

# Police Aviation News



©Police Aviation Research

Number 177 January 2011

PAR

**Spanish National Police Go Large**

**Winnipeg EC120 Launched**

**Ireland Air Ambulance**

**Who Heads AAA?**

**SAR-H is On Hold**

**HAPPY  
NEW  
YEAR**

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

#### SPONSORS

AgustaWestland

Bob Crowe

Broadcast Microwave

Enterprise Control Systems

Honeywell [Skyforce] Mapping

L3 Wescam

Powervamp

Troll Downlinks

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

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

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

[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)

[www.skyforce.co.uk](http://www.skyforce.co.uk)

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

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

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

Airborne Law Enforcement Association

European Law Enforcement Association

[www.alea.org](http://www.alea.org)

[www.pacenet.info](http://www.pacenet.info)

## LAW ENFORCEMENT

### BRAZIL

**MARANHÃO:** The state has taken on the seventh Eurocopter EC145 in South America. The Headquarters of the General Command of the Military Police has taken on charge the police and ambulance role equipped EC145 helicopter for use with the Public Security Bureau for operations across Maranhão.

The aircraft will support the work of the Tactical Air Group (TAG) and is the result of an agreement signed by the Ministry of Justice (MOJ), through the National Security and Citizenship (Pronasci) and Government of Maranhão . The amount invested was US \$ 14.9M. Besides general daily policing missions the SPIFR certified EC145 will also be used for special escorts, the escort and surveillance of prisoners, marijuana cultivation surveillance and the transportation of patients.

The aircraft offers some scope for mission development in the inclusion of such as a load hook, fixed part of the rescue winch, external rappelling and fast rope fittings.

Four Brazilians – three military policeman and a fireman – travelled to Germany, where they were trained by Eurocopter.

The Group operates three AS350 helicopters and three airplanes, two Cessna C210 models and a Seneca 3.

### CANADA

**WINNIPEG:** Early in December 2010 C-GAOL the new EC120B fully customised by Eurocopter Canada Limited was delivered to the police in Winnipeg. It was equipped with a gyro stabilised FLIR ULTRA 8500 video and TI system, a SX16 NightSun spotlight, a GPS-based Paravion moving map system, a loud speaker, police radios and a MRC Strata video downlink system that allows the helicopter to transmit live aerial video feeds to a police or fire department supervisor on the ground. It is due to enter service in January after a period of training.

*Front cover: A new Eurocopter EC225LP EC-LEN [c/n 2759] has been delivered to the Ministry of the Interior in Spain. It is the first EC225 to be delivered to a Spanish customer and unique in the police service. The customer wanted to order two.... but times are hard in Europe.*





## CYPRUS

**MINISTRY OF JUSTICE:** AgustaWestland have delivered two AW139 helicopters to the Ministry of Justice of Cyprus. At an official ceremony held last month in the presence of the President of the Republic of Cyprus Dimitris Christofias, Minister of Justice and Public Order Loukas Louka, Chief of Police Michalakis Papageorgiou and the Italian Ambassador Alfredo Bastianelli.

These aircraft will be used to perform law enforcement, border patrol and search and rescue operations. The event marks the entrance of the AW139 in the Cyprus' helicopter market where a total of five aircraft have been ordered with three expected to be delivered soon to the Ministry of Defence for search and rescue and utility-EMS duties, covering the Cyprus Flight Information Region (FIR) and EU's Frontex operational requirements.

Cyprus Ministry of Justice's AW139s are provided with a comprehensive tailored configuration including FLIR camera, rescue hoist, search-weather radar, SAR mission console, cargo hook with provision for fire fighting, EMS kit, engine particle separator, police radio communication equipment, fast rope and rappelling kit.

*Ed: The two helicopters replace two Bell 412 helicopters operated for some years. The police operation also had a BN-2 fixed wing but little has been heard of that in recent years. CP-1/5B-CPA a PB-N2T was delivered in the summer of 1990 along with CP-2/5B-CPB the first Bell 412. These were joined in 1997 by a second Bell 412 and, although retained it was reported that the fixed wing was taken out of use in 2008 as a search was initiated for new aircraft. That the replacement for the Bell helicopters was the AW139 a type that Bell got out of is pure irony.*

## ESTONIA

**BORDER GUARD:** Last month the Estonian Border Guard brought into service a new helicopter landing pad and refuelling capabilities to facilitate their work.

The United States Government, through the US European Command, contributed over eight million Estonian kroons [\$675,000] to a joint project to refurbish two Estonian helicopter landing pads; one in Narva and one in Värskä, which was opened on October 15. [US Embassy/RH]



Eurocopter image by Pablo Rada

**NATIONAL POLICE:** A new Eurocopter EC225LP EC-LEN [c/n 2759] has been delivered to the Ministry of the Interior. It is the first EC225 to be delivered to a Spanish customer and, like its Chinese counterpart, one of the first to be used for police missions. This example of the EC225 will be serving an elite unit of Spain's national police force, the G.E.O.[1] special operations group, for highly sensitive and specialised missions. Based in Guadalajara, the G.E.O. carries out dangerous work that requires highly qualified agents, such as the neutralization of terrorist cells, armed groups and dangerous criminals and the freeing of hostages. The equipment on the EC225 includes a next-generation Goodrich hoist and a Spectrolab searchlight. The EC225 has benefited from the extensive operational experience of the Super Puma family to meet the rigorous requirements of police missions and to offer increased operational capabilities. The helicopter is equipped with Makila 2A engines that offer unequalled performance levels, most notably in high altitudes and hot conditions.

The pair of EC135P2+ brought into service were EC-LJZ [c/n 0846] and EC-LKA [0851].



**Honeywell**  
**OBSERVER**  
 MKIII Mission System

**Honeywell UK Limited (Skyforce)**  
 Enquires: [mission.systems@Honeywell.com](mailto:mission.systems@Honeywell.com)  
 Website: [www.skyforce.co.uk](http://www.skyforce.co.uk)

## UNITED KINGDOM

**NATIONAL:** Even after the National Police Air Support Service [NPAS] plan comes into being there are some glaring areas where there is no coverage - Cumbria is one and Wales another. These less populated areas remain very much devoid of air support and there are moves afoot to see whether that much denigrated joint police/air ambulance air operations model [as currently operated in Sussex and Wiltshire] might come back to life.

Superintendent Richard Watson apparently raised some eyebrows at the recent Air Ambulance Association AGM with a presentation that attempted to tick that particular box again. This time the shoe may be on the other foot and – although it is not generally welcomed – some air ambulance operations are considering whether joint operations might work. There are legal problems of course, not least that police work requires a Police AOC, and some potential difficulties with Charity Trustees but time can potentially resolve those if there is a will.

To be added to the confusing scene are reports that South Yorkshire are digging their heels in about disbandment and that the Dyfed Powys Police Authority [DPPA] are seeking to swap their AgustaWestland A109E Power for a fixed wing. The DPPA

are stating that they got the idea from the police project team. This all suggests that the whole plan is a moveable feast. There must be a tendency to wonder quite what the ACPO ranks let themselves in for when they 'agreed' the sell out back in October.

One not unexpected development is that one of the 'Dream Team' has left. Captain Ollie Dismore, nominally the Home Office Police Aviation Advisor, and effectively the only aviation person in the team and sidelined for some time now, he was nonetheless seen as involved way beyond his actual influence. If for no other reason than his personal standing he needed to distance himself from the NPAS project at a time when he was clearly being ignored. For his sake the move must be welcomed. This leaves the team with a far from convincing plan and no-one with any experience to guide them. Captain Dismore was not a police aviation operator but he did fly for and acquire pilots for the industry as well as fly in units as a line pilot. Until the debacle over his 'de-employment' he was also in touch with all the UK units on a day-to-day basis and represented UK air support at various events including Farnborough and PAVCon where he met with high profile figures in the international police aviation world. The others? Little or nothing in the way of profile.



*The map above represents the suggested new air support locations [green dots] and range circles giving an impression of how far they might fly 10 minutes after call out. The standard range model suggests that 20 minutes is the maximum effective time lapse but recent tendency to lock the aircraft away at night suggests that this the smaller circles might just be the practical effective distance. The red crosses signify current units destined to be deleted.*

## LONG RANGE · HIGH BIT-RATE · RELIABLE MICROWAVE DATA LINKS

DORSET: The real news relating to NPAS this last month comes from Dorset. It seems that the Police Authority there have been doing next year's sums... and, not unexpectedly, they relate to cuts. The local media carried a long report on the local authority cuts to services and buried in there is a police helicopter comment.

Dorset is now one of the lowest funded police forces in the country – and this calls for drastic measures, says the county's Chief Constable Martin Baker. To deal with a shortfall of £6.7M next year the authority has announced dramatic cost-cutting measures to transform the force. The immediate measures to be put in place on January 4 include losing high-ranking police officers, continuing a recruitment freeze, changing shift patterns and possibly closing stations. In addition they will be flying less hours on their MD902 helicopter. [Bridport News]

*Ed: This follows an earlier prediction that in the wake of the NPAS promise local authorities will spend little or nothing on their air assets running up to 2012. This was already one of the units that fly less than they should to be efficient. Less hours means ever higher costs per hour but it is more pertinent to be asking some silly questions about what this means to the NPAS promise? Was it not just weeks ago that the ACPO Lead on Aviation and Chief Constable of Hampshire sacrificed 'his' fixed wing operation on the NPAS altar saying that the county would be covered by the helicopters of adjoining forces—and Dorset is one of those.*

DYFED POWYS: Plans for a fixed wing aeroplane are being considered to replace the Dyfed-Powys Police helicopter, which could be axed under the NPAS proposals.

It seems that it was NPAS themselves that proposed fixed wing as an option to the police authority. When the matter was announced at the end of October Dyfed Powys Police Authority [DPPA] had not been consulted in relation to the plans and therefore had not been discussed in detail. Since then the Finance and General Purposes Committee of DPPA considered a report from the Chief Constable.

Chief Officers have formally raised concerns in terms of the amount of coverage the proposed NPAS would provide to such a rural area—there is a significant drop in cover.

Delyth Humfreys, Chairwoman of Dyfed Powys Police Authority said, *"We have very real concerns about the implications that taking the Dyfed Powys Police helicopter out of service would have on the Dyfed Powys area. The current helicopter suits our needs very well – and is used frequently for life at risk incidents.*

*"We will now be writing to the project team to make our voice heard and highlight the compelling argument for keeping helicopter coverage in the Dyfed Powys area."*

As a result another Member of Parliament has been paying attention to this seemingly small issue of just where UK NPAS is to settle its bases. The Carmarthen East and Dinefwr MP Jonathan Edwards is now asking what the sense is in this plan to abandon new facilities. [ThisisSW/PAR]

Last month PAN mentioned a figure believed related to the cost of the new air base for the helicopter in Pembrey as being in the region of £0.8M. In the past month new figures have been made available that put the cost of the new base at more than £1.5M, almost twice the earlier figure. The cost of establishing the air support base, occupied in June, has still not been finalised but Dyfed-Powys Police Authority documents show it is likely to be in the region of £1.52 million — including £280,000 Home Office funding.

NORTHERN IRELAND: A month ago it looked as if the Devon & Cornwall BK117C-1 was destined to join the Avon Fire Brigade but then the hand of fate stepped in and the PSNI messed up their leased AS355F2 G-SEWP flying in bad weather in the Mourne Mountains. The Veritair supplied Squirrel was easily replaced by one of the current surplus of EC135T1 helicopters littering Eurocopter Oxford but the longer term plan has settled on the BK117.

It looks as if PSNI are seriously taken with their EC145 [aka BK117C-2] and have flown the



treated by paramedics and an off duty doctor before transfer to Craigavon Area Hospital by a coastguard helicopter.

*Editor: Thankfully the helicopter did not itself come to grief. Even without money and a winch this event shows that it is possible for the wholly untrained to save people from water and ice but not always with a positive outcome. Free training is out there with courses that will teach some of the techniques and pitfalls but operators need to go get them. For the police [though not exclusively] the source of this rich vein of people who have been there made all the mistakes and have many of the answers is within the ALEA. This international grouping of like minded policemen who will tell you how it is in their eyes [even if you may disagree] and PAvCon encourages them to come to Europe to tell their varied tales of matters that little is known of. This year one of the presentations given in Prague was 'How to.... ice rescue....' presented by a ALEA US east coast member who has seen lots of ice and has therefore had many chances to make the mistakes and put them right. With RAF SAR on the wane it is time to learn from others. The problem is getting UK police air support to act for themselves.*



The West Midlands Police Flying Club has re-launched in new premises at Anson House, Coventry Airport West. All employees and friends of the WMP are welcome to visit, learn to fly, become a member or just take a trial flight.

The club is run under the umbrella of Almat Aviation at Coventry Airport, and as such is open to police personnel and the public alike. Prices are very competitive when compared to other clubs and offers a range of single and twin aircraft for training and self-fly hire.

The club was set up in 1974 by PC Glynn Matthews and others with just one Cessna 150. They gave of their free time whilst continuing to work in the police. Glynn retired in 2003 and now dedicates more time to the club.

Sergeant Stephen Shaw, pictured here on the left with Glynn is the Flying Club Secretary. The group can be contacted on 02476 306440.

[www.policeaviationnews.com](http://www.policeaviationnews.com)  
Emergency Services First



NORTH WALES

**Guest writer****SO HOW MUCH DOES IT COST TO RUN MISTER?**

Or how long is a piece of string?

A recent freedom of information inquiry in the UK revealed that one police force had spent £1.7M on its police Air Support Unit over a 12-month period. Nothing that surprising then, until the same report mentioned the unit flew 467 hours for an 11-month period. It did not take much to annualise the amount from 11 months to 12 (about 510 hours) and to then divide one number by a second to reveal a cost per flight hour of about £3333.

This number in any light is extraordinary but here on two counts we now see a large sum - £1.7M – and a low flying rate (for the UK at least) of about 500 hours.

Using freely obtainable industry data it is possible to establish a typical benchmark figure for the cost of a single aircraft air support unit. The embracing number of about £1.5 million might seem close to the headline figure in the FOI until one notes that for £1.5 million it is possible to fund 1000 flying hours or double the number flown by the unit in question and even to operate near to 24/7. This figure is generated assuming reasonable rates for fuel, mid-point salaries and even includes what might be seen by some as the luxury of hourly-based support contracts for engines, avionics and airframe. It includes insurance and an allowance for the costs of a base

I am sure that the force concerned will have mitigating circumstances that may be offered and it is not for me to offer excuses but such large discrepancies from what might be seen as normal need to be explained.

The helicopter in question is thought to have been 'sold' by the Police Force concerned to a finance company and then 'leased back' in exchange for a monthly rental. A figure in a 2005 set of accounts suggested that an annual rental of £230K was payable for the helicopter. Such arrangements are not un-common in commercial life where assets need to be removed from balance sheets. They are less common in the public sector (though one might view PFI as a variant of the idea) and they do have drawbacks.

An issue that may or has emerged here is that the contracts are time-limited with specific end dates. Use of the aircraft beyond the contract expiry or beyond a total flying hour limit is likely to be prohibitively expensive and may account for the relatively low flying use of about 500 hours in the 12 month period which by coincidence led to the delivery of a new EC135 aircraft to the police ASU.

It would also be interesting to know exactly why a well-funded police force chose to sell its aircraft to a leasing company and how exactly it used the receipt money.

The UK patchwork of police air operations is a catalogue of varying business models. This example of an operation is only one and the extreme numbers produced raise significant questions. How was the conversion of a capital asset to a debt justified? Was this the best use of public assets?



Rivet

**ATTRACTIVE OPTIONS**

Latest edition available worldwide on-line  
 Downloadable PDF in handy size no need to read on-line  
 Easy crew room print-outs  
 Full 12 months archives at the click of a mouse  
 Research data files freely available on-line

**NO SIGN UP NO HIDDEN CHARGES**

## UNITED STATES

ALEA: The US based Airborne Law Enforcement Association [ALEA] has announced that its in house magazine for members "AIR BEAT" is going digital this year.

The staff of *Air Beat* is geared up for 2011. In addition to having a full-color glossy magazine delivered to your mailbox, you will now have the option to read *Air Beat* on your computer, laptop or mobile device. In order to receive the digital version, members need to make sure ALEA have members current email address by going to the website and verifying their information. It can all be done online.

*Air Beat* is also looking for a few police aviation agencies to profile in 2011. Specifically, they are looking for agencies that would like to share their experience with microwave downlink, moving maps, alternative aircraft, and search and rescue missions. Contact [air-beat@alea.org](mailto:air-beat@alea.org) for more information.

*Editor: PAN is getting hemmed in by all the new moves towards the cheaper digital option being take by its 'competitors' year on year. There was a time when it was the only option, then ALEA brought out its own digital monthly newsletter [around the time PAN left the alea.org web presence!]. It will be interesting to see how ALEA fare with this. They had a real expensive experience with trying to digitize their membership database onto CD in the face of member hostility. Perhaps offering both is a sop to change by stealth and the hard copy may be doomed later rather than immediately.*



### Marketing to the police? A new market area ?

Helimetrics Ltd's unique experience with high value projects and with UK police forces and law enforcement agencies will deliver research, market appraisals and strategy proposals that make sense

Helimetrics Ltd clients already include a wide range of agencies and multi-national companies

Telephone: +44 1608 642231 and email: [josmond@helimetrics.com](mailto:josmond@helimetrics.com)

FEDERAL: Lockheed Martin recently received an order for two additional P-3 Orion Mid-Life Upgrade (MLU) kits from US Customs and Border Protection (CBP). The order brings the total number of CBP P-3s on contract to receive the MLU to 11 with an option for five additional kits in 2011.

Lockheed Martin's P-3 MLU program provides a technically proven, low-risk, cost-effective solution for replacing the aircraft's outer wings, center wing lower surface and horizontal stabilizer with new production components.

The MLU replaces all fatigue-life-limiting structure with enhanced-design components and incorporates a new metal alloy that is five times more corrosion resistant, greatly reducing the cost of ownership for P-3 operators. The MLU solution removes current aircraft flight restrictions and extends the structural service life of the P-3 up to 15,000 hours, adding about 20 years of operational use.

P-3 Orion is the standard for maritime patrol and reconnaissance and is used for homeland security, hurricane reconnaissance, anti-piracy operations, humanitarian relief, search and rescue, intelligence gathering, antisubmarine warfare and, recently, to assist in air traffic control and data gathering over the oil spill in the Gulf of Mexico.

CALIFORNIA: In the wake of the October competition to decide who was to be the Sheriff in Sacramento the air unit returned to patrol the air for the first time since July 2009. The competition winner former sheriff's captain Scott Jones announced the relaunch of the department's Air Operations from Mather Field from last month. The move reversed the policy of the previous incumbent Sheriff John McGinness. The operation uses two 5-years old Eurocopter EC120 [N277SD and N288JK] as 'Star 7' and 'Star 8'



OHIO: A Canadian company has lodged papers in a US District Court suing the City of Columbus, the Columbus Police Division and its mechanic for selling what it says is an unsafe police helicopter in April 2009. The pilot of the 12-year-old McDonnell Douglas 369E sold for \$500,000 to Versatile Helicopters, of Chemainus, British Columbia, claims he was forced to make an emergency landing following engine failure. The City of Columbus does not dispute that the helicopter was not in top condition, it was sold 'as is' with no warranties. [Media]

**Microwave Downlinks get the whole picture...**

**Suspect**

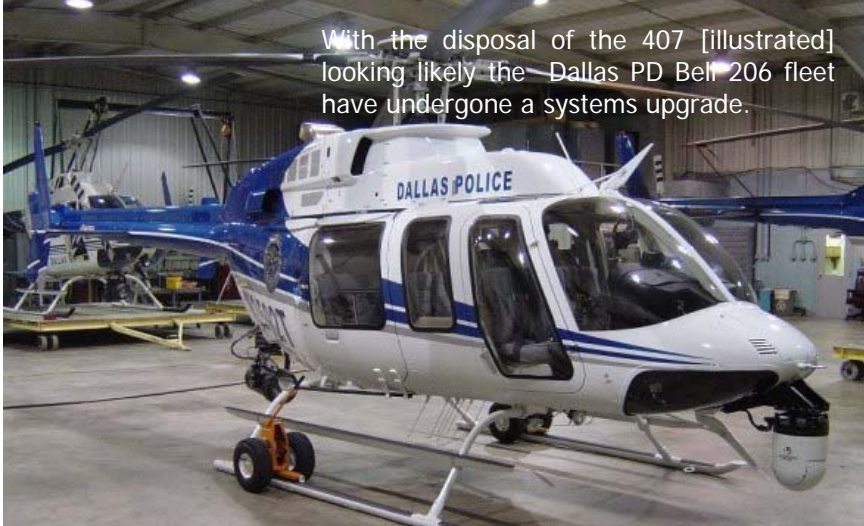
**GeoPoint shows direction and distance to target**

**New Carry Viewer III Handheld. Smallest, lightest diversity receiver, with GeoPoint!**

**BMS The Downlink Experts™**  
Broadcast Microwave Services, Inc.  
Toll Free: 800-669-9667 | US (858) 391-3050  
Visit [www.thedownlinkexperts.com](http://www.thedownlinkexperts.com) to learn more!

TEXAS: United Rotorcraft Solutions (URS) recently delivered upgraded Bell 206B3's helicopters to the City of Dallas, TX Police Department. The upgrades, made possible by a federal grant that was recently awarded to the police department, included BMS digital video microwave system, upgrade of existing L-3 Wescam camera systems and auto-tracking, Avalex digital video recorder upgrades, and AFS engine inlet barrier filters.

URS also installed the downlink equipment for the ground and mobile units and provided training for these systems. The installation of the downlink systems now provide the Dallas PD real-time images to command staff enhancing efficiency and effectiveness of critical incident management operations. [Text/Images URS]



With the disposal of the 407 [illustrated] looking likely the Dallas PD Bell 206 fleet have undergone a systems upgrade.



# AIR AMBULANCE

## AUSTRALIA

RFDS: The Royal Flying Doctor Service's Central Operations is seeking to establish a new, consolidated base at Adelaide Airport covering South Australia.

The organisation has hangar and maintenance space at the airport but has its administration elsewhere. It is now negotiating with Adelaide Airport Ltd for land at the airport on which to build a new facility that will embrace the admin office. The proposal would involve a new site with access to taxiways and runways.

The fifth and final new Pilatus PC-12 is due to enter service this month after its medical fit-out, completing a \$30M investment by Central Operations to replace the oldest aircraft in its current fleet of eleven PC-12s based in Adelaide, Port Augusta and Alice Springs. Two of the older fleet of PC-12s have been sold in the USA.

The delivery will mean that the next move in fleet renewal can be put off about five years unless there is a positive outcome of the competitive tender to supply aeromedical services in the Northern Territory [NT]. If the contract is won the NT government contract will require four new aircraft, new bases and staff, to replace existing NT Health Department medical teams.

The selection of the aircraft type for NT will not be addressed until the outcome of the tender is known but the bid pre-supposes that the existing Pearl Aviation air ambulance aircraft will be replaced with new aircraft based out of a new facility in Darwin. Pearl Aviation operate a mixed fleet of around two dozen aircraft out of Darwin International Airport and assign Beech 200 twins in support of the existing NT contract. [Australian Aviation/PAR]

[agustawestland.com](http://agustawestland.com)

### AW139

**WHATEVER THE  
MISSION DEMANDS  
AGUSTAWESTLAND  
CAN DELIVER**

Operational effectiveness  
in all weather conditions

Real value for money in  
both acquisition and direct  
operating costs

Safety for the crew and the  
public they serve



**AgustaWestland**  
A Finmeccanica Company

Towards a wider world



The Port Augusta based Royal Flying Doctor Service aircraft has been upgraded and Pilatus PC-12 PH-FVD was officially welcomed last month. More than 140 guests attended the unveiling of the new Pilatus, which included representatives for the state and federal health ministers.

The plane is one of five new aircraft, which have replaced the previous planes that served South Australia for 15 years, each flying about 15,000 hours.

## GERMANY

DRF: The use of Night Vision Goggles (NVGs) at the Regensburg HEMS base is drawing closer as 'Christoph Regensburg' completes its approval tests

Preparation for the use of NVGs at the Regensburg HEMS base of HDM Luftrettung is gaining pace: The EC145 helicopter completed pilot training and NVG Capability tests conducted by Eurocopter last month. In April 2011, the regular NVG operation will start in Regensburg. It is, after Munich, the second HEMS base in Germany that is allowed to use Night Vision Goggles in air rescue operations.

Since August 1994 the HEMS base has been jointly operated by HDM Luftrettung gemeinnützige GmbH and DRF. The helicopter, which operates with two pilots, an emergency physician, and a paramedic, is undertakes both the rescue and intensive transport roles on a 24/7 basis. [DRF]



## IRELAND

AIR AMBULANCE IRELAND: In late November Air Ambulance Ireland posted a message to say it had signed a contract with Bond Air Services to lease an air ambulance and provide the first dedicated helicopter service Ireland early in the New Year. The new service will cover the whole of Ireland for five days a week initially. Flying from provincial bases still to be decided by the HSE (Health Service Executive), the air ambulances will be a mix of Eurocopter EC1352i and Eurocopter BO105 DBS.

## JAPAN

This spring the local governments of three prefectures in the northern Kanto region--Tochigi, Gunma and Ibaraki--will jointly operate their ambulance helicopters beyond their prefectural borders in what is claimed to be the first mutual assistance operation of ambulance helicopters in Japan.

Similar joint operations also are planned in the Kansai region, making it likely that cooperation between air ambulance and emergency medical services will spread nationwide.




### INSIGHT DESIGN

Insight Design is based in Burnham and specialises in Aircraft and Helicopter paint scheme design, Brochures and Leaflets, Advertising and Publicity, Corporate Design, Logo Design and Illustration

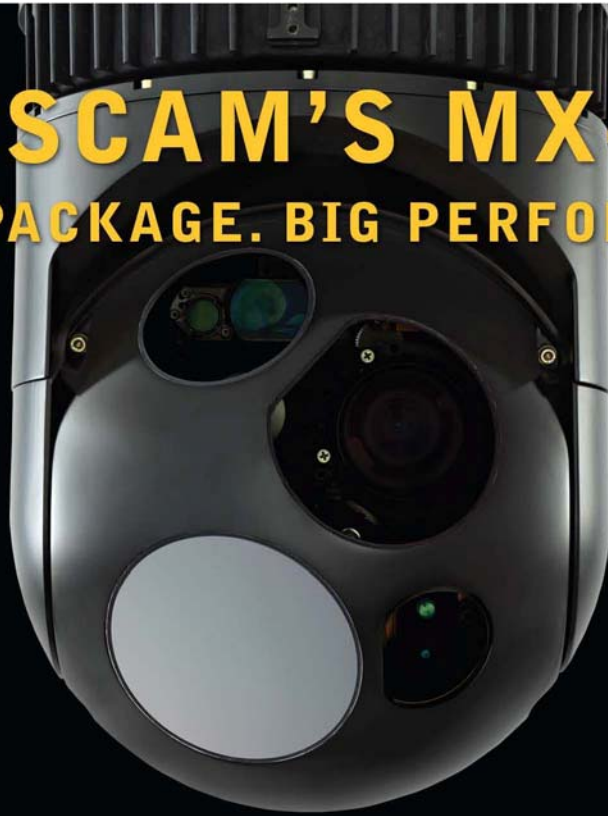
Insight Design can also provide side view illustrations of police and public service helicopters and fixed wing aircraft at A3 size, suitable for framing and printed on archival quality semi gloss paper: please call for further information

**Telephone: 01628 663802**

**E-mail: flat1@dircon.co.uk**

# WESCAM'S MX-10

## SMALL PACKAGE. BIG PERFORMANCE.



37 pounds - <14" height - All electronics within the turret - All vibration isolation within the turret - 6 imaging/lasing payload options - Fully active 4 axis stabilization - Simultaneous analog & 720p or 1080p HD Digital video outputs - IMU within the turret - Complete MX-GEO automation suite - Compatible with all existing MX-series command & control interfaces, including moving map



Learn more at [www.wescam.com](http://www.wescam.com)

WESCAM

L-3com.com

## MALAYSIA

Eurocopter Malaysia has delivered the first EC145 into the Malaysian market. Locally the type costs RM24M [\$8M]. The helicopter was delivered to Sabah Air Aviation who will operate it on air ambulance missions in the Sabah region, north of Borneo.

Sabah Air Aviation selected the EC145 after an extensive evaluation, choosing the rotary-wing aircraft for its market leadership in the helicopter emergency medical services (HEMS) sector.

The Sabah EC145 was kept busy by Eurocopter Malaysia undertaking displays in the region displaying and demonstrating its capabilities at the Ministry of Health's 2<sup>nd</sup> International Conference on Pre-Hospital Care and Emergency Communication System, organized by the Malaysian Society for Traumatology and Emergency Medicine and Emergency & Trauma Department of Hospital Kuala Lumpur.

At the same event the government laid out plans to speed up



ECM

emergency rescue and medical response throughout the peninsula with the use of about 30 helicopters dedicated to providing aeromedical services.

The plan mooted under the 10<sup>th</sup> Malaysia Plan, to be fully implemented by 2015, will see government provided helicopters distributed in the northern, central and southern zones.

Following a recent bus accident that led to the deaths of 13 people the police air unit commander Senior Assistant Commissioner Datuk Chuah Ghee Lye had suggested that it was high time Malaysia set up an air ambulance service to help victims who needed urgent medical attendance after an accident. The police air wing was not adequately equipped to provide such medical rescue services and other emergency air medical rescue in the peninsula was based on ad hoc arrangements. As a general rule helicopters will only be called in to transport the victim if the journey is likely to be longer than three hours using conventional means.

In East Malaysia, there are nine helicopters for rescue and medical response, as well as several others for use by the Orang Asli Affairs Department, in Sabah and Sarawak they use examples of the EC135. [Sun2Surf via AF]

## POLAND

LPR: The public air medical rescue operator LPR (Lotnicze Pogotowie Ratunkowe) has received its final two EC135 helicopters from the 23 ordered by the Polish Ministry of Health. This on-time delivery followed their technical acceptance at Eurocopter's Donauwörth site in Germany earlier in December. The fleet of 23 EC135 helicopters is now fully operational with LPR, representing a major step in the modernisation of the country's helicopter-based medical evacuation services, and



making Poland one of the world's largest users of the helicopter in its new-generation EMS configuration. These helicopters are operated by LPR from 17 bases across the country.

Technical support for LPR's EC135s is provided by Heli Invest, a Eurocopter distributor and certified maintenance centre based in Warsaw. Heli Invest offers a full range of customer services, including a Polish-language hotline that operates 24/7, full maintenance services, and technical support at all bases throughout the country. [ECD/HI]

## SWEDEN

**SCANDINAVIAN AIR AMBULANCE:** Aerospace and defence company Saab has signed an eight-year agreement with Scandinavian Air Ambulance Holding AB to take over responsibility for the group's technical and maintenance personnel and operations for its helicopters and aircraft.

Under this agreement, through which Saab also invests SEK25m (£2.3M) in Scandinavian Air Ambulance convertibles, Saab will take over the support of the aircraft leaving the operator to focus operations from bases throughout Sweden and Finland.

Scandinavian Air Ambulance uses eight aircraft and seven helicopters to service several

areas in Sweden from bases in Finland and Sweden. It also has responsibilities for SAR in the region. It is a private enterprise with long-term contracts for work.

The agreement is estimated to generate an annual turnover of approximately SEK50m (£4.6m) during the agreement period, but must first be validated through certain conditions being approved.

## SWITZERLAND

REGA: Swiss Air Ambulance has now upgraded all their mountain bases to the AgustaWestland Da Vinci, based on AW109SP model – the last two bases to upgrade were at Zweisimmen and Mollis. Zweisimmen upgraded to an AW109SP Da Vinci last month.

Moving Rega's mountain bases to the Da Vinci marks the end of their use of the A109K2. Rega purchased a fleet of 16 K2s, which were brought on line between 1992 and 1995. The ten AW109SP in the Rega fleet operate from eight different mountain bases. [Rega/MH]

## UNITED KINGDOM

AAA: As reported last month in PAN [under East Anglia AA] the AGM of the Air Ambulance Association did not go well and no Chairman was elected after Simon Gray from the East Anglian Air Ambulance confirmed to those present he would be unable to take up the post.

In the wake of the meeting the existing chairman, Hayden Newton a CEO with the East of England National Health Service [NHS], called for fresh nominations for the position. In accordance with the Constitution requirement to alternate the Chairman ship between the NHS and AA Charities the nomination has to be for one of the charity member organisations, not the ambulance service.

After the nomination forms were received [by December 22] the AAA were considering whether there would be a need for a ballot and subsequently hold a telephone EGM at 1430 hours on January 10 to formally appoint the individual to the position.

CHILDRENS AIR AMBULANCE: Around 14 months ago PAN reported on industry disquiet over plans for a group intent upon setting up a Children's Air Ambulance charity. The main problem being highlighted at that time was that the group were diverting charitable funds out of many existing air ambulance collection boxes without producing a visible service. Over a year later there are no signs that has changed, there is no aircraft dedicated to children and accounts lodged with the Charity Commission last October state that in 2009 the Torquay, Devon based group raised £56,542 but spent £52,232 without ever flying one child to hospital. The group have changed their aspirations as far as an aircraft is concerned. For years the 'plan' was to acquire a Sikorsky S-76, now it seems that an EC135 will do. A Photoshop modified image artwork depicts the aircraft of their dreams. £52,000 will take them nowhere.

Now a new group has emerged in the North East of England with what appears to be a similar scheme of creating a Children's AA. Initial enquiries suggest that they are a different group having different aims.

The new group has no identifiable links to the Devon group and is based upon an existing fixed wing repatriation air ambulance service. The company seemingly intent upon operating out of the recently vacated Yorkshire Air Ambulance [YAA] base at Sheffield Airport are Mediaviation with registered offices in Blossom Street, York. They do not seem to have their own aircraft.

The Principals are Martin Eade/Eede formerly the CEO of the YAA and Mike Lindley a paramedic with the YAA. His LinkedIn presence shows him to be both "Ops Manager of YAA and owner of MediAvaition" although I understand that both have severed links with the YAA now. Martin Eede was a director and Company Secretary of MediAviation from 2008 to this autumn.

The group appear to have been looking at helicopters and fixed wing including a recently retired AS365N and a former police BK117. For the time being there does not appear to be the likelihood of operations, or major fundraising efforts, undertaken. [PAR]

CORNWALL: The UK's first air ambulance is one step closer to having a new home after planning permission for a new operations facility was granted.

The Cornwall Air Ambulance Trust (CAAT) has been given the go ahead by Cornwall Council to build its new base on the periphery of Newquay Airport after councilors unanimously backed the scheme.

Architects Chapman Workhouse have been working on the design of the building with the CAAT to provide a sustainable environmentally friendly building that will include accommodation for the paramedic aircrew and pilot, together with medical stores and specialised clinical cleaning rooms, hangar space and a relocated fundraising team.

The hangar will include a workshop area for the engineers responsible for keeping the air ambulance helicopter fully operational. [Media]



DERBYSHIRE, RUTLAND AND LEICESTERSHIRE: The air ambulance service, which is based at East Midlands airport, has taken delivery of a new helicopter. The DLRAA has upgraded from a 109E Power to a brand new 109S Grand .

Regional AgustaWestland agents Sloane Helicopters Limited based near Northampton announced the entry into service of the UK's first EMS Grand, G-HEMZ. The IFR capable Grand is the largest of the light twins in EMS operations boasting a maximum take-off weight of 3,175kg, a VNE of 168 Kts and a large cabin capable of accommodating one or two stretchers plus up to three passengers.

The Grand offers to the medical crew a spacious cabin to operate in, offering access to the whole body of the patient. Loading and offloading of the stretcher is a simple operation carried out at the crew's waist level. Besides generous space in the cabin, the aircraft offers one cubic metre of storage in the tail boom for any additional carry on and loose equipment.

The aircraft role equipped by Sloane incorporates mounting points for a winch but there are no immediate plans to fit or train with the facility.

**EAST ANGLIA:** The air ambulance is now based in Cambridge, having moved its operational base from RAF Wyton to Cambridge Airport where free accommodation is available.

Operating from the airport will allow the EAAA to make significant savings on operational costs and ensure that the aircraft is available for callouts for almost an hour longer every day.

Previously Anglia Two, which serves Cambridgeshire and Bedfordshire, was housed overnight at Cambridge Airport but operated from alongside the Cambridgeshire police air unit at RAF Wyton about 20 miles to the north-west. [EAAA]

*Ed: For some time now the Marshalls Group, which runs the commercial airport, has provided the charity with overnight hangar space, a range of weather-related services, including snow clearance, and improved facilities for its crew so the move made financial sense.*

*Despite messages boldly claiming that the new service would provide a 'guaranteed doctor/paramedic crew on board' critics of the recent moves are watching and getting a negative message out. There are persistent stories that the new service is not meeting the claims. Tales of a failure to get doctors on either helicopter, and a failure to even get a paramedic on Anglia One simply to ensure that the high profile Anglia Two at Cambridge flies with them may be teething troubles but they do suggest that all is not rosy.*

In the wake of the withdrawal of the EAAA aircraft Sloane Helicopters provided one EMS role equipped A109E Power G-MEDX to Magpas, the Emergency Medical Charity, to enable them to fill part of an operational gap in the Air Ambulance services operating from RAF Wyton. The aircraft is equipped with the standard EMS factory fit and with customised oxygen and radio systems. The provision included pilotage services as well as one medical crewmember for a duration of 5 days. The aircraft was issued the operational call-sign of Helimed 85 and was tasked by the East of England Ambulance Service.

The short-term [5 day] operational period was designed to fill in for the absence of the Cambridgeshire Police MD902 G-CAMB which was away on its annual maintenance in December.

Funded by Magpas, the Emergency Medical Charity, and its Helimedix team that had previously staffed both the police helicopter and the now absent EAAA it was also by way of a public funding profile enhancer. Although Magpas also funds Rapid Response Vehicle to provide essential critical emergency care to the people of the East of England it now perceives a potential need to fund an extension to its services replacing the police Explorer from 2012. To that end charitable donations and profile are the name of the game.



Photo Used With Thanks To Magpas

Although the authorities in EAAA disagree quite fundamentally, Magpas believes that the areas to the north of Wyton [Peterborough etc] that will suffer loss of service from the eventual deletion of the ambulance manned police aircraft and the moving away of the BK117C-1 air ambulance.



The World of Martins by the PMCC

[www.policegifts.co.uk](http://www.policegifts.co.uk)



Gifts for Policemen



The World of Martins by the PMCC

[www.police-memorabilia.co.uk](http://www.police-memorabilia.co.uk)

**Reims F406 Land & Sea Surveillance**

The logical economical choice of many operators  
Police, Fisheries, Coastguard, EMINT, EEZ patrol.

Recent sales and deliveries  
Serial No. 90, 91, 92, 93, 94, 95

Bob Crowe Aircraft Sales Ltd  
Tel: +44 (0)1234 750442  
www.bobcroweaircraft.com  
sales@bobcroweaircraft.com

## ESSEX

The brand new roof-top helipad at the newly opened wing within the Broomfield Hospital in Chelmsford will not be able to accept emergency patients until later this year.

Emergency patients arriving by air ambulance or other rescue helicopters will still have to be taken to the air ambulance base pad at Boreham Airfield before being transferred to hospital by land ambulance, which has been the case since 2005 when the new building work started.

It has been suggested that the delay is because the new £330,000 helipad – 80 feet in the sky on top of a cluster of new buildings – has yet to be tested prior to clearance for service. Fire fighting and other training issues also have to be ironed out.

Some disappointment has been expressed that the new pad has only been designed to take light helicopters which is fine for the Essex Air Ambulance but no good for the heavier Sea King-size rescue helicopters; the pad is large enough but they will have to hover over the pad rather than set down on their wheels. [Chronicle]

**THAMES VALLEY:** The air ambulance service operating to the west of London in the counties of Berkshire, Oxfordshire and Buckinghamshire hopes to extend its operating hours in 2011. It was able to answer 66 more emergency calls in the summer thanks to its supporters. Between July and November it had an extended daily service of 12 hours, an increase of two hours. The charity said it would be on call an extra two hours a day during the winter - a total of 10 hours a day.

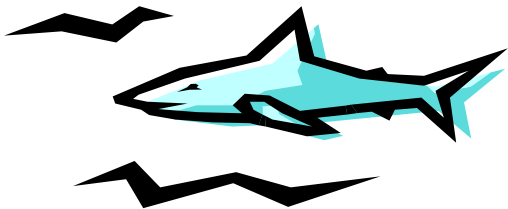
# SEARCH & RESCUE

## AUSTRALIA

**NEW SOUTH WALES:** The New South Wales Government is looking to scrap aerial shark patrols between Newcastle and Wollongong unless a trial this summer proves more successful. Last year's trial using a helicopter failed to spot sharks close to shore or result in any beach closures.

A fixed wing plane and a helicopter will patrol 200 km of the state's coastline this year to try and prove the worth of the concept. At the end of the summer the government will reassess the worth of the patrolling and make a decision during next year as to whether or not this would become permanent.

The trial flights will only happen, weather permitting, on weekends, public holidays and Wednesdays commencing 22<sup>nd</sup> of December till the end of January.



**Reims F406 Land & Sea Surveillance**

## MALAYSIA

The Malaysian Maritime Enforcement Agency (MMEA) AW139 helicopters have been accepted into service after a working up period. The first airframe arrived in the country in July 2010 and joined the existing aircraft currently based at several rented facilities at Subang Airport with a new facility due to come on line in August 2011.

In December the official handover of three AW139 helicopters to the MMEA took place at AgustaWestland Malaysia's facility near Kuala Lumpur. In the presence of Tan Sri Dato' Haji Muhyiddin Yassin, Deputy Prime Minister of Malaysia, the aircraft were handed over by AgustaWestland to Admiral Maritime Datuk Mohd Amdan bin Kurish, Director General of the Malaysian Maritime Enforcement Agency. The aircraft will be used to perform search and rescue, coastal patrol and law enforcement duties around Malaysia's extensive coast line.

The MMEA signed a contract for these AW139s plus options for additional aircraft in October 2008, marking the entrance of the AW139 helicopter into the Malaysian government market following earlier success for the aircraft in the Malaysian commercial market. Two AW139s were also delivered to the Malaysian Fire and Rescue Department (Bomba) in April 2010

## UNITED KINGDOM

SAR-H: The much delayed decision on the future of Search and Rescue in the UK was due to be announced last month. The expectation was that Britain has decided to drop all military aircrews from a new deal to provide helicopter-based UK-wide SAR operations.

The \$11billion contract with the Soteria consortium [involving Thales, CHC Helicopters and the Royal Bank of Scotland] was meant to bank on a civil as well as military aircrews but the new version cuts out air force and navy crews to cut costs.

On the eve of the announcement the project was put on hold after the contractor, Soteria, declared that it had found some as yet undetermined difficulty with continuing with the revised contract. The MoD issued the following statement: -

# COOLSPPOOL

**The latest 28.5 volt GPU range**  
**Faster, cooler starts. Perfect for shaft or free turbines. Essential for FADEC aircraft.**

**NEW Mini 17 A/Hr portable GPU.**  
**Built-in charger, digital voltmeter, protective padded jacket.**

**Massive performance, true portability, amazingly low weight.**

**Models from Mini 17 A/Hr to 260 A/Hr Ramp Cart**

**CALL NOW!**

**+44 (0)1934 643000**

email: [info@powervamp.com](mailto:info@powervamp.com)



**POWERVAMP™**

Powervamp Ltd, Weston-Super-Mare, England

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

*“The preferred bidder has informed the Ministry of Defence within the last 48 hours that it has become aware of a possible issue in connection with its bid to provide the UK Search and Rescue capability”*

Assuming that the deal comes back on line the use of only private crews is expected to relieve the helicopter crews needed in Afghanistan but at the cost of losing valuable SAR experience when it is needed in overseas military missions.

The civilian crews are likely to be far more static, and not change every three years or be required to go to the shooting range etc. The aircraft could be flown as civil aircraft not needing COMR with less issues relating to certification or joint crews..

The ominous silence that has followed that announcement has led many to suspect that any SAR-H solution including Soteria is receding rapidly.

In a similar cost-saving measure the Department for Transport is thinking to cut the number of coastguard stations in Britain from 19 to eight. Only three will operate round the clock. The service could lose 250 jobs as part of efforts to save £7.5M a year.

The plan was launched by the Secretary of State, Philip Hammond last month when he announced the launch of a formal public consultation on the future of Her Majesty's Coastguard.

According to the official release the proposed changes will restructure the Coastguard service into an organisation that is *more efficient, more effective, more resilient, and one that gives Coastguard staff better job satisfaction, more attractive career opportunities than before, and an improved pay.*

What is proposed is a significant decrease in the number of sites operated; instead moving to a nationally networked system comprising two Maritime Operations Centres (MOCs) - one in the north and one in the south - and five Sub-Centres and specialist centres at London and Dover supporting them in daytime hours.

A consultation on the proposals will run until March 24 2011. Those in the consultation process include all the emergency services and included in the airborne assets being consulted directly is Sky Watch CAP, a clear indication that this group is now being seen as a viable element in the emergency arena. They remain pretty much shunned by police air support at a local level but welcomed by those police forces without aircraft – particularly in Scotland. But they have the upper hand in enjoying direct feedback to the consultation.

The Sky Watch Civil Air Patrol [SWCAP] had its busiest day on Sunday, 12 December when the police in Northern Scotland requested No 23 (Highland) Unit to complete three searches for missing persons on the same day.

The Regional Coordinator in Scotland and Northern Ireland, Peter Macintosh had just stood down No 24 (Lowland) Unit from flood watch duties when the Northern Constabulary and the Grampian Police made requests for an air search for three persons who had been reported as missing. The first request was a search for a missing climber who was last seen in the vicinity of Loch Morar near Mallaig, the next was to search for a vulnerable person along the beach of the Moray Firth from Cromarty to Nairn. This search was completed with the full cooperation of air traffic control at Inverness Airport. The third search, at the request of Grampian Police was for a missing girl who may have fallen into the River Don near Inverurie. On this occasion the Civil Air Patrol used their new Jabiru J400 aircraft and they were assisted by Aberdeen ATC.

During the search of the Moray Firth the SWCAP crew were able to flight test their new safety equipment that includes immersion suits and lifejackets which were purchased with a grant from the national lottery.

At the other end of the UK, in Cornwall the Sky Watch Trustees have announced that No 6 (Cornwall) Unit is now operational with Neil Harris as the unit chief pilot. The new Cornwall unit provides an air search and air observation service for HM Coastguard at the maritime rescue and coordination centres at Falmouth and Swansea, for the Dartmoor SAR group and for the Devon and Cornwall Local Resilience Forum. This area is also well outside the reach of police air support.

Meanwhile a breakaway and less regulated group from Sky Watch called Air Search announced that Air Search voluntary air service, is pressing the Home Secretary to relax the rule which forbids police forces from using non-police aircraft to assist with simple missing person search tasks. According to Home Office and Association of Chief Constable rules only aircraft operating on a PAOC may be used on police operations.

The group are effectively fighting the same battles Sky Watch fought [and apparently won] in recent years. Their light aircraft, micros, helicopters and gyrocopters have already proved to be invaluable in this role for years based on the Sky Watch model most broke away from in 2010 on the basis that it was too regulated. Air Search points out that the police are the only emergency service presenting a difficulty - Air Search already works with County Council Emergency Resilience Departments, Coastguard, Fire Services, Farm Watch and others. Influential MPs, including a Cabinet Minister, are backing up Air Search in this matter. Air Search spokesman Arnold Parker [who set up Sky Watch only to join the breakaway group] said : *We are not begging for work – we’ve already got plenty. Our crews donate their time, aircraft and operating costs free of charge in the service of their communities - so every time we launch it costs us serious money. But an eye in the sky is a vital element in searching for missing people - preserving The Golden Hour - that first sixty minutes which is so vital in saving lives. The police not using Air Search means they are missing out on a substantial and potentially life saving resource - which will also help to balance their budgets.*

*Ed: Arnold Parker, the man who is credited with creating Sky Watch and thereby SWCAP has rejected his first born and is now involved in Air Search mainly because they are resisting the formalisation of the original group. This means he is re-visiting the problems he has already solved and may well be confusing the audience.*

*SWCAP already has most of what Air Search seeks. They have MOUs with 4 out of the 8 Scottish police forces and expect this to increase to 7 out of 8 during 2011. Strathclyde may come on board later but they have their own aircraft so the need is less. SWCAP say they are also expecting to reach an agreement with one of the North of England police forces and another one in East Anglia in the coming year. In view of the previous attitude to what is now SWCAP the police are unlikely to be particularly receptive to yet another group no matter how well meaning. Even if they relent for Air Search who is to say there may not be another group behind them?*

*The big difference between the SWCAP and Air Search is that the original is identified in the Search and Rescue Framework for the United Kingdom of Great Britain and Northern Ireland (MCA/187) as a 'supporting service' and its operational units are listed at the ARCC at RAF Kinloss.*



*The picture shows Arnold Parker the coordinator of York Air Search returning from his successful flight check, completing his M24 conversion training with Phil Harwood of Gyrocopter Experience at York. The York Air Search base operates four gyrocopters of which two are M24's. The Magni M24 is the very latest high tech two seat side-by-side gyrocopter fitted with FlyDat and a real time air to ground camera and video system.*

# INDUSTRY

**Vector Aerospace** Helicopter Services-North America has been granted a Transport Canada Supplemental Type Certificate (STC) for an Integrated Cockpit Display System (ICDS, or "glass cockpit installation") for the Bell 205 series helicopter.

The STC applies to the Bell 205A, 205 A-1, 205A-1 (H1SW) , 205B, 205B (H-104) and the 212 H-26 (Eagle Single Engine conversion).

The VFR certified Bell 205 ICDS solution is a completely integrated upgrade, replacing all legacy engine instruments, sensors and gyros with digital, solid state equipment. The new, light-weight cockpit installation offers a more reliable and cost effective alternative that provides operators enhanced flight safety benefits through integration of the latest situational awareness tools, and the ability to adapt or upgrade the system to accommodate practically any mission requirement. The system also includes a variety of practical multi-function improvements; listing moving map displays, enhanced vision (when linked to the optional camera installation) and exceedance monitoring functions among its many operator-focused benefits.

To date, Vector has successfully developed and integrated various SAGEM glass cockpit solutions for the Bell 205 / 206 series, the Eurocopter AS350 and Heli-Lynx 355FX, the Eagle Single and Sikorsky S61 and S76 helicopters. In addition Vector also offers a Rockwell-Collins STC glass cockpit solution for the Sikorsky S76 and S61.

**Eurocopter** has chosen AD Aerospace as a production partner on its new EC175. They will supply a tail mounted camera system, using FV-0315 external aerospace cameras, to ease the helicopter surroundings surveillance. This will greatly improve crew situational awareness without them needing to move from their standard operational positions.

**Sikorsky** has delivered the first upgraded S-61™ helicopter to the US State Department. With its history of reliability and safety, the Sikorsky S-61 helicopter is capable of performing a wide range of critical missions including medical evacuation, passenger and logistics transportation.

Earlier this year, the U.S. State Department entered into an IDIQ (indefinite delivery-indefinite quantity) agreement to purchase up to 110 upgraded S-61 helicopters for passenger and cargo transport missions in support of worldwide operations. To date, purchase orders for 17 aircraft have been placed. Four aircraft were to be delivered in 2010, with deliveries of the next 13 upgraded S-61 helicopters scheduled throughout the coming year.

Final assembly production of the S-76D™ helicopter has commenced at Sikorsky Global Helicopters' manufacturing facility, marking a significant milestone in delivering the next generation of the S-76® helicopter.

**Aero Vodochody** in the Czech Republic, which has produced more than 250 S-76 airframes for Sikorsky, is manufacturing the S-76D fuselages. On November 19, Aero Vodochody delivered the first production fuselage to Sikorsky for final assembly operations. The fully assembled fuselage arrived with all electrical and cockpit systems having passed acceptance tests.

Sikorsky will install Pratt & Whitney Canada PW210S engines, blades, and gearboxes during final assembly, followed by acceptance flight tests and customer completions. Delivery

*Copyright Notice: The content of this publication includes items that are the copyright of others. The source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.*

*Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.*

of the first aircraft to the launch customer is slated for 2012, four years later than originally planned.

The Saudi Arabian government is to spend \$25.6bn on setting up the aviation department of National Guard [SANG] through the purchase of 156 helicopters including Apache and Little Bird AH6 models. An earlier Saudi announcement for 190 helicopters was thought to be for the Air Force.

SANG heads up the internal security within the Kingdom and is effectively the modern rendering of the formation undertaking the King's wish to subdue and unify the various disparate tribes of the Arabian Peninsula to form the Kingdom of Saudi Arabia. The SANG saw an Aviation Command added to its portfolio in 2006 but until now, had no aircraft to its name,

The 156 aircraft include 72 armed helicopters, which will be used for the defence of vital installations, including borders and oil infrastructure.



The purchase will include 36 Boeing AH-6i Little Bird light attack helicopters [based on the MD500] to be equipped with the **Wescam MX-15Di** in a chin mount. At that point any simple security role ceases for all of the fleet will be armed with some serious weaponry including GAU-19/A .50 calibre gun

and will be supplied with launchers that will allow them to use the AGM-114R Hellfire II Anti-Tank Guided Missile.



# COUNTER TERROR EXPO

19 – 20 April 2011

Olympia London

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

*Ed: A question that remains unanswered is whether the fuselages of the Little Birds will be contracted out to MD – a move that may throw a lifeline to Lynn Tilton but one that is not believed strictly necessary as Boeing own the rights to the type.*

The recently commenced Trinity House support contract was undertaken with a spare aircraft pending the entry into service of the airframe acquired specifically for the operation. Thanks to the recent delivery of the new Lincs & Notts air ambulance the Staverton based **SAS Group** had a spare in the form of the old machine, G-LNAA, only to find that the brand new Lincs & Notts AA went off-line.

For the record N3ND the MD902 intended to service the Trinity House contract this year was at Staverton being equipped for service and re-registered G-COTH. This has a bit of a history being c/n 0085 one of the airframes rejected by Suffolk County Police in the USA and then nearly serving with Saudi HEMS on an Action Aviation contract before being abandoned in the desert until SAS came along.

The **Federal Aviation Administration's** aircraft registry is missing key information on who owns one-third of the 357,000 private and commercial planes in the US — a gap the agency fears could be exploited by terrorists and drug traffickers.

The records are in such disarray that the FAA says it is worried that criminals could buy planes without the government's knowledge, or use the registration numbers of other aircraft to evade new computer systems designed to track suspicious flights. It has ordered all aircraft owners to re-register their planes in an effort to clean up its files.

About 119,000 of the planes on the US registry have "questionable registration" because of missing forms, invalid addresses, unreported sales or other paperwork problems, according to the FAA. In many cases, the FAA cannot say who owns a plane or even whether it is still flying or has been junked.

Already there have been cases of drug traffickers using phony US registration numbers, as well as instances of mistaken identity in which police raided the wrong plane because of faulty record-keeping.

Next year, the FAA will begin cancelling the registration certificates of all 357,000 aircraft and require owners to register anew, a move that is causing grumbling among airlines, banks and leasing companies. Notices went out to the first batch of aircraft owners last month.

To update the FAA registry, the agency will cancel all aircraft registrations over the next three years. Owners will have three months to re-register. In addition, the FAA will do away with its one-time registration certificate and adopt one that has to be replaced every three years. Those who fail to re-register will lose their certificate, and the plane must be grounded.

**Bell Helicopter** has announced that the FAA has completed its review and approval of the Bell 429 Category A Helipad Flight Manual Supplement, following earlier approvals by EASA and Transport Canada.

The finalization of the Category A Helipad Flight Manual Supplement validates the 429's One Engine Inoperable (OEI) capability. Equipped with two Pratt & Whitney Canada 207D1/D2 engines, the 429 provides superior Category A performance, outstanding hover performance and cruise speeds cost effectively. Safety is enhanced by a 30-second OEI of 544kW (729shp), a 2-minute OEI of 523kW (701shp), and an impressive continuous OEI of 488kW (655shp).

The 429 was certified in mid-2009 as a single-pilot instrument flight rules (SPIFR), Category A helicopter under the latest requirements of Part 27 airworthiness rules by Canadian, US and European authorities. It is designed and built to more stringent airworthiness standards than any other light, twin-engine helicopter.

Bell has also announced a plan to extend the capability and performance of the venerable Bell 412EP helicopter, which will be available to customers in 2012.

A Supplemental Type Certificate (STC) project that will extend the wide range of missions that can be performed by the 412EP is currently underway. This STC consists primarily of an engine and cockpit upgrade and will be available in 3-axis and 4-axis options.

The cockpit upgrade will provide a modern 'Glass Cockpit' – with much in common with the Bell 429. This will provide commonality in the cockpits of Bell's light twin and medium twin aircraft, simplifying pilot familiarity and maintenance training.

Other upgrades planned for the 412EP platform include a Tail Rotor Upgrade that eliminates the need for pre-flight visual inspection and a Communication System Upgrade that will be compatible with civil standard headsets, eliminating the need for military-style, low-impedance microphones and earpieces.

The first Block Upgrade to the 412EP is available now and consists of the BLR FastFin™ System. This is a cost effective performance enhancing modification for single rotor helicopters and when installed on the Bell 412EP, it increases altitude performance providing more tail rotor effectiveness resulting in enhanced low speed and hover controllability.

## ACCIDENTS & INCIDENTS

**10 November 2010 Eurocopter EC135 N914ET.** Air ambulance of Air One ETMC of Tyler, Texas USA. Operated by Metro Aviation. On a patient mission, the crew experienced what they felt was a bird strike. There was no immediate issue and the crew landed at the receiving hospital without incident. Upon inspection, the remnants of a bird were found along the front windscreen. The aircraft was inspected and returned to service. No damage was found. [Concern]

**16 November 2010 Rockwell Turbo Commander N70MD.** Air ambulance of Airlift Northwest of Seattle, Washington, USA operated by Aero Air. While on approach to Boeing Field/King County International Airport (Seattle, WA, USA), the pilot reduced power to approximately 10% but the engine continued to create close to 40% power. The flight crew shut down the engine and declared an emergency. The landing was successful with no damage to aircraft or injury to crew. The aircraft was returned to service after the fuel control unit was replaced.

**1 December 2010 Westland Sea King.** Royal Air Force. An RAF rescue helicopter was forced to land in deteriorating weather conditions whilst undertaking a flight at the request of the Scottish Ambulance Service. It made the precautionary landing in the village of Ballinluig, Perthshire. The helicopter was travelling from its Lossiemouth base to an incident near Aberfeldy. [Media]

**1 December 2010 Sikorsky S-61.** A CHC contracted Irish Coast Guard helicopter crew had to issue an emergency alert when it ran into a severe snowstorm off the south coast. The Shannon-based helicopter encountered a "white out" which iced up the windscreen and rotor blades, while flying to the aid of an injured Egyptian fisherman on an Irish fishing vessel off the Cork coast. The helicopter had been tasked by Valentia Coast Guard after the fisherman was struck by a steel hawser on the deck of the Corona Gloria and sustained head, arm and leg injuries about 70 miles south of Youghal, Co Cork. The helicopter is not equipped with rotor ice protection systems. After returning to Cork and being de-iced the helicopter returned to pick up the casualty in clear weather [Media]



27-29 SEPTEMBER 2011 | DUXFORD

The must attend flagship event encompassing every tier of the supply chain in one dedicated rotary wing exhibition



**4 December 2010 Eurocopter BK117C-1 N271NE.** Air ambulance of Boston Medflight, Bedford, Massachusetts. Operated by Era MED. The aircraft was transporting a patient from an island hospital to a Boston tertiary care center. During final approach into the hospital helipad, approximately 10 feet from touchdown, the medical crew noted smoke and flames coming from an overhead storage unit where a suction gauge and chargers are located. The PIC was notified, electrical power was shut off and the aircraft landed without incident. During this time, the medical crew shut off oxygen sources and extinguished the fire with a portable Halon extinguisher. The crew and patient were OK. After inspection by Era MED maintenance, it was determined that the LH cabinet 120V AC outlet wiring harness chafed into the VAC1 switch housing which caused arcing and, ultimately, created enough spark and heat to ignite the composite material on the face plate.

**5 December 2010 Bell 407 N514MT.** Air ambulance of MCH Carestar operated by Med-Trans Corporation. The base mechanic found a "pea size hole" on the leading edge of a tail rotor blade. After closer examination, two scratches were found on the left side of the tail boom between the horizontal stabilizer and tail rotor. The helicopter had been washed on Dec 3 with no visible damage and was not flown Dec 4, so the damage must have occurred on Friday Dec 3 after a local PR flight or the following scene flight that was canceled after dispatch. It is suspected that a stud for the tail rotor gearbox access door either was missing its keeper or the keeper broke allowing the stud to fall into the tail rotor in flight. After determining the depth, length and location of scratches on the tail boom it was removed and sent for repair. The immediate and decisive action on the part of the mechanic played an integral role in the safe outcome of this occurrence. [Concern]

**8 December 2010 Helicopter.** Mexican Federal Police. A helicopter that had transported two inmates to a Mexican prison crashed in Veracruz State killing four people and injuring two others. Three officers and the helicopter pilot died in the crash, which happened after the inmates were taken to the prison. The helicopter's two other passengers were an official from the country's organized crime investigation unit and another police officer. They were taken to a hospital and were in serious condition. The crash happened in a mountainous area in the centre of the state. The helicopter had gone to a prison in Villa Aldama. Strong winds and low visibility may have contributed to the accident. [Meuhdia]

**13 December 2010 Beechcraft 200** Royal Flying Doctor Service, Australia. The plane made a safe emergency landing at Bundaberg airport in south-east Queensland after declaring difficulties with lowering the undercarriage. The wheels eventually lowered and plane landed safely. [ABC News]

**15 December 2010 Beechcraft 200 King Air N901SH.** Air ambulance of Sanford Intensive Air Sioux Falls, South Dakota. While en route from Minot, ND to Houston, TX, the aircraft experienced a left bleed air failure. The pilots followed the checklist and shut off the bleed air flow from the left side. The aircraft was in a position that made Sioux Falls, which is the home base, a suitable place to divert and land. The aircraft landed without further issues.

**19 December 2010 Eurocopter AS350B2 N549AM.** Air ambulance of Staff for Life LA MONTE, Missouri operated by Air Methods. The helicopter crashed landed shortly after takeoff when the engine failed catastrophically injuring three members of the flight crew. It had just taken off from the helipad in La Monte to respond to a call when it lost the engine. The helicopter came down at the landing zone, crashing onto the helipad located about 10 miles west of Sedalia with the skids and underside of the fuselage collapsing. [Media]

**21 December 2010 Eurocopter UH-72 Lakota.** Puerto Rico National Guard. The US National Guard helicopter crashed in the ocean off the northern coast of Puerto Rico, with all

six passengers aboard feared dead, one body having been recovered immediately. The group was reportedly returning from a drug raid on the island of Vieques when they crashed north of the coastal city of Rio Grande. The National Guard crew were Col. Victor Torres Rodriguez, who was second in command of the Puerto Rico NG, pilots Hector Ramirez and Carlos Acevedo, and Sgt. Jose Omar Sostre. The prosecutors, Francisco Mujica de Leon and Mario Torres Marin, worked for the division of organised crimes, with the local justice department. The helicopter apparently changed route before the crash due to poor weather, the Associated Press reported. The officials had been in Vieques to help serve 43 arrest warrants after a seven-month investigation into drug dealers in Vieques. [Media]

**26 December 2010 Cessna 421C N31CU.** Air ambulance of Cal-Ore Life Flight of Brookings, Oregon. During an interfacility flight originating in Crescent City, California en-route for Medford, Oregon in IFR weather with marginal VFR ceilings at both departure and destination, rain and forecast light to moderate icing. The flight in cruise at 11,000' encountered some ice, easily removed with the deice equipment. On descent into Medford ice accumulation increased, and when leveling off at approximately 8,000', the pilot experienced a vibration followed by the elevator control oscillations. Suspecting tail ice, the pilot continued to select the deice boots. Though he confirmed the wing boots were expanding and breaking off the ice, he did not get the cockpit annunciation indicating that the tail was being deiced. The pilot declared an emergency and asked for vectors direct to the airport. At a lower and warmer altitude icing dispersed and the elevator control smoothed out. The pilot made a normal "no-flap" landing. Maintenance determined that a faulty pressure air line in the deice boot caused the tail deice boots to not inflate properly. [Concern]

**27 December 2010 Eurocopter AS332L2 Super Puma B-HRN.** Government Flying Services, Hong Kong. Helicopter deployed fighting fire close to a radar station was lifting water from the nearby Shing Mun Reservoir by Bambi bucket when one engine failed. Emergency floatation devices deployed and helicopter set down on the water and shut down upright. Crew reached land by swimming. Serious fresh water damage to lower parts of airframe and cabin, no injuries. [Media]

## FLIGHT SAFETY

The US National Transportation Safety Board has highlighted that although government planes and helicopters are used every day to help protect public safety, as well as countless other tasks there is no-one looking after the safety of the flight crews, government employees and other passengers on those aircraft.

The FAA says it doesn't have the authority to regulate the safety of aircraft operated by other federal agencies or state and local governments. And those government agencies, with the exception of the military, generally don't have the aviation expertise to do it themselves.

That makes these aircraft — some government-owned, others leased — virtual safety "orphans," said NTSB Chairman Deborah Hersman. Someone, she said, needs to accept this duty.

The issue came to light as the result of a two year investigation into a company that provided a helicopter to the US Forest Service for firefighting was responsible for a crash that killed nine people, including seven firefighters, and injured four others in a mountaintop clearing near Weaverville, California.

The aircraft ought to have been equipped with sturdier fuel tanks less likely to rupture on impact, cabin seats that were crash-resistant and seatbelts with a less complicated release mechanism to reduce fatalities but the FAA certified the helicopter without inspecting it first. The FAA is responsible for the oversight of aircraft used solely to carry passengers but doesn't regulate aircraft engaged in government activities such as firefighting, border patrol, surveying or law enforcement.

The issue is not new. A Senate investigation in 1991 criticized the lack of binding safety standards and recommended that Congress eliminate the exemption from FAA regulations for government aviation operations. [AP/Fosters]

## GUEST FEATURE—SST

*Anatomy of a Ditching: Cormorant 914 July 13, 2006 Nova Scotia, Canada*

TUSKER 914 was a CH149 Cormorant Search and Rescue helicopter with seven crew members that was authorised to conduct a night training mission from 14 Wing Greenwood. The crew contacted the fishing vessel *Four Sisters No. 1* in preparation for a practice night boat hoist. As the helicopter was approaching the vessel the Aircraft Captain, seated in the jump seat, became concerned with the helicopter's decreasing altitude and directed the flying pilot, who was in the right seat, to go-around. During the attempted go-around the helicopter contacted the water at 69 knots calibrated air speed while in a nose-low attitude. Upon water impact the forward fuselage area was completely destroyed and the rear cabin area immediately filled with water.

The impact with the water came without warning. This was of particular importance to aircrew standing in the cabin, unsupported, and attached to overhead hard points.

The semi-intact fuselage quickly overturned due to the inherent high centre of gravity. Aircrew had to cope with their injuries, the in-rushing water, cold shock, reduced breath hold, severe disorientation cause by immersion and inversion in the darkness.

Therefore, to successfully leave the helicopter, crewmembers in the cabin had to: find a physical reference point in the dark; orient themselves to the situation; disconnect or remove their harnesses and/or anchor straps.

Following this they would: find an unblocked emergency escape exit/window; activate the escape exit jettison mechanism; clear the exit; pull themselves through the exit and clear of the aircraft; inflate their lifevests and make their way to the surface.

Aftermath: Cormorant 914 Survivor Quotes

**Pilot:** *If it wasn't for the training, I'd be done within the first 5 seconds of being in the water.*

**Pilot:** *This impact was totally without warning and I immediately reacted as per the training received from the instructors at Survival Systems (Training) in Halifax. The skills they provided me were without a doubt what saved my life. Luckily I suffered only minor injuries (four broken ribs), which allowed me the chance to use those skills to free myself from the helicopter and make my way to the surface.*

**SAR TECH:** *In my opinion, without the egress (RUET) training, a course I have attended several times, there is no way I'd be here today. The important steps to egress were hard-wired instinctive movements that, without prior exposure in a training element, would not have occurred.*

### Aircraft Ditching Training

Survival Systems Training Canada (SST) has been conducting Helicopter Underwater Escape Training for Military and Civilian aircrews since the mid 1980's. Starting as a small business with a handful of employees, SST has grown and now contributes to high end training globally. Using SSL designed and built state of the art Modular Egress Training Simulator (METS™), and a high tech Simulation Theatre, SST can provide training unparalleled in the training industry.

These programmes are designed to provide operational aircrew travelling over water the knowledge and skills necessary to react to an in-flight emergency, make a plan, and prepare and survive the ditching.

The standard course can range from a half day, to a full two (2) days. The newest information and techniques are covered:

- Hazards of operational flight over water
- Cold water immersion and swimming failure
- Safety and Survival equipment
- Pre-ditching considerations and procedures
- Emergency ditching and abandonment procedures
- Performance under stress
- Emergency Breathing Systems (EBS)

This all comes together in aircraft specific METS™ configu-



rations and the Survival Training Simulation Theatre (STST) where special effects like wind, waves, lights and sound effects create the perfect, realistic training environment. For more information please contact: Rob Walker, Survival Systems Training, 40 Mount Hope Avenue Dartmouth NS Canada B2Y 4K9 Web: [www.sstl.com](http://www.sstl.com)

## PEOPLE

One not unexpected development is that one of the NPAS 'Dream Team' has left. **Captain Ollie Dismore**, nominally the Home Office Police Aviation Advisor, and effectively the only aviation person in the team and sidelined for some time now, he was nonetheless seen as involved way beyond his actual influence. If for no other reason than his personal standing he needed to distance himself from the NPAS project at a time when he was clearly being ignored. For his sake the move must be welcomed. Captain Dismore left the NPAS operation at the end of December and takes up a sales position at Eurocopter UK from January 4. He will be initially responsible for air ambulance sales but can be expected to embrace the wider airborne emergency services market in time.



## EVENTS



AviationExpo Europe, the hosts for the **2010 PAvCon** in Prague have announced that TOTAL is their official event sponsors for the Sunset Air Display section at the event, to be held at the new location in Bitburg, Germany on May 27-29 2011.

Bitburg's location, situated centrally in western Europe, close to the borders of France, Belgium, the Netherlands and Luxembourg makes this an ideal venue for the 4<sup>th</sup> AviationExpo - Europe's Festival of Aviation.

The facility at Bitburg offers the opportunity to further enhance and add new features that will together capture the exciting feeling visitors expect when attending a weekend Aviation Festival. Situated in this most affluent part of Europe, 73,000 pilots fly 14,000 General Aviation aircraft (Business Jets, Turboprops, Piston, Light Sport and Helicopters) all within a radius of 320km (200 miles) and a 2.5 hours drive from Bitburg. <http://www.expo.aero/europe/>

Boosted by growing interest from Ukraine, China and South Africa besides a number of other countries, IDEX 2011 has registered a 12% growth in exhibit space dedicated to country pavilions.

IDEX (International Defence Exhibition & Conference) and NAVDEX (Naval Defence Exhibition) 2011 will be held in parallel at the Abu Dhabi National Exhibition Centre (ADNEC) from 20-24 February 2011 under the patronage of His Highness Sheikh Khalifa Bin Zayed Al Nahyan, President of the UAE.

Other confirmed country pavilions at IDEX and NAVDEX 2011 include: Korea, Russia, Pakistan, Sweden, Australia, Brazil, Belgium, Czech Republic, Spain, Slovak Republic, Portugal, Finland, Poland, Serbia, Switzerland, Croatia and Greece.



## Salone della Giustizia [Law Exposition] 2010.

**Guest writer**

*Rimini Fair, Italy December 2-5, 2010*

The Law, one word that represents many different ways to epitomize, personify and practise justice. The Magistrature, Bar Council, Judiciary and Legal professions, law enforcement agencies, Interior Ministries, Justice Departments, Education and Defence. All them together contribute to assure lawfulness, justice and safety.

But often the mentioned organizations are distant from the population and kept at arms length.

The "Salone della Giustizia" (Law Exposition) is seen to bridge much of that distance between the people and the judiciary. The second edition took place at Rimini Fair early last month.

Over four days a wide range of organisations were drawn together with their representatives, information and equipment. In addition a number of workshops took place to explain activities, discuss innovations and to compare respective experiences.

The visitors area was organised within three pavilions dedicated respectively to the three great topics: the Law, the Trial and Retribution and Security.

In the last pavilion all of the law enforcement agencies, the Police, Carabinieri, Guardia di Finanza, Armed Forces and Industries, were gathered.

Finmeccanica (comprising Alenia, Oto Melara and Agusta Westland), displayed aircraft dedicated to security and special missions. Alenia exhibited a model of ATR-42MP Surveyor, Oto Melara a new sensor carrying Ibis UAV featuring a rotating wing with a weight of only 10Kg and length of 1.7m and AgustaWestland an example of the A109 Nexus in the colours of Guardia di Finanza.

Where Rimini Fair is easily reachable by train, car or plane and is an event that is expected to grow in the future. Where it does fall short is in being advertised to its target market of the citizen rather than the operator and to do this it needs to concentrate more on advertising for the third event scheduled to be held in December 2011.



*Words and pictures By Dino Marcellino*

**ISDEF**  
**ISRAEL DEFENCE 2011**  
 THE INTERNATIONAL DEFENCE FORCES EXHIBITION

**Israel's Milipol**  
**Full event details**  
<http://www.isdef.co.il/>

Before we leave 2010 too far behind and the Northern Hemisphere plunges deeper into the cold spell we are all enduring [some better than others] —please remember that PAN continues to offer a visual reminder of warmer times. The summer shows and other resources can be found on the Police Aviation News website [typically at least 12 months back issues are available for free download from the site]. If its snowy outside its worth going back into the archive just in case you missed something along the way.

Honeywell has announced the **2011 Honeywell Helicopter Operators Conference**, in association with HAI in Orlando, Florida. Please plan to attend and reconnect with friends, clients and colleagues. The Conference will be held on Saturday, March 5. During the conference, Honeywell will provide an overview of the Commercial and Military Helicopter business as well as their Customer & Product Support organization. The purpose of this conference is to provide information on the latest product upgrades, strategies and support offerings as well as, sharing valuable information and experiences through technical presentations and roundtable discussions. The formal invitations for the Helicopter Operators Conference (HOC) including the event location will be sent out in early January. Look out for the invitation and plan accordingly in conjunction with HAI's Heli-Expo Event scheduled for March 6<sup>th</sup> through 8<sup>th</sup> in Orlando, Florida

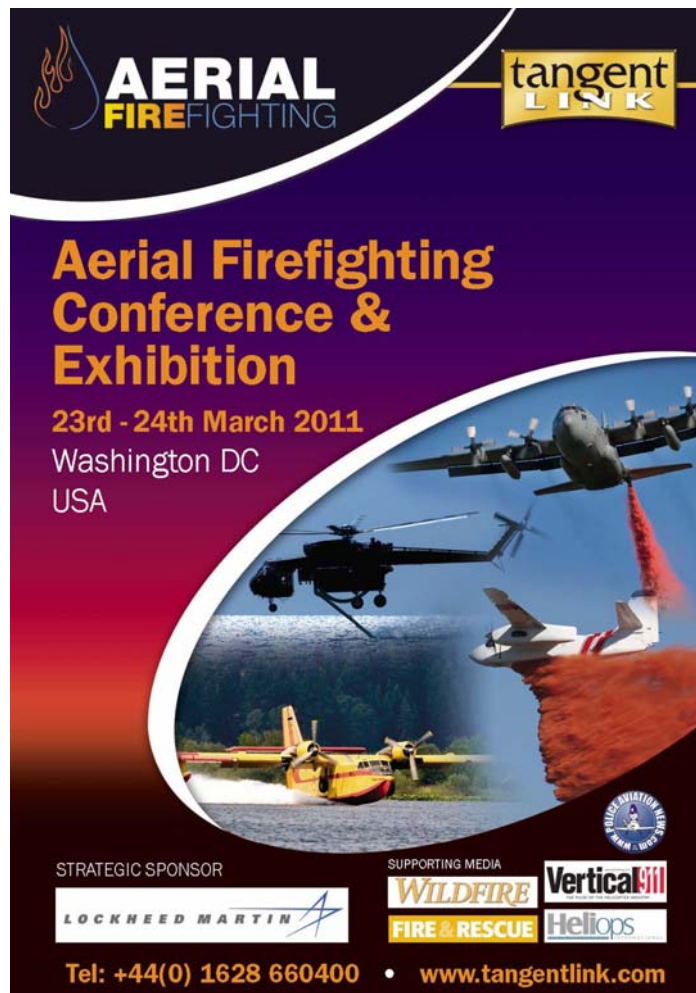
26-28 January ALEA Regional Safety Seminar – South East Region. St. Augustine, Florida. Hosted by the St Johns County Sheriff's Office at the Renaissance Resort at World Golf Village. [www.alea.org](http://www.alea.org)

26 February – 2 March 2011. Firehouse World. San Diego Convention Center, San Diego, California USA. Covering the world of Fire Rescue and EMS. Over 100 educational opportunities, including EMS, leadership and terrorism. Over 350 exhibitors on display. Meet with over 7,500 fire, rescue and EMS professionals. Register before January 28, 2011 and SAVE! Cygnus Business Media - 801 Cliff Road East, Suite 201, Burnsville, MN 55337 - +1 800.827.8009 [www.publicsafetyevents.com](http://www.publicsafetyevents.com)

6-8 March 2011 Heli-Expo 2011 Orange County Convention Center, International Drive, Orlando, Florida, USA. [www.rotor.com](http://www.rotor.com)



**AVIATION EXHIBITION**  
27-29 May  
Bitburg Airport  
Germany



**AERIAL FIRE FIGHTING** **tangent LINK**

**Aerial Firefighting Conference & Exhibition**  
23rd - 24th March 2011  
Washington DC  
USA

STRATEGIC SPONSOR: **LOCKHEED MARTIN**

SUPPORTING MEDIA: **WILDFIRE**, **Vertical**, **FIRE & RESCUE**, **Helicopters**

Tel: +44(0) 1628 660400 • [www.tangentlink.com](http://www.tangentlink.com)



**GPEC ASIA 2011**  
2<sup>nd</sup> General Police and Special Equipment Exhibition & Conference  
KUALA LUMPUR CONVENTION CENTRE  
22<sup>nd</sup> - 24<sup>th</sup> JUNE 2011

- A show dedicated for police, special forces and security equipment
- A congregational point for regional law enforcement agencies
- Platform for inter-disciplinary cooperation for information exchange
- Delegations from ASEAN and Asia Pacific countries
- A power-packed international security and law enforcement conference

**BE PART OF ASIA'S LARGEST POLICE AND SECURITY EVENT**

**BOOK YOUR SPACE NOW BY CONTACTING US AT:**

Middle East and Asia Pacific  
F & R Exhibition and Conference Sdn Bhd  
Unit C-17-1, Block C, Megan Avenue II  
12, Jalan Yap Kwan Seng  
50450 Kuala Lumpur  
Tel : + 603 - 2161 0951  
Fax : + 603 - 2161 1106  
Website : [www.fr-exhibitions.com.my](http://www.fr-exhibitions.com.my)  
Email : [info@fr-exhibitions.com.my](mailto:info@fr-exhibitions.com.my)

Rest of the World  
Exhibition & Marketing Wehrstedt GmbH  
Hagenbreite 9, 06463 Falkenstein Harz / OT  
Ermleben, Germany  
Tel : + 49 (0) 34 743 - 62 092  
Fax : + 49 (0) 34 743 - 62 091  
Email : [info@GPEC.de](mailto:info@GPEC.de)  
Website : [www.Police-Exhibition.eu](http://www.Police-Exhibition.eu)  
[www.GPEC.de](http://www.GPEC.de)