) has despatched its oldest police aircraft to undertake a systems upgrade. The operation has two Eurocopter AS350 single engine helicopters, the earliest of these is a ten-years-old AS350B2 N996PD operating as 'Eagle 6'. The AS350B2 flies on analogue instrumentation where the most recent, 'Eagle 7', the AS350B3 N708PD delivered late last year features a Chelton glass cockpit, Lifeport interior and numerous other refinements that cannot be added to the older machine. The purpose of the work is to narrow some of differences between the two airframes. Although nominally the same basic type the flying techniques for the two are poles apart.

The most noticeable additions will be the insertion of a vertical reference floor window below the right hand pilot's seat [one of these is already in the B3].

East Bay has been operating helicopters to provide service for residents in the Bay Area since the early 1970's. Over the years, the Eagle operation has evolved from a strictly law enforcement operation into a modern multi-mission capability which includes firefighting, emergency medical service, search & rescue, and logistical services supporting park operations and numerous police agencies on the east side of San Francisco Bay.

EBRPD is a special district operating over 65 regional public parks and over 1,100 miles of trails in California's Alameda and Contra Costa counties. The district encompasses 1,745 square miles stretching from the salt pans, residential and industrial areas on the eastern side of San Francisco Bay into the hills and wilderness. EBRPD employs over 600 employees including its own police and fire divisions.



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CALIFORNIA: During the late morning of November 2 Ripon Police Department officer Scott Lindsay was conducting a vehicle theft security check at a Truck Stop on E. Frontage Rd. He made contact with three suspects and as a result one of them fled. He was found to have an outstanding \$50,000 criminal bench warrant for his arrest.

The department's aviation unit, equipped with a powered parachute, arrived on scene to assist ground officers in the search for the fugitive. Sgt. Steve Merchant, the pilot of the PPC, spotted the suspect hiding behind a building. The suspect's location was relayed to ground units, and he was taken into custody without incident.

In response to seeing the powered parachute circling overhead, the suspect said, "You guys are everywhere, I had nowhere to run!"

The powered parachute was provided to the Ripon Police Department at no cost to the City, by the US Department of Justice, Rural Law Enforcement Technology Center.

Ed; Simple ultra-cheap air support readily available to a very small police formation with just 30 officers, two of whom are available in the force multiplier air unit. What else could you need?

COLORADO: The Colorado Springs Police Dept., has finally succumbed to the latest of a number of attacks on its operation. Set up in 1995, the operation moved in 2001 to a new hangar just north of the old Colorado Springs airport terminal. The city had three DoD surplus helicopters and was operating two over a city with 360,000 people spread over 186 square miles. The funding attacks started in late 2007. It was supposed to have been grounded as of December 15, 2007 in city budget cuts. The plan was to maintain the hangar and purchase a new civilian aircraft when funds became available. The expectation was 2009/2010. Having survived that cull the unit was again faced with shut down last month. The three man unit now worked on a budget of about \$650,000 a year. The operational aircraft both Bell OH-58A models flew in Vietnam. One, N197PD is 39 years old, the other, N198PD has been around for 41.

TEXAS: Repeated mention of the security for the Olympics in Torono [2010] and London [2012] in this publication may well be boring the US reader by now for there are other more pressing issues closer to home. The annual Super Bowl.

The Super Bowl is the venue for the final of the NFL season and it is a moveable feast. Some nations have a National Stadium where all such events are held but the National Football League [NFL] event has different locations. This year the Super Bowl was held in Florida and next year's event is just weeks away [February 2010] with it again being held in Miami, Florida. Now the planning is for 2011 and Texas. It is still to be confirmed but the date is expected to be the first Sunday in February – February 6, 2011.

The 2011 Super Bowl will be played at the Dallas Cowboys' new stadium in Arlington, Texas, where the NFL will be able to fit thousands more fans into the stadium for its showpiece game. The new \$1 billion stadium seats up to 100,000, about 27,000 more seats than the other bidding finalists' stadiums in Indianapolis or Arizona.

Arlington Police Chief Theron Bowman said he doubts many North Texas police officers will get a holiday when the 2011 Super Bowl arrives; thousands of officers will be working on game day, and countless more could be called on if needed.

Bowman has been working on the security requirements from the start of the bidding process and even now they have the bid accepted he does not know when they will be complete. The Public Safety Executive Committee, which is organising security, includes Bowman, other police and fire chiefs, an FBI representative and members from the NFL and a Host Committee. Local law enforcement officials have also gone to previous Super Bowls to study security, and many are planning to attend the one next year in South Florida.

After 9-11 the US authorities take the air threat very seriously and a 10-mile no-fly zone around Cowboys Stadium may shut the area from 4 p.m. to midnight on game day. It is common for major games to have air exclusion zones, a facility that US law allows. The

level of shut down being planned would ground flights at the municipal airports in Arlington and Grand Prairie as well as corporate flights at Dallas/Fort Worth International Airport - commercial flights at the airport would still be permitted. On the latter point though if the President was to attend the degree of shut down would expand exponentially and include international commercial flights.

The pressures on the airports would be immense, they expect as many as 1,500 private aircraft to fly into the region for the game.

TEXAS: United Rotorcraft Solutions has now completed a contract to install LowJack systems into the fleet of the San Antonio Police Department (SAPD) Helicopter Detail. URS was contracted to install the system in all three of the Department's Schweizer 333 helicopter's. The helicopters were rotated through the URS facility one at a time and the complete project took just over a week.

Known as the "Blue Eagle", the SAPD Helicopter Detail's daily activities in support of law enforcement include assisting Patrol, Traffic, SWAT, etc. in tracking and locating suspects. The present strength of the unit is twelve: ten patrol officers, one detective-investigator, and one supervisor.



AIR AMBULANCE

AUSTRALIA

NORFOLK ISLAND: To the media last month's report of a skilful ditching of a business jet in the Pacific whilst on a medical mission presented itself as another example of a hero aviator doing his job well in the mould of the New York Hudson River A310.

That bubble was not long in being burst when waiting in the wings were a number of pressure groups already furious about the raw deal being meted out to the sacred Royal Flying Doctor Service [RFDS]. The operator of the ditched bizjet was Pel Air and it was they that had offered a cut price deal that blew away the RFDS in one state and was about to lead to another severing ties with the iconic operator.

Some very big issues are now circling the ditching of that Pel-Air Westwind, off Norfolk Island while doing a CareFlight medevac from Apia to Melbourne.

Number one issue is the allegation that Dominic James, the captain of the flight apparently took off from Apia with inadequate fuel reserves. Norfolk Island is in the middle of nowhere and a diversionary fuel load would effectively be enough for the Westwind to repeat the leg it had just undertaken. Now there are calls for both James and Pel Air to be prosecuted for failing to meet the criteria, the need for the airline audit and consequent threats to its AOC.

A further issue is that the hero pilot failed to put out a Mayday call before skillfully putting the Westwind down in the sea. The six people aboard were in the sea for up to 90 minutes before being rescued by a fishing vessel.

Only three life jackets were worn and questions have been raised whether this was because there were no more. This was later clarified to state there were seven and two life rafts. At the heart of the witch hunt that has built up is the winning of the contract previously held by the RFDS in Victoria earlier this year. There is also a threat that Pel Air will take a similar RFDS contract in New South Wales. Clearly some are hoping that the new furore will at least delay decisions on that NSW contract.

QUEENSLAND: A new fixed wing air ambulance transfer service - designed to give sick patients in the town of Mackay quick access to Queensland hospitals - has been grounded. Queensland Health had failed to give the service permission to use the Beechcraft 1900D for inter hospital transfers, which could have saved the RACQ-CQ Rescue helicopter service hundreds of thousands of dollars a year.

The service was to complement the work of CQ Rescue and the Royal Flying Doctors and help free up beds at Mackay Base Hospital and its transfer hospitals Townsville and Royal Brisbane and Women's. The \$3.5M Beechcraft on lease from Vincent Aviation had been fitted out with three stretchers and five patient chairs with room for three medical crew members.

About \$1 million was invested into the project from CQ Rescue reserves and community donations. Mr Dowler said as a result, CQ Rescue was writing to Queensland Health to advise it would no longer complete unfunded inter-hospital transfers from Mackay Base Hospital to Townsville Hospital with the helicopter. CQ Rescue would still complete 600 hours contracted for service - such as SAR and accident attendance - but inter hospital transfers would be accounted for separately. Last year the helicopter completed 47 trips to Townsville, thereby exceeding the contracted hours and had to seek additional funds. Using the fixed wing offered to lower costs from \$20,000 to \$8,000 per trip. [Ryan Baker]

SWITZERLAND

REGA: The Swiss Air Ambulance set up a new air operation base at Lausanne at the beginning of November. Located on the edge of Blécherette airport a modern and functional building of 915M² is available 24 hours a day and 7 days a week.

The new building offers more space and comfort – continuing a tradition of air ambulance support in Lausanne over 30 years – is some 550 metres from the old building. The old site is to be dismantled.

With an average of 1,000 missions annually Lausanne ranks as the 2nd in importance [after Bâle] in terms of number of interventions. Rega has thirteen helicopter bases. [Rega]



A screenshot of the Honeywell Observer (MKIII Mission System) interface. The main display shows a map with various flight paths and data. Overlaid on the map are several circular inset images: "SEARCH & RESCUE" showing a helicopter, "SHIP TRACKING" showing a cargo ship, "TRAFFIC PROXIMITY" showing a helicopter, and "VEHICLE TRACKING" showing a yellow sports car. A "CAMERA LOCATION" inset shows a landscape view. The interface includes various control buttons like "ZOOM OUT", "NAV MENU", and "SEARCH". At the bottom, the text "OBSERVER (MKIII Mission System) ON TRACK ON TARGET ON TIME" is displayed. The Honeywell logo is in the bottom right, along with contact information: "Honeywell Aerospace", "Tel: USA: +1 800 601 3099 International +44 1243 783763", "Enquires: mission.systems@Honeywell.com", and "Website: www.skyforce.co.uk".

UNITED KINGDOM

CHILDREN'S AIR AMBULANCE: Further to last months long item on the proposed new air ambulance for children it should be pointed out that there are existing organisations already in being that looks after the needs of children.

The Children's Acute Transport Service (CATS) is a specialised service designed to make intensive care rapidly available to critically ill children in the North Thames and East Anglia region [where the proposed air ambulance is to be based]. As the largest dedicated children's intensive care transport team in the UK, they stabilise and safely transfer more than 1,200 sick babies and children each year to intensive care units in London and the South East. www.cats.nhs.uk/

Industry dissatisfaction with the situation relative to fundraising for the The Children's Air Ambulance [TCAA] reared its head last month when the Devon Air Ambulance set aside a full page on its web site to criticise the organisation and the growing effect it has had on fundraising across the country. With the centre of operations for the TCAA being in Torquay this has shown itself particularly in the Torbay area. www.daat.org

DEVON: The air ambulance charity will soon have a purpose-built second airbase at Eaglescott Airfield in North Devon operational. Completion is due around Christmas. Having worked from a portable building for the past four years, the crew are looking forward to spending the remainder of the winter in a new build base to house the three aircrew, visiting engineers, staff from the charity and, of course, a hangar for the helicopter. It will offer such as a bench for the engineer and racking for the stores. The crew are on site for an average of 10 hours a day.

GREAT NORTH: Further to last months story on the intention of Great North Air Ambulance to purchase another AS365N Dauphin for the fleet more details have appeared in a newspaper involved in fundraising for this.

Last month the Sunday Sun launched a major campaign to buy the Great North Air Ambulance its own helicopter. Good progress towards the target figure of £1M was made in the first week with in excess of \$50,000 coming in to the appeal.

The Sunday Sun campaign highlighted the possible airframe involved. It is not the one identified in PAN last month. As part of the campaign launch video footage of air ambulance managers Kevin Hodgson (ops manager) and Sarah Booth (PR) and an engineer attending Norway to view a Luftransport AS365N2 discloses that the likely machine is currently LN-OLE, c/n 6405, a 1991 built Dauphin previously operating in support of Scandinavian air ambulance services.

The Dauphin AS365N2 is similar to the existing Dauphin used by GNAA [G-HEMS owned by PDG Helicopters and leased to GNAA]. It is a medium-weight multipurpose civil twin-engine helicopter equipped with two Turbomeca Arriel 1C2 engines with main and rear rotor blades made of composite materials, tail rotor built in the fin. The reliability and availability of this helicopter exhibited by G-HEMS has clearly had a bearing on this choice. The Eurocopter has the added benefit of familiarity for the staff, who already fly missions from their Cumbria-base with the same model.

When new the AS365N costs in the region of £5m, but the GNAA are hoping for a discount by picking up the older model.



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HERTFORDSHIRE: Hertfordshire's dedicated Helicopter Emergency Medical Service (HEMS) has been in operation now for 1 year bringing doctors and paramedics to patients who are in need of urgent pre-hospital care and flying them to the most appropriate hospital. The Herts Air Ambulance was launched on 5th November 2008 from Fairlands Valley Park, Stevenage following 18 months of hard work by the fundraising team, volunteers and the generosity of the people of the County to raise the £250,000 required to secure Hertfordshire its own Air Ambulance. The fundraising team has raised over £840,000 to date! To celebrate its 1st Birthday Herts Air Ambulance held a 1940's themed 'hangar party' at its base at North Weald Airfield on Friday 20th November 2009. The hangar was transformed into a party venue for the evening complete with a stage, bunting, banners, banqueting tables and a beautiful backdrop of a starry night sky.

KENT: It has been quite a busy year operationally at both bases. The Kent Air Ambulance has flown a total of 770 missions and carried 165 patients by November this year. Of these, 38% were road traffic crashes and 16% medical emergencies.

LONDON HEMS: In a shock announcement a highly regarded air ambulance charity boss has been removed from office and escorted from his place of work.

On November 17 David Philpot the Chief Executive of London's Air Ambulance for only 12 weeks returned from a week's holiday to be met by the chairman of London's Air Ambulance and two other trustees. They handed him a letter terminating his employment with immediate effect and saw him escorted from the building.

David Philpott has a record as a sought after charity Chief Executive and has worked with Essex Air Ambulance before being brought in to sort out the Kent Air Ambulance at a time when it was in dire straits, losing money and direction. He turned that operation around and added the Surrey and Sussex elements to make it one of the most successful operations extant. Having secured the event for Kent he was looking forward to hosting the forthcoming AirMed in Brighton [24-27 May 2011] as the culmination of his work there.



Meanwhile the charismatic David Philpott was head hunted from Kent into the London HEMS operation to turn around an operation in a similar situation to that in Kent before he moved there. That London HEMS has been struggling for some time is no state secret. Funding at the operation was always 'unusual' in that they derived a major part of their revenue from a precept from local health authorities rather than charity donations and the charity element was so small as to represent something of a joke. But that went sour after greater

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pressure was placed on the charity and it was simply unable to raise enough money. When they tried to change aircraft at the height of the MD Helicopters troubles they simply could not raise the money and had to remain with the Explorer. Although the MD problem has receded a lack of finance – or at worst the ability to quickly raise funding - is not a problem that would have stopped most well run air ambulance charities.

At the time of his dismissal David was investigating a complaint about Conflicts of Interest on the Board of Trustees and allegations of misappropriation of charity funds and resources. He had submitted a preliminary paper to the Trustees making it clear that owing to a lack of proper financial controls, the charity was living beyond its means and trading whilst technically insolvent. As such, there were serious doubts about whether London's Air Ambulance could afford a replacement helicopter when the current lease expires in 2011.

David Philpot is appealing against the decision to terminate his employment; meanwhile the Trustees for the air ambulance, The Charity Commission and the main sponsors of the operation, the Virgin Group, are considering their options.



NORTHERN IRELAND: This is now the only UK region currently not covered by an air ambulance, but the public is now being asked to support a charity drive to launch the service in Ireland. Steven Gurney of Ireland Air Ambulance said such a service will operate on a cross border basis from early next year.

Earlier this year the charity was surrounded by controversy after it was revealed 90% of the £700,000 raised by the public in the North for the service had gone on wages and administration. Fortunately Ireland Air Ambulance have since been exonerated of any wrong doing and they are continuing with efforts to draw in funds to meet the £1.5M annual cost of the service.

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UNITED STATES

AirMed International, the leading US air ambulance company has earned full accreditation from the European Aero-Medical Institute (EURAMI). EURAMI is a Stuttgart, Germany, based non-profit association of air medical professionals and operators from 27 countries in and outside Europe. The association aims to promote air rescue and to develop and harmonize quality standards and to improve patient care and safety in air medical transports.

AirMed International and its subsidiaries, AirMed Asia and AirMed Hawaii currently hold accreditation from the US-based Commission on Accreditation of Medical Transport Systems (CAMTS). AirMed is now the only air ambulance program in world to hold both CAMTS and EURAMI accreditation in addition to US Department of Defense approved air carrier status. EURAMI Accreditation Standards are periodically revised criteria to assess an air medical service's level of quality in terms of capabilities, medical management and qualifications, aircraft's configuration and equipment, operational issues, communications, management policies, and quality management.

Since its inception in 1984, the National EMS Pilots Association has extended Active (Voting) Member status to all active, civil air medical pilots. Through the years, a number of public-service (primarily law enforcement) pilots have joined and contributed to the Association's activities and knowledge base as Affiliate Members.

At their annual meeting at the Air Medical Transport Conference in October, the NEMSPA board of directors voted to extend Active Member status to any pilot actively flying air medical transport missions, be they civil, public service, or military. Affiliate membership continues to be an option for any other pilot and for any person affiliated in any manner with air medical transport operations. www.nemspa.org

FIRE FIRE FIRE FIRE FIRE FIRE FIRE

AUSTRALIA

VICTORIA: Plans are being considered whether to employ a large former airliner in the role of water bomber in the region next year.

Facing forecasts of a hot summer, the Premier in Victoria state will be seeking to obtain Australia's first fire fighting jet lease. The type involved will be either a modified Boeing 747 or Douglas DC-10, types currently being used in small numbers in the USA. The lease for a water bomber that size could cost \$10 million a season. Testing the selected aircraft is set for January next year.

SOUTH AUSTRALIA: With an unexpected early heatwave already set in two Air Tractor firebombing aircraft are ready and waiting at the Port Lincoln airport as the first level of



Reims F406 Land & Sea Surveillance



attack against fires this summer. The two Australian Maritime Resources Air Tractors, based at North Shields, are among the CFS's fleet of 10 bombing aircraft based at strategic airfields across South Australia, including fixed wing, helicopters and the Erickson Airplane. During the fire danger season the CFS also has access to the Motor Accident Commission Rescue Helicopter Service if an additional command and control aircraft is needed. If there is a major fire, aircraft can be brought in from other areas as happened in January when two additional Air Tractors and the Airplane were flown to Port Lincoln. [Ryan Baker]

UNITED STATES

FEDERAL: The US Department of the Interior's Bureau of Land Management (BLM) has taken delivery of its first Pilatus PC-12. The aircraft will be put to multirole use performing cargo, passenger, smokejumper, air tactical, aerial supervision and lead plane fire-fighting missions.

BLM said it selected the PC-12 because it is the only aircraft that meets all the mission requirements, and will provide it with significantly enhanced capability at the least cost. BLM estimates that ownership of this aircraft will reduce the direct cost to the government by \$1.5M pa as opposed to contracting for a similar aircraft.

The BLM's multirole PC-12 features the unique Utility Door option. Capable of being opened in flight, this inward-opening door is mounted within the PC-12's standard cargo door and enables the aircraft to depressurise and perform specialist parachute work or drop supplies or relief materials, and later re-pressurise and return to high speed cruise at altitude.

The PC-12 will be based at the BLM's Fire and Aviation Directorate and National Inter-agency Fire Center in Boise, Idaho [Pilatus]

SEARCH & RESCUE

UNITED KINGDOM

SKYWATCH: SWCAP has been busy recently: Flooding in North East Scotland has had the SWCAP Highlands Unit running frequent air observation sorties sending digital photographs back to Police and Environment. Their aircraft can get where motor vehicles can not and situation reports have been invaluable. The Unit received a commendation from Chief Inspector Mackenzie of Grampian Police.

The Lowland Unit from Kingsmiure was praised by Inspector Bruce Thomson for its assistance in the search for a missing Latvian man in the Pitscottie area.

Lincolnshire Police thanked SWCAP for their assistance in the search for a missing woman. North Yorkshire Police thanked York Unit for their flights with a community assistance air observation task. Also in co-operation with North Yorkshire Police the Eddsfield Bridlington Unit found two people that the police were concerned about, missing in remote countryside. The police in Grampian, Lincolnshire and North Yorkshire have no air support capability in house.

Bill Tiplady of the Eddsfield Unit is developing special aircraft mounted photographic equipment for observation & search missions and is also working with Mike Evans of Memory Map on navigation equipment for operational use in SWCAP aircraft.

Chairman Tony Cowan is just back from a month's secondment to the US Civil Air Patrol on a Winston Churchill Travelling Scholarship. The information and discussions will prove invaluable in the development of SWCAP in the UK and is another example of the benefits of the relationship between SWCAP and US CAP.

Peter Adams, Chief Pilot of the Kent Unit is also recently back from a two weeks liaison visit with the Canadian Civil Air Search & Rescue with whom an affiliation is in the process of being set up, making a three point fellowship of Civil Air Patrol in Canada, USA and the UK. [AP]

UNITED STATES

COAST GUARD: Faced with a disaster the Coast Guard Foundation decided to re-activate its Disaster Relief Fund following a tragedy off the US West Coast.

The Coast Guard Foundation, a non-profit organisation committed to the education, welfare and morale of all Coast Guard members and their families, announced that it has re-activated its emergency Family Disaster Relief Fund in response to a mid-air collision between a USCG Lockheed C-130 Hercules crash off the California coast. The Coast Guard Foundation is asking for financial support to assist the families of the lost crew of CG-1705. The Family Disaster Relief Fund was established in September 2008 in the wake of the helicopter crash in Hawaii that resulted in the loss of 4 Coast Guard members.

The Coast Guard Foundation is a non-profit organisation founded in 1969. It was initially created to provide funds for academic, athletic, and morale needs of the Coast Guard Academy and its cadets, which were not covered by federal operational funding. In 1986, the Foundation expanded its charter to support projects that enhance the education, welfare and morale of all Coast Guard members and their families.

www.coastguardfoundation.org/

INDUSTRY



Diamond Aircraft successfully completed the first Upgrade DA42 New Generation for the Spanish Flight School Academy CESDA.

During the program the two TAE diesel engines were swapped and changed against two new diesel Austro Engines (AE300), as well as all other necessary adoptions were performed in order to change the aircraft to a New Generation aircraft.

In the course of this upgrade Diamond offers the exchange of used TAE engines to new diesel AE300 engines, checks the aircraft for all necessary work to get the latest technical status and offers the option to install new technical, avionic and interior options.

There are two other aircraft undergoing the upgrade to DA42NG. The first is that of Stapleford Flying Club Ltd and the other Halfpenny Green Flying Club. In future Diamond Aircraft expects that the upgrade should not take longer than four weeks. Enquiries to upgrade42@diamond-air.at



Early last month the first fully certified new generation of DA42M – named GUARDIAN – went into operation at **Diamond Airborne Sensing**. The GUARDIAN is a further major milestone in the history of Airborne Sensing. The new DA42MPP (Multi Purpose Platform) is suited for surveillance and reconnaissance missions as well as all kinds of search and rescue operations.

The universal nose, designed to carry different EO/IR gimbals up to a weight of 65kg (144lbs) as well as the belly pod, able to carry payload up to 80kg (177lbs), are already certified for the GUARDIAN. Especially for military purposes the GUARDIAN can be provided with a passive surveillance painting and the revolutionary Diamond Airborne Sensing on-top IR & Noise Reduction Kit. These special features reduce the aircraft heat and noise signature down to a level that is less noisy than a passing car and are therefore very popular with our customers.

For further improvement, DAS's R&D department is working on a facility to equip the GUARDIAN with an synthetic aperture radar option for maritime purposes. DAS is using the GUARDIAN for law enforcement live demonstrations and as a show model at aviation fairs. The new platform is also used for commissioned flight operations.

Aurora Flight Sciences, headquartered in Manassas, VA USA, has placed a fleet sales order for several fully equipped examples of the DA42NG Guardian to support a new business initiative for Intelligence Surveillance and Reconnaissance "power-by-the-hour" flight services in support of military customers and civil/commercial mapping services the USA. The sales department is finalising fleet sales with interested parties from the United Kingdom.

DART Aerospace Ltd., has received EASA approval for their Vertical Reference Floor Window Kits for Eurocopter AS 350 / AS 355 models of aircraft.

DART's floor window kits ease vertical reference operations by providing improved viewing of slung loads and by assisting with establishing a vertical ground reference.

The floor window is available in three sizes to fit different operational requirements. The larger windows allow the pilot to see further up the line enhancing operating versatility.

The DART floor window kits are compatible with energy attenuating seats and sliding door compatible configurations are also available.

Also now available is the Instrument Mount Bracket Kit that may be used to mount optional instruments for vertical reference operations. The bracket kit installs in the forward, inboard corner of the interior window of any current

DART Vertical Reference Floor Window Kit and includes structural provisions for the installation of customer supplied instruments.



Russian Helicopters showcased its fire fighting rotorcraft at the international airspace supply fair AIRTEC 2009 in Frankfurt. The recent certification by EASA of the multi-role Ka-32A11BC, also used in fire fighting missions, makes it an attractive option for commercial operators in the EU. The modernised heavy transport Mi-26T – a helicopter of choice for the Russian Emergency Control Ministry (EMERCOM) – are fitted with VSU-15 devices designed to hold 19.6 tons of water externally and to drop it within 15 seconds over fire or into containers on the ground. While hovering, the crew can fill VSU-15 within 10 seconds from an open reservoir 1 m and deeper.

Russian-made heavy fire fighting helicopters have shown good results in Greece, Turkey, Italy, Spain, South Korea in wildfire fighting over large areas.

The **Inspectorate of Constabulary** in the UK has called for spending cuts and greater efficiencies through back office systems and centralised departments. The Inspectorate has said police forces and other police bodies would have to work more closely with each other. The warning came from HM Chief Inspector for Scotland Bill Skelly in his annual report.

The report said Scotland had a record number of police with 17,375 officers at the end of March, 5.8% more than the previous March, a rise caused by several factors, including the Scottish government delivering on its pledge of 1,000 extra officers. The number of recruits trained had increased by 240%, and women officers now account for 25% of the Scottish police force establishment.

With the recession putting huge pressure on Police Forces across the UK, departments need to identify operational efficiencies that don't jeopardise the service they deliver or reduce the number of officers on the beat.

The news from the Inspectorate for England and Wales is not any sunnier. There are now strong pressures to amalgamate forces and a fear that the next Government taking power in May 2010 – almost certainly the Conservatives - will seek to interfere with police at local level and through pressure on ACPO. There are suspicions that the move towards a national/regional air support structure is designed in part to thwart this.

Ed: Although nominally a very pro-police political party many will be aware that the most damaging legislation that originally robbed police of their independence and time on street patrol – the Police & Criminal Evidence Act of 1984 – was a Conservative measure. Equally the continued erosion of that independence, often acquiesced by ACPO puppets, over the last dozen years makes police particularly vulnerable to further political interference.

The **UK Home Office** announced a multi-million pound boost to the emergency services radio communication system just 1,000 days prior to the 2012 Olympic and Paralympic Games. This significant step in safety and security planning is a £39M investment in Air-wave - the radio communication system used by the police and other emergency services. The investment will fund an increase in the capability of the system in time for the 2012 Games which will mean it can cater for thousands more users from within the police, fire and ambulance services.

In recent years a number of leading edge products have entered the airborne emergency services arena from new manufacturers in the Antipodes – the most obvious have been the spidertracks tracking software and the new searchlight.

The **CGear Tactical Helimat** has been designed and manufactured to quickly and simply solve the problem of 'Brownout' and 'Whiteout' when landing helicopters in sand, dust and snow.

The unique ability of the helicopter to hover above, take off from, and land on unprepared areas makes it vulnerable to the phenomenon and foreign object debris (FOD) thrown up by the helicopter rotor downwash.

The dangerous loss of vision can occur whether landing, taking off, or hovering. It can blind operators, sandblast and erode helicopter rotor blades, and force sand and snow into sensitive engine parts, filters and can effect the helicopters sensitive electronic equipment.

The cost is vast. In Iraq, Afghanistan and North Africa 'Brownouts' caused three out of every four helicopter accidents, with unnecessary loss of lives and hundreds of millions of dollars of equipment. They affect police and EMS operations equally.

The CGear Tactical Helimat prevents the throwing up of debris with multi-layering of polyethylene mesh with a unique open-weave design. It inhibits the loose material underneath



from coming back up – even when pounded by the most powerful rotor down wash.

The Helimat is easy to deploy, being lightweight and easily transportable. It is also tough and durable. The fabric will not tear or fray because of its 'Rip Stop' weave technology and it is impervious to petrochemicals.

The size of each segment is 20 feet by 20 feet (6.1 metres by 6.1 metres). Sizing of the Helimat is dependant on the rotor span of each particular helicopter, with dimensions of the helipad approximating 33 feet (6.1 metres) wider than rotor span, in all directions.

Normal commercial helicopters operating in austere environments would be able to land on various configurations of the Cgear Tactical Lightweight HeliMats depending on the rotor span of the helicopter. This would range from 40ft x 40ft (2 x 2 - 20ft Helimat segments) for smaller rotary aircraft or 60ft x 60ft (3 x 3 - 20ft Helimat segments) through to 80ft x 80ft (4 x 4 - 20ft Helimat segments) for larger helicopters. www.cgear.com. And then contact greg_peter@cgear.com

Tyler Camera Systems has received Transport Canada approval of their Side Video Gimbal Support Framework for the R44 aircraft model. FAA and EASA approvals have been previously received.

For over 40 years Tyler Camera Systems has been a leader in the design and manufacturing of equipment for aerial cinematography. Tyler Camera Systems has been honored by the Motion Picture Industry 4 times with Academy Awards for Technical Achievement.



Tyler has designed a line of frameworks to support popular video gimbal camera systems such as: Flir Ultramedia, Axsys / Cineflex V14, Polytech, Wescam. Tyler's R44 Video Gimbal Support System uses 4130 chrome molly steel for its framework and 7075-T6 aluminum for the clamping. Installation time, 30 to 60 minutes with no modifications to the aircraft. The Camera Support Framework can be mounted on either right or left side of the aircraft leaving all doors operational. The Tyler R44 framework system requires no counter balance weight.

In test flights with their **Flying Helicopter Simulator** [FHS], a modified Eurocopter EC135, the German Aerospace Centre (DLR) replaced the conventional control system with two active side sticks for the first time. A side stick looks similar to a joystick.

In the flights carried out by DLR, a side stick mounted to the pilot's left replaced the operating element for vertical movement. An additional side stick installed to the pilot's right took over cyclic pitch control, which is responsible for horizontal movements of the helicopter.

The use of two active side sticks and the resulting total replacement of the conventional helicopter control system are new. In 2007, DLR tested the right-hand side stick in flight and is now setting new benchmarks with the first flight to use two side sticks.

The active side sticks are equipped with an electric motor to generate the forces felt by the pilot with conventional controls. Integrated into the FHS, the active side sticks complement the electrical fly-by-wire control concept. Fly-by-wire, which since the 1980s has been used in the Airbus A320 family of airliners, among others, does not transmit the pilot's commands via a conventional mechanical method but instead with the aid of electrical signals. It thus forms the foundation for controlling the aircraft using active side sticks and makes it easier for the pilot to handle it. The active side sticks are claimed to simplify flying.

Sky IMD Inc based in Palo Alto, California is promoting software to support and greatly enhance the capability of smaller sensor packages.

The technology company has created SkyFusionPak™, a cost-effective solution for aerial digital surveillance. Designed for multiple aerial platforms, SkyFusionPak™ is manufactured, assembled, and serviced in the USA. A pending FAA application is for installation of a camera pod on the right hand strut of single engine Cessna aircraft.



The Cloud Cap system being used as the basis of the SkyIMD 'Affordable' camera system.

SkyFusionPak™ was designed to satisfy a wide range of aerial digital surveillance needs of local, state and federal government agencies.

The product concept for Sky IMD Inc. dates back to 2005 when NASA expressed the need for a cost-effective aerial broadband network for First Responders. The objective was to develop a system that would be available at significantly lower costs compared to the current equipment used by the military. A proposal was submitted to NASA to design and build a system using commercially available technology and products. The NASA proposal ultimately resulted in an Air Force contract for initial research and development of a cost effective system to be used on Unmanned Aerial Vehicles (UAV).

This led to the system being developed independently from the Air Force, and is now in production as an affordable, high performance and easy to use, aerial digital surveillance system.

Currently the company is testing using the [Goodrich] Cloud Cap camera system which is intended to mount on light aircraft such as the Cessna 172. In the case of the latter the fixing is to the wing support strut. www.skyimd.com



www.policegifts.co.uk



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AgustaWestland announced the first flight of the prototype AW149 multi-role military medium twin helicopter on November 13 at AgustaWestland's Vergiate plant. This first helicopter will be followed by a second prototype in 2010 with the aim to achieve initial operational capability in 2014.

The first AW149 prototype is fully representative of the AW149 final configuration with respect to the airframe and avionics, whilst the second prototype will fly in the final configuration incorporating two 2000 shp class GE CT7-2E1 turbines with FADEC and an all new transmission system. With a fully digital avionics system with open architecture and fully integrated mission equipment, a modern glass cockpit and a 4-axis auto-pilot, the AW149 8 ton class helicopter is specifically designed for modern battlefield operations but will be capable of being fitted with role equipment and systems to perform a wide range of roles including SAR.

AeroComputers, Inc., have announced the release of their new line of display monitors. Available in 10", 12" and 15" (diagonal) versions, the AD- Series displays are ruggedised for use in range of applications from aircraft to ground vehicles. Equipped with the latest 8-bit AMCLD technology and advanced video processing capabilities, AD-Series displays are designed to provide ultimate clarity when viewing daylight and infrared sensor video.

The AD-Series features illuminated rotary tactile switches to control all display functions including LED backlight brightness and video input selection. This allows operators to quickly and easily select the appropriate computer or sensor video feed based on mission requirements. An integrated five-way joystick serves as a pointing device to control compatible digital map and other computer systems. Situational awareness is further enhanced through powerful split-screen views such as digital map imagery overlaid on HD video.

Built in the United States, AD-Series displays feature extremely durable billet aluminium enclosures, anti-reflective enhancements, and optically bonded screens. All three models are panel mounted and serve as drop-in replacements for older displays. Optional features include NVG compatibility (MIL-STD-3009), highly sensitive touch screens, and bonded LCD heaters. Used in conjunction with AeroComputers' UC-5100 Digital Map System and EO/IR sensors AD-Series displays put a wealth of information and control at the fingertips of the operator. www.aerocomputers.com

Australian Aircraft Manufacturer **Gippsland Aeronautics** announced last month that both the US FAA the European EASA have certificated the new turbocharged GA8-TC 320 Airvan. The GA8-TC 320 is powered by a turbocharged Lycoming TIO-540-AH1A rated to 320 horsepower at 40 inches of manifold pressure at 2500 rpm from sea level to 5000 feet. Above 5000 feet the TIO-540-AH1A is rated to maintain 300 horsepower at 38 inches of manifold pressure at 2500 rpm. The GA8-TC 320 features a Hartzell 80 inch diameter, scimitar design three blade propeller. The turbocharged engine enhances the performance of the already extremely versatile Airvan with improved climbing and high altitude performance.

Several GA8-TC 320 Airvans have been delivered to customers in Australia, New Zealand, Papua New Guinea and France. Deliveries to North American customers will begin in early 2010.

Both models of the GA8 Airvan were certified by the Argentinean Administration Nacional de Aviacion Civil (ANAC) last month.

This certification follows on two exploratory marketing tours of South America to assess the market for the Airvan for this Region. The potential is particularly good for both models but especially so for the turbo charged GA8 TC-320 version in the mountainous areas of the Andes.

The Company displayed the Airvan at the FIDAE International Air and Space Fairs in Santi-



ago Chile in both the 2006 and 2008. FIDAE is recognised as the most important Aerospace and Defence trade show in Latin America.

A demonstrator aircraft is already located in South America and will be available for demonstration flights in Argentina shortly. Gippsland Aeronautics representative in Argentina Mr. Diego Cardama of Aerotec Argentina SA based at Mendoza.

Gippsland delivered its first production GA8 Airvan in December 2000 and was awarded an FAA type certificate in 2003 followed by EASA certification in 2005. One hundred Airvan's have been exported, including sixteen for the USAF Auxiliary, the Civil Air Patrol, for use in Homeland Security and search and rescue missions.

Eurocopter UK continues to reorganise itself in the wake of the full Eurocopter takeover and the pressures of current and future projects. The UK division now has three on-site hangars at Oxford, another off-site, a maintenance hangar at Chester Airport and another facility in Aberdeen.

Passing through the emergency services completions in mid-November were an EC145 for Devon & Cornwall Police; that being joined by the green example for the Police Service in Northern Ireland. Meanwhile the completions of EC135s for the police and air ambulance community continue. Delivery of the new airframe for Central Counties is imminent with Cheshire close behind. Work on the upcoming Chiltern, West Midlands, North Wales and Cleveland aircraft will keep the completion line busy throughout 2010. An air ambulance for an undisclosed customer is also in final completion. Meanwhile work on the extensive refurbishment of Puma helicopters for the RAF has started with the first being stripped and prepared for work offsite in France.

BAE Systems has successfully flown the largest fully autonomous unmanned aircraft ever to be built in the UK. The next generation autonomous system, MANTIS, completed its maiden flight in Woomera, South Australia. The unique property of the MANTIS is that it features twin-engines.

During subsequent flights, MANTIS successfully completed a series of trials demonstrating the capability of the system and the potential of large unmanned systems to support future UK Ministry of Defence (MOD) operational needs.

The MANTIS system will feature an end to end information capability, which will facilitate full integration with the UK's C4I infrastructure, significantly enhancing sovereign operational capabilities. In today's high tempo operational environment improved situational awareness and decision-making are achieved through this integration activity. MANTIS shares a common UAS control infrastructure with other BAE Systems UAS' such as Taranis and HERTI. [BAE]

A risk assessment tool that may help prevent pilots having heart attacks in-flight, has won acclaim from leading medical research charity, the Bupa Foundation.

Dr Stephen Houston, pilot medical officer for **British Midland Airways** (bmi), was recognised by the Bupa Foundation for applying a heart disease risk assessment tool among pi-



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The graphic features a large globe on the right side, composed of various images related to counter-terrorism, including police officers, a red fire truck, a crowd of people, and a red biohazard symbol. The globe is framed by a red and white border. The text 'COUNTER TERROR EXPO 2010' is prominently displayed in bold, black and red letters on the left, with the dates and location '14-15 April 2010 | National Hall, Olympia' below it. The website address 'www.counterterrorexpo.com' is at the bottom.

lots to reduce the risk of heart attacks during safety critical moments, such as take-off or landing. Dr Houston won the Bupa Foundation 2009 Health at Work Award because of the far-reaching role this assessment tool could have to make air travel even safer.

The Bupa Foundation, established thirty years ago, is now a leading medical research charity that helps to fund research which will improve healthcare for the long-term. As well as winning the prestigious award, Dr Houston and his team at bmi have also received £15,000 from the Foundation to support their continued research in this area.

Dr Houston received his Bupa Foundation Award at a ceremony at Lincoln's Inn in London on the evening of 19 November 2009.

Flight Management Systems of Calgary Canada has successfully integrated the Spectrolab SX-16 searchlight and the FMS Moving Map. Testing conducted in Las Vegas with the local Las Vegas Metro Police search and rescue helicopter proved that FMS was capable of controlling the searchlight and keeping the light on a ground target, hands-free.

The ability to control both the FLIR gimbal and the searchlight with the FMS Moving Map means that FMS can replace conventional SLASS systems with one capable component. This feature will save money and weight. www.FlightManagementSystems.com

Cobham's HeliSAS two-axis helicopter stability and autopilot system has received its first Supplemental Type Certification (STC) from the US FAA for use in a Robinson model R44 aircraft. Working with Hoh Aeronautics, Inc. of Lomita, California, Cobham is in the process of achieving HeliSAS certification for use on the Bell 206, Bell 407, Eurocopter AS350, and US Navy's Bell-made TH-57 helicopters.

HeliSAS is a two-axis attitude hold, attitude command, flight control system. The system has two basic functions, a Stability Augmentation System (SAS) to aid with aircraft stability and autopilot outer loop control modes for altitude hold, heading select and navigation sensor coupling. The SAS and Autopilot System provide a significant reduction in pilot workload, from takeoff to landing.

The HeliSAS system offers a number of advantages over previously-certified helicopter autopilot systems in terms of its ease-of-installation and competitive pricing. In addition, HeliSAS' parallel design requires fewer components, significantly reducing system weight. These factors combine to make HeliSAS particularly well-suited for helicopters with hydraulic control systems. It provides helicopter pilots with precise control during all modes of flight, regardless of wind conditions or shifts in weight. The system is designed to be engaged at all times: "on" before takeoff and "off" after landing, resulting in a significantly reduced pilot workload. www.cobham.com/helisas.

The **Health and Safety Laboratory** (HSL) has come up with a new technique for the investigation of major fires and chemical releases which could dramatically improve safety, increase speed of response and decrease cost.

Following tests at its Buxton headquarters, the Laboratory has developed and validated an innovative high altitude air-sampling technique, using an unmanned microdrone. If adopted, this alternative could be of direct benefit to members of the emergency services, government agencies and even the military.

The microdrone, which is available from Stoke-based MW Power Systems Ltd, was originally designed as a low-cost means of taking aerial photographs. Following extensive testing, the prototype of the quad rotor has been fitted with bespoke sampling equipment. This equipment allows it to test the concentration and dispersal of air particles while flying through a smoke plume or over a major chemical incident.

HSL has now signed a deal, licensing the new technology to MW Power for sale commercially, with the Laboratory providing training or consultancy services for customers. Early



adopter enquiries have already been received from police and fire services, the Environment Agency and other government departments.

Traditionally, samples have been collected using light or even military aircraft. However, considerations for pilot safety and the high costs involved have sometimes limited their scope and use. The current unmanned microdrone pioneered here has a range of 500m and can fly up to height of 400ft, enabling scientists to collect samples from previously difficult to access locations such as dense smoke plumes and areas of intense toxicity.



HSL chief executive Eddie Morland signs the deal to license the air sampling technology to MW Power System's Managing Director Eddie Andrews.

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ACCIDENTS & INCIDENTS

30 October 2009 Sikorsky S-76 N761MH. Air ambulance of Metro Life Flight, Cleveland, Ohio. Operated by Metro Aviation, Inc. After completing a mission, while en route back to base, the crew noticed a burning smell accompanied by light smoke. This smoke was immediately followed by a series of caution advisories involving the transmission and servo systems, along with noises and vibrations. The pilots conducted an emergency landing to a large open field. The approach and run on landing were uneventful. Post landing, smoke and fire were noted through the #1 engine intake. The crew quickly extinguished the fire.

31 October 2009 PZL Kania helicopter. Polish Border Guard. Three Polish border guards were killed when their helicopter in which they were patrolling the border in the north-eastern corner of Poland crashed on the Belarussian side of the border, near the Belarussian village of Vysokoye.

The wreckage was discovered the following morning in Belarus some 200 metres from the Polish border. [Reuters]

1 November 2009 Ilyushin Il-76 RF-76801. Russian Ministry of the Interior. The aircraft was taking off from Mirny, Russia on a flight to Irkutsk with a flight crew of seven and a spare crew aboard. It barely lifted from the ground before crashing killing all eleven people aboard. [planecrashinfo]

2 November 2009 PZL M28 Skytruck. Indonesian Police. An aircraft belonged to Indonesia's Papua province regional police went missing during a flight from Sentani Airport of Jayapura to Mulia Airport in Puncak Jaya regency. A SAR team found the wreck and removed four bodies from the wreckage at the crash site on Mt. Dorman in the Pass Ilu area in Indonesia's Puncak Jaya. The dead believed to be pilot Adj. Comm. Yunus, co-pilot Adj. Comm. Benedictus and technicians Brig. Kuswanto and Brig. Syaiful [Media/Jakarta Post]

2 November 2009 Eurocopter EC145 N911MK. Air ambulance of Avera McKennan Care-flight, Sioux Falls, South Dakota and operated by Omniflight Helicopters, Inc. While enroute to transferring facility to pick up a patient, aircraft struck at least two ducks, with one coming through the co-pilots side of the windshield. The duck struck the Medic on the left knee and then continued back striking the left side med wall and splattered throughout the medical crew area. The medic suffered a small minor cut to knee. The aircraft was at 1200 feet AGL, it undertook an emergency landing in a field in Canistota. [Concern/ KSFY-TV]

4 November 2009 Eurocopter AS350 N165AM. Air ambulance of LifeNet Helicopter. The crew flew to an area east of Council Bluffs, Iowa to pick up a man who had fallen. When the helicopter took off, it caught a power line with its tail rotor at the intersection of Cardinal Lane and Overland Trail.

As a precaution, the pilot landed the helicopter in the middle of a field about 250 feet from where it took off. [Action 3/FAA]

5 November 2009 Eurocopter AS350 N617LH. Air ambulance of Native Air crashed on Arizona's San Carlos Indian reservation during a training flight and both people aboard being seriously injured. There were no patients on the flight. A spokesman for Native Air's parent company told the media that the training helicopter was not configured for medical

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transportation but the accident was reported as if it were an air ambulance event. Accident location was San Carlos Airport, Globe, Arizona. [Media/FAA].

8 November 2009 Eurocopter EC135 N86DU. Air ambulance of Duke University Medical Center Caswell County, North Carolina. The helicopter was on its way back from Danville, Virginia when it was hit by a chickenhawk bird. The bird strike damaged the fenestron surround fairing of the aircraft, forcing them to land in Caswell County. The helicopter was left there overnight. [WFMY]

9 November 2009 Bell 407 N912GX. Air ambulance of North Colorado Med Evac 2 operated by Med-Trans Corp. Undertaking a patient transport from Yuma to Denver, Colorado and flying westbound at approximately 1,200 feet an unusual whining noise was heard in the engine area and notified the pilot. The pilot set up a Precautionary Landing and initiated a descent. The engine chip light illuminated. The pilot executed a descending 90 degree turn into the wind and set up for a final approach into the selected field by a road. On short final the engine failed with a flash at an altitude of approximately 10 feet. They landed without damage or injury. [Concern]

10 November 2009 Helicopter. Rescue craft of Australian Helicopters Pty Ltd. A paramedic was severely injured when he fell about 16 metres from a helicopter onto a bulk carrier in the Torres Strait, waters off north Queensland, when a high seas medical rescue went awry. The paramedic and a helicopter crewman were being lowered onto the ship off Thursday Island to rescue a crew member when the winch system jammed. The pair were working on a helicopter chartered by Australian Helicopters. The paramedic and the helicopter crewman and the original patient were taken to hospital. The Horn Island rescue helicopter was tasked to the ship about 180 nautical miles west of Thursday Island following reports a crew member was suffering a heart condition. The ship was travelling from Singapore to Brisbane. [Media]

11 November 2009 Bell 222 N440M. Air ambulance. Made a precautionary landing in a field at Emmett, Idaho. [FAA]

12 November 2009 Cessna Bravo N10UH. Air ambulance of Critical Care Transport, UAB Hospital, Birmingham, Alabama operated by LifeGuard Transportation. Aircraft struck bird upon final approach into Dothan, AL at 5500 feet impacting nosecone. Impact was felt by all on board with blood spatter on windshield. There was no internal structural damage; radome replaced and aircraft returned to service following morning. [Concern]

14 November 2009 Eurocopter AS350 N5793P. Air ambulance of Mountain Lifeflight. The helicopter crashed near Doyle, California, killing all three people on board whilst returning to Susanville, California, from dropping a patient in Reno, Nevada about 45 miles away. The subsequent fire destroyed the aircraft. The crash occurred about south of the north Red Rock Road intersection about 3,000 feet west of US 395 near a mining plant. [Media/Concern]

16 November 2009 Beech King Air 90 N977AA. Air ambulance of AirMed Hawaii LLC, based in Honolulu, Hawaii. The aircraft departed Honolulu (PHNL) at 1050 HST to reposition to Hilo. The aircraft was in cruise flight at 15,000 feet when the right engine began to lose power. The captain shut down the engine and diverted to Hona. An uneventful single-engine landing was performed. [Concern]

17 November 2009 Bolkow [PT Dirgantara Indonesia] NBO105. A helicopter belonging to Central Java's search and rescue team crashed into the ocean off Marina Beach in Semarang, Indonesia while on a training flight that was being recorded on video. The video [on YouTube] shows the orange Bolkow dropping crew members into the water and then

whilst skimming that calm surface of the water at slow speed the starboard skid hits the water and the helicopter is dragged into the water disintegrating. All five people onboard the helicopter survived but three were reported to be injured. The wreck lies around 300 meters offshore. [BERNAMA/ Xinhua/JP]

17 November 2009 Dassault HU-25 Falcon 2139. U S Coast Guard. The nose gear of a US Coast Guard plane collapsed during landing at Eagle Airport in Colorado. The five-person crew was conducting training operations. The crew deployed a drogue chute that slowed down the aircraft, which stopped about 500 feet from the end of the runway after sliding roughly 1,000 feet. No one was injured. The Falcon fleet uses the airport for high-altitude training. [Media]

17 November 2009 Sikorsky S-76 C-GIMN. Air ambulance of EHS Lifeflight, Halifax International Airport, Halifax, Nova Scotia, Canada operated by EHS Nova Scotia. Engine chip light on #2 engine illuminated during approach to land. The aircraft was landed without incident at Halifax International Airport (home base). [Concern]

18 November 2009 IAI 1124 Westwind PH-??? Air ambulance. Pel-Air Aircraft operating a Careflight medical evacuation. The aircraft was successfully ditched off the coast of Norfolk Island whilst en route from Western Samoa to Melbourne. They had been scheduled to land at Norfolk Island for refuelling but bad weather prevented the landing on the island. After circling for about an hour, making several unsuccessful approaches and fuel running low the aircraft was ditched in the ocean near the island. The controlled landing in choppy sea kept the Westwind intact and allowed the pilots, two medical crew a patient and her spouse to evacuate safely before the aircraft sank. [Media]

20 November 2009 Agusta A109E Power SP-HXA. Lotnicze Pogotowie Ratunkowe (LPR), the Polish state air rescue service. The aircraft was severely damaged in what is believed to be a case of severe ground resonance while undertaking a training sortie in Warsaw. After landing and starting the shut down procedures the helicopter started to shake violently and the MRB hit and cut off the tail. [Media]

23 November 2009 Kamov Ka-32T. Fire attack aircraft. South Korea Government Fire Service. helicopter undertaking fire attack training with three pilots aboard crashed into a lake in Yeongam whilst picking up water. All three aboard died. The lake is about 240 miles (380 kilometers) south of Seoul. [JT]

FLIGHT SAFETY

In mid-September the UK CAA was notified of an unexpected flight safety hazard which presents a particular hazard to Fishery Patrol aircraft across the world. One of the MAFF patrol Cessna 406 Caravan 2 aircraft was operating off Clacton [North Sea] on a low altitude [1,000 feet] sortie when the crew noticed a vessel with a sail device attached to a 300m cable. *No prior information obtained by the relevant agencies. The device is sail assistance to the powered craft and the design makes it more efficient than traditional designs attached at deck level.* The CAA states it is aware of recent examples of this type of activity and action is already in hand to consider the implications of sail activity on aviation. Once the outcome of research is completed, the findings will be considered and, if appropriate, a possible policy will be put in place and promulgated.

In Australia, Cairn's rescue chopper has been identified as requiring daily maintenance to prevent its tail falling off. Italian helicopter manufacturer AgustaWestland has informed the Queensland Government that three of its five AW139 emergency helicopters will require daily inspections of their tail booms, including the helicopter based in Cairns.

The company advised in a worldwide technical bulletin two weeks ago of a possible issue with debonding on the tailboom on all AW139s.

An Emergency Management Queensland spokeswoman said the department would fully comply with the warning.

PEOPLE

US Coast Guard aviator **Lt. Sean Krueger** recently received a Royal award for leading a rescue mission in 2008 while on assignment with the British Navy.

He earned the prestigious Prince Philip Helicopter Rescue Award presented by the British Guild of Air Pilots and Air Navigators at their annual Trophies and Awards Banquet in London October 29.

He was recognised for his actions as the aircraft commander of Westland Sea King Rescue 193 resulting in the rescue of a fisherman suffering from a life-threatening abdominal injury from a fishing vessel 172 miles southwest of the Isles of Scilly in the Atlantic Ocean in 58 mph winds and seas of more than 40 feet.

During Krueger's two-year exchange tour with the 771 NAS Fleet Air Arm stationed at RNAS Culdrose in Southwest England, the squadron averaged nearly 300 search and rescue cases each year.

Krueger has completed his tour with the 771 Naval Air Squadron and is currently serving as an MH-60 Jayhawk helicopter pilot at Coast Guard Air Station Sitka. The crew was also recognized by the Shipwrecked Fisherman and Mariners' Royal Benevolent Society Oct. 14 and received the Edward and Maisie Lewis Award for an outstanding air and sea rescue. [Sara Francis USCG PA]

An air ambulance pilot who lied to try to escape a driving ban has been jailed for four months for trying to pervert the course of justice.

Plymouth CC heard that **Joseph Drury** was caught on a speed camera on Embankment road, doing 63 miles per hour in a 40 limit.

Fearing he would be banned under the totting up process he claimed that the driver was an Icelandic woman and not him.

Drury, aged 27 and of Citadel Road, Plymouth, later falsified flying records to try to prove he was in the air at the time.

The judge, Recorder Martin Meeke QC, said he was saddened to have to send Drury to prison but he had to pass a sentence which would dissuade others and reassure the public.

He did not disqualify Drury from driving or order him to pay costs.

Philippe Beny was appointed Turbomeca Supply Chain - Purchases and Information Systems Vice President from October 1. He succeeds Pierre-Yves Morvan, who was appointed Deputy managing director of Microturbo on August 1, 2009.

Philippe Beny, a graduate from INSEAD and an "Ingénieur des Arts et Métiers", started working for the Group in 1981. After various positions within the European Propulsion Company in the programs, technical, quality and production sectors, Philippe Beny was appointed Deputy Production Director for Snecma in 2001. He was appointed Structures CEI (Industrial Excellence Center) Vice President in 2006 and, in 2008, took on the responsibility of the Chambers and Casings CEI, regrouping the Structures and Chambers CEIs.

In Tennessee the Jackson Police Department an-



Max Kenworthy

Most UK airborne law enforcers of the past decade will have known Max Kenworthy who died after a long illness last month, those who met him are proud to recall their time with him.

A navy man to the core, Max had a distinguished career as a Royal Navy pilot, qualified as a test pilot with the Empire Test Pilots School and was CO of the Navy historic aircraft flight at RNAS Yeovilton, flying the old Swordfish torpedo bomber at numerous air shows.

After leaving the Navy, he joined Bristow Helicopters, moved on to fly with Cabair Helicopters based in Redhill and on to be the first test pilot and then, in 1989, the Chief Pilot for McAlpine Helicopters during a period that saw them strongly promoting the AS355 into police aviation. He joined Ray England in his final period of employment as the Police Aviation Advisor to the Home Office, from which he retired in 2006 aged 64. His final appointment was talking to that year's Shephard Police Aviation Conference in London.

Max had been ill for some time and finally died peacefully in hospital in Plymouth. He leaves a wife, Sandra and daughter and son, Michaela and Nick.



nounced the promotion of a 20-year veteran officer to take charge of their air unit. Interim Chief Larry Price promoted Investigator **Gerald Wiltshire** to Sergeant. He serves in the Special Operations Division, Aviation Unit. Sgt. Wiltshire is the department's principal pilot and is responsible for all aviation operations in the department's Bell OH-58 helicopter, Air One. Unit has base office at Jackson-Mckellar Field where it has been operating for about ten years.

One of the longest serving paramedics on the Thames Valley and Chiltern Air Ambulance (TVACAA) has retired after ten years service and was given a fond farewell by the charity's most recent, and most unusual, recruit.

Bob Townson joined TVACAA as a paramedic in 1999 and flew on the very first emergency mission that year finishing his 10 distinguished years' service with one final flight on the charity's EC135 emergency helicopter. Fellow paramedics, pilots, representatives of the South Central Ambulance Service and staff from TVACAA threw a surprise party for Bob at the George Inn, Wallingford, where they were joined by 'Bob the Paramedic', the charity's new mascot named after the helicopters areas of operation - Berkshire, Oxfordshire and Buckinghamshire.

DIARY

The 16th Milipol exhibition was held last month and was able to report success despite the current downturn. For its 25th Anniversary, the 2009 Milipol Paris exhibition was marked by the quality of visitors, the commitment of exhibitors and impressive innovations. More than 887 exhibitors, 64% of whom were from outside France, representing 43 countries, and 26,999 professional visitors from 132 countries helped to make this event a great success.

The exhibition included a "First time exhibitor" area. A special package was offered to help small companies exhibiting at Milipol for the very first time, and more than 75% of those benefiting from the scheme were international exhibitors.

The next Milipol event will be in QATAR from October 25 - 27, 2010. The next Milipol Paris event is scheduled to take place at the end of October, 2011 in Paris – Porte de Versailles



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