

# Police Aviation News



©Police Aviation Research

Number 178 February 2011

PAR

## ALL WET DOWN UNDER

*Reports on the catastrophic floods in Australia*

**ACPO UNDER PRESSURE**

**BUSY YEAR FOR EURO AIR AMBULANCE**

**UK SAR IN A BLACK HOLE**

ADF

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

Bob Crowe  
Broadcast Microwave  
Enterprise Control Systems  
Honeywell [Skyforce] Mapping  
L3 Wescam  
Powervamp  
Troll Downlinks  
Zeiss Optronics

[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)  
[www.zeiss.com/optronics](http://www.zeiss.com/optronics)

Airborne Law Enforcement Association  
European Law Enforcement Association

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

# LAW ENFORCEMENT

## AUSTRALIA

We know it is a large continent and this was brought home by the contrasting stories hitting the main news headlines across the world. On the one hand there were floods severely affecting much of Queensland, Victoria and Western Australia and then there were tales of record temperatures across other parts of this vast country. Queensland grabbed most of the headlines with tales of a massive flood drowning an area larger than France and Germany a scenario that broke new records in suffering across a state that is 668,207 sq mi (1,730,648 sq km) supporting a population of nearly 4.3 million. In the town of Carnarvon, Western Australia they reported the worst flooding in 50 years.

In each of the states the ability of air support to counter such major disasters is negligible – too few resources for the areas covered. In Queensland all police aircraft are fixed wing and the massive areas inundated resulted in many landing grounds of potential use to aid flights being closed. The same problem severely curtailed flights by the flying doctor services. The whole RFDS service was relocated on a temporary basis to Brisbane due to the closure of Rockhampton Airport and resulted in helicopter services facing even longer flights to take injured people to safety.

Parts of the Western Australia were hit by more rain in a single day than the region's annual rainfall. The Gascoyne River, normally dry in December, burst its banks and cut off many remote locations.

The Western Australia Police Air Wing (PAW), a small operation responsible for 976,790 sq mi (2,529,875 sq km) with a population of just over 2 million responded to calls for assistance as the river levels rose, greatly stretching the limited resources available in the state. In recent years the PAW took delivery of two Pilatus PC-12 aircraft but the helicopter capability depended on a single 18-years



*Images via Ryan Baker*

**Front cover:** *Corporal Kim Gray, Loadmaster with 5th Aviation Regiment Detachment looks out across the floodwaters at Rockhampton. The extent of the flooding in Australia pretty much overwhelmed the resources of the civilian rescue services and as a result the armed forces were drafted in to assist. [Image ADF]*

*The Prime Minister, Julia Gillard, views floodwaters around the region of Rockhampton. With the civilian rescue services at full stretch in every state the Australian military brought resources in to assist. An army Sikorsky is illustrated. Even Royal Australian Navy (RAN) Seahawk helicopters were deployed as part of the Australian Defence Force (ADF) support to the Victorian Flood Response, after significant work supporting operations in Queensland. [Photograph by: Corporal (CPL) Janine Fabre]*



old BK117 which conducted 42 day and night hoist rescues and recovered 45 people as well as undertaking reconnaissance and supply drop flights. Clearly it could only serve a tiny area of the need.

A unit Pilatus PC12 was used to resupply the helicopter with fuel and fresh crew members. A locally developed refuelling system on its first operational outing enables the PC12 to transfer fuel to the helicopter out in the field via a small electrical pump.

Later this year – the summer is scheduled - the PAW will take delivery of a Eurocopter AS365 to further increase the unit’s capability. [WAPAW/Media/PAR]

Daren Parsons, the winch operator on the EMQ Rescue helicopter, found he was aboard the first helicopter that made it to Grantham as the town was being inundated by a wall of floodwater. He was faced with a decision that ideally no one should have to make - a choice between who lived and who died.

With wild weather lashing the area, the Brisbane based helicopter was the only one able to reach the town as it was ravaged by what some have described as an 'inland tsunami'.

Parsons was just one in a crew of four but his role placed him at the ‘sharp end’ of the operation in selecting those who were to receive the winch - the final decision was his.

The aircraft had been returning to base when it started to receive calls from police in desperate need of helicopters. On their arrival in the AW139 they found around 100 people visibly in need – either stranded on roof or clinging to tree tops surrounded by raging waters.

Initially the rescue targets were the young and anyone clearly just hanging on to life, the crew simply



*Mark Turner and Illya Selmes at back and Daren Parsons front right.*

*Pic: Mike Batterham*

worked their way across the scene until they ran out of fuel. Helicopters might have saved everyone but it was the only one available during the critical time. In the end 28 were rescued. The crew watched helpless as bodies swept past beyond help even as they were rescuing other people off structures, cars and trees.

*A BK117 rescue helicopter hovers over houses in Grantham, scouring for survivors who made it to the roofs of their homes [RB]*

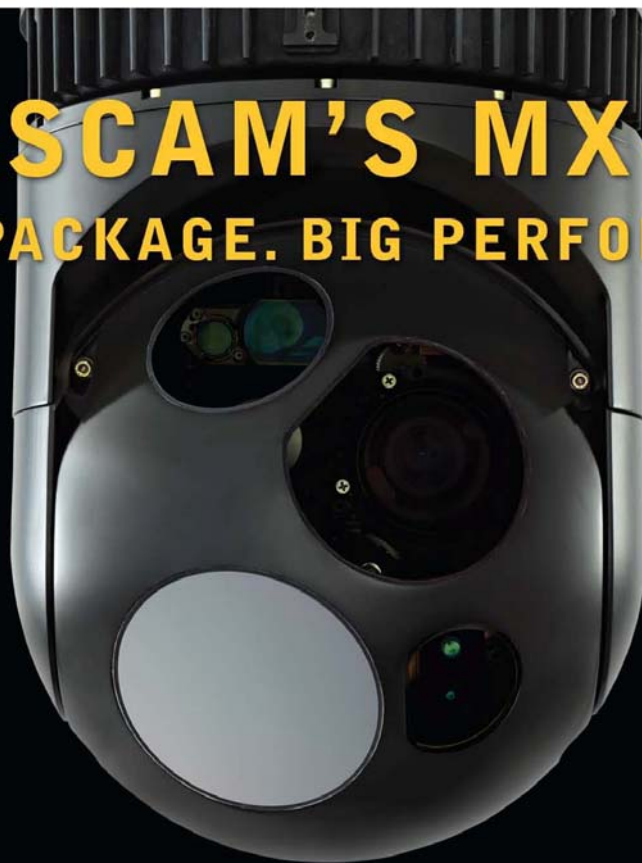


All the rescue work was complicated by the amount of debris – including powerlines and fence posts – sweeping past in the torrent. As they were running out of fuel they were finally joined by the Cairns-based EMQ Rescue Helicopter, which had been in Brisbane for training. The additional helicopter saved another 15 people.

The town of Grantham was labelled “ground zero” acknowledging that it was the epicentre of the Queensland floods. [Media/PAR/Ryan Baker]

## 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

## BULGARIA

**BORDER GUARD:** AgustaWestland has delivered two additional AW109 Power light twin-engine helicopters and one AW139 medium twin-engine helicopter. The handover was performed during an official ceremony held at Sofia Airport on January 15<sup>th</sup> in the presence of representatives from the Bulgarian Government, Border Police and several other dignitaries.



The helicopters are to provide air surveillance on the outer EU borders, as Bulgaria is expected to be a Schengen Zone Member shortly. The AW139 is the first into the Bulgarian helicopter market. The aircraft delivered are to undertake airborne law enforcement and patrol the sea and land borders. The three new aircraft add to an AW109 Power delivered in 2010, enlarging the Bulgarian Border Police's helicopter fleet to four aircraft.

The AW109 Power is equipped with a NVG-compatible cockpit, moving map display, weather radar, searchlight, external loudspeaker, HD FLIR, digital video downlink, video recorder, mission console and a sophisticated integrated radio suite for tactical communications and airborne command & control functions.

The Bulgarian Border Police's AW139 will provide aerial policing and a comprehensive SAR capability over the sea and in mountainous areas. The aircraft features an advanced range of dedicated mission equipment including an Enhanced Ground Proximity Warning System (EGPWS) and Traffic Collision Avoidance System (TCAS), moving map, weather/search radar, emergency floats, double rescue hoist, rappelling rings, external loudspeaker, searching light, NVG-compatible cockpit, HD FLIR, video downlink, mission console and a sophisticated integrated radio suite for tactical communications and airborne command & control functions. [AW]



*Ugo Rossini (left), Vice President Head of European Sales, AgustaWestland, handing over the aircraft documents to Tsvetan Tsvetanov (right), Minister of Interior*

*Ed: Meanwhile the cash strapped Bulgarian's are struggling to pay for their military programme. There are suggestions that they are selling old Mil helicopters to provide money to pay for equally old Mil helicopters to be modernised. All this suggests that the AW deal is very much financed by European money.*

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



**AIRBORNE  
GROUND**



**BIDIRECTIONAL - AUTO-TRACKING  
MULTI-CHANNEL - DIRECTIONAL  
DIVERSITY GROUND  
RECEIVE SYSTEMS**



**+01 (661) 702-8900**



MICROWAVE TRACKING ANTENNAS  
AND MAP-BASED CONTROLLERS

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

## CHINA

ZHEJIANG: AgustaWestland were able to announce yet another successful sale into the Chinese emergency service market last month. The Finmeccanica company has consistently achieved sales into this and other Far Eastern markets. The latest sale is to the Zhejiang Public Security Bureau and relates to two different helicopters – a single AW119Ke single engine and one AW139 medium twin. The helicopters will be used for law enforcement and fire fighting duties.

This sale marks further success for AgustaWestland in the Chinese law enforcement and public security market, where it has become the market leader with sales of AW119Ke, AW109 Power and AW139 models. Law enforcement operators in China using AgustaWestland helicopters include Shenzhen, Beijing, Nanning, Zhengzhou and Dalian Public Security Bureaus as well as the Guanxi Province. [AW]

## ECUADOR

GUAYQUIL: It was more of a public relations exercise than anything else but in January a number of officials launched a local policing exercise in Guayquil involving two aircraft that are believed to have been in service for some time.

With a stated objective of assisting in crime and traffic control the executive director of the National Commission on Surface Transportation, Traffic and Road Safety, Ricardo Antón, and the head of the Fourth Police District, Joel Loaiza launched a schedule of daylight overflights with two dedicated helicopters.

The event took place at the Club Aeropolicial, Santa Leonor, and presented a Robinson R44 model as one of the two said to be dedicated to the patrol system. Unfortunately it seems that the other aircraft, an MD530F was 'under repair' thanks to engine problems. Four of these have been delivered in recent years.

There is no intention to fly the two helicopters at the same time but when available it will be on-call to give support. [Media]

## GERMANY

FEDERAL: The Federal Police based near Bonn has placed an order for three additional helicopter mission systems from Aerodata AG [right]. The fully integrated systems will be identical to the nineteen systems delivered two years ago. The computer system in the equipment integrates various sensors and provides data linking capability with a ground station through a microwave downlink and the AeroPhone® - Aerodata's Iridium satellite phone.

All of these mission systems can be used in a very flexible way and can be installed in EC 135, EC 155 and Super Puma helicopters without changes. [Aerodata]



## INDIA

JHARKHAND: The State Police has acquired an unmanned mini aircraft designed by engineering students at the Indian Institute of Technology in Mumbai to keep surveillance over Maoist infected remote forest areas in the region. The aircraft, which is named Netra' can be used to keep vigil at ground level and can also provide an overview of areas when flying at altitude. [Times]

	<p><b>Reims F406 Land &amp; Sea Surveillance</b></p> <p>The logical economical choice of many operators Police, Fisheries, Coastguard, EMINT, EEZ patrol.</p> <p>Recent sales and deliveries Serial No. 90, 91, 92, 93, 94, 95</p> <p>Bob Crowe Aircraft Sales Ltd Tel: +44 (0)1234 750442 www.bobcroweaircraft.com sales@bobcroweaircraft.com</p>	
--	--	--

## ITALY

AgustaWestland continues to sell its helicopters into the home law enforcement market despite the disapproving thoughts of others within the European Union. A second AW139 medium twin helicopter has now been delivered to the Guardia di Finanza (Customs and Border Patrol Service) last month. The aircraft was accepted by Gen. Michele Adinolfi, Guardia di Finanza Chief of Staff and Gen. Daniele Caprino, Interregional Commander for North-East Italy, during an official ceremony held at AgustaWestland's Vergiate plant. The Guardia di Finanza's first AW139 was delivered in mid-2009.

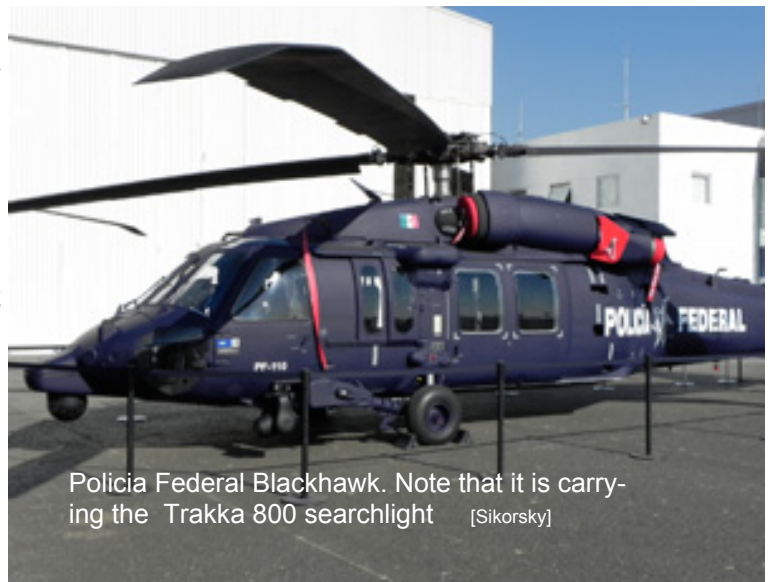
The AW139s are being incorporated into the Guardia di Finanza's Aviation Service fleet as its new generation medium twin helicopter, replacing older models including the AB412. The AW139s will perform several missions including surveillance, reconnaissance, maritime patrol, law enforcement and homeland security.

AgustaWestland is also seeing growing interest in the BA609 tiltrotor by the Italian Guardia di Finanza, thanks to its unmatched features in terms of performance, mission flexibility and capability. [AW]

## MEXICO

**FEDERAL:** The US Department of State has delivered three UH-60M BlackHawk helicopters to the Government of Mexico's Federal Police (FP). Designed and manufactured by Sikorsky Aircraft the aircraft are the first of six advanced helicopters designed to support Mexico's law enforcement operations as part of the Merida Initiative, a security cooperation agreement between the two countries.

The three UH-60M aircraft expand the Federal Police force's existing fleet of seven UH-60L Blackhawk helicopters. Operational since 2008, those aircraft have become a critical law enforcement tool for disaster relief, troop transport, rescue, surveillance, and in the fight against organized crime and illegal drug trafficking across Mexico. [Sikorsky]



Policia Federal Blackhawk. Note that it is carrying the Trakka 800 searchlight [Sikorsky]

## UNITED KINGDOM

**NATIONAL:** Having launched the outline of the new strategy there remains little official information flowing. A private discussion forum exists within the police service as POLKA but this is a general forum and the word is that there's precious little NPAS related information on the POLKA site - no-one with any real aviation credibility appearing to wish to contribute anything meaningful so far! Which basically leaves the people most likely to use it slipping items anonymously into the very public Professional Pilots Rumour Network [Pprune.org] web forums.



**New Advisor**

One apparently positive move is the ‘replacement’ of the expertise represented by the former Home Office Police Aviation Advisor Ollie Dismore by another person in UK air support. This has not been officially released information but suffice to say that the person already has a task in air support so is likely to have little real time spare for ‘hands on’ help. He is therefore simply an advisor.

The original advert for A/Supt. Richard Watson’s NASU Project Leader post by ACPO a year ago stated that the original contract was for 11 months. This period has now passed and the office of the Chief Constable of Hampshire Police, the ACPO lead on air support matters, has told PAN that he will continue in post until December 2011.

**Attracting attention**

News that the Association of Chief Police Officers [ACPO] is to be stripped of its power to run operational units in the wake of the case of Mark Kennedy, the undercover police officer who spent seven years posing as an environmental activist has more to do with the ongoing NPAS debate that might be first appreciated. The case revolved around a low ranking police officer inserted into an extremist organisation to spy on them. The idea is not new but it does not sit well with either public or establishment perceptions of the UK police. Great stuff for a Hollywood script perhaps but out of place – no matter how naive that stance.

A Home Office minister has stated that something had gone wrong in the Kennedy case, which led to the collapse of the trial of six people accused of planning to invade a power station. He went on to state his belief that ACPO should no longer have the responsibility for

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

**Suspect**

**GeoPoint shows direction and distance to target**

**60 FT**

**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!

national organisations such as the unit that runs covert operations gathering intelligence on domestic extremists in England and Wales.

The Metropolitan Police is to take control of the National Public Order Intelligence Unit (NPOIU) and 're institute accountability.' The final control may well lie with the yet to be formed National Crime Agency – the operational style will still happen but not in the same way.

ACPO has been taking a bit of stick from several directions in recent months. On the face of it they were the darlings of the previous Labour Government and all sorts of duties were bestowed on them; they now appear to have lost much of that status under the new administration.

The 60 years old ACPO is a private company supposed to advise government on policing and look after its members interests. It is funded by a combination of a Home Office grant, contributions from each of the 44 Police Authorities, membership subscriptions and by the proceeds of its annual exhibition. ACPO's members are police officers who hold the rank of Chief Constable, Deputy Chief Constable or Assistant Chief Constable, or their equivalents, in the forty four forces of England, Wales and Northern Ireland, national police agencies and certain other forces in the UK, the Isle of Man and the Channel Islands, and certain senior non-police staff. There are presently 349 members.

In recent years the flow of funds into ACPO has turned it into a wealthy and very powerful organisation and some are wary of this growth. Its iron grip on some aspects of policing – including the running of national units involved in counter-terrorism, domestic extremism, vehicle crime and criminal records – maybe being eased.

Another blow to the finances of ACPO came from the Association of Police Authorities. Some of their members have refused to continue to fund ACPO, pleading their own lack of finance. The Home Secretary, Theresa May, has written to the APA asking them to reconsider their decision. Meanwhile a former ACPO Treasurer has publicly stated that the threat will be very damaging to [the future wealth of] ACPO.

Just how many steps forward from that is ACPO deciding what shape NPAS is to take

without consulting each of the Police Authorities first? Already we have heard from the louder members of Cleveland PA that it does not want NPAS taking their aircraft and they have been urging other 'Authorities to resist also.

As you will see elsewhere in this edition, Eurocopter UK is now actively advertising the examples of the EC135T1 recently traded in after the multi-unit sale of a batch of near identical EC135P2 helicopters. They include the former North East consortium EC135T1 that has the highest number of hours for the type – that was more recently operated by the Cleveland Police until they acquired G-CPAS.



*In Cleveland Councillor McLuckie has been very valuable in his disquiet over NPAS threats to take 'his' new EC135P2 helicopter G-CPAS. Whether the police authority can actually afford to run the new airframe without central government funding remains unclear.*

UK Emergency Aviation



**Helitech**

**27-29 SEPTEMBER 2011 | DUXFORD**

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



*Ed: It may be some time before any manufacturer is able to sell anything new into the UK police market so the sale of the four airframes they are currently marketing will at best be problematical. There are a larger number of police role equipped former Bavarian Police EC135's also out there – and they generally have lower hours on them. For now the UK market will have to survive on a few morsels including maintenance and refurbishments of the existing fleet. There are signs that the UK support industry is biting the bullet, turning their back on the UK Market and looking to the Middle East – no matter how temporarily – to tide themselves over the lean times.*

Meanwhile, on February 1 Eurocopter UK is opening its North Sea Service Centre in Aberdeen. The formal Inauguration of Eurocopter UK's new facility with its EC225 simulator will be attended by some 100 guests, including Political Dignitaries, Eurocopter UK Customers, Suppliers, Representatives from the North Sea Oil and Gas Community and media. The Opening Ceremony takes place at noon and PAN will report on it next month.

## UNITED STATES

FLORIDA: In Naples on the Gulf Coast of Florida a green laser beam striking the Collier County Sheriff's Office helicopter on New Year's Day resulted in the two crewmen being grounded.

Cpl. Joseph Andreasen and flight officer Cpl. Shawn Bogart were on patrol in North Naples at about 0100hrs when a green laser light entered the left side of the helicopter, injuring both of their left eyes.

Two teenagers face felony charges for shining the laser, which allegedly caused the pilots to land the helicopter prematurely, seek medical treatment for ruptured blood vessels in their eyes and seek medical evaluations.

Risks of eye damage to aircrew are increased to those wearing NVG's – the Collier County officers were using them at the time. [Media]

*American Eurocopter announced the delivery of the third AS350 B3 helicopter to Miami-Dade Police Department's Aviation Unit. This is an image of one of their B3's in service over the Everglades. [AEC]*



An officer flying for the Tampa Police unit was suspended following allegations of misuse of the aircraft he was flying. It is said that last April whilst working David Dennison flew from Tampa International Airport to St. Petersburg-Clearwater International Airport to drop off a friend's fishing net. It is said that this was not the first time Dennison misused the department's air resources. In 2008 and 2009, he regularly flew outside Tampa police jurisdiction without permission. Dennison, a 10-year veteran, was suspended a total of five days.

Dennison has acknowledged using the Bell helicopter to fly to Clearwater International, a flight that lasted only a few minutes and potentially cost taxpayers about \$60, including fuel, staff salary and maintenance.

Dennison joined the department in October 2000, became a flight observer in March 2002 and was promoted to pilot in September 2008. [Tribune]

MARYLAND: The state of Maryland has filed a \$4M suit against the FAA alleging air traffic controller negligence in communications with a Maryland State Police Trooper 2 helicopter prior to a September 2008 crash in District Heights that killed four people.

The suit alleges that air traffic controllers based at Andrews Air Force Base were not equipped to deal with requests for airport surveillance radar and gave state police Pilot Stephen J. Bunker weather information that was five hours old and were only working half of their shift while taking a break for the remainder.

The state of Maryland and the Insurance Company of the State of Pennsylvania, the insurers of the 1989 Aerospatiale, filed the suit in December.

The suit also states that the air traffic controllers were only working half of their shift while taking a break for the remainder, court documents state.

Bunker, 59, of Waldorf; Trooper 1st Class Mickey C. Lippy, 34, of Westminster, a state police flight paramedic; Tonya Mallard, 39, of Waldorf, an EMT for the Waldorf Volunteer Rescue Squad; and Ashley J. Younger, 17, of Waldorf died in the crash. Jordan Wells, now 20, of Waldorf was the lone crash survivor.

The helicopter transported Wells and Younger from a vehicle crash in Waldorf and crashed in a wooded section of District Heights' Walker Mill Regional Park while trying to land at Joint Base Andrews, where an ambulance was waiting to transport Wells and Younger to Prince George's Hospital Center in Cheverly. Bunker could not fly directly to Prince George's Hospital Center due to foggy weather conditions.

When Bunker requested airport surveillance ground radar from the Joint Base Andrews tower, he was told by a female traffic controller that she was not "current" on ASR approaches and could not give him one.

OHIO: The Marion County Sheriff's Office aircraft supply is expected to have doubled from two to four by the time this issue appears. Two additional helicopters were acquired from Washington County where Sheriff Tim Bailey says he doesn't have a pilot available and therefore a need for them, but would like to make them available statewide through some sort of aviation programme.

# Enterprise Control Systems Limited

Digital Video Airborne Systems • COFDM Tactical Data Video Links

• Portable Receiving Systems • Observation Networks





Specialist design  
through innovation  
and technology

*ECS provides secure digital COFDM uplink and downlink systems for all data Applications and users*





## www.enterprisecontrol.co.uk

Tel: +44 (0) 1327 860050    Email: sales @enterprisecontrol.co.uk

Besides Marion County only Butler and Hamilton county sheriff's offices in South-western Ohio have an aviation unit.

Marion County's aviation unit has been operating since 1974, and is funded each year by money received through a contract with the Ohio Bureau of Criminal Identification and Investigation, which looks to Marion for marijuana eradication efforts in northwest Ohio.

It costs about \$8,000 in insurance, \$5,000 to \$10,000 in fuel and at least \$5,000 in maintenance to keep the helicopters up and running each year with a whole programme cost around \$30,000pa.

**TEXAS:** If the media reports are correct, the previous difficulties surrounding law enforcement adoption of unmanned craft are easing. To overcome an exposed entry route to a suspect's house on the top of a hill near Austin agents with the Texas Department of Public Safety made use of a Wasp UAV. The target's home was believed to have a large stash of drugs and many weapons, including high-calibre rifles.

As dawn broke, a SWAT team waiting to execute a search warrant wanted a last-minute aerial sweep of the property but did not want to expose a manned helicopter to gunfire.

The Texas agents did what no state or local law enforcement agency had done before in a high-risk operation: They launched a near silent bird sized electric Wasp drone that was able to float hundreds of feet into the sky and downlink live video to agents on the ground. The SWAT team safely stormed the house and arrested the suspect.

But that was back in 2009 and the secrecy surrounding the technology and its adoption in the US event has resulted in it only just been talked about publicly

The operation outside Austin supports a prediction that small UAV's could be the future but the fact that the whole operation was kept secret for so long does go some way towards feeding a long standing assumption that their general introduction is still some way off.

The FAA still requires the few police departments with drones to seek emergency authorisation if they want to deploy one in an actual operation. Many bought equipment only to find that they were unable to use it. Because of FAA concerns about safety, it only occasionally grants permission.

It is still predicted that by 2013 the FAA will have formulated new rules that will allow police across the country to routinely fly lightweight drones up to 400 feet above the ground - high enough for them to be largely invisible eyes in the sky. [Washington Post]

*Ed: In a country where even the use of TI equipment is treated with deep suspicion the use of loose words to describe what these air vehicles can do soon gets civil rights issues pushed to the fore. The perception that these little aircraft might be able to allow police to record the activities of the public below with high-resolution, infrared and thermal-imaging cameras worries many. Advertising promotion that claims to be able to scan 'an area the size of a small town' also causes horror – but who is going to watch? The use of sophisticated software that automatically predicts potential anti-social behaviour is one thing but still beyond the capabilities of these little sky spies that have very short loiter times.*

*The fears are that drones will be perching in numbers over American communities are real but the these qualms already grossly overestimate the capabilities of TI cameras in looking into buildings and court cases result. Most of the US does not yet 'suffer' the sheer numbers of standard CCTV cameras that other countries virtually ignore on a day-to-day basis. From personal experience of the UK I can confirm that CCTV cameras are very prevalent but thankfully no-one really looks at their output until after the event. It is very boring viewing.*



**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



American Eurocopter has delivered the first of two AS350 B3 helicopters to the Texas Department of Public Services (DPS) Aircraft Section. These are the first AS350 B3's in the Aircraft Section's all-Eurocopter fleet, which includes 13 Eurocopter AS350-series AStar helicopters and one EC145. The B3's will provide the DPS Aircraft Section with increased power and performance and will allow them to meet the demands of their expanding mission profile.

In the image above members of Texas DPS are preparing for hoist training in one of their new helicopters. [AEC]

UTAH: Pilots from Utah Highway Patrol's Aero Bureau have completed the first course in the American Eurocopter AS350 Flight and Mission Simulator. They had a great experience and plan to include simulator sessions in their training programme. [AEC]



## AIR AMBULANCE

### AUSTRIA

ÖATMC: The future of the Air Ambulance in Austria has been secured for the time being. The sixteen helicopters flew 14,816 operations in 2010, some 886 more than in 2009. This is an average of more than 40 operations per day.

The Interior Ministry and the ÖAMTC have now worked out a temporary solution for future operations but there will be a need to negotiate a mutually acceptable solution to the problem.

EUROPE: In 2010 the air rescue organisation DRF Luftrettung flew a total of 36,900 rescue missions, involving helicopter missions at 31 HEMS bases in Germany, Austria and Denmark as well as worldwide repatriations with its ambulance aircraft. In Germany alone the crews were alerted to 33,861 missions, meaning a rise of 10 % compared to 2007 (30,738 missions).

On numerous occasions in Germany the red-white helicopters of DRF were alerted to life-threatening diseases like heart attacks (8%) and apoplexies (12%) last year. In addition, they were called to 3,847 accidents. 1,851 times the medical crews of DRF provided medical care for children.

Outside of Germany, at two HEMS bases in Austria and one HEMS base in Denmark, DRF

flew 2,147 helicopter missions in 2010. On May 1 last year the first Danish HEMS base was opened in Ringsted on the island of Zealand. It is operated by Falck DRF Luftambulance A/S, a consortium of DRF and the Danish rescue service operator Falck A/S. In the first 8 months of its operation the Danish helicopter flew 538 missions. Its mission area included the island of Zealand, the capital of Copenhagen, as well as the offshore islands of Lolland Falster and Møn. In addition, it was also used for intensive care transports in Denmark, if required. Also, the two Austrian rescue helicopters of the ARA Flugrettung (which belongs to DRF), were much in demand: The crews in Reutte (Tyrol) and Fresach (Carinthia) flew 1,609 missions altogether.

Apart from helicopter rescue, DRF conducted worldwide missions with its ambulance aircraft in cooperation with LAR (Luxembourg Air Rescue) under the name of European Air Ambulance (EAA): Last year 892 patients were transported from abroad to their home countries, landing in 95 countries worldwide. [DRF]

## INDIA

**BANGALORE:** Indian operator OSS Air Management is acquiring two AW109s to provide an air ambulance service in Bangalore by the middle of 2011. [Media]

## IRELAND

There are mixed messages coming out of Eire relating to the All Ireland Air Ambulance operation but most of them are positive. The air ambulance service could be operating later this year.

A charity group planning to provide the service hopes to begin talks with the Health Service Executive (HSE) shortly about setting up the service. Air Ambulance Ireland has signed a contract with Bond Air Services which would initially provide one helicopter and pilots, available during daylight hours from Monday to Friday.

The group's chairman Pat McCarthy said the new contract with Bond Air Services and a number of key recent additions to its board have brought Air Ambulance Ireland a step closer to full operation.

Meanwhile in Northern Ireland the other fledgling air operation charity formed to provide a helicopter for medical emergencies is to cease operating.

Ireland Air Ambulance was launched last year by a group of eight business and community representatives to take over the aims of a charity of the same name. The previous company came under intense media scrutiny when a BBC investigation found that 90% of its donations were spent on wages and administration.

In winding the operation up the new company said it "did not have the support of key stakeholders" and said it recognised that without support and continued media and public speculation there should be no further activity by the company.

## Skyquest Has Taken Aerial Surveillance ABOVE & BEYOND

As part of Curtiss-Wright Controls Embedded Computing, Skyquest products are now backed by the expertise and resources of a leading player in aerospace and defence.

Now more than ever, Skyquest products deliver complete system solutions that maximize the effectiveness of airborne surveillance missions.

**CURTISS  
WRIGHT** Controls  
Embedded Computing

www.skyquest.com  
Tel: 01628 891017 or  
International: +44 1628 891017  
Email: sales@skyquest.com

**SKYQUEST**  
AVIATION



## NETHERLANDS

ANWB: The Dutch Government has announced that EMS helicopters "Lifeline 1" at University Medical Centre in Amsterdam and "Lifeline Europe 4" at the UMCG in Groningen are not allowed to operate at night as planned. Assuming that the flights would be allowed the bases have both been specially upgraded for night operations that were planned to start on April 1, 2011

## SWITZERLAND

REGA: AgustaWestland has announced that Rega has signed a contract for the supply of a state-of-the-art advanced simulator to meet the training requirements for Rega's new fleet of Da Vinci and GrandNew light twin helicopters. The simulator, designed and produced by AgustaWestland in Sesto Calende in Italy, will become operational in 2012 and is planned to be located adjacent to Zurich Airport in Switzerland.

AgustaWestland will provide Rega with a Level 3 Flight Training Device / Level B Full Flight Simulator featuring a GrandNew light twin helicopter with IFR cockpit to offer

VFR/IFR single and dual pilot flight and mission specific training. The simulator will help familiarise pilots with the latest technology found in the GrandNew cockpit, which features Flight-Logic Synthetic Vision EFIS (Electronic Flight Instrument System) with a FMS (Flight Management System), HTAWS (Helicopter Terrain Awareness Warning System), HITS (Highway In The Sky) and embedded flight recording functions. Under the contract AgustaWestland will also provide technical support and assistance in maintaining the device. [AW]



## UNITED KINGDOM

AAA: As reported last month in PAN [under East Anglia AA] the AGM of the Air Ambulance Association in Redditch did not go to plan and no Chairman was elected after Simon

Superior Airborne Observation Solutions  
for Military and Para-public applications



We make it visible.



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 announcement the existing chairman, Hayden Newton a CEO with the East of England NHS, called for new nominations for the 2011 post. 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.

Although no public statement has been made it seems that the subsequent procedure resulted in the new AAA Chairman position being taken by Helena Holt of the Devon Air Ambulance.

## UNITED STATES

**PENNSYLVANIA:** Geisinger Medical Center serving more than 2.6 million residents throughout 42 counties in central and northeastern Pennsylvania has ordered another EC145 for its Life Flight® programme. This is their fourth EC145 as Geisinger continue a fleet upgrade to standardize on the EC145 platform.

Geisinger Life Flight is a long-time Eurocopter operator. In 1983, Life Flight became the first hospital-based BK117 operator in the world. After more than 20 years with the BK fleet, it began a fleet replacement and standardization program in 2005. They held an extensive review of the aircraft available and selected the BK's successor: the EC145.

Geisinger Life Flight is well under way in its fleet replacement and has recognized the benefits of its standardization plan. With a common platform they are able to take advantage of efficiencies from operation and training standpoints. They can also mitigate risk and take advantage of the aircraft's twin-engine performance. They would like to add another EC145 and then utilize the BK117's as backup aircraft.

This latest EC145 is scheduled for delivery in May, and Geisinger Life Flight is currently evaluating completion packages. EraMED is the operator for Geisinger Medical Center's Life Flight. [AEC]



**EUROCOPTER**  
UK  
AN EADS COMPANY

**FOR SALE**  
**FOR SALE**  
**FOR SALE**

**EC135 T1 Helicopter**

Manufacturer's Serial No:0040

Engine Make and Model: Turbomeca Arrius 2B1A

Year of Manufacture: 1997

Flight Hours: 9500

One of four similar helicopters




**Price on application**

Sale of this aircraft is subject to contract

Specification is subject to verification by the purchaser

VHF Comm/Nav 1 KX 165 VHF Comm KX 196A VHF Nav 2 KN 53 Nav 2 Converter KN 72 Remote Compass KCS 55A ADF KR 87 RMI KMI 229 DME KN 63 DME Indicator KDI 572 Transponder (Mode A)KT 71 Marker KR 21 GPS Trimble 2000 AP+ Radar Altimeter KRA 405B Pilot ADI Jet AI330 Standby ADI (2") AIM 520	2"VSI Emergency Battery Pack EE0033 AVAD Racial V697 TCAS 791A Pilot ICS AA97 Co-pilot ICS AA97 Pilot Moving map Skymap III C High Intensity strobe light (HISL) single system 200AH Starter 25AH Battery Dual Controls (and Blanking Cover Plates) VFR CSAS, Pitch and Roll Windscreen Wiper	Bleed Air Heater Engine Cowl Heat Protection High Skids Engine Fire Extinguisher Engine Compressor Washing Device (TM) Single AC Generation System Avionics Compartment Mast Moment Indicator Rotor Brake Pilot and Co-pilot Sliding Window Sliding Doors max position Locks LH and RH Co-pilots Instrument Panel Extension Slant Panel and Centre Console extension Aerolight Single Seat and rail fittings assy	Dispatcher Harness Point I/C Jack at Fuel Filler Point Illuminated Seat Belt No Smoking Signs White Strobe Lights 28 vdc optional power sockets Tail Boom Ballast Installation Grey Utility with batiflex flooring Standard UK Police roll: blue and yellow scheme
---	--	---	--

www.eurocopter.co.uk

sales@eurocopter.co.uk

police@eurocopter.co.uk

tel + 44 (0)1865 852400

fax + 44 (0)1865 842827














Viewing by appointment  
 For further information full specification please contact :  
**Ollie Dismore**  
 ollie.dismore@eurocopter.co.uk

# SEARCH & RESCUE



Aerial Patrol

## AUSTRALIA

**NEW SOUTH WALES:** A new sponsorship deal agreed last month will see the Aerial Patrol sponsorship being rebranded from McDonalds to the Bendigo Bank. The naming rights to the Albion Park organisation for the next three years will result in the aircraft retaining the familiar red and white aircraft colours but they will drop the burger chain branding and still be in the skies over beaches looking for sharks or boats in trouble.

Five local Community Bank branches joined with their parent company Bendigo Bank in a \$70,000 deal to help the Illawarra and South Coast community operations of the Aerial Patrol keep beachgoers safe.

While officially on board for three years there has been an expressed intention by the new sponsor to keep Bendigo Banks funding going well into the future, ensuring the Aerial Patrols financial security for years to come.

The operations uses the services of almost 50 highly skilled volunteers to operate the Aerial Patrol. Aerial Patrol General Manager Harry Mitchell said the new sponsorship deal with Bendigo Bank would ensure this vital services longevity in the Illawarra.

While known predominately for their shark spotting prowess the Aerial Patrol also comes to the communities aid in a number of other areas including early detection of bushfires, supply dropping, life raft dropping and recreational boating accidents. They also play a part in helping the Coast Guard and Water Patrol.

*The Aerial Patrol was formed in 1957 following mounting concerns by Life Savers of shark activities at beaches in the Illawarra. The Patrol's charter, to maintain the safety and the welfare of the community through aerial observation and support. And to this day forms the basis for which all operations and activities are conducted. In addition to the Cessna the fleet includes a Partnavia P68 AIRPAT 1 which is also used for Beach Patrols but is essentially a 24/7 SAR platform for tasks outside the range of the C182 relay capability. A Piper PA31-350 Chieftain - AIRPAT 3 – is the primary SAR platform for supply drop and to provide communications relay and is on standby 24/7.*



Aerial Patrol

## CHINA

**STATISTICS:** In official figures released last month it is claimed that Chinese maritime rescuers saved 23,555 people in 2010. According to a spokesman from the China Maritime Search and Rescue Centre the success ratio for SAR activities reached 96.1% last year. Other figures state that a range of maritime rescue organisations undertook 2,218 missions last year, employing 8,095 rescue vessels and 345 aircraft.

Of the 2,348 vessels that received help, 1,865 were successfully saved, with 23,555 of the 24,513 people aboard the vessels rescued. [Xinhua]

## JAPAN

AgustaWestland and Mitsui Bussan Aerospace have announced that Saitama Prefecture of Japan has placed an order for an AW139 medium twin helicopter. This aircraft will be operated by the Fire Fighting and Disaster Relief Department to perform fire fighting, emergency medical service, air rescue and transport missions. The helicopter will be assembled at AgustaWestland's Philadelphia (USA) facility with delivery taking place in late 2011. The aircraft is expected to enter operational service in spring 2012.

The Saitama Prefecture's AW139 will feature a very comprehensive mission-dedicated fit including a "belly tank" fire fighting system, weather radar, nose camera, FLIR, video downlink, search light, cargo hook, rescue hoist, loudspeaker system and main rotor blade high visibility painting. Advanced avionics selected include an Enhanced Vision System (EVS), Enhanced Ground Proximity Warning System (EGPWS) and Traffic Collision Avoidance System (TCAS). The AW139 offers superior safety levels in this role due to its class leading performance, outstanding one engine inoperative capabilities, system redundancy and high levels of crashworthiness.

## MALTA

**ARMED FORCES:** The Armed Forces of Malta (AFM) has now signed the contract for the provision of the second maritime patrol aircraft, funded from the 2010 External Borders Fund (EBF).

This is the fourth contract signing utilising funding from the EU's EBF framework. The project is co-financed with 75% of the funds being sourced from the EBF and remaining 25% being allocated from the Maltese Government. The global sum allocated to this project was that of €9.696M. The contract was signed between Brigadier Martin G Xuereb - Commander AFM, Mr. Hans J. Stahl - President Aerodata AG and Mr. Francis Attard - Director General Contracts.

This AFM operated aircraft will augment the current fixed wing fleet and will perform an additional role in the protection of the Southern external borders of the EU, through missions



**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)

which include detection, identification and coordination operations. In a secondary function, the aircraft will perform search and rescue flights.

This contract is an option to the first contract that the AFM signed with the German Company Aerodata AG in October 2009 for the supply of a fully equipped new King Air B200, complete with integrated systems, training and a service support package. That aircraft is due for delivery this month.

The King Air 200 is an aircraft manufactured by Hawker Beech Corporation, based in Wichita, USA. Aerodata, as the prime contractor will again handle the completion. The specialised mission system equipment, sourced from Europe and America, integrates a Telephonics RDR 1700B 360° belly mounted radar, a Wescam MX 15i Forward Looking Infrared (FLIR) system, SAR direction finder plus a number of other sensors and communication equipment, including satellite communication and data transmission. The aircraft will again be modified at Aerodata's facilities at Braunschweig airport for delivery in March 2012.

## UNITED KINGDOM

**SAR-H:** The big story in recent days has been the apparent collapse of the SAR-H project. If you look across at Canada and a few others it seems to suggest that a number of SAR projects have been very painful in recent years and the UK edition is trying its best to be the worst of the worst.

The £6bn privatisation of Britain's search and rescue service has been halted after the Ministry of Defence discovered some problems. Quite what these were was initially kept from the public domain but it now seems that that nugget of information has leaked out and it is said that one of its officials had been passing sensitive information to the winning bidder.

This project had already stumbled a few times, partly due to a change of government, and was perhaps made worse when the new government cancelled the main SAR 'top cover' the super expensive Nimrod MRA4 and replaced it with a somewhat less 'state of the art' C-130 Hercules. That is another sad story.

The UK media and rumour forums have now run a story that states that 'the official' went to work for one of the companies which won the private-finance contract – retiring military going to work for industry is after all a normal state of affairs. This time the trade seems to have included a few unacceptable add-on features. The Soteria Consortium clinched the deal last year, and had been due to start running search and rescue helicopters by 2013.



**Real World Training For  
Real World Missions.™**

CRM/Human Factors • Technical Rescue • Special Operations Training • Pilot Training • Incident Management

[www.SRThelo.com](http://www.SRThelo.com) Bakersfield, California  
Office 661-393-4567 Fax 661-393-4203 [information@SRThelo.com](mailto:information@SRThelo.com)

**SRTH**  
HELICOPTERS

Soteria consisted of Thales, RBS and CHC Helicopter but already RBS has pulled out and the contract is suspended amid fears that the losing bidder, AirKnight, could take the government to court.

All of this places the future of SAR around the shores of Britain on hold. The existing resources may be elderly but they can still save those in peril. The main disaster is having to repeat the selection process again – having first made sure that none of the selection team are likely to retire into work with the winners!

## INDUSTRY

Wescam have been flying their MX-10 EO/IR payload on the **Seibel Camcopter® S-100** UAV. Last month, in a joint statement, Schiebel Aircraft GmbH and **Wescam L-3 Communications** announced the first flight of the S-100 with the Wescam MX-10 payload installed. This adds another sensor capability to the successful and proven UAS. Schiebel ordered two mx10's for their programme.

After just a few days of installation and integration activities of a joint L-3 Wescam Schiebel team, the MX-10 flew successfully at a test range near the Schiebel production facility in Wiener Neustadt, Austria. The trial focused on the advanced EO/IR capabilities of the MX-10 and enabled detailed observation of the surrounding area. The MX-10 was controlled via the datalink with real-time live imagery transmitted successfully back to the ground control station.

"UAVs are taking on more demanding roles as their maturity increases, said Paul Jennison, Vice President Business Development, L-3 Wescam and adding sensors like MX-10 with outstanding stabilisation and HD capability will further increase their utility.

The MX-10 is a radically different EO/IR sensor with the benefits of an all-in-one design and integrated vibration mounts allowing for even more compact integration, and consequently provides excellent results said Neil Hunter, Sales Director, Schiebel, "The Camcopter® S-100 is generating a great deal of interest around the world and we see the addition of the MX-10 as another high-performing payload for our customers to choose from.

The 37 pound MX-10 stands less than 14 inches tall and is engineered without a separate control

electronics box or an external vibration isolator.

The turret is capable of simultaneous HD digital video, NTSC or PAL analogue video outputs, and is compatible with all existing MX-Series command and control, moving map, SLASS and radar interfaces. This commonality promotes a faster transition period, and ease of use for customers who decide to switch current MX fitted fleets over to the smaller MX-10 turret offering. Similar to larger MX-Series products, the MX-10 can incorporate up to six sensors. Infra-red, colour and electron-multiplied CCD

imaging sensors can be combined with a laser rangefinder, pointer and illuminator for maximum mission performance.



Schiebel/L3



Schiebel/L3

**STAT MedEvac** has ordered five new Eurocopter helicopters to add to its aircraft fleet. The order consists of three EC135 and two EC145 and is part of an ongoing strategy at STAT to continually upgrade its fleet with the latest aircraft and the newest technology. STAT is a long-time customer of Eurocopter. [AEC]



**Bell Helicopter** has completed the integration of six of its support and service subsidiaries, officially merging them into Bell Helicopter Textron Inc.

By combining its service organisations Bell has restructured operations to provide customers with a comprehensive support solution – making it easier for them to do business with the company and increasing efficiencies.

This change allows the company to build on Bell Helicopter's strong brand recognition, reduces confusion over existing brands and aids in expanding Bell's global presence.

The operations affected are: Edwards & Associates, Inc and Aeronautical Accessories, Inc; Rotor Blades, Inc; Acadian Composites; Bell Aerospace Services, Inc; and US Helicopter. All six of these organisations were wholly-owned subsidiaries of Bell in 2010.

Five of the six companies will change both legal and brand names to Bell Helicopter. Bell will continue to offer parts and accessories under the Aeronautical Accessories brand. Bell Helicopter affiliates, McTurbine, Inc; SkyBOOKS, Inc; and Edwards Rotorcraft Solutions, Inc. are not part of the legal integration activity, but will be integrated as a service offering into Bell Helicopter's Customer Support and Services Organisation.

# 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)

Next month Bell Helicopter are expected to launch their latest 'new project' at the forthcoming HAI Heli-Expo in the Orange County Convention Center, International Drive, Orlando, Florida.



Orange County Convention Center

**Airborne Technologies GmbH** announced a new certified turnkey surveillance kit for the VulcanAir P68 family last month.

Designed and developed by Airborne Technologies in-house engineering team, the certification for an internal and retractable sensor suite in the P68 Observer has been achieved. By being able to place all sensor equipment within the body of the aircraft, the retractable sensor suite offers clients the advantage of performing covert ISR missions more discretely unlike other aerial platforms where such sensitive sensors are visible externally. Additionally this solution provides further protection for high-value sensor systems from external elements such as the weather when transiting to and from the operational area.

The retractable sensor lift allows the installation of any available turret camera up to a weight of 60kg (132 lbs) and a dimension of 15 inch. Certification covers both the BMS 'in line-of-sight' and/or 'SCOTTY' 'beyond line-of-sight' downlink systems for video and data communication.

"We are committed to developing and certifying proactive solutions to better integrate sophisticated and scalable surveillance systems into a wide range of aerial platforms as possible. Our R&D team is extending recognition in the airborne surveillance industry for its leadership in this very specialized field" said Airborne Technologies CEO Wolfgang Grumeth.

"Teaming with Airborne Technologies as our system integration partner enables us to offer complete turnkey solutions. We are supplying our mission proven P68 aircraft platform and Airborne Technologies are providing certified systems integration. Both our clients and the VulcanAir team are delighted that all our specific mission needs - ranging from crew training to access to specific surveillance systems - are met with our partners at Airborne Technologies" said VulcanAir CEO, Remo De Feo.



Airborne Technologies



Airborne Technologies

A leading provider of avionics services in Europe, **Scandinavian Avionics**, has been awarded "International Dealer of the year" by the American manufacturer of advanced avionics equipment, Universal Avionics. The award was received at an award ceremony at the NBAA annual convention in October 2010 in Atlanta, USA.

Universal Avionics explains the reasons for the award by pointing out the excellent skill and experience Scandinavian Avionics has demonstrated with the EFI-890R flight deck retrofits, on both regional airliners and corporate aircraft.

Especially a complete EFI-890R glass cockpit upgrade in a significant number of ATP aircraft operated by West Air Sweden was one of the highlights in 2010. In this project, Scandinavian Avionics provided full design, EASA certification and installation support for the extensive upgrade.

**Becker Avionics'** DVCS6100 Digital Audio System has been selected by Lee County MEDSTAR for integration into their recently acquired Bell 430 twin-engine helicopter. The aircraft is currently undergoing completion at Sarasota Avionics and will be specifically tailored to their needs. The DVCS6100 was chosen due to its unique ability to effectively manage and control all audio sources in the helicopter. Becker's Digital multichannel audio and intercom system, with its software configurable profiles, provides the flexibility to specifically customize the system to meet the demanding operational requirements of Lee County MEDSTAR. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels.



# COUNTER TERROR EXPO

19 – 20 April 2011

Olympia London

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

**Eurocopter South East Asia (ESEA)** unveiled its new 8,200-square metre Singapore facility last month. The regional affiliate facility is a key element in the group growth strategy in the South East Asia helicopter marketplace.

Located in Singapore's redeveloped Seletar Aerospace Park, this facility provides a 25% increase in office space and a doubling of hangar capacity to support ESEA's expansion in training services; maintenance, repair and overhaul (MRO) capabilities; research and development; and design resources.

**Curtiss-Wright Controls** is to supply data-recording and ice-detection equipment, as well as air-data computers, to AgustaWestland for use in their AW139 and AW149 aircraft. Curtiss-Wright designs, develops and manufactures the components at its avionics facility in Christchurch, United Kingdom.

**Revue Thommen AG** of Waldenburg, Switzerland are ramping up their marketing of their new searchlight and are about to announce a new lower powered stablemate. After certification the Thommen HSL1600 searchlight goes into series production in the second quarter of this year.

This will bring to market only the second certified searchlight - the other is the well regarded Trakka 800 - and one that seeks to outperform its rivals across the board in terms of weight and output.

Where the Trakka product is an 800 watt unit offering a light output of just 22,500 lumen the lighter Thommen with an integrated power supply is rated at 1600 watts and has an output of 60,000 lumen. In terms of light emitted the Thommen is comparable with the Spectrolab SX16 and XP16 or the Luminator LS16 manufactured in the USA.

The HSL-1600 has totally integrated software including the software that allows the searchlight to be slaved to IR and CCTV cameras and Mission Displays. Competitive searchlights require separate electronic components to be mounted in the aircraft avionics bay to accomplish slaving.

Next month Thommen will be at the HAI show [Booth 4108] demonstrating the product. Using a laptop they will deliver slaving commands to the HSL-1600 on display, thereby simulating the performance of the searchlight under mission conditions. This will allow potential buyers to appreciate the tremendous advantage of the integrated capabilities of the HSL-1600.

"All current helicopter searchlight systems are a composite of multiple components; the searchlight, power supplies, junction boxes, slaving software interfaces, etc." stated Rudolf



*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.*

Iten, THOMMEN's Vice Chairman and Director of Sales and Marketing. "The THOMMEN HSL-1600 system is totally integrated within the searchlight itself, simplifying installation and operation. Our 1600 watt searchlight has undergone extensive testing and practical flight trials under the scrutiny of major European helicopter OEM's and several large fleet operators in the law enforcement discipline and we passed with flying colors."

At the present time the Trakka 800 is in a class of its own at 800 watts but Thommen are now looking to develop a similarly powered HSL800 as a direct competitor after the HSL1600 is delivered to market this year. At the lower end of the market the light output levels of the uncertified Spectrolab SX-5 are not seen as an area where Thommen wish to compete.

At Heli-Expo Thommen will be holding a press conference announcing the features and support arrangements for the HSL1600 as well as plans for HSL800 service entry in 2012.

Thommen has announced their optional "patent pending" IR internal filtering technology will be available in the soon to be delivered HSL-1600 helicopter searchlight.

In the past the 1600 watt infrared searchlights in the fleet have employed an large and unwieldy IR filter that flips down over the main searchlight lens mechanically to accomplish night vision capability. Necessarily, the aircraft is forced to slow down dramatically during the deployment of the filter, a manoeuvre that effectively interrupts the flow of the mission until the device is in place.

In sharp contrast the HSL-1600 filter is housed within the light assembly allowing deployment without a reduction in aircraft airspeed, thereby eliminating the interruption of the mission. A beam focus capability from 4° to 20° delivers IR visibility up to 1,000 meters.

Revue Thommen AG is a long established leading manufacturer of aircraft mission equipment, instruments, and air data systems used worldwide on a full range of aircraft types from helicopters to military aircraft, corporate aircraft and commercial airliners.

Under a new name, and with a newly appointed airport director at the helm, **Cambridge Airport** enters 2011 with an ambitious plan to create a leading aviation hub for the east of England. With significant investment already made in a stylish FBO, increased hangar capacity and a new GPS approach to complement its ILS system, the airport already functions as a fully fledged commercial aviation operation. However, with the minimal slot restrictions, full Category 7 fire & ATC status and 24/7 operational capability, Cambridge Airport, formerly known as Marshall Airport Cambridge, will now focus on growing its executive aviation potential and developing other niche, commercial aviation opportunities.

The renaming to Cambridge Airport reflects the decision to separate the airport business into a distinct unit away from owner Marshall Group's other activities. It also emphasises its proximity to the internationally renowned heart of Cambridge's high-tech scientific, academic and business community.

The future will see the refurbishment of the existing passenger terminal, growth of regional airline routes via a City Hopper schedule, and the development of the already successful horse transportation market recognising Newmarket's proximity and equine heritage.

Aviation training will also be key as pilot, fire and ATC tuition programmes will become available as the airport maximises its extensive experience in these areas. Expanding on the Newmarket theme, the airport aims to offer improved accessibility for the burgeoning Middle Eastern equine fraternity with the implementation of a Border Inspection Post by the end of 2011

Cambridge is also eyeing Olympic opportunities and is creating a dedicated Olympics programme supporting the overspill from London airports.

DEFENCE  
**SENSORS**  
TECHNOLOGY

Connecting Business

Electronic Warfare GCC 2011  
The Armed Forces Officers Club  
Abu Dhabi, UAE  
15th -17th February 2011

tangent  
LINK

The **European Commission** has formally endorsed negotiations with Italy concerning the amount of subsidies that AgustaWestland must reimburse the Italian government for two military projects that also found civilian applications. The company received state support for two military projects – the helicopter A139 and the tilt-rotor BA609 – which also benefited civil versions. The EU Treaty says Member States may take measures for the protection of their essential interests, including defence. But the measures cannot distort the conditions of competition in the EU's internal market for products which are not intended solely for military use. As the Commission established in 2009 that the support had also benefitted civilian helicopters, a solution had to be found to compensate the distortions of competition. Following discussions between Italy and the Commission, Agusta Westland will reimburse €25M for the project A139, a civilian version of which is already in the market. It will also pay the Italian State a progressive annual amount per each civilian version of the tilt-rotor BA 609 (still being developed), for a maximum of 20 years up to the total aid received.

The International Defence Exhibition and Conference (IDEX) is the largest Defence and Security event in the Middle East and North African region. **Enterprise Control Systems Ltd** [ECS] will be exhibiting at IDEX 2011, from Sunday 20th - Thursday 24th February, at the Abu Dhabi National Exhibition Centre (ADNEC), Abu Dhabi, United Arab Emirates on Stand Number 05-C15. ECS would be delighted to see potential customers at the exhibition and show them a range of products and their capabilities. Please complete the "Contact U" form on the ECS website requesting an appointment at the exhibition and a Sales Managers will make contact to arrange a mutually convenient time for a visit to the stand. Alternatively, please email our Regional Sales Manager, Jackson White [jackson@enterprisecontrol.co.uk](mailto:jackson@enterprisecontrol.co.uk) to ensure the undivided attention of a representative for as long as required.

Last month **Eurocopter** held a press conference in home territory to assess the current state of the market. The content of the meeting will effectively colour the presentation to be given in America before the Heli-Expo audience.

Eurocopter generated an increased turnover in 2010 with the delivery of 527 helicopters. At the same time the year was marked by achievements in innovation, new products, services and the company's SHAPE transformation programme – all of which are said to positively position the group for the expected future upturn of the civil and military rotary-wing marketplace.

The 2010 deliveries provided a turnover of €4.8 billion, representing a growth of 6% compared to 2009. They included 28 NH90 multi-role military helicopters and 15 Tiger attack helicopters – twice as many as in 2009 for both aircraft – as well as the first three of 50 EC725s for the Brazilian Armed Forces and the 100<sup>th</sup> UH-72A delivered to the US Army on time and on budget.

New orders for 346 Eurocopter rotary-wing aircraft last year were equivalent to the company's business volume of previous years prior to the peak periods of 2007/2009, and represented a value of €4.3 billion. These included key Super Puma family contracts for Malaysia and Mexico, along with strategic AS350/355 Ecureuil orders in Russia and the United States.

Deliveries of new production helicopters accounted for 53% of Eurocopter's 2010 consolidated turnover, while support and services provided 36% of the total. The remaining 11% was generated by development and other activities.

Despite the turn down civil and military sales nearly matched each other. The new order shares were 51% civil and 49% military.



**avionics**  
and Defence Electronics  
Europe

SES & NEXT GEN TECHNOLOGY  
CHALLENGES AND SOLUTIONS

Flagship media sponsors:  
**avionics** **Military**  
Intelligence & Aerospace

Date	16-17 March 2011
Venue	M.O.C. Event Centre
Location	Munich, Germany

The big seller remained the AS350/AS355 Ecureuil/Fennec/EC130 family with 143 sales, this followed at some distance by sales of the EC135 [67 units] and EC145 [52 units – although 40 of those were the US Military UH-72A Lakota version].

The big loser was the EC120 Colibri with sales having plummeted to just 12 units and clearly reflecting the state of the business economy.

Highlights in 2010 included the beginning of flight testing with Eurocopter's X3 high-speed helicopter demonstrator, just part of the company's focus on innovation as a central element in its business strategy and now seeking launch funding for development. The second EC175 prototype joined the flight test programme, marking an important step in this joint programme with China.

The SHAPE transformation programme, which Eurocopter implemented early 2010 to counter the global economic downturn and respond to the industry's competitive challenges, already has delivered results in terms of new product developments, enhanced customer service, innovation, streamlined organization and cost savings - with over €100M achieved from the €200M targeted by the end of 2011. A number of the SHAPE elements were illustrated in the HAI edition of PAN last year.

Eurocopter's strategy for the next 12 months includes one programme development launch for the expansion and modernisation of its helicopter family, the first flight of a major product upgrade and one new helicopter certification. Which of these will take place at Heli-Expo and which at this year's Paris Air Show remains to be seen.

**United Rotorcraft Solutions (URS)** delivered a completed role equipped Eurocopter AS350B3 to Hospital Wing of Memphis, Texas last month.

The avionics and communications integration included a Garmin GNS 530AW, Garmin GNS430AW NAV/Comm/GPS, GTX330 Transponder, the GEA-43 Encoder, Honeywell Radar Altimeter along with the Technisonic TFM500 FM system, Avydine TAS 610E Traffic Warning System, Garmin GTS 800 HTAWS, the DAC MD-076 Weather Receiver, Outerlink's CP31 Flight Tracker and a NAT audio system.

Also installed were the Sagem 2-Axis Autopilot, Reduced Instrument Panel, DART aft baggage door hinge system, and Airframe fuel filter. URS outfitted the helicopter with the Lifeport air medical interior, URS Custom Pilot Barrier, Monitor Mount, Med Wall and Oxygen system, Air Comm air conditioning, AAI Night Scanner and the URS Lead Acid Battery Maintainer. The Lifeport litter base was modified to fit Hospital Wings existing Ferno litter. URS finished the aircraft with Hospital Wing's customised exterior paint scheme.

Hospital Wing operates five Eurocopter AStar AS350B3's equipped to transport critically ill and injured patients. "The Wing" is a non-profit air medical transport which provides inter-hospital transfers as well as emergency scene calls within 150 mile radius of Memphis. This area includes West Tennessee, Arkansas, Mississippi, Missouri, Alabama, and Kentucky. Hospital Wing aircraft are configured to carry a flight crew of three and one patient.



**FLIR Systems**, Inc. has been awarded a delivery order totaling \$15.8M for its Star SAFIRE® II stabilized multi-sensor systems to support the US Army MEDEVAC programme. The units delivered under this order will be employed on the Army MEDEVAC UH-60 Blackhawk helicopters serving in Iraq and Afghanistan.

Work under this contract will be performed out of FLIR's facilities in Wilsonville, OR, with deliveries expected to be completed within the next twelve months. [FSI]

**Melbourne's Metropolitan Fire Brigade** has purchased two light UAV's for trial. The two A\$27,000 craft are CyberQuad's each with different camera options. It is envisaged that the craft will be used to hover over fires to seek out hot spots but nothing is yet pre-judged. [ITW]



**Corporate sponsorship** is expected to be slightly more complicated in Britain from April. A new law set up by the previous government comes onto the scene and you can be sure that the politicians got it all wrong. Well they would wouldn't they—after all most of them are failed lawyers so they don't know what they are talking about.

Anyway the beast to watch out for is called the UK Bribery Act and it might cover a lot of sins and lead to fines or prison.

Some have said the it will make Corporate Hospitality a veritable minefield for companies with a presence in the UK. Taking someone important to future sales out to dinner could be illegal—it will make the current mess within SAR-H even more dangerous. Perhaps you are going to have to be seen as treating everyone equally so the future looks like a need to take everyone out to Burger King rather than just the number one person out to Ascot Races!



## ACCIDENTS & INCIDENTS

**30 December 2010 Schweizer 333 N584PM** San Antonio Police A San Antonio police helicopter lost power and had to land on a busy highway. The pilot and an observer were not seriously injured but the presence of the helicopter messed up traffic for hours on US Route 281 near San Antonio International Airport. The helicopter was responding to a call when it suddenly lost power, landed and skidded 100 yards to a stop near an exit ramp only 300 yards from the airport. [Media]

**31 December 2010 Eurocopter EC135P2 N385PH** Air ambulance of Air 5 operated by Petroleum Helicopters was being flown on a positioning flight from the University of Virginia Medical Center, Charlottesville, Virginia. The helicopter and a Cessna 172H, N2876L, collided in midair approximately half a mile northwest of the Shenandoah Valley Regional Airport, Weyers Cave, Virginia. The right wing of the Cessna separated and the airplane was destroyed in ground contact. The helicopter sustained minor damage and landed safely the airport. The occupants of the Cessna died. The helicopter was in a queue to land and was visual with two aircraft being displayed on the TCAD. The collision was with a third aircraft not visible either visually or by instrument. It is believed to have approached from beneath the helicopter. The collision occurred over the 800 block of Route 256, about a half-mile north of the airport.

**31 December 2010 MD 500E N438RC** Lane County Sheriff's Office, Eugene, Oregon. The helicopter made a safe emergency landing after apparently hitting a large bird. No one was injured. Two sheriff's volunteers were operating the helicopter at about 1,800 feet on a train-

ing flight when the large bird hit the tail rotor. The MD was able to land in a grassy field near Churchill High School in Eugene. [Media/FAA]

**31 December 2010 Eurocopter AS350** Air ambulance alighted as a precaution near Lenore Idaho, USA. No subsequent reports. [Media]

**1 January 2011 Eurocopter EC145 N145SM.** Air ambulance of Mayo Clinic Medical Transport, Rochester, MN – operated by Omniflight Helicopters, Inc. Approximately 29 minutes into a 30 minute flight from Rochester, Minnesota to Albert Lea Medical Center (Albert Lea, MN), for an inter-facility transport, during final approach to the hospital helipad, the flight team described hearing a loud noise above the patient care compartment. This was followed by intensifying vibration. They elected to land at the hospital helipad just half a mile in front of them as the diversionary airport was two miles away. The landing was uneventful. The post-flight inspection revealed damage to a portion of the aft co-pilot side engine cowling and the underside of each of the main rotor blades. A review of the incident continues. [Concern]

**3 January 2011 MDHI MD900 N902SL.** Air ambulance of Air St. Luke's, Boise, Idaho operated by Idaho Helicopters, Inc. On a return flight following a patient transport, the pilot notified maintenance of a NOTAR out-of-balance condition on the IDS. The value was within acceptable limits and the indication was cleared using established procedures. No unusual flight conditions or vibrations were noted during the flight. Upon inspection, after removing cowling around the NOTAR drive, damage was noted in the composite housing and a AA battery-sized flashlight was discovered in a concealed space below the fan. The flashlight had apparently been left, and during flight, vibration caused the battery cover of the flashlight to separate and impact the fan hub. [Concern]

**3 January 2011 Beech King Air 200 C-\*\*\*\*** Air ambulance of Saskatchewan Air Ambulance [Lifeguard] Saskatoon, Canada. An accident at the Maple Creek airport damaged one of the province's air ambulances. The plane was making a landing, when its landing gear hit a drift of snow and the plane veered off the runway. It went nose first into a snowbank, damaging its nose, engine, and propeller. A nurse and a paramedic were on board, but no one was hurt. [Media]

**4 January 2011 Beechcraft King Air E90 N304LG.** Air ambulance of Lifeguard Air Emergency Services, Albuquerque, New Mexico. Operated by Seven Bar flying Service. The interfacility flight originated in Window Rock, Arizona and was destined for Albuquerque. After leveling at 12,000 feet, the crew noticed a haze in the cabin. The pilot attempted to troubleshoot the problem, but the haze thickened and the cabin temperature increased. Efforts to decrease the temperature and haze were not effective. The pilot selected the cabin dump position of the pressurisation system with no effect. He declared an emergency diverting to Grants, NM where a normal approach and uneventful landing took place. It was found that the vacuum line to the pressurisation outflow valve melted as a result of a cabin temperature controller failure. The faulty temperature controller caused the heating duct to overheat and melt the vacuum line which runs near the duct. The melting of the line created the haze in the cabin and prevented the pressurisation controller from controlling the cabin pressure. [Concern]

**6 January 2011** An unidentified medevac helicopter en route to a hospital made an emergency landing in Reisterstown while flying to Carroll County Hospital Center Westminster, Maryland USA to pick up a patient. The pilot made an emergency landing in a backyard of the 12600 block of Ivy Mill Road, Reisterstown, MD. [Media]

**7 January 2011 Eurocopter AS365 Dauphin** helicopter Saudi Arabia's Defence Forces Medical Services. The emergency medical helicopter crashed south of Riyadh killing all four

people on board. The helicopter went down some 22 miles (35 kilometres) south of Riyadh. The persons on-board were the Saudi pilot and co-pilot, an Egyptian doctor and a Filipino nurse. [Media]

**9 January 2011 Air Tractor AT-802 EC-IOE.** Fire fighting aircraft operated by FAASA Chile Servicios Aeros collided with trees near Santa Juana, Chile, while maneuvering at a low altitude during a fire fighting mission. The pilot was killed and the aerial observer received serious injuries. The airplane was destroyed. The flight originated from a landing strip in the vicinity of Santa Juana, Chile. [NTSB]

**11 January 2011 Bell 205** Royal Thai Police. The helicopter made an emergency landing in a rice field in Chachoengsao's Bang Nam Prieu district after developing engine trouble. Two helicopters with seven officials on board were surveying a route to be used by a royal motorcade. One of the aircraft reported an engine problem and made a rapid landing. Lt-Col Decho Phusri, 45, the second pilot, and Paiboon Sirichanakul, 49, an official were injured in the heavy landing. A mechanic also on board the helicopter appears uninjured. [TP]

**21 January 2011 McDonnell Douglas MD 500D ZS-HWX.** South African Police Service. Engine failure is believed to have caused the police helicopter to crash in Capital Park, Pretoria. The helicopter had been on the way to the police's national air wing in Pretoria West from Wonderboom airport, north of Pretoria, but came down close to a parked car and the occupant of it assisted the crew from the helicopter before they were taken to hospital. Lieutenant Colonel Koos de Villiers, the pilot, and Lieutenant Colonel Schabier Khan, his co-pilot, were both operated on at Unitas hospital. They suffered fractures on the C1, C2 and C3 vertebrae, but luckily these could be repaired. [Times/News24]

**21 January 2011 Eurocopter EC120B N524MW** Fresno Police Dept, California. The Fresno Police Department's Skywatch Helicopter made an unscheduled landing north of Fresno Yosemite International Airport near Airways Boulevard in East Central Fresno. The landing was in response to a warning light. [ABC]

**January 2011 Eurocopter AS350.** Brazilian military forces. The helicopter employed on Brazil's flood rescue effort crashed in Rio de Janeiro state while assisting in the search and rescue of victims. Although the airframe was severely damaged the pilot survived. [ITN]

## PEOPLE

Lynn Tilton was honoured as "Aviation Entrepreneur of the Year" at the 8<sup>th</sup> Annual Living Legends of Aviation Awards ceremony.

Ms. Tilton, founder and CEO of private equity firm Patriarch Partners, LLC (Patriarch) and industrialist is being recognised for her leadership in the successful turnaround of Patriarch portfolio company MD Helicopters. In addition to her role at Patriarch, Ms. Tilton also serves as Chairman and CEO of MD Helicopters, the company founded by aviation pioneer Howard Hughes.

Often referred to as the "Academy Awards of Aviation," the aviation Legends awards gala is produced by Kiddie Hawk Air Academy, a non-profit organisation that introduces children to aviation. The "Living Legends of Aviation Awards" are considered the most prestigious and important recognition event for great work, dedication and accomplishments in aviation.

<http://livinglegendsofaviation.org/>

The Helicopter Association International [HAI] has named Jim McKenna as its new director of communications, responsible for all public relations and communications initiatives of the world's leading helicopter trade association.

McKenna succeeds Martin J. Pociask, who in late November was named vice president and curator of the Helicopter Foundation International.

McKenna joins HAI from Mercury Nimbus, his communications consulting practice in Alexandria, Virginia. He previously held a variety of senior communications positions with Bell Helicopter in Fort Worth, Texas, including serving as that manufacturer's spokesman at HAI's HELI-EXPO® earlier this year, and at international air shows in Singapore, India, and Berlin. Prior to joining Bell in 2008, he served for five and half years as editor-in-chief of Rotor & Wing, a leading helicopter industry trade magazine. In 2009, McKenna was honored with HAI's "Salute to Excellence" Communications award for his work at that publication.

## UPCOMING EVENTS

GPEC 2011: The upcoming General Police and Special Equipment Exhibition and Conference Asia known as GPEC ASIA has instigated some major changes to its event including date and venue alterations.

The venue is now to be the Putrajaya International Convention Centre (PICC) from 27-29 June 2011 respectively. The original dates – still carried on the organiser [fr-exhibitions] website – were 14-16 June at the Putra World Trade Centre. It might be a dead link but nothing has moved forward since the organisers announced the changes in mid-January. Fortunately the event web site is modified and can be found at [www.gpecasia.com.m](http://www.gpecasia.com.m)

The organisers claim that this is to facilitate better crowd management and security control as there would be no consumer events running concurrently at that time. Furthermore, it is within close proximity to the headquarters of relevant government agencies based in Malaysia's federal government administrative centre which is seen as a win-win situation but takes the event from the city centre.

GPEC ASIA is an exhibition exclusively for specific members of the enforcement agencies, primarily, the police force and other enforcement authorities. This also includes the prison service, customs, immigration, security related departments, the military police and a selected number of private security organisations.



**GPEC**<sup>®</sup>  
**ASIA 2011**  
**Putrajaya, MALAYSIA**

2<sup>nd</sup> General Police and Special  
Equipment Exhibition & Conference  
PUTRAJAYA INTERNATIONAL CONVENTION CENTRE  
27<sup>th</sup> - 29<sup>th</sup> JUNE 2011



### DIARY

**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.co](http://www.publicsafetyevents.co)

**5-8 March 2011** Heli-Expo 2011 Orange County Convention Center, International Drive, Orlando, Florida, USA. [www.rotor.co](http://www.rotor.co)

**Goodrich** has made a late alteration to its Rescue Hoist Users Conference preceding Heli-Expo this year. They have decided to combine the Maintenance training and conference in two days as previously we had the conference in two full days and training on the third day. The conference will now be March 3, 2011 and morning of March 4, 2011. Training will be on the afternoon of the second day rather than March 5. The preliminary agenda will be posted on the website ([www.hoistandwinch.com](http://www.hoistandwinch.com)) within next week or so.

**HOIST USERS CONFERENCE**  
**March 3rd and 4th 2011**

**2011 RESCUE HOIST USERS CONFERENCE**  
 Location:  
**Hilton Orlando**  
 6001 Destination Parkway Orlando, FL 32819  
 Register Now!  
[www.hoistandwinch.com](http://www.hoistandwinch.com)

right attitude / right approach / right alongside **GOODRICH**

**AERIAL FIRE FIGHTING**

**tangent LINK**

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

STRATEGIC SPONSOR **LOCKHEED MARTIN**

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

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