

Police Aviation News

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Number 179 March 2011

PAR



SAR-H plans are dead

Sterling glitch disrupts police and EMS

The Great Super Bowl Party

iREGA Phone App

Italian CL415s Back

PAR

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LAW ENFORCEMENT

INTERNATIONAL

IACP: The International Association of Chiefs of Police based in Alexandria, Virginia, USA are seeking nominations for two International aviation awards presented by the IACP Aviation Committee and Bell Helicopter Textron; one to recognise an individual who holds a management or leadership position in police aviation, and a second to an aviation unit that exemplifies excellence in airborne law enforcement. These two awards will emphasise initiatives to enhance the general level and safety of operations, accident prevention, and the efficiency and effectiveness of airborne law enforcement.

Narrative Submissions endorsed by the agency head are judged by a panel and the awards presented at the IACP Annual Conference. Copies of articles and photographs may accompany the narrative submission, but no audio or video tapes will be considered. Registration deadline May 31, 2011. Submit nominations to: Mike Fergus, IACP Technology Center, 515 N. Washington Street, Alexandria, VA 22314 USA. E-Mail: fergus@theiacp.org or call +1 800-843-4227 ext. 811

BELGIUM

STATE AIR SUPPORT: In late January the Air Support Unit at Melsbroek Airport was raided by up to 30 investigators looking into allegations of corruption. The team seized all manner of documentation to assist with the enquiry.

Allegations are said to include private use of police helicopters, failure to comply with official procurement procedures and irregularities when entering into contacts with private companies. One of the latter reportedly involves payments of €6,000 to €7,000 per month paid to a former military pilot employed by the Air Unit for flight hours which did not match actual hours flown.

During the search, all the employees on site were isolated and others questioned. The original report states that those questioned included the unit commander Lt. Col Herman Perdu, and a Tactical Flight Officer Luc Stremersch.

FRONT COVER: *Royal Air Force Westland Sea King at RAF Wattisham on SAR duties in 2006. The recent cancellation of the SAR-H Programme means that plans to withdraw the RAF and RN helicopters from the SAR role is unlikely to now take place in 2012. [Image: PAR]*



Lt. Col Perdu has been transferred from his Air Support Unit duties and now works for the Belgian Department of Finance. [DeMorgen.be/vandaag.be/others via Helihub]

Ed: Luc Stremersch is one of the longest serving members of the unit – his Linked in page states he has been there over 18 years – but PAN understands that his status was as a civilian rather than sworn regular; hence his longevity in the unit. His status as a TFO suggests that he is not the pilot mentioned in the allegations. His main job since 2007 was as a product manager at AeroSimulators, a company with bases in the USA and Belgium and with a number of major contracts with police air support units across the world. Luc and their display are regularly exhibiting at major air shows including the HAI Heli-Expo and Helitech.

BRAZIL

SANTA CATARINA: On February 7, the Military Police of Santa Catarina added an AW119Ke Koala to their fleet – registered PR-PMM and serial 14740. This follows the introduction in December of their first example,

Fitted equipment includes a Spectrolab SX16 searchlight, dual litters for medical evacuation work, external hook and an hoist. Future plans call for thermal imaging equipment also.

Known by its callsign “Eagle 02”, the AW119 has Garmin GNS530 nav/comm avionics integrated with TAWS (Terrain Awareness and Warning System) and Skywatch TAS (Traffic Advisory/Alert System). On its first day of operation, the helicopter was used following a mass breakout of 79 prisoners from the the prison in Florianopolis, and the helicopter was instrumental in the recapture of several of the fugitives.

Ed: In September 2010 it was announced that the Military Police of Santa Catarina started air operations with a Seneca fixed wing and an AS350 with a second helicopter expected before the year end.

CANADA

ONTARIO PROVINCIAL: Helihub has reported that Ontario Provincial Police are on the point of adding a Eurocopter EC135P2+ to their fleet, perhaps two. In recent days, two new EC135s have been added to the Canadian register, including one as C-FOPP – a registration previously used by an AS355F2 of the Ontario Provincial Police which has in turn been transferred to C-GJYH.

The second new aircraft has been registered C-GKHZ, offering less obvious connections to the OPP. Both are registered to Eurocopter Canada.

The two AS355F2 helicopters are now 19 years old and therefore overdue for replacement. [Helihub]



CAYMAN ISLANDS

Due to a failure to set up a local contract the RCIPS will be without the EC135T1 helicopter for more than a month. The machine goes to undergo maintenance under a contract with Arrow Aviation LLC, based in Louisiana, the company which did the original work after the helicopter was purchased from the UK in 2007. The RCIPS have been unable to secure a maintenance contract through the central tendering process and is now seeking to directly employ its own engineer, but so far one has not been recruited.

The original request for proposals for the maintenance contract led to only one expression of interest and that was deemed too expensive so pending a resolution of the directly employed engineer question they are returning to the USA. The only bid was from locally based Cayman Helicopters but no common ground could be found on which to base a long term future. The police remain tight lipped on arrangements being sought during the time the helicopter is out of the country. [CNS]

ESTONIA

POLICE & BORDER GUARD: A third AgustaWestland AW139 helicopter was delivered to the operator last month and is currently working up to operational readiness. The handover was performed during an official ceremony held at Tallinn Airport in mid-February in the presence of Estonian Minister of the Interior Marko Pomerants, Secretary General Tarmo Türkson, Director General of the Police and Border Guard Board Raivo Küüt, Head of Police and Border Guard Aviation Group Allan Oksmann, Italian Ambassador Rosa Maria Chicco Ferraro and other dignitaries.

The first two examples of the type were delivered in late 2007 and early 2008. All three aircraft are currently based in Tallin and are tasked with performing SAR, border patrol, medical missions and utility duties.

Eventually, after this third aircraft achieves operational status, one aircraft will be deployed to a new base at Kuressaare Airport (Saaremaa Island), thus enabling faster response times in the Western area of Estonia. These helicopters are in service meeting the prime task of guarding the external borders and the border control infrastructure of the European Schengen zone requirements.

This helicopter is the first SAR-configured AW139 featuring the FIPS (Full Icing Protection System), allowing flights in known icing conditions with real all weather capability, meaning the aircraft will successfully accomplish the mission of saving lives even in the most demanding conditions when other types would be confined to the hangar. The aircraft mission configuration also comprises dual rescue hoist, 6.8 ton Maximum Gross Weight, Traffic Collision Avoidance System (TCAS), 4 axis AFCS with SAR modes, moving map, weather/search radar, emergency floats and life rafts, external loudspeaker, search light, cargo hook, fast roping and rappelling fixed provisions, full NVG cockpit and cabin, FLIR, video downlink provision, mission console and dedicated radio and communication suite.

INDIA

COAST GUARD: Late in January and some 300nm (570 km) off the Lakshadweep Islands the Indian Navy and Coast Guard came upon twenty-five pirates and their hostages and after a firefight captured fifteen pirates and rescued twenty Thai and Myanmarese fishermen.

The surviving pirates were booked on charges of attempted murder.

This group of pirates were believed to have been instrumental in an attack on a fishing vessel last April, on that occasion the vessel exploded and sank.

The pirates are said to have planned to hijack the Bahamas-flagged merchant motor vessel CGM Berdi at sea but the vessel called the Indian Navy for help early morning on January 28.

A Coast Guard Dornier Do 228 on routine patrol spotted two small vessels in the vicinity of the Berdi and a pirate mother ship, the Prantalay, nearby. The pirates withdrew but were shadowed by Dornier's until intercepted by an Indian Navy surface ship, the INS Cankarso. The Prantalay failed to respond to the communications made by INS Cankarso, the warship fired warning shots. The vessel started firing back at the warship. During the exchange of fire, the fuel drums on Prantalay's upper deck caught fire and it started sinking. The pirates abandoned their ship.

Within days the navy and coast guard were again in action against other pirates - 28 more pirates were captured after more gunfire and a chase 100 nautical miles off Kavaratti in Lakshadweep. The action started after the Greek merchant ship Chios sought help after a suspect vessel was seen following them. A Dornier aircraft searched and located two skiffs and their mother vessel. INS Tir reached the area and located the targets till first light. Coast guard vessel ICGS Samar joined the operation.

When they closed with the vessels it was realized that the mother ship was a Thai fishing vessel previously hijacked some months earlier.

Over fifty men were apprehended off the Kerala coast, but twenty four were identified as Thai fishermen held hostage by the African pirates.

In wake of increasing threats from sea pirates, India has now deployed a Dornier maritime surveillance aircraft in the Seychelles to carry out reconnaissance over its waters and piracy-infested areas of the Gulf of Aden. Seychelles does have its own air assets but they are limited.

In a massive drive aimed at identifying massive numbers of Indian fishing boats along the coast, the Indian Coast Guard (ICG) has started the use of Automatic Identification System (AIS).

The Central government-run AIS project was initiated after the 26/11 Mumbai terror attacks. At present, none of the fishing boats have transponders installed. So far, 30,000 boats have been registered in Gujarat followed by 20,000 in Maharashtra, 20,000 in Karnataka and 2,000 in Goa.



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MALTA

AFM: An emergency Frontex Operation with the deployment of aerial and maritime assets from Italy and Malta in the central Mediterranean was started late last month.

The EU agency for border control Frontex said that the operation, 'Hermes 2011' is starting five days after it received a formal request from Italy for operational assistance following the surge in arrivals of migrants onto the island of Lampedusa.

Next month's edition will include a full and illustrated report on the new Beech King Air reconnaissance aircraft delivered into the islands on February 25. [Maltamedia]

OMAN

ROP: The Royal Oman Police took delivery of a new business jet in January. The aircraft, A40-CY, is an Embraer EMB-505 Phenom 300.

SOUTH AFRICA

POLICE: The South African Police were expecting to receive surplus examples of the SA Air Force Eurocopter BK117 some time ago but circumstances have halted the idea while the SAAF decide upon the future of the type that was designed to release them for police service. It had always been the intention of the Air Force to displace 15 Squadron BK117s operating in Durban and Port Elizabeth, with the A109 in 2008.

An investigation as to the future use of the Agusta A109 light utility helicopter (LUH) is ongoing. The type was purchased as part of the 1999 Strategic Defence Package to replace the Alouette III helicopter which had been in service since 1962. Delivery of the 30 A109 helicopters commenced in 2005 and has been beset with difficulties and delays in local assembly. An option for a further ten was not exercised.

The type was to take pressure off its Denel Oryx [redesigned AS330 Puma] utility fleet and allow the small fleet of BK-117 helicopters to go to the police but in the end the 109 was not able to undertake the full role the 117 undertakes in the air force.

The story came to light during a press briefing at the Air Force Day Parade held at Swartkop airfield near Centurion on January 28 by Lieutenant General Carlo Gagiano, Chief of the Air Force. Gagiano stressed it was not a mistake to purchase the helicopters but the Air Force just needed to find the right role for the A109.

Typical missions for the SAAF A109 fleet includes training, SAR, trooping, casevac, cargo transport, border patrol, peacekeeping, communications and urban operations. They are capable of rapelling and rope extractions. The helicopter is capable of being equipped with a search light, FLIR, external hoist and a cargo-sling. [DefenceWeb]

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UNITED KINGDOM

NATIONAL: It has been another quiet month in NPAS land. The perceived problems with ACPO continue to bubble under the surface as various groups – particularly the Police Authorities - continue to question just who do ACPO think they are? Life for them was good under the previous government where big and faceless worked but now they are under the microscope as 'unelected and self-selected' becomes an issue.

Up to 13 of the 43 police authorities in England and Wales will, for the first time this year, refuse to pay money to the Association of Chief Police Officers (ACPO), according to sources on both sides, because they accuse the body of lacking accountability and remaining too large while the rest of the police service is undergoing cuts.

The Home Secretary, Theresa May, has been made aware of the funding boycott – the latest controversy to embroil ACPO – but will not intervene. Already the police authorities which fund the Kent and Hampshire forces [the ones directly involved in setting up NPAS] have refused to pay their ACPO subscriptions. Sources cite annoyance at ACPO's alleged aloofness and lack of accountability.

One of Britain's largest forces, Merseyside, said that, so far, its budget contained "no provision to make ACPO subscriptions"; the Metropolitan police authority said its payment of £195,000, the largest single contribution, was still under consideration.

It is an expensive organisation. Police Authorities are said to pay a total of £830,000pa to fund ACPO's central staff of 29 and that is matched with a similar amount from the Home Office. Despite being able to call in such sums and to take a cut on charges on services the police provide ACPO's last accounts show an operating deficit of £423,000.

HAMPSHIRE: Meanwhile the dismantling of the former Hampshire Police ASU continues. Flight International carried an advert last month from the Police Authority requesting applications from suitable experienced organisations wishing to tender for aviation brokerage of their now redundant Britten Norman BN2T-4S Defender 4000 aircraft. The aircraft is in storage – presumably in one of the hangars at the former base airfield – Lee-on-Solent. Requests from brokers had to be received by March 1.

NORFOLK: The existing police helicopter operation, based on an AS355F2 helicopter leased from Sterling Helicopters based at Norwich Airport is to close this month. In future Norfolk will share the newer Suffolk Police EC135P2 helicopter currently operating out of the army base of Wattisham near Bury St Edmunds..

Norfolk Chief Constable Phil Gormley said that although there would be a significant reduction in hours flown the helicopter service to the community would not be compromised but it would bring about savings of £750,000 a year.

Norfolk Police will buy in 220 hours of flying time from Suffolk's helicopter, 60 hours fewer than its contract this year. It has been suggested that some of the reduction in hours would have related to non-operational training time – hence the statement that the current low key service would not be compromised. The existing Norfolk operation was mainly daylight orientated where the Suffolk airframe is more capable and offers extended hours.

Suffolk Police Authority has yet to agree the plan but it is one of the elements of the NPAS plan and therefore is unlikely to be rejected.

Meanwhile the supplier of the Norfolk helicopter, Sterling Helicopters, had its AOC withdrawn last month so the matter of an orderly wind down in operations in Norfolk seems a matter that will not be troubling anyone greatly.



With the ongoing Defence cuts in the UK there is a lot of spare and cheap hardware around to tempt the discerning customer.

[image: North Weald Airfield Museum]

NORTHERN IRELAND: Matt Baggott, the head of the Police Service of Northern Ireland (PSNI) has warned that an extra £200M will be needed to wage war on dissident republican terror groups. As a result he has asked the UK Treasury to allocate the additional spending on anti-terrorist operations.

The PSNI Chief's demand for additional resources comes as the three main republican terror groups opposed to the peace process are trying to ratchet up their violence. Over the past month groups have continued to cause widespread disruption in Belfast, with a series of security alerts but equally the police have made arrests and recovered weapons. Gardai in Dublin are now working on the theory that as well as supplying arms to their colleagues in Northern Ireland, dissident republicans in the capital are behind a series of shootings targeting gangland figures. [Oracle]

FOR SALE **EX-POLICE EC135T1 STOCK** (detail to 20 Jan 11)

REGISTRATION	SERIAL NO./ YEAR	AIRFRAME HOURS	LANDINGS	ENGINE N1 CYCLES		REMARKS
				NO.1	NO.2	
G-CCAU	0040/1997	9503	19673	491	578	SX5 ; Ultraforce 2
G-CHSU	0079/1998	10881	22303	736	697	SX16 ; Star Safire 3
G-SUFF	0118/1999	6846	12034	675	1540	SX16 ; Ultraforce 2
G-NESV	0067/1998	12734	31285	305	189	SX16 ; Ultraforce 2

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UNITED STATES

FEDERAL: A helicopter pilot with the Department of Homeland Security has been indicted for making false statements to investigators about an incident where a Mexican man drowned trying to cross the Rio Grande River in 2005. The helicopter involved is said to have been a Customs and Border Protection agency Hughes OH-6 N5185B

The pilot, James Peters, 41, faces four counts of lying to federal agents who were investigating the death of Carlos Delgadillo Martinez, 22, who drowned in 2005 after Peters allegedly purposefully flew his helicopter too close to the victim.

Federal prosecutors say Border Patrol agents working near one of the international bridges in Laredo saw a helicopter hovering low over two Mexican men on an inner tube in the Rio Grande on December 14 2005. According to federal records, radio transmissions revealed that the helicopter pilot told a Border Patrol agent that he was about to attempt to make the men "go back."

The helicopter's rotor wash caused the inner tube the men were holding onto to flip over. At least one of the men lost their grip. Delgadillo Martinez's body was found in the river on Christmas Day, 11 days later.

The allegations are related to Peters denial of the reported facts. If convicted of making false statements to the investigating agents he faces a maximum of five years in prison, and \$250,000 fine. [Media]

FEDERAL: Sikorsky Aerospace Services has delivered '718,' a second UH-60 aircraft that has undergone "A-A" to "L" conversion for use by the Customs & Border Protection Agency. The early production, 32-years old, Blackhawk is now a fully upgraded UH-60L model, essentially a new helicopter.



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Grand news

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Aircraft 718 has undergone major structural modifications to extend the service life of the airframe: upgrade conversions that include engines, dynamic components and flight controls; and several modification work orders advancing the aircraft to the latest US. Army “L” model configuration – including additional requirements specified by the CBP. These features enhance both mission capability and readiness, and bring significantly improved power, durability and reliability to the U. S. Customs and Border Protection fleet. [Sikorsky]

CALIFORNIA: The San Diego Police Department’s (SDPD) Airborne Law Enforcement (ABLE) Unit has responded to 8,569 radio calls in the past year and it was solely responsible for 663 arrests while responding to those calls.

The department has four AS350 helicopters and one Cessna plane, used for surveillance, transportation and extradition. Each helicopter is staffed with two police officers that spend two hours at a time on patrol in the air.

CALIFORNIA: Last summer Rotorcraft Support, Inc., of Van Nuys, California fitted Donaldson Aerospace & Defense Inlet Barrier Filter (IBF) equipment to “Henry-1,” the Sonoma County Sheriff’s Bell 407. The Sheriff’s Office use this single helicopter to protect more than 1,600 square miles of mountainous forests, rocky Pacific coastline and steep, rugged canyons in the heart of wine country 60 miles north of San Francisco.

The new IBF improved the 407’s performance significantly, and results were immediately evident but since then the department has been able to fully assess, and endorse, the effec-

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tiveness of the changes.

Since replacing the commercial Engine Air Particle Separator (EAPS) filtration system in June, Henry-1's IBF has increased engine power margin by about 20°C, a critical issue because the helicopter typically operates at high gross weights that limit engine temperature margin. In addition, the IBF's effective filtration keeps the engine compressor clean, reducing wear and potential maintenance costs. Filter protection is important because the Sheriff's Helicopter Unit must respond to continuous requests for help in undeveloped coastal areas and in state parks and forests where rotor downwash churns up dust, dirt and debris that could quickly damage a turbine's compressor.

The Sheriff's Helicopter Unit selected the Donaldson IBF over competing systems due to its overall lower cost and ease of maintenance. The Donaldson design permits filter element changes in minutes with no fuselage disassembly. Another Donaldson feature that sets its system apart from competitors is the cockpit IBF bypass switch's night vision goggle (NVG) compatibility, and not all IBF manufacturers have adapted cockpit controls to this requirement. [Donaldson]

CALIFORNIA: The first of fourteen new Eurocopter AS350B2 AStar fleet has been completed for Los Angeles County Sheriff Office Aero Bureau [LACSO] and was delivered in an official ceremony to the unit in Long Beach on February 11. The new aircraft are being delivered by American Eurocopter to Hangar One Avionics at the McClellan Palomar Airport near San Diego for final completion of the avionics and special mission equipment throughout this year.

The helicopter features the Becker Avionics' DVCS6100 Digital Audio System, chosen due



Hangar1

to its unique ability to effectively manage and control all audio sources in the helicopter. Dart Helicopter Services are supplying 14 AKV advanced rotary wing cycle counters with Vehicle and Engine Management Display (VEMD) capabilities to the same new build operation. The procurement, worth \$53,000, will deliver one unit each month until the order is complete.

LASD first equipped its current fleet of AS350B2 helicopters with AKV cycle counters in 2008 and found that these systems reduced both pilot and maintainer workloads by providing accurate assessments of dynamic component utilisation rates. The AKV Cycle Counters are the only programmable systems available on the market that conform to the current cycle counting procedure for not only the gas generator (Ng) speed but also the latest partial cycle counting requirement for the free turbine (Nf) speed. After installation, maintenance personnel have the ability to update the starting totals of the new cycle counters to match the airframe and engine log books and in the future, when the need arises, during engine changes. No other engine cycle counters are field programmable. [Becker/Dart]

CALIFORNIA: At a meeting last month the Costa Mesa city council voted 4 to 1 in favour of cutting its "Eagle One" police helicopter operation and eliminating two jobs which paid a total of almost \$275,000. Costa Mesa has been one of the two major partners with Newport Beach in ABLE the "AirBorne Law Enforcement" programme, which operated three Eurocopter EC120s. The city of Santa Ana was the third, and lowest contributing, city in this California group.

The helicopter operation had already been cut back at the start of this fiscal year, with plans to fly 1,500 hours this year, half last year's figure.

Costa Mesa must notify Newport Beach and Santa Ana officials by March 1 about ending the programme. There's no early termination clause in the lease for the helicopter's hangar though – the contract there runs for a further year until through April 1, 2012, and will cost \$119,000 in the coming year.

If the whole ABLE operation is terminated the \$4M reserve set aside mainly for engine overhauls would return to Costa Mesa city funds – at a time when it is predicting a \$1.4M budget shortfall. [media]

NEW YORK: Despite having more than its fair share of aircraft availability issues – since the crash of one 412 into the sea the unit remains pretty much stuck with only its old 'secret' Bell 412 available as a rescue tool and the patrol airframes have their own issues - the unit staged a dangerous and dramatic rescue on February 20 by dangling a detective from the helicopter in ferocious winds to rescue two West Point cadets who were freezing to death on a mountain ledge.

The pair had gone out to practice rappelling on a cliff on Storm King Mountain north of New York City and got stuck on a tiny ledge. They called 911 from a cellphone. Eight hours later, the inadequately dressed cadets were still stuck on the 18-inch-wide rocky ledge, clinging to a tree as winds gusted up to 50 mph and temperatures





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dropped below 20 degrees.

Rescuers managed to pinpoint their location about 500 feet up on the side of the mountain located some 40 miles north of the city.

Having failed by conventional means the NYPD were called in. They were the only 24/7 rescue service available despite being a long 40 minute haul from their normal area of operations. The crew of five, including pilots Steven Browning and Detective Mike Sileo along with medic Detective Christopher Condon on the line, managed to secure one of the cadets and bring him aboard. The severe weather, fuel state and weight considerations meant they had to leave the second cadet and Condon and drop off the rescued cadet before returning for the second victim and his rescuer. [NYDN]

NORTH CAROLINA: It is now two and a half years since the R44 was delivered to the New Hanover County Sheriff's Office in July 2008 and nearly six months since the operation ground to a halt when the only pilot, Lt. Scott Gerow, walked out after being the subject of an internal investigation. The future of the operation was decided in February. It is for sale. at www.govdeals.com Since Gerow's resignation, the office has relied on the Wilmington Police Department's two helicopters to help enforce laws in the unincorporated areas. [media]



OHIO: The Columbus Police Department Helicopter Section will host the 2011 ALEA Eastern Region Safety Seminar. The seminar will take place at the Hyatt Regency Columbus. Discounted room rates of \$94 per night are available until March 7, 2011.

ALEA is offering an optional Water Survival Course on March 22 from 0900-1700 to be held in the classroom and hotel pool. There is a nominal \$30 fee for members (\$45 for non-members). Survival Systems USA, Inc. will teach this course.

Any questions, please contact Eastern Region Director Kurt Frisz at +1 (314) 575-4344 or email at kfrisz@alea.org. [alea]

TEXAS: The recently held Super Bowl XLV, the 45th annual edition of the NFL American Football extravaganza held on February 6, 2011 yet again illustrates the massive difference between nations when it comes to putting on 'venue security' for very important events. And



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the lessons are to be reflected next year as the Olympics come to London.

For the first time the game between the Pittsburgh Steelers and the Green Bay Packers was hosted by the usually mild, warm and sunny Dallas-Fort Worth area of Texas in the Cowboys Stadium, Arlington.

Unfortunately, two days before the American Classic event the weather report read 21°F (-6°C), and there was about 3" (7.5cm) of snow on the ground in north Arlington just two miles from the venue - Cowboy Stadium. The unusual event caused dangers that were largely unexpected by the population at large. In the days prior to the event snow shifting off the roof of the stadium seriously injured one worker and hit five others, an Arlington Police squad car had a roof caved in and cut by the ice, fortunately no-one was in it at the time.

Across the world similarly 'important' events [football finals] might attract a single helicopter, or perhaps in the extreme arrangements to ensure a constant air cover presence at certain times of the proceedings – perhaps arrival, up to the start of the game and from game end until everyone has gone home. Potentially taking part of the time of perhaps three helicopters and whatever CCTV was available at the venue.

To many minds this recent US game was viewable as a case of overkill for the threat presented but it is a political mandate put in place by the legislature in the wake of 9-11.

Congressionally mandated temporary flight restrictions prohibit all aircraft operations at or below 3,000 feet AGL within a three-nautical-mile radius of any stadium that seats 30,000 or more when there is a Major League Baseball game, NFL game, NCAA Division One football game or major motor speedway event occurring. Someone lost the plot on that because the stringent measures are not put in place if the event is soccer, tennis or even a music concert even if attendees are well in excess of the magic 30,000.

An air force assembles

As the Super Bowl approached there were reports that up to 28 aircraft were associated with the event – there being helicopters and airplanes of all kinds drawn in primarily for the event.

Here is a count:

Federal Bureau of Investigation [FBI] - 7 (3 Cessna 182s, 1 Cessna 560, 1 Cessna 208B, and 2 Bell 412)

DHS Customs and Border Patrol - 9 (3 Cessna 550, 3 Sikorsky UH-60s, 2 Eurocopter AS350, 1 Pilatus PC-12)

Texas Dept. Of Public Safety - 6 (1 Eurocopter EC145, 5 Eurocopter AS350, including one dedicated to the support of Arlington PD)



Dallas Police Department - 3 (2 Bell 206B3 & 1 Bell 407)

Fort Worth Police Department - 2 (Bell 206B3)

Environmental Protection Agency – 1 (Rockwell Commander AC680FL)

EPAs Rockwell Commander was doing 'air quality surveys' [actually radiological air sniffing] in the period leading up to the game.

To that little 'air force' can be added the high Combat Air Patrol missions operating during the hours of the TFR – this complementing CBP 'low and slow' patrols using such as the C560 and Blackhawk. The TFR included all airspace within a ring 30 miles from the Cowboy Stadium. Add to that little lot Federal agents positioned at the diversion airports (Mesquite, Denton, Cleburne) and a visible presence during TFR times. Fighter resources assigned were not to be sniffed at. Pairs of Navy F/A-18Cs, Air National Guard F-15s and F-16s and associated refuellers bring forth an eye watering cost base.

Fort Worth PD and Dallas PD handled potential incidents within their respective cities surrounding any sanctioned and unsanctioned NFL events or parties. Dallas PD crewed two helicopters from the hours of 10am to 2am in the week between February 1 – 7.

So how did it go?

The 30 mile Temporary Flight Restriction (TFR) around the Cowboy Stadium put a lot of aircraft on the ground but still suffered multiple flight violations and led to both Combat Air Patrol and Customs Border Patrol intercepts. One plane was forced to land at Cleburne Municipal. The pilot didn't have a clue about the exclusion [or the game] but when he had the Customs jet pull up alongside he quickly got the message.

Not much better on the ground either, lots of trouble at the turnstiles. Ticket scanners were malfunctioning for a while and fans were getting pretty upset, add to that a number of fans with Internet purchased counterfeit tickets showing up at the gates and temperatures rise.

A close-up photograph of a Wescam MX-10 camera turret. The turret is black and cylindrical, with a large lens in the center and several smaller sensors or cameras around it. The background is dark.

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Also, backpacks were banned inside the Stadium so people abandoned them – thus creating a lot of EOD calls for the ATF explosive sniffing dogs. No expense was spared and the result was declared a resounding success. The thousands of law enforcement, military, and public safety officials present kept the event-goers safe and secure but succeeded in creating stifling security measures that had the attendees stood in line for hours waiting to get in. Others referred the overkill arrangements akin to a show of force reminiscent of a Mayday Parade in Red Square.

Overall though it seems that Super Bowl turned out to be pretty much a huge non-event to the majority. The fact that pop singer Prince failed to show up at a party in Dallas and



An aerial photo of Dallas Executive Airport the afternoon of the game. Runway 17/35 is shut down and aircraft parked on the runway. After the game, jets started lining up for takeoff at about 2230hrs and they stayed open until 2am. [File Image]

breached his contract was perhaps one of the highlights!

The only people who made money were Jerry Jones, the owner and general manager of the Dallas Cowboys, the NFL franchise, and all those federal resources assigned to the event on overtime! It is unlikely that the city of Arlington made any money off the deal and they have been complaining about day-to-day helicopter noise recently even without this operation. Maybe they are also smarting at the local cost of the very nice new roads and bridges that hosting this NFL circus brought along. It may take half the time to drive to the Wal-Mart across the street from the Cowboy Stadium but did Jerry pay for it? [Media/PAR/A-B]

Ed: The President of the HAI, Matt Zuccaro issued his own protest at the intensity of the measures at this game and many other venues and airports, but taking notice of him and many others who dissent would only wreck the feel good factor for the politicians 'protecting' their people.

All this activity – the over reaction to a clear threat but one that wastes resources – probably does little more than pay homage to the 9-11 Bombers. They get their pay back and get it every major game [except tennis and soccer of course] and hundreds of security/police are diverted from providing Public Safety to communities across America. Oh.... did anyone get the score?

Fortunately the resources listed here are not available to UK sporting events [or even the defence of the nation if the truth be known] as the UK gets into low gear for next year's Olympic party. Like the residents of Arlington the ordinary people around London are being short changed even a year before opening day. That as they say, is another story.

UTAH: The Ogden (UT) Police Department is said to be considering using an unmanned blimp with night vision capabilities as a crime fighting eye-in-the-sky. News reports indicate that the Utah Center for Aeronautical Innovation and Design at Weber State University is designing the 52-foot-long blimp. In the past, the design centre has created fixed-wing and rotary-wing surveillance aircraft, but the blimp would be a first.

Ogden Mayor Matthew Godfrey says the cigar-shaped aircraft will be remotely controlled or fly on autopilot. Plans call for night vision video that can be viewed in real-time at ground level, and for moving the blimp for extra patrol or video surveillance. Ogden has no prior history of using air support. [alea]

AIR AMBULANCE INTERNATIONAL

AIRMED 2011: Preparations for Airmed 2011, which takes place in the UK this year for the first time in its twenty year history, are well in-hand and delegate registration is gathering pace quickly.

The international aero-medical congress will be held in Brighton in the UK from May 24-27 2011 and is being hosted by the Kent, Surrey and Sussex Air Ambulance, the first such UK charity to organise this major international conference. The charity is working in partnership with the European HEMS and Air Ambulance Committee (EHAC).

Sponsor interest is very high and the Congress is being supported by leading names in the medical and aviation world including Agusta Westland; Bell Helicopters; Eurocopter; Specialist Aviation Services; Aerolite and Bucher Leichtbau. Global organisations and suppliers will also be exhibiting at the Brighton Centre, the venue for the first three days of Airmed.

Details about the congress and the up-dated scientific programme are available on the website www.airambulance.com or for further information you can email Jill Playle at jillp@kaat.org.uk



BRAZIL

Embraer has signed a contract for the sale, role equipping and certification of one Phenom 300 jet to Amil Assistência Médica (www.amil.com.br). This will be the first Medical Evacuation version of the Phenom 300. Delivery of the aircraft is expected for the fourth quarter of

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2011, after gaining the STC and the special medical role fit.

Aeromil is a company created in 1993 to manage Amil Resgate Saúde, which is an air and land rescue organization dedicated to handling the most complex emergency situations. The new version will be equipped with the traditional Patient Loading Utility System (PLUS), manufactured by LifePort (www.lifeport.com). The jet will have a Semi-Intensive Care Unit for patients, with 10-hour oxygen autonomy, 1,000 watts for vital equipment, a compressed air system, and space for a ventilator, medical injection pump, defibrillator, IV poles, and a neonatal incubator. It will feature a stretcher and four seats in the main cabin. [Embraer]



GERMANY

DRF: Becker Avionics' DVCS6100 Digital Audio System was selected by the German Air Rescue organization DRF Luftrettung for integration into three BK117 helicopter. The aircraft are currently undergoing retrofit modification at DRF Luftrettung's own maintenance facility at its Operation-Center at Karlsruhe/Baden-Baden airport.

The new Becker Avionics airborne digital audio and intercom system will replace the existing legacy analogue audio systems and provide DRF Luftrettung with the capability to tailor the system 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 spe-

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cifically customize the system to meet the demanding operational requirements of the DRF Luftrettung. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels. [Becker]

NETHERLANDS

ANWB: Last month PAN carried a story stating that authorities in Holland had refused permission for air ambulances to use two rooftop helipads in Amsterdam and Groningen at night. Within two weeks of the story appearing it was learned that there had been a change in policy and the two EC135 air ambulance were cleared to start 24/7 operations from February 14, 2011. Adding these two bases will bring the night operations under ANWB up to four, adding to bases at Rotterdam and Nijmegen which already have this clearance but did not suffer the added perceived difficulty of being rooftop sites. Although the sites are now cleared it will be April before the crews are trained to a high enough standard for operations to commence.

SWITZERLAND

REGA: The Rega has launched a new free application for the iPhone, called "iRega". Once the alarm is given the application automatically transmits the location of the device [and its owner] to the command centre of Rega, offering a significant saving in time in calling for assistance.

Although designed for use in Switzerland the system works equally well in other countries and identifies the location of the person in trouble. Two simple clicks are sufficient to set off the alarm signals. Assuming the geolocation [GPS] ability of the iPhone is enabled Rega can immediately obtain the coordinates of the incident and the identity of the registered device holder as well as offer the potential of direct voice contact.

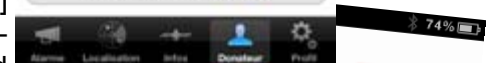
The new application was used for the first time last month in the region of Furka. A person with the injured party set off the iRega alarm and, despite this being an area of very weak signals for voice communication, sufficient data was transmitted to set in train a rescue sortie to the exact location of the iPhone device. The injured person was picked up by hoist.

This Smartphone application is dependent upon the existence of adequate reception of cell phone signals to feed the GPS locator and transmission. [Rega]



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TURKEY

Koçoğlu Aviation of Turkey has taken delivery of another emergency medical service (EMS) configured AW109 Power helicopter. The handover was performed during an official ceremony held at AgustaWestland's Vergiate plant in the presence of Turkish Ministry of Health dignitaries as well as representatives from the operator and AgustaWestland.

Koçoğlu Aviation now operates eight AW109 Powers and one Grand. The aircraft perform EMS missions for the Turkish Ministry of Health from various bases throughout Turkey. Koçoğlu Aviation was awarded a contract by the Turkish Ministry of Health to provide EMS helicopters as well as doctors and paramedics, for a sun-up / sun-down service, following a tender process in 2008. The Ministry of Health contract has established the first EMS helicopter service in Turkey to serve a large part of the community utilising bases in 15 cities. The AW109 Power was selected following a rigorous and comprehensive evaluation process for the supply of a new EMS helicopter.

Koçoğlu Aviation is part of Koçoğlu Holding which is involved in several sectors including construction, tourism, energy, transportation and aviation. Established in 2005, Koçoğlu Aviation currently owns the largest commercial helicopter fleet in Turkey, offering EMS services, VIP transport and air cargo. Koçoğlu Aviation has 19 heliports, 21 hangars and maintenance facilities with almost 300 employees following an investment of more than €120 million so far.

Skyline, a Koçoğlu Holding company and an authorized JAR 145 organization for repair and maintenance services, was appointed as an AgustaWestland Service Centre for the AW109 Power and Grand models in Turkey in June 2009. Skyline will offer on-site support services to Koçoğlu Aviation's fleet and to other AW109 Power and Grand operators in Turkey and Northern Cyprus. Their main maintenance centre is located at Ankara Airport with line maintenance hangars available in other cities. A second base maintenance hangar of 1850m² at Istanbul's Ataturk Airport General Aviation Hangars Section is under construction and will be completed by May 2011. Skyline has over 17.000 EMS flight hours, more than 1.500 training flight hours within its own TRTO and performed almost 12.000 life saving missions since inauguration of the HEMS system in Turkey. [AW]

UNITED KINGDOM

NATIONAL: Heléna Holt, Chief Executive of the Devon Air Ambulance Trust, has been elected to the top post within the Association of Air Ambulances (AAA) for the forthcoming year.

The AAA was established as a representative body for the Air Ambulance Services in the UK, which formally recognises the integral part that Air Ambulances play in medical service provision.

Heléna Holt said: "It's an honour to be elected by one's peers to this pivotal role. The importance of close co-operation between Ambulance Services and their local Air Ambulance operations is paramount in ensuring that patient well-being is the number one priority when responding to an incident.

"The AAA provides its members with a platform to share ideas and promote best practice. We have an agreed framework facilitating the delivery of high and consistent standard of sound governance, operational management and clinical excellence.

"The AAA also gives us a collective voice to promote the interests of the Air Ambulances to Government and the NHS and in so doing, to safeguard our primary mission of ensuring patient well-being." [AAA]



Heléna Holt

CAMBRIDGESHIRE: Cambridgeshire-based emergency medical charity Magpas has agreed an historic partnership with Careflight - an air ambulance and international retrieval charity based in New South Wales, Australia. Although only 25 years old, Careflight is now

a A\$50M-a-year service operating three helicopters, four fixed wing King Air turbo prop aircraft and four medical jets from eight bases across Australia.

The partnership between the two charities has come about because of their shared values. Like Magpas, Careflight has been an innovator over the last quarter century, placing a high importance on medical research and training. The result of this is that the Careflight has contributed 25% of the world research literature examining the role of physicians in the staffing of helicopters.

Careflight officials visited Magpas last year and sat in on one of their residential training events for doctors and paramedics; they realised that they held similar ethical standards and commitment to clinical excellence. For more information log on to: www.careflight.org or www.magpas.org.uk



CHILDREN'S: It has been a long time coming but finally the hidebound Charity Commission has issued a Regulatory report on the Devon based Children's Air Ambulance [CAA]. The commission's [report](#) of its investigation says the charity's literature suggested to potential donors that it was already operating an air ambulance and donations were needed to keep it flying. This was not true.

Although initial complaints dated back into late 2009 the commission at first deflected them but finally re-opened an investigation into the charity in June 2010 after continuing to receive other complaints over a number of months from members of the public.

Overall, since the charity was set up in 2006 the majority of the money raised, thousands of pounds, was taken up in running costs.

As this publication has previously reported nearly all of its income has been paid in expenses – exactly the problem that led to the air ambulance service in Ireland failing.

Nicola Howkins, chief executive of the charity, said: "Some of the literature may have been a little misleading and some people read into it incorrectly. We have changed it now."

Ed: The report says the charity has taken 'appropriate steps' to improve its fundraising practice, governance, management and administration. With the Charity Commission having a long standing history of failing to get hands on in its enquiries and actually leave their offices

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in Liverpool over various instances of 'cause for concern' only time will tell whether this will result in real sustained changes.

The information surrounding this story has confirmed that Paul Forster who started up the UK CAA has not been associated with it for about a year.

EAST ANGLIA: The air ambulance operation was grounded on February 18. It was not unexpected but still the air ambulance service was grounded briefly when weather halted new aircraft being brought into service.

The operation hit certification issues – incorrectly reported as the Civil Aviation Authority (CAA) revoking the Airworthiness Certificates of the two East Anglian Eurocopter BK117C-1 Air Ambulances - Anglia 1 and Anglia 2, which are operated by Sterling Helicopters part of the Longmint group.

The developments lead to there being no air cover. The EAAA guessed it was likely months ago but the long planned emergency move of bringing in aircraft from Bond Air Services in Staverton was held up by weather that would most likely have grounded the operation anyway.

Richard Robinson, the Director of Fundraising and Marketing for EAAA told PAN “Our long term contract is with Sterling. In view of the grounding of all Sterling aircraft we have entered into a temporary contract with Bonds. How long this temporary contract will last depends on developments with Sterling.”

Allegations have emerged claiming that the EAAA had made a £300,000 loan to Sterling but Robinson addressed this also in stating there is no loan in place. “There is no loan to Sterling. We own one full engine and the core for a second engine. These are currently leased to Sterling but remain as assets of the charity. Sterling is paying a leasing fee and is up to date with payments.”

Ed: It seems unlikely that anyone at the air ambulance is to blame, although whether they actually deserved the accolade of being praised by the local NHS Ambulance Trust for their 'remarkable speed' in solving the problem is perhaps debatable! They did what they needed to do efficiently.

EAAA were locked into a contract and only the apparent loss of a certified engineer at Sterling allowed them to fall back on the BASL deal they had waiting in the wings since last year. Along with other companies in the Longmint Group [including TAMS and Alan Mann] problems had been predicted. Owning an engine [and a bit] for aircraft used but not owned is perhaps a unique situation, even for a charity with comfortable reserves.

LONDON: the UK based division of the Santander Bank has promised a new seven year financial agreement with the London Air Ambulance based at the Royal London Hospital in Whitechapel.



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The Spanish-owned bank – which since 2004 has bought the Abbey, Alliance & Leicester and Bradford & Bingley franchises in the UK – secured the financing on LAA's helicopter, with support from Virgin Group, the charity's major sponsor.

The financing is thought to include £2M which covers the cost of the operations familiar MD902 Explorer helicopter G-EHMS. This will remain in service and the charity faces having to fund-raise another £1M a year to keep the service running.

Since last April the service has operated a 24/7 availability from Whitechapel's Royal London Hospital; this is based upon a daylight/good weather helicopter and rapid response vehicles. It began life in 1989 and has attended 24,767 missions across London in a scheme part-funded by the NHS. [Santander]

Ed: To meet their part of the set-up the charity is to set up two key hires – a Business Development Manager & Public Relations Manager [see page 33]. In themselves these will entail a significant drain on the as yet pretty dismal fundraising arrangements.

Industry commentators have suggested that the figure of £2M for the helicopter is somewhat generous and feel that a real world valuation for an MD902 airframe in its eleventh year is unlikely to command no more than £1.5M in the present market and probably nearer £1M.

UNITED STATES

FLORIDA: Twenty years ago, the Health Care District of Palm Beach County, a public safety-net healthcare organisation, established a life-saving Trauma System. The Trauma System took flight in 1991 after the Health Care District's Board approved the purchase of a Sikorsky S-76 'Trauma Hawk' helicopter to airlift critically-injured patients to hospitals. At more than 2,300 square miles, Palm Beach County is the largest county by area in Florida, often making air transport even more critical.



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Today this coordinated emergency-response system includes: employees with the District's Aeromedical Program, which features two Sikorsky S76-C+ Trauma Hawk air ambulances; an enhanced 911 communications and dispatch system; EMS providers, who support the Trauma System's pre-hospital component; the trauma physicians, nurses and staff at two privately-operated trauma centres and their rehabilitation facilities; and staff with the District's Trauma Agency. The medical team members are Palm Beach County Fire Rescue personnel. For more information, visit www.hcdpbc.org/trauma.



NEW YORK: – Becker Avionics' DVCS6100 Digital Audio System was recently selected by Mercy Flight Inc. of Buffalo, NY, for integration into their newly purchased Bell 429 light-twin helicopter and one of their existing BK117 EMS helicopters. The new aircraft will be delivered by Bell Helicopter Tennessee (formally Edwards and Associates) during the first quarter of 2011. The BK117 will soon undergo avionics modification at Helicopter Specialties, Inc. in Janesville, WI.

ITALY

PROTEZIONE CIVILE: Almost unnoticed the arrangements in place for the maintenance of fixed wing aerial fire fighting in Italy collapsed last year. The Canadair CL-415 aircraft operated in the role only returned to service last month.

Last October the contract between the Italian Dipartimento della Protezione Civile (Civil Protection Department - CPD), the public owner of 19 CL-415s and the private company Aeroservice Group, responsible for the operation of the Italian Canadair fleet through the SOREM company and for their maintenance through SAM, was cancelled after the owner of the Aeroservice was involved, together with other 13 people, in an investigation about international tax evasion.

The same investigation highlighted a critical financial situation of the Aeroservice Group and the absence of the liquidity required to manage and operate even 7 of the 19 airplanes, which is the minimum number of water bombers deemed ready to fly during winter.

As a result of this situation the training of the crews stopped on October 25th, and the fire combat service closed three days later, all the CL-415s being grounded after the daily inspections were suspended.

In January, just days before the new fire season commenced, an agreement was reached between CPD and the Spanish group INAER for the operation of the fleet during 2011.

ENAC (National Civil Aviation Bureau) has now released to INAER Aviation the clearance to fly and maintain the Canadair fleet. On February, 17 the first Canadair returned to service piloted by two ex SOREM pilots with an ENAC inspector. [Tommaso Munforti]



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SEARCH & RESCUE

IRELAND

AIR CORPS: AgustaWestland has disputed claims made by the Irish Coast Guard that the Air Corps does not have the equipment to carry out SAR missions after the Government signed a controversial €500M contract with civilian operator CHC.

Last year, the then Transport Minister signed a 10-year contract with CHC for a new rescue service using Sikorsky S92 aircraft at more than twice the cost of the existing service. It is this service upgrade that is scheduled to use the Sikorsky S-92s given up by the UK MCA when SAR-H came into effect in 2012. CHC still has to supply Sikorsky S-92 helicopters commencing from July 2012 to 2022, with an option to extend to 2025 on a year-by-year basis.

The director of the Irish Coast Guard, Chris Reynolds, is reported to have claimed that there would be no cost savings if the SAR service was carried out by the Irish Air Corps [IAC], citing deficiencies by the AW139 when used by the MCA British Coastguard service in southern England and quoting some time and financial figures disputed by the manufacturer.

AgustaWestland has pointed out that IAC crews and helicopters are currently equipped and qualified to perform SAR missions by day and capable of operating over the Atlantic rescuing up to ten survivors at 220 miles range.

Upgrading this existing capability to include night use can be achieved after minor airframe modifications at a fraction of the costs cited by Reynolds. Even training costs quoted for pilots were ten times the actual investment the manufacturer assessed them to be.

The AW139 helicopters did have some initial teething problems when introduced by the UK MCA/Coast Guard but these were resolved quickly and the aircraft has now been in service for three years and proved capable and reliable. [DL/Independent]

COAST GUARD: The helicopter crews have been upgraded to full air ambulance or paramedic status some 14 months ahead of schedule. The move will ensure that all air-sea and inland rescue flights have at least one trained paramedic on board.

Meanwhile a representative from a major opposition political party Fine Gael TD Fergus O'Dowd says he will be seeking a review of the State's €500M contract for SAR helicopters if his party is elected to government. He expressed concerns about the cost of the contract and had raised this with former minister for transport Noel Dempsey and officials before it was signed last year.

He also said there appeared to be "significant questions to answer" in the light of recent developments in Britain involving Soteria, the consortium which secured the Irish contract.

The contract will involve replacing ageing Sikorsky S-61 helicopters flown by CHC for the Irish Coast Guard with one new and four second-hand Sikorsky S-92 helicopters currently in Scotland and due to be transferred to Ireland for 2013. The new S-92A, due for delivery in December, is in build. [Times]

Ed: A very tangled web indeed. The S-92 will be costing Ireland more than the S-61 so in 2012 it might be a good idea if the roll out of Irish SAR S-92 were delayed [saving millions] while the current UK interim SAR contract is extended. That gives both countries breathing space.

NEW ZEALAND

SOUTH ISLAND: In the wake of the recent earthquakes centred on Christchurch were reports that 'a three rotor' UAV was in use checking the roofs and other areas of unsafe buildings for potential victims. Subsequent enquiries suggest that the reports talk of the activities of a private individual, Craig Dickie of Aerial Imaging in Nelson, who operates a three rotor Dragan Flyer electric craft. [Nelson Mail]

UNITED KINGDOM

COASTGUARD: Dozens of protesters greeted the head of the Maritime and Coastguard Agency [MCA] in Stornoway to explain cutbacks in the service.

The agency wants to reduce Scotland's five coastguard co-ordination centres to two, with only one providing round-the-clock cover. The coastguard's two emergency tugs would also be axed. The plans have been criticised as defying logic and common sense and as ignoring local knowledge.

SAR: It looks like the venerable Westland Sea Kings are to serve for a few more years yet. Whether that is to be Sea Kings upgraded with Carson blades and other modifications we will have to wait and see. No new decisions have been made and the decision to scrap SAR-H is too fresh for anything to emerge just yet.

Plans to pull the military out of SAR in home waters are on hold and will have to change. All options are on the table for future negotiations but the already distorted timeline just bring to the fore some decisions to be made by others in a shorter than comfortable timescale.

Next year Soteria were to change the MRC Coast Guard fleet of S-92 and AW139 helicopters for a new build fleet of S-92s as the interim contract with CHC drew to a close. The older existing S-92s were scheduled to go to Ireland to meet their new contract from July 2012. No one has yet raised the possibility that CHC could pull their fleet from the Coastguard at end of contract [2012] because it is promised to Eire.

That might force HM Coastguard to seek an interim helicopter. The Coastguard flying Sea Kings - that could be interesting!

CHC Helicopter, the company at the centre of the Soteria grouping issued its own statement on the crises.

CHC Helicopter wishes to express its disappointment at the government's decision to cancel the SAR-H programme.

CHC wishes to make it a matter of public record that in November of last year CHC became aware that a small number of its employees acting without its knowledge or authorization of the company's senior management may have violated the company's high standard of ethics during its participation in the competitive bid process.

As soon as CHC became aware of the perceived irregularities it upheld those standards. It proactively and speedily approached the government to advise them of the circumstances – without regard to the potential consequences of raising the matter. Since then CHC Helicopter and its partners in Soteria have co-operated fully with the government.

CHC has a distinguished history of service in the UK and in more than 30 other countries around the world and we take our commitment to ethical conduct very seriously. We look forward to continuing our working relationship with the UK government.

All this dire activity was set against a background where the RAF SAR Force [SARF] was marking its Platinum Anniversary. On February 6 the SARF commemorated seventy years of saving lives. Since 1941, tens of thousands of lives have been saved by the men and women of ASR and SARF, operating in marine craft, fixed-wing aircraft and helicopters.



www.DefenceImages.mod.uk



INDUSTRY

Indian Multi National Corporation **Mahindra** recently acquired Gippsland Aeronautics Pty Ltd and the company is now a part of Mahindra Aerospace Pty Ltd (MAPL) and known as GippsAero Pty Ltd. They will be remaining at Latrobe Regional Airport and continuing to manufacture and deliver Airvan GA8 aircraft, both the normally aspirated and turbo-charged variants, as well as an ongoing development programme which includes a 10 seat turbine version of this family – the GA10. MAPL are to invest more than A\$20M in GippsAero with an initial fund of \$2M. The company is tooling up to return the former GAF N24 into production as the Airvan GA18. It is anticipated that the new generation of this aircraft with upgraded avionics, flight displays and control systems as well as more modern power-plants featuring the latest RR250 B17 engine variant and composite propeller design. Several military forces have already expressed high interest in an ISR version of this well proven platform. It offers multi engine capacity and performance at single engine operating costs. GippsAero Pty Ltd has confirmed their intention to attend PAVCon in Bilbao in May as a part of their 2011 European promotional schedule. The company's UK and European representatives will also attend PAVCon and it is likely that they will have an Airvan GA8 demonstrator available to be located at a nearby airfield.

When news of the **Bell Helicopter** Project Magellan hit the rumour network speculation was rife that it was a cover name for something new and exciting – perhaps the single engine Bell 429 – or anyway something really new and attention grabbing.

Unfortunately the reality was mundane and whilst reflecting almost every 'new' story out of Bell Helicopter in recently years even more disappointing than usual. The brave new world of Project Magellan is to be nothing more than another Bell 412 upgrade.

Bell Helicopter has awarded Rogerson Kratos the cockpit display system for the Magellan 412 EP, a new commercial helicopter designed to meet operator's current requirements, as well as future possible needs for foreign or US military programmes.

The system features four (4) high resolution 8" X 10" displays with advanced graphics capabilities displaying the latest market requirements in unique formats with multiple video inputs and compatible with night vision goggle capabilities.

Even as Bell Helicopter was leaking the identity of its new Magellan Project the man previously behind the Bell 429 was announcing the hopes and wishes for his new task – how to keep the last 1,000 Bell 47s in the air for a few years longer.

Scott's – Bell 47 Inc. (SB47) have provided an update to the marketplace on their progress as OEM (Original Equipment Manufacturer) of the Model 47 helicopter and also announced their plans for Heli-Expo 2011, March 5-8, in Orlando, Florida.

"Ensuring good supply of quality, affordable spare parts to the existing Model 47 fleet has to be our initial priority" stated Neil Marshall (SB47 Program Manager). "We are actively exploring new sources of supply for main rotor blades, a

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clear priority for operators, plus we have re-opened discussions with suppliers of long lead parts, some of which have not been purchased for many years, to ensure that in the near term the right parts are available at the right price for our operators.”

To establish priorities in this re-sourcing activity Mr. Marshall stated that “we are surveying the existing customer base to understand their priorities and to gain their guidance on the right direction for Model 47 business development. The survey will be available publicly on our website later this month and will also be made available to customers at our booth at Heli-Expo 2011.”

Bell 47 Inc have secured, fittingly, booth number 47 and are undertaking a first presence at Heli-Expo as an OEM. Bell Helicopter’s Customer Training Academy has loaned their Model 47G-4A which will be on static display at the booth.

Czech manufacturer Aero Vodochody has announced that it will close its UK subsidiary **Rotortech** Aero in April 2011, after it completes its last orders for its contracted partners. All production, except that involving UK military restricted work, is being transferred to the Czech Republic. High wage costs were cited.

Rotortech started life at Bourn in Cambridgeshire as the overhaul department of Bond Helicopters and a number of police aircraft were completed there in the 1990s. Rotortech transformed into a composites specialist, producing Sikorsky S-76 doors among other work. In 2007 it was sold to Penta Investments Ltd as a support facility for Aero Vodochody the producers of S-76 airframes.



File Image of Rotortech a decade ago

In the run up to the HAI Heli-Expo **Robinson** has issued a brief outline of its past year of trading. 2010 marked a year of transition for Robinson Helicopter Company. During the first half of the year, the company worked to move unsold inventory created by the unstable economy. By mid-year, the inventory was gone and the company saw a surge in new sales. Production was ramped-up as orders steadily increased most notably in the third and fourth quarters. By the end of the year, Robinson had accumulated a backlog of 169 new orders. Total production for the year was 162 aircraft (40) R22s, (112) R44s and (10) R66s. With the newly certificated R66 and a rapidly growing backlog, Robinson’s focus for 2011 will be production and product development.

Eurocopter officially inaugurated its new North Sea Service Centre in Aberdeen, Scotland last month, providing a highly capable training, technical support and logistics facility in close proximity to helicopter operators who support the region’s vital oil and gas industry – as well as the emerging wind farm sector. Eurocopter rotary-wing aircraft constitute the largest helicopter fleet in the UK.

Prior to the opening of the new facility within an industrial estate on the edge of the airfield Eurocopter spares for local use were held locally by one of the operators for all operators to access and use.

A focal point of the EC North Sea Service Centre is its new EC225 helicopter full-flight simulator, which underscores a Eurocopter commitment to investing in solutions that support its customers’ businesses. It also demonstrates the company’s dedication to enhancing flight safety and reducing operators’ costs. The giant globe containing the main simulator is backed up by other rooms that include such as a FLIR operator training aid.

At the inauguration ceremony, a long-term training agreement was signed with CHC Helicopter, one of the world’s largest helicopter services companies, for at least 800 hours of annual EC225 simulator utilisation. CHC will bring in pilots from all of its operations worldwide.

As the hub of North Sea helicopter offshore operations, Aberdeen is Europe’s busiest heli-

port, and the EC225 simulator will respond to the training needs of the hundreds of pilots based there. In anticipation of future expansion for the North Sea Service Centre, sufficient space is available to add another simulator at a later date, potentially for the new Eurocopter EC175 helicopter.

The sustained pace of North Sea helicopter activity – performed predominantly in airline-type flight operations – demand the highest availability of aircraft and aircrew, which requires quality helicopter maintenance and continuing pilot training activity for operators. The new Eurocopter facility will seek to provide top-level support around-the-clock to meet operator requirements – mindful of their helicopter maintenance being undertaken during night-time hours.

The facility's on-site repair and overhaul resources offer fast turn-around times for complex and bulky dynamic components, such as the EC225 rotor head and mast assembly.

Currently, 100 Eurocopter helicopters are operated in the North Sea, generating more than 100,000 flight hours a year. A total of 45 are based at Aberdeen, another 11 are located at other UK bases, along with 31 across Norway. There are a further eight in the Netherlands, and five in Denmark. The Super Puma/EC225 helicopter family is the rotary-wing aircraft of choice by operators for the airlift of crews and equipment to ships and oil rigs, as well as performing offshore search and rescue missions in demanding environments.

The Aberdeen Service Centre is managed by Eurocopter's fully-owned subsidiary, Eurocopter UK Ltd., and represents a £10M investment. It will be home to 10-20 highly skilled professionals, with future expansion envisaged in the context of massive wind farm operations that are developing in the North Sea. [ECUK/PAR]

Frequentis AG continues to meet the exacting safety critical communications control requirements demanded by the Metropolitan Police Service (MPS) as London prepares for the challenges of the forthcoming 2012 Olympic and Paralympic Games.

Over the next 12 months, Frequentis will work with its partners to extend the MPS's Integrated Communications Control System (ICCS) and Closed Circuit Television capability and increase accessibility to existing hardware. Further enhancements will include connection to the Airwave public safety radio network via new Vortex ports and a re-designed Graphical User Interface incorporating additional camera information and map control for camera selection.

The Vienna headquartered company has previous experience of working with communications systems for the Olympic Games having provided the Athens 2004 Command and Control Centre with 30 work places linked to emergency telephone connections and analogue radio systems and the TETRA infrastructure provided by Motorola. [Frequentis]

Diamond Aircraft report that 28 aircraft have been delivered to various countries within the first weeks of 2011, including 14 special mission aircraft for environment and border surveillance.

Diamonds multi purpose platform, DA42 MPP GUARDIAN, is an aircraft equipped with high-performance cameras that can be used for environmental monitoring or border control. The aircraft is able to identify a single person from a distance of 3km.

The company plans to deliver another 40 multi-purpose platforms worldwide this year. [Diamond]



The Lord Provost of Aberdeen and Markus Steinke, Managing Director, Eurocopter UK in the cabin of the EC225 simulator [ECUK]

Instrument Tech Corporation [ITC] of Addison, Texas has announced their selection as the Authorised Service Center in North America for the **REVUE THOMMEN** line of Helicopter Searchlights in North America. First production deliveries of the HSL-1600 are scheduled for 2nd Quarter 2011.

ITC has been the service centre for all THOMMEN aircraft products since May of 2004 and are fully trained in the existing product lines. The ITC technicians will receive extensive training on the searchlight products, both in the US and at the Swiss factory, in anticipation of the delivery of HSL-1600's to North America in 2011 and HSL-800's in 2012.

For more corporate and/or technical information go to www.InstrumentTech.com or call Bill Prewitt +1 972-458-8785 or email to BillPrewitt@InstrumentTech.com.

For more corporate and/or technical information go to www.THOMMEN.aero or call Rudolf Iten in Switzerland +41-61-965-2343 or email to Rudolf.Iten@THOMMEN.aero

See the THOMMEN HSL-1600 @ Heli Expo Booth 4108 and visit Instrument Tech across the aisle from THOMMEN in Booth 4208.



To be launched at the forthcoming Heli-Expo the HSL800 concept [above] is a all-in-one integrated design that does not have a 7 Kg external power supply plus a external smart drive for slaving like the Trakka A 800. The system weight installed is about 30% less than the Trakka A800 Configuration. (31.8 Kg) and it has a integrated laser pointer. The HSL800 is only 18Kg on the mount and any existing camera mount (meeker DT-1) can be used since the shape and the weight is not more than of cameras like MX15 etc.

The **NAASCO** Team are inviting everyone to join them at booth 4551 for some fine conversation and a fine beverage of your choice (as long as it's Bud Lite). If you are feeling a little hungry there will be some Planters Peanuts to hand and don't forget to drop a business card in the basket for a chance to win a GPS Talking Map.

The Keg of Bud Lite will arrive around noon on Monday and Tuesday to add sparkle to the second and third days of the HAI Heli-Expo. www.naasco.com



Another regular at the Heli-Expo is **North American Surveillance Systems Inc., (NASS)**, a leading aerospace and defense systems provider and integrator. The company is expanding its capabilities with new simulator training designed specifically for the world's top selling ISR cameras.

Recognized as a global leader in aircraft modifications, NASS has now added this very specialized training for pilots and operators to maximize their skills with the FLIR Star Safire and L-3 WESCAM MX Series EO/IR sensor systems.

The simulator provides pilots and operators with realistic EO/IR experience before beginning instruction in the aircraft and can also supplement aircraft training. They can train in basic ALE, Counter-Sniper, Counter-IED, SAR, VIP Protection scenarios.

The system is deployable facilitating instruction at clients' locations worldwide as well as at NASS' hangar and operations facility located at the Deland Municipal Airport just north of Orlando, Florida.

For more information about NASS' new training simulator visit them at HAI's Heli-Expo Booth #617

Erickson Air-Crane (EAC) and **Stilwell Baker Inc. (SBI)** have announced that the modernized S64 Automatic Flight Control System (AFCS), which the two companies developed jointly, has received FAA certification. It aims to lower the support costs associated with the S64's original complex mechanical gyro system and to further improve the aircraft's ability to perform precision placement of external loads.

Erickson Air-Crane, based in Portland, Ore., holds the type certificate for the S64, which it acquired from Sikorsky in 1992. The company currently supports 28 S64s worldwide, including 16 in their own fleet. EAC also builds S64s and adds to this fleet with each newly constructed aircraft. SBI will be at HAI HeliExpo in Orlando this month.

Becker Avionics will present one lucky winner with a new Apple iPad at the upcoming HeliExpo in Orlando, Florida on Monday, March 7 at 4 PM.

Mr. Brett Gardner, Director of Sales and Marketing of Becker Avionics will make the announcement of the lucky winner at the company's exhibit-Booth #1652. Entries by the Submission Deadline of Noon that same day.

Last month Helicopter Association International issued details on its prize winners. These are the awards relating to the PAN market sector: -

Pilot of the Year Award: Lt. Audie Andry, US Coast Guard Air Station Kodiak, Alaska, for demonstrating exceptional airmanship and decisive action in landing his Sikorsky HH-60J (with five other crewmembers aboard) safely aboard the USCG Cutter Healy after it suffered a main-transmission input failure while in a 40-foot hover 100 feet from the ship at night. This award honors 'an outstanding single feat performed by a helicopter pilot during the year or extraordinary professionalism over a period of time.'

Sikorsky Humanitarian Service Award: The crew of U.S. Coast Guard Helicopter 6605, Air Station New Orleans, La.—Lt. Cdr. Thomas G. Hickey, aircraft commander; Lt. Cdr. Craig Murray, copilot; flight mechanic/hoist operator and Avionics Electrical Technician 2nd Class Scott Lloyd, and Aviation Survival Technician Chief Petty Officer Kurt Peterson (rescue swimmer). This Eurocopter MH-65C was the first to arrive at the Deepwater Horizon drilling rig after its explosion April 20, 2010 in the Gulf of Mexico; its crew assumed on-scene command of rescue and recovery efforts there. After an initial search, 6605 lowered Peterson to the Offshore Supply Vessel Damon B. Bankston, where he took charge of a makeshift medical team and triaged 115 survivors. The crew remaining on 6605 flew five of those survivors to safety. This award honors those who best demonstrate the value of helicopters to society by saving lives, protecting property and aiding those in distress.

Eurocopter Golden Hour Award: Capt. Daniel Aufdenblatten of Switzerland's Air Zermatt, rescue specialist Richard Lehner and Capt. Sabin Basnyat of Nepal's Fishtail Air. On April 29, 2010, a newly formed helicopter rescue team of Air Zermatt and Fishtail Air carried out what was arguably the highest longline rescue in history, evacuating three climbers from 22,800 feet (6,950 meters) up on Nepal's Mount Annapurna. This award recognizes the efforts of those who, through a particular activity or contributions over time to the air medical industry, advanced the use of helicopters in the vital mission of air medical transport.

AgustaWestland Safety Award: Keith Johnson, Airborne Law Enforcement Association. Johnson has volunteered hundreds of hours to support helicopter safety initiatives through the Airborne Law Enforcement Association, the HAI Safety Committee and the International Helicopter Safety Team (for which he chairs the Safety Management System working group). This award acknowledges outstanding contributions in the promotion of safety and safety awareness throughout the international helicopter community. The JHSAT or Joint Helicopter Safety Analysis Team have analyzed 522 accidents from three years of NTSB accident data (FY2000, 2001 and 2006), written three reports, and have advanced numerous recommendations that will help reduce helicopter accidents. The IHST is trying to reduce the number of worldwide helicopter accidents by 80% by 2016.

Rolls-Royce Excellence in Helicopter Maintenance Award: Aviation Maintenance Technician 2nd Class Nicholas H. Baisden, US Coast Guard, Air Station New Orleans, for his exceptional leadership in guiding 72 mechanics assigned temporarily to Air Station New Orleans to support the Coast Guard's aerial response to the April 20, 2010 Deepwater Horizon disaster. This award recognizes an individual who has distinguished himself or herself by longstanding excellence in the performance of helicopter maintenance or a single, significant and distinct contribution to helicopter maintenance.

MD Helicopters Law Enforcement Award: The crew of US Coast Guard Helicopter 6597, Helicopter Interdiction Tactical Squadron (HITRON) Aviation Detachment 10-01—Lt. Cdr. Robert G. Workman, Capt. Joseph T. Baker, Lt. j.g. Matthew J. Van Ginkel, Avionics Electrical Technician 3rd Class Kimberly N. Dechmerowski, Aviation Maintenance Technician 1st Class Thomas J. Masell, Avionics Electrical Technician 1st Class Joseph D. Paulson, Aviation Maintenance Technician 2nd Class Brian M. Dugal and Aviation Maintenance Technician 3rd Class Jacob S. Dickson. Deployed to the USCG Cutter Sherman as part of Joint Interagency Task Force South in the waters off the southeastern US, this crew interdicted six vessels engaged in illegal drug smuggling and accomplished 'the unprecedented feat of stopping four vessels in one mission,' according to the nominator. This award recognizes those who have contributed to the promotion and advancement of helicopters in support of law enforcement activities.

During Avalon 2011, **Embraer**, located at booth EN-D1, will showcase the award-winning Phenom 100 entry level, Phenom 300 light, and Legacy 600 super midsize executive jets in the Company's largest static display in Australia, to date. These aircraft offer cabin sizes and flexible ranges that are well-suited to diverse demands, including private and corporate use, shuttle operations, or medevac missions.

ACCIDENTS & INCIDENTS

29 January 2011 Helicopter. Air ambulance. A private medical helicopter made an unscheduled landing at Baltimore/Washington International airport. The airport was put on a precautionary alert as the helicopter reported a potential mechanical problem. The helicopter landed safely at the airport without incident. The patient that was on board the helicopter was transported to a local hospital. [ABC]

31 January 2011 MD369FF N530RL. Pima County Sheriff's Dept. Arizona. The helicopter crashed in mountainous terrain near Waterman Road and Silverbell Road in northwestern Pima County while attempting a pinnacle landing on Waterman Peak killing the civilian contract pilot Loren Leonberger. The three people injured in the helicopter crash were Edwin Nettleton, 58, Paul Panzica, 41, and Larry Sayers, 64. The latter was most seriously injured survivor. The flight was surveying communications tower sites. [Media/NTSB]

1 February 2011 Beechcraft King Air 200C N39PH. Air ambulance of Tristate Care Flight, Bullhead City, Arizona, USA. The air ambulance transporting a child from southwestern Colorado landed at Centennial airport, Denver, Colorado without its nose gear. The Beech skidded to a stop on its nose when its front wheel wouldn't come down. There were six people on board the flight which originated in Cortez, Colorado. [Media]

8 February 2011. Cessna 210N N92MP. Missouri State Highway Patrol. Aircraft sustained minor damage on contact with the runway when the landing gear were retracted during the initial landing roll at the Columbia Regional Airport (COU), near Columbia, Missouri. The pilot added power during the landing roll, climbed to lower the landing gear, and subsequently landed on the landing gear. The flight originated at Jefferson City Memorial Airport, near Jefferson City, Missouri, and was destined for COU. [NTSB]

15 February 2011. Bell 206L-3 N285AE. Air ambulance of Air Evac. Tulsa medical helicopter made an unexpected landing in a field three miles from Tulsa Airport, Oklahoma, after hitting a hawk during flight. The pilot put the helicopter down as a precaution near I-44 and Highway 75. The helicopter was airlifting a patient to Hillcrest hospital when it hit the bird. EMSA was called in to transport the patient the rest of the way. The impact left a bloody stain and what will be an expensive dent. Witnesses said this carcass of a large hawk was still stuck on the tail when the helicopter landed. [Media]

17 February 2011 AgustaWestland A119 N. New York Police Department helicopter made an emergency landing at North Shore Hospital, Nassau County during a pursuit flight. Reported as being precautionary after chip light. No damage or injuries reported. [www]

23 February 2011 Eurocopter AS350B2 N965SD. Los Angeles County Sheriff. The helicopters was substantially damaged during a training flight being undertaken at March Air Resrve Base in the Moreno Valley, Riverside County, California. No injuries reported. [FAA/Media]



23 February 2011 AgustaWestland AW139 Korean Coast Guard. Helicopter went missing with a crew of five and one passenger. Wreckage and body of passenger found near waters off the southern resort island of Jeju. Flight commenced from Jeju International Airport and picked up a 28-year-old female officer, Lee Yoo-jin, who needed emergency assistance, from a patrol ship stationed in waters west of the island. After picking up Lee, the helicopter's crew lost contact. The helicopter was deployed to Jeju on February 18. [Media]



Bilbao Spain 23-25 May 2011

www.pavcon.org



PAVCon is operated in cooperation with the Basque Police Aviation Unit



PEOPLE

Emigree Englishman **Bill Proberts**, seen here left with TFO Gary Horata, is a former officer with the Surrey Constabulary. He was obliged to leave the police in the UK because he had a hankering after being a pilot - preferably a police helicopter pilot. Being a police officer and a pilot at the same time does not work in Britain [although as far as I am aware no-one has actually researched why].

Now in California the irony is that he has become a very experienced helicopter pilot in the New World after being regarded as a demonic threat by the English in air support and police management. Now a sworn officer with the East Bay Regional Park District and having multiple ATPL's, 7,500+ hours, as well as additional flying skills encompassing NVG, firefighting, mountain, offshore and commercial he has just been promoted to Unit Sergeant and Chief Pilot.

Bill was one of the speakers at the 2008 Shephard Police Aviation Conference in Olympia, London.



Adrian Munday has been appointed as Director and General Manager of a new organisation created to provide sales and customer support for the Socata-Daher TBM 850 fast business turboprop within the United Kingdom and Ireland. His appointment is effective immediately and he will be based at new premises at London Oxford Airport.

Entrepreneur John Merry, a long time TBM owner and founder of JetBrokers Europe, was awarded the exclusive distributorship, which includes taking responsibility for maintenance, technical support and spare parts provision, at last October's NBAA business aviation show in Atlanta.

Adrian has over 22 years' experience within the aviation industry working for OEMs and their distributors. He originally worked for the Alan Mann Group of Companies at Fairoaks Airport, Surrey, handling sales of the Rockwell/Gulfstream range of turboprops, as well as the Dornier 228 commuter turboprop. A keen general aviation pilot, Adrian has a strong understanding of high-performance light aircraft having been closely involved with the Mooney family of aircraft. Adrian has worked for the UK and Irish distributor for Agusta/Westland Helicopters as well as with Harrods Aviation where he was instrumental in introducing the first Agusta A109E Power Air Ambulance into the UK, together with the first A109E Power helicopters for Police and COMR Utility Operations.

In order to boost the Charity's profile and to ensure the majority of the 10 million people who live, work and commute in London are aware of how imperative the service is, Miss **Siobhra Murphy** has been appointed as the Public Relations Manager for the London Air Ambulance. Siobhra is experienced in Financial and Corporate PR and also has a keen knowledge of Digital Marketing.



In addition, London's Air Ambulance has also appointed Mrs. **Diane Richens** as the Charity's Business Development Manager. Diane brings with her over 10 years experience working in Business Development in multi-national organisations in both the Private and Third Sector.

As reported on pages 22/23, after more than a decade of service London's Air Ambulance is to soldier on with its MD900 delivered in 2000 thanks to bankers Santander. Whether the new public relations and business development team appointed last month can turn around the funding of this ailing service remains to be seen.

EVENTS



HAI HELI-EXPO

In less than a week the show will be on the road and with great ballyhoo the curtains will rise on new projects, some dreams but at least one instance of a long overdue and much heralded upgrade. Some of the launch events will be mundane barely worth the flashing lights and loud music that may accompany them but others will be worth the journey and expense of getting to International Drive, Orlando, Florida for opening day.

There may still be a launch of the single engine Bell 429 [419?] but otherwise it seems that Bell Helicopter is just offering the Magellan Project that did not meet the high expectations that rumour suggested. It is another Bell Huey.

Eurocopter will have a HEMS orientated upgrade to launch – an upgrade that has been long talked up—and already illustrated often enough—and is expected to ‘make the aircraft’ into something

DIARY

- 1-6 March 2011 Avalon 2011, the Australian International Airshow and Aerospace & Defence Exposition, in Geelong, Victoria (www.airshow.net.au). The event will celebrate the centenary of Australia's first passenger flight, and the tenth event staged at Avalon Airport, since 1992.
- 5-8 March 2011 Heli-Expo 2011 Orange County Convention Center, International Drive, Orlando, Florida, USA. www.rotor.com
- 16-18 March 2011 AAMS Spring Conference. Washington Marriott at Metro Center, Washington DC. This conference is held each spring in the Washington, D.C. area. The focus is on legislative, regulatory and reimbursement issues. Members are encouraged to participate in our grassroots efforts and visit their Congressional representatives on behalf of the community. In addition to the grassroots lobbying, we also offer the highest quality educational content that consistently receives rave reviews! Attendees learn about what regulations are affecting them, how to speak out locally on issues affecting them, billing and reimbursement insights, leadership and management issues, and much more! AAMS offers a variety of educational opportunities throughout the year. www.aams.org
- 8-10 March 2011 Asian Aerospace International Expo and Congress which returns to Hong Kong's Asia World Expo at the earlier dates.
- 15-17 March 2011 Global Security Asia, Sands Expo, Singapore. Organiser GSAL +44 1892 519462 www.globalsecindia.com
- 16-17 March 2011 Avionics and Defence Electronics Europe. M.O.C. Event Centre, Munich, Germany. www.avionics-event.com attendavionics@pennwell.com
- 22-24 March 2011 HOSDB 2011 Home Office Scientific and Development Branch exhibition. FIVE, Farnborough, Hampshire, UK. Showcasing world leading technologies and solutions for law enforcement and public security applications. In partnership with UK Trade & Investment Defence & Security Organisation this exhibition is the UK's only secure event for the engagement of UK and international police and security professionals with the pinnacle of the UK security industry. Due to the specialist nature of this exhibition, strict criteria are applied. Visitors must be employees or agents of police service, government security and law enforcement organisations, Home Office, Prisons, military or key providers of Critical National Infrastructure and their security managers for the UK. <http://adsgroup.org.uk/hosdb2011>
- 23 March 2011 ALEA Regional Safety Seminar – Eastern Region. Columbus Ohio. www.alea.org
- 25-27 March 2011 Pronto Intervento Expo – Catania Emergency Expo dedicated to Rescue, Civil Defence, Fire fighting and Police. ASSO FIERE SICILIA, Via Vittorio Emanuele. 104, 95022 Aci Catena (Catania) Italy Tel. +39 095 8037642 Mobile 320 0437522 Fax +39 095 2937852 info@prontointerventoexpo.it www.prontointerventoexpo.it
- 13-14 April 2011 14th Shephard International SAR Conference & Exhibition at Bournemouth International Centre, Bournemouth, UK. First held in 1998, Shephard's Search and Rescue conference and exhibition has developed a global reputation for being the essential gathering for SAR professionals. This event has been supported by the RNLI, HM Coast Guard, US Coast Guard, and the European Helicopter Association; it provides the largest international gathering of SAR experts in Europe. www.shephard.co.uk
- 13-14 April 2011 BAPCO, Business Design Centre, Upper Street, Islington, London. Organised by BAPCO +44 20 79736401 www.bapco.org.uk



Israel Trade Fair & Convention Center
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2011.
Details at [ww.isdef.co.il/](http://www.isdef.co.il/)