

Police Aviation News

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PAR

Happy New Year



Sea King - winding down

AgustaWestland/MoD sign final support contract

'Dump the military' petition in Brazil

Calgary plans for new HAWC

Air Rescue 24 emerges

Sikorsky - lone bidders for US SAR

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EDITORIAL

Regularly within these pages are stories that illustrate some of the yawning differences that can be seen in the industry—of differing values and cultures.

In the UK one man stepped forwards to volunteer his time and resources to help out one local fire department with a helicopter he owns. He is a man with the financial resources to comfortably undertake the limited degree of aid he was offering and on the face of it he was able to display the ability and significant flight hours as well. On a well known professional pilots Internet forum he was vilified for making the offer and many of them, mainly those who did not know him, made negative assumptions about his capabilities as a pilot. Similar negative attitudes can be seen in relation to many modern offers to volunteer in the Kingdom and that includes the fliers of Sky Watch CAP – it is perhaps fortunate that the lifeboats service [RNLI] was set up in more understanding Victorian times or perhaps half the nation would have drowned in the meantime.

Contrast that with the page 18 story from the USA where such public service is common and volunteering for the public good is accepted as the only possible option for many hard pressed local US communities.

Strangely the story from Montana was quoted in the thread that so vilified one Englishman's offer to provide public service without cost – but to no avail his offer continued to be viewed with suspicion and denigrated just as that of most volunteers.

I do not know which community of fliers has right on its side but I do know which I respect most!

A Happy and prosperous New Year to you all!

Bryn Elliott

LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: A new multi-million dollar helipad is to be built in Brisbane's Central Business District [CBD]. It is expected that the cost will be funded by all three tiers of government. The project featuring two helipads side-by-side opposite Brisbane's South Bank precinct, will be used by tourism operators and media to land directly in the CBD and will be an added resource for the forthcoming G20 Summit in November 2014.

Construction will start in 2014 and will be finished by mid-year, available in time to transport world leaders into the CBD. In the longer term the facility will see use by people commute to Brisbane and Archerfield Airports, tourism operators and media outlets.

Brisbane's CBD used to sport a helipad but it was dismantled in October 2005, a year after an incident in which a chopper overturned from the landing platform into the river. [Courier Mail]

BRAZIL

PETITION: An on-line petition is circulating calling for the breakaway of civil police and fire from the military authorities.

The petition <http://www.peticaopublica.com.br/?pi=P2012N28583> claims that the present set up whereby both police and firemen are seen as part of the military and are subject to a strict military code is rejected by the majority of the professionals of public security.

A survey carried out by the SENASP (National Office of the secretary of Public Security) in consultation with the PNUD [United Nations Program for Development in Brazil] and CONSEG (National Conference of Public Security) in late August reportedly supports the assertion. The consultation canvassed 64,130 people with the military, civil, federal and roads police, firemen, prison agents and municipal guards and provided results that underlined that 60% of them thought that linking to the Army is 'inadequate.' An even higher percentage – 65% - considered that there were 'injustices and disrespect' caused by the army hierarchy. Mention is also made of 'torture and humiliation by superiors.' [Julio Vallu]

Ed: A curious story this one, the petition may still exist as this goes to publication but most traces of its promoter Julio Vallu have simply been removed from the web. You Tube thought it knew him and his video but it does not exist any more and the page is no more that a record of over 2,000 views and a few names of followers. Similarly his blog pages have apparently been similarly vacated. So was he speaking out of turn?

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CANADA

CALGARY: The police are putting out a tender call to trade and replace its 1999 HAWC helicopter for which the city has budgeted \$3.5M from capital reserves. The plan calls for the spending of \$1.6M to replace each of the Eurocopter EC120s over the next four years. This year HAWC2, now seven years old with 8,114 hours airframe time will be up for replacement and three years later HAWC1, currently in use for four years, will be due for replacing.

In the past the police believe they waited too long before trading in existing aircraft and best value was not achieved.

From 2008 to May 2012, the police helicopters responded to 12,137 calls for service, directly resulting in 1,840 arrests. Those arrests resulted in 2,845 criminal charges.

Calgary's police helicopter programme — Helicopter Air Watch for Community Safety, or HAWCS — was created following the death of Const. Rick Sonnenberg. On October 8, 1993, Sonnenberg was run down and killed trying to stop a stolen vehicle fleeing from police.

HAWC1, an MD520N, took flight in 1995 and was purchased for \$1.5M. HAWC2 was added in 2006, but the original HAWC1 was sold to an Ontario company for \$515,000 only at the point it was requiring a costly and time-consuming overhaul. Its replacement was purchased for \$1.7M, using proceeds from the HAWC1 sale, funding from the Rick Sonnenberg Memorial Society and reserves. [Calgary Herald]

EQUATORIAL GUINEAU

Almost a year on from the last deliveries of ex-police EC135T1 helicopters from the UK it was reported that two former Bavarian Police EC135P2 were also on their way to Equatorial Guinea. The pair of EC135s was being prepared in Germany with the recipients being again a Greek company and being delivered with a used FLIR, not restricted by the ITAR regulations. Also fitted is to be a new BMS Downlink and maybe a new Thommen searchlight. The latter is likely to be seen as a better option than an old SX-16 partly because it is a fit and forget option and in a region like Africa where engineers are scarce that matters. At present that element of the contract is not confirmed. [PAR]

GERMANY

FEDERAL: EMT [EMT Ingenieurgesellschaft of Penzberg, Germany] has announced that it has delivered a number of radioactivity sensors to the German Federal Office for Radiation Protection and the Federal Police for use on the forces' unmanned aerial vehicles (UAS). The deliveries form part of an order placed earlier this year following successful field trials by the customers in May 2012.

The sensors can be deployed over EMT's entire product range of small unmanned aircraft systems (UAS). Its UAV range includes the Fancopter, Aladin, Museco, Luna NG and Luna UAS. [EMT]

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SOUTH AFRICA

Ivor [left] with Eric and Louis with the Seeker being loaned to the Kruger National Park

Image ©Paramount

KRUGER NATIONAL PARK: The park has reacted to a major rise in the number of rhino's being killed has announced the deployment of a Seabird Seeker light observation aircraft ZS-SEE to help in reducing the losses. The Seeker is equipped with a surveillance sensor turret and operates from Skukuza Airport in the Kruger National Park, South Africa. The aircraft was donated by the Ichikowitz Family Foundation, whose chairman, Ivor, also runs a South African defence company, the Paramount Group, Africa's largest privately held defence and aerospace organisation.

Poaching has reached epidemic levels this year, with a record 598 rhinos killed so far, largely to meet booming demand for rhino horn in Asian countries as an aphrodisiac or a cure for cancer. [Times]

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RUSSIA

TARTARSTAN: Russian Helicopters delivered two multirole Mi-8AM helicopters built by Ulan-Ude Aviation Plant to the Republic of Tatarstan Interior Ministry last month. The contract was signed in August 2012 and Russian Helicopters delivered the helicopters on schedule.

The Mi-8AMTs will fly missions including maintaining public order, and will be deployed as part of the security arrangements for the XXVII Summer Universiade to be held in early July in Kazan, Russia this year.

UNITED KINGDOM

NPAS

The Police Authorities may be a thing of the past since the election of the Police & Crime Commissioner's (PCC) last year but the fallout from the last actions of some dissatisfied groups are still being felt and have yet to be turned around by the new replacement organisations.

In the west of England two police forces refused to sign up to the National Police Air Service (NPAS) after they complained that the flight contracts were changed "at the last minute."

The former Avon and Somerset Police Authority said it had been promised 700 flying hours under the new nationalised service - but was offered just 540 shortly before the signature date.

Their partner's in the Western Counties Air Operations Unit, Gloucestershire Police Authority also refused to sign, claiming it was offered a similar level of service to what it had before - but for an increased cost. It claimed the proposal did not represent value for money.

Avon and Somerset Police Authority finally accepted a deal shortly before the introduction of its PCC after NPAS reportedly agreed to top up its flying hours to 700 but Gloucestershire was still holding out leaving the PCC to resolve the problem.

NPAS does not go live in the South West for many months which leaves the parties with plenty of time to resolve the details.

The helicopter set to serve both forces will continue to be based in Filton, Bristol after the originally proposed base was dropped. [Oracle]



© Ian Commin

It is a more positive story in the east of England according to figures released to the East Anglia Daily Times by Suffolk Constabulary. They cover the period prior to Suffolk being incorporated into the launch of NPAS and maybe an indicator for future analysis.

According to the figures released under the Freedom of Information Act the helicopter has cost the force budget £3.53M in three years, a typical figure for most single aircraft stand-alone operations. Hourly costs for the EC135 are given as about £1,750 and that covers the cost of the base unit [a hardened Cold War hangar and portable accommodation building located at Wattisham military base], fuel, on-site maintenance and staffing by engineers, police officers and pilots.

The figures reveal that from January to October last year, the police helicopter flew 822 hours, a clear rise reflecting the use of the aircraft to cover both Norfolk and part of the load for Cambridgeshire. In 2011 the helicopter flew for 696 hours, down slightly on the 735 hours flown in 2010.

Since April 2011, the helicopter has provided air support to Norfolk and since April 2012 has also covered Cambridgeshire and north Essex. Although flying times this year have been “noticeably higher”, money has been saved because of the closure of the helicopter bases in Norwich and Wyton.

The article includes a police statement that provides the crucial reasoning behind NPAS “The fixed costs of keeping a helicopter are a significant proportion of the annual costs, therefore the more use it gets, the less each flying hour costs.”

Secrets remain however and the police refused to disclose the length of the longest flights in order to protect details of the aircraft’s “tactical flight range”.

Suffolk Constabulary has seen an overall reduction in expenditure last year, due to Norfolk Police buying into the services after Sterling Helicopters went out of business; as a result the spend on the helicopter was £44,000 under budget in 2011-12. In 2010-11, the cost of the helicopter was £81,000 under budget. [EADT/PAR]

North West NPAS was to have gone live from the beginning of this month but it was decided to slip the official launch to the end of January. As this consortium has been in operating together for some time the actual nomination of an NPAS launch date is of far less importance than the South East was.

In recent weeks a number of police aircraft have changed hands from their previous owners to join the fleet of NPAS with a new owner - West Yorkshire Police. The aircraft affected have been EC135P2 G-SUFK transferring on November 1, EC135T2 G-SURY and MD902 G-SUSX on November 13 November and EC135T2 G-ESEX transferring on November 21. There are no plans to re-register the existing fleet to a personalised NPAS series but such a development might be expected for any new acquisitions. [Helihub]

Meanwhile it looks like Alex Marshall is taking on a mantle of doom. From dismantling the existing UK air support he is off to a new job in charge of the Police College at Bramshill – but it now seems that this prestige job is going to turn into a ‘last man switch off the lights’

role as well.

The proposed sale of the Police Staff College at Bramshill announced after Marshall agreed to take over the leadership role raises questions about whether forces will have to pay for the type of courses currently taught there from their own budgets.

The training at Bramshill in Hampshire is currently paid for centrally. But Home Secretary Theresa May has announced plans to sell the site because it would cost too much to keep.

It will be leased to the College of Policing until March 31, 2014 and the Home Office expects to conclude a sale in the 2013-14 financial year. [Oracle/Media]

The shuffling of the cards continues as the 'Old Guard' of UK air support make personal decisions as to their future and, in many instances, depart for other positions in the police or aviation.

In the turmoil that is Dyfed-Powys a new Chief Pilot post was being advertised in the run up to Christmas. With NPAS looming the 'lucky' applicant can only be offered a fixed term post flying the unit's Agusta A109E through to the end of the unit as a separate entity so the job expires on June 30th 2014, just 18 months away. It may be expected that this post might have few takers so there are a number of carrots to raise the level of interest from prospective applicants. The rate of pay is over £56,000pa and there is only a need for a minimum of 1500 hours flying time – a modest amount for a police line pilot let alone a Chief Pilot. For the applicant it might be attractive in that it suggests an 'easy' doorway to getting a Chief Pilot post on their CV [Resume]. The fact that the advertisement accidentally spelled the aircraft type as Augusta is perhaps a sign of the times. [Flight Global.PAR]

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UNITED STATES

CALIFORNIA: Santa Barbara County has acquired a 'new' SAR helicopter capable of aerial fire fighting, hoist rescues and a variety of other law enforcement, fire and emergency medical functions. The helicopter is a Bell UH-1 Huey N911KP and it was brought into service at Santa Ynez Airport, as Copter 3 working with two Bell OH-58 helicopters..

The \$2.7M project to acquire and refurbish the helicopter was paid for with private money raised by non-profit Project Rescue Flight, the former Sheriff's Council group, Sheriff's Benevolent Posse, and others. The airframe, 65-10061, saw military service training reserve units before being declared surplus and finding its way to Jefferson County in Colorado where it was used as N22SD from delivery there in 1994.

In 2001, the Sheriff's Department identified the need for a medium-lift helicopter and Sr. Deputy Jon Simon, helicopter crew chief, and Sgt. Gregg Weitzman, a helicopter pilot, took the lead in finding and bringing a suitable new craft into the county's air fleet. [Media]

A recent audit found that Los Angeles County Sheriff's Department managers improperly used department aircraft, including a helicopter dispatched to give a commander's daughter a ride to a retirement party.

In another instance, sheriff's officials used a department airplane to fly to Connecticut, costing the county more than \$35,000. It is suggested that a commercial flight would have been cheaper.

The audit was prompted earlier this year by a Los Angeles Times report airing allegations that officials were abusing aircraft privileges, purposely delaying emergency calls to make the case for more overtime pay, and possibly manipulating time sheets.

The audit found that aircraft were improperly used, it did not find evidence to support the claim that calls for emergency service were ignored or that time sheets were manipulated. [M]

FLORIDA: In recent weeks Jacksonville Sheriff's Office Air Unit officers Steve Vaughan and Steve Strickland's helicopter were honoured for their activities rescuing people in two separate incidents.

Vaughan earned the Medal of Merit and Strickland the Medal of Valor for their May 26 mission during Tropical Storm Beryl and Vaughan received a second medal after a July 23 rescue of a woman in the Intracoastal Waterway.

The first call came May 26 about people pulled out to sea by rip currents off Little Talbot Island State Park. Vaughan and Strickland flew there only to hear that fire department rescue workers had everyone. Then they saw a man being pounded by waves.

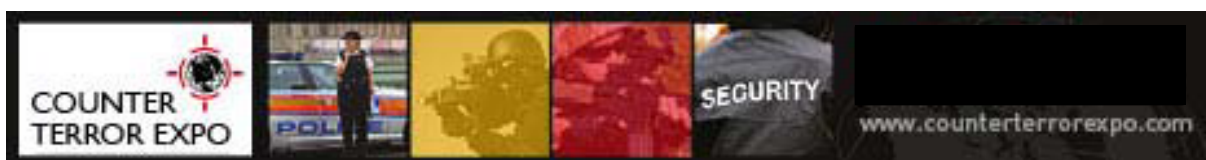
Strickland threw a life preserver down but he didn't move. Then rescuers got the man about 300 yards out to sea. That's when the officers saw a second man 75 yards further out. Vaughan hovered about 4 feet over the waves as Strickland jumped.

In high waves Strickland pulled the man toward the beach as Vaughan hovered over him. All survived.

The second incident was July 23 when Vaughan and police pilot Jimmy Britt heard the call about a woman screaming for help in the Intracoastal Waterway. Flying in near the 13000 block of Atlantic Boulevard minutes later, they saw her. Britt hovered about 5 feet off the water and Vaughan jumped in.

"It became really clear to me very fast how grave it really was because the woman was clearly struggling," Vaughan said. "It was amazing that she didn't drown before we got there. ... She became very combative. She was struggling and fighting for her life."

Two Atlantic Beach police officers pulled up in a partially inflated dingy and hauled her aboard before towing Vaughan to shore.





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WASHINGTON: The Pierce County Sheriff's Department, an operation that provides law enforcement in the second largest county in the State of Washington with over 795,245 residents county wide, received a new \$1.56M airplane late last month. The turbo-prop Cessna has infrared imaging and GPS technology. A federal Homeland Security grant administered through the Port of Tacoma is paying for the entire cost of the Cessna 206 N9446P c/n T20609070 and its specialised electronics and equipment package.

The agency will continue using an older-model Cessna 206, N7561N as it also has an infra-red imaging capability but will sell its 1978 Cessna 182 N759XZ, that lacks the ability to carry a sensor package.

The Sheriff's Department applied for and received the \$1.6M grant through the Port Security Grant Program, this will require Pierce County to fly security missions for the port.

The plane was outfitted with its electronics suite in Hillsboro, Oregon at a cost of \$720,000; nearly as much as the \$841,000 price tag for the Cessna T206H Stationair.

The department is negotiating with a broker to sell its old Cessna 182 and hope to realise as much as \$150,000 but the depressed economy may militate against that outcome.

The department's two planes are based at Pierce County Airport, Thun Field on South Hill. The air support unit has six pilots, most of them deputies or detectives, flying a part-time operation that aims to fly just twice a week.

Because the unit is part-time, it's not used for such roles as traffic enforcement, being reliant on reciprocal arrangements with sheriff's departments for King and Snohomish counties when it needs a response helicopter. [NewsTribune/PAR]

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IRELAND

In recent weeks PAN was told that the much troubled charity air ambulance in the region was about to re-surface with new proposals for service. The only new development to have been noted was the appearance of a new message on the website declaring that 'The team at Air Ambulance Ireland would like to wish all our supporters a very Merry Christmas and all the best for 2013.

'We are still trying our utmost to get this service launched and hope to have an outcome in 2013.'



EMS: Four new EC135s were delivered to Skärgårdshavets Helikoptertjänst Ab (SHT) during the fourth quarter of 2012 thereby enabling the emergency medical airlift service operator to quickly modernise its helicopter fleet.

The helicopters replace three older EC135s operated by SHT, bringing its total inventory to five of these twin-engine helicopters that are flown from bases across the country.

SHT has logged 11,000 hours to date with its EC135s. The company began emergency medical airlift services and air ambulance flights in 1990 with a Bo 105 CB, which provided 15 years service.

SHT locates its HEMS bases in Helsinki, Turku, and Tampere; and at a combined HEMS/air ambulance base in Mariehamn. Another helicopter is used for HEMS crew training and as a backup aircraft. [Eurocopter]

SWITZERLAND

REGA: Early in December Swiss Air-Rescue Rega put its new dispatch system into operation. The changeover to the new infrastructure reportedly took place without a hitch. The introduction of this new system represents a key milestone within the major project, REMICO (Rega Mission Control), which is scheduled to be completed by the end of 2014.

REMICO, a large-scale project lasting over four years, aims to replace the existing infrastructure with an integrated dispatch system with a modern radio network. This step was

necessary as various parts of the old system had reached the end of their operational life and were becoming increasingly difficult to service or replace.

In an initial phase of the project, the fundamental infrastructure was modernised to provide a base for the new, state-of-the-art dispatch system. Over the last months, a provisional operations centre specially set up at the Rega Centre has served as a test and training environment. Finally, on 3 December 2012, the new system was put into operation, bringing the second project phase to a successful conclusion. The Operations Centre team will continue to work from the temporary facilities until this spring as the Rega Operations Centre is modernised and equipped with the new workstations.

The project will continue through to the end of 2014 when the last of the 42 fixed radio transmitting stations is scheduled to be modernised. [REGA]

UNITED KINGDOM

CORNWALL: The charity has been rewarded for its commitment to the environment by winning the New Build category at the Cornwall Sustainability Awards. Chief Executive Paula Martin collected the award.

Nearly £1M in funding was secured from the ERDF Convergence programme and principle contractors Morgan Sindall were appointed.

Construction started in April 2011 and was completed in January 2012 and the charity moved the entire operation across in the February.

Cornwall Air Ambulance Trust has confirmed the news of the tragic death of former Chairman, Mr Harold Chapman.

Harold and his wife Pamela, who was also a trustee, had recently emigrated to Australia, to

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take up their retirement ambition and become reunited with close family members. They were involved in a terrible road traffic collision near to their new home and the accident claimed Harold's life, Pamela was very seriously injured. An online [Book of Condolence](#) has been opened.

NORTH WEST: Some previously hidden insights into future operations were imparted to members of Chipping Young Farmers' Club, fervent fund-raisers for air ambulances in Lancashire, last month.

Sarah Horne from NWAA gave an interesting and informative insight into the workings of the two existing ambulances operated by North West AA, explaining how they cost £4M to fund annually. Overall it was just another fundraisers pep talk some thoughts for the future were imparted. Great North also operates a further air ambulance covering the northern stretch of the north west up to the Scottish border.

It was however a new revelation that by 2015 North West plans to run three air ambulances of its own and has plans to join others in running night HEMS – but this would need £12M annually to fund. [LancsEP]

Which brings us to another operation disclosed last month. A new group calling themselves Air Rescue 24 and headed up by Paul West who used to be with North West Air Ambulance has emerged with an apparent intention of undertaking a multiple capability emergency service embracing many of the proposals put forward in the 2011 RUSI report in bringing together all the 'Blue Light' services in a single cohesive body. Their web site at <http://airrescue24.org.uk> is littered with shadowy images of the EC145 equipped with a winch. At first glance it might be the airframe currently held by Eurocopter UK but closer inspection shows they are using a pretty standard Securite Civile image.



The operation is headquartered from an office, one of many, in Parsonage Gardens, Manchester and apparently orientated towards service in south Lancashire, Merseyside and Cheshire. Current operations, started in December, are based upon doctors in response cars but an air element is intended.

The linked Facebook page states that Air Rescue 24 showcased its concept & service capability at last month's Fire Service - National Resilience Day in Gloucester. The December 13 event was attended by the new Fire Minister Brendan Lewis and included 'Open Invitations' to potential attendees within the industry but does not seem to have extended that to the media [for wider exposure].

The Facebook page suggests that the Air Rescue 24 showcase was directed at corporate guests including Cheshire Fire and Rescue Service, Cardiff based helicopter operator Veritair and Holmatro Rescue Equipment. At present the exact format of what appears to be a charity in the making remains unclear but personalities involved appear to include Ian Dunbar, Lee Winterbottom, Neil Herbert, Lorraine Smith, Nick Holmes and Nick Isherwood the Air Rescue 24 Director of Operations.

It is believed that the recent acquisition of the former Sterling BK117C1 G-RESC by Veritair recently was made with this project in mind. Veritair still have the former Devon & Cornwall Police BK117C1 G-DCPA operating in Northern Ireland bolstering increasingly hard pressed police air operations there. According to the website it is intended that air operations will commence later this year. [JimM/PARV/AR24]

Ed: There is no clear indication on currently published information where the money for this operation is coming from. It is known they have sought donations in part of Cheshire but The Charity Commission do not yet have Air Rescue 24 listed as a charity. As an operation overlaid on NWAA territory it might be supposed it would be seeking succour from the same people as the established air ambulance.

WALES: Wales Air Ambulance's Swansea based air ambulance attended its 8,000th mission on the 28th November 2012.

The service has now been in operation for 11 years from Fairwood Airport, Swansea, starting as a 5 day service which was launched on St David's Day 2001. Wales Air Ambulance has since expanded to having three helicopters across Wales which are on active duty 7 days a week.

As a whole service, Wales Air Ambulance has attended more than 16,500 incidents all across Wales.

The Swansea based helicopter's 8,000th mission was a call out to attend a female patient who had been struck by a bus in Barry and sustained serious head injuries.



YORKSHIRE: The Yorkshire Air Ambulance (YAA) is breaking new ground in the UK Air Ambulance industry having just become the first Air Ambulance operation in the UK to apply for and obtain their own Air Operators Certificate (AOC).

The Yorkshire based charity, which owns and operates two MD 902 Explorers, took a year to produce and submit the complex application. Much against general opinion the Civil Aviation Authority (CAA) have granted and approved the YAA to operate under their own AOC.

Bruce Burns, Vice-Chairman of the YAA commented "We are all so proud of this achievement! It has taken so much hard work by our team for us to be able to achieve our own AOC, in particular our Chief Pilot, Captain Andy Lister who alongside myself, as the Accountable Manager, compiled and coordinated the application.

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This now means that we have complete autonomy over the operations of our two helicopters. Not only do we now own both of our aircraft, but we will control them directly too, without the need to operate under a third party AOC. This will provide significant benefits including more control over our maintenance and operational costs, which will be of great help to us over the coming years. The Charity took the decision to apply for its own AOC in 2011, after deciding it was the next step forward in the development of its operations.

Bruce continued "Although this is great news for the YAA, there is still a lot of hard work to be done to maintain our AOC. However, we have a great team around us at the YAA and I know they will work extremely hard to sustain all that has already been achieved."

UNITED STATES

NATIONAL: Air Methods Corporation a leader in the provision of air medical transportation, has entered into agreements to purchase 20 Bell 407s, 10 Eurocopter EC130s, six Eurocopter AS350s, and six Eurocopter EC135s. These new aircraft will directly support Air Methods' commitment to maintaining a modern air medical fleet as well as future growth opportunities. Delivery of the aircraft will start in 2013 and continue into 2015.

The installation of the medical interior and cockpit avionics is expected to be completed by the Company's internal United Rotorcraft Division. The design of the United Rotorcraft medical interiors ensures clinicians can provide critical life-saving care to every patient. The Company's standard avionics suite will be installed on each including night vision goggle capability, helicopter terrain avoidance warning systems, GPS, satellite weather, and satellite tracking. [AM]

ALABAMA: Children's of Alabama hospital held their first ever Operation Toy Drop where representatives from state law enforcement agencies flew in with 16 helicopters filled with toys and games the agencies have collected over recent weeks. The toys will be donated to the hospital's Sugar Plum Shop, which is a special holiday shop for families who have a child hospitalized during the holidays.

As an opening phase of the seasonal event Santa Claus, dressed in familiar red garb, arrived at the hospital in a blue Alabama State Trooper helicopter as dozens of young patients were watching through their hospital room windows.

It was the beginning of a carefully orchestrated helicopter parade featuring law enforcement agencies across the state, taking turns, one-by-one, landing, and dropping off bags -- all for the benefit of the children. The agencies collected more than 2,000 toys for sick children.

For logistical reasons, the toys were actually brought in earlier - thousands of them - using ground transportation. The helicopters were actually simulating the toy delivery for the sake of the watching children.

The 16 helicopters flying in were: Alabama State Troopers; Children's of Alabama Care Flight; Lifesaver; Hoover Police Department; Chilton County Sheriff's Office; Coffee County Sheriff's Office; Limestone County Sheriff's Office; Etowah County Sheriff's Office; Dale County Sheriff's Office; Morgan County Sheriff's Office; Cullman Police Department; Marshall County Sheriff's Office; Tuscaloosa County Sheriff's Office; Tuscaloosa Police Department; and Jefferson County Sheriff's Office. [CoA]



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ARKANSAS: With an investment of \$12M, Mercy Springfield Communities has faster, safer health care to those who need it in an emergency. Life Line is now operating three new EC135P2+ helicopters with upgraded technology which will allow pilots to fly in weather conditions they previously could not have faced under FAA IFR rules.

The helicopters are strategically placed around the Ozarks, with one each in Branson West, Bolivar and St. Robert. They are placed in outlying areas where the speed of a helicopter transport is needed most often.

Ed: The HeliHub.com editor noted that the aircraft are N335ML (Eurocopter serial 0451), N526T (0491), N156V (0662). Checking the FAA data shows that while these aircraft can be described as "new" (from Mercy's point of view) they are in fact a pair from 2006 manufacture and one from 2008

The Ozarks are a physiographic and geologic highland region of the central United States. It covers much of the southern half of Missouri and an extensive portion of northwestern and north central Arkansas.

CALIFORNIA: Weeks after the story was in the media it has been confirmed that REACH Air Medical Services has been acquired by Air Medical Group Holdings, Inc. (AMGH).

AMGH now owns four air ambulance companies, the others being Air Evac Lifeteam of West Plains, MO; Med-Trans Corporation of Dallas, TX and EagleMed of Wichita, KS. Even before the latest acquisition AMGH had a fleet of more than 200 helicopters and fixed wing flying from 180 bases across the USA.

REACH was founded in 1987 and now serves Oregon, California and Texas from 18 bases and employs nearly 400. www.REACHair.com. [HeliHub]

FIRE

TURKEY

FORESTRY: Bell Helicopter has signed an agreement with the Republic of Turkey Undersecretariat for Defence Industries for the supply of five Bell 429 aircraft. The Bell 429s will be operated by the Turkish General Directorate of Forestry (TGDF) to protect forest resources and coordinate firefighting operations.

"The decision to purchase Bell 429s for our mission was driven by the requirement for a fast, reliable and technologically-advanced helicopter. These aircraft will be performing challenging tasks, including firefighting operations, in demanding environments; the enhanced safety margins and exceptional speed of the 429 are critical advantages for the TGDF operations," said Murad Bayar, the Undersecretary of Defence Industries for Turkey.

The TGDF will utilize the Bell 429s to survey and safeguard their woodland resources, comprising 27% of the surface area in Turkey. Upon delivery in early 2014, the new Bell 429s will replace TGDF's existing fleet of helicopters.

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SEARCH & RESCUE

FINLAND

BORDER GUARD: The Finnish Border Guard is to expand its Eurocopter fleet with the acquisition of two additional AS332 L1 Super Puma helicopters fully equipped for maritime search and rescue missions in the country's challenging conditions.

With deliveries scheduled for 2015, the rotorcraft will be configured as the AS332 L1e version, incorporating the integrated advanced cockpit and automatic flight control systems used on Eurocopter's EC225 helicopter. They are to be based at Helsinki and outfitted for day/night operations – equipped with high-definition

forward-looking infrared (FLIR) technology, a four-axis autopilot and full de-icing.

The Border Guard already operates three AS332L1 rotorcraft, which are assigned to its Turku base on the southwest coast of Finland and provide some commonality in training and support. The service has logged nearly 25 years experience with the existing helicopters:- OH-HVF c/n 2218 and OH-HVG c/n 2221 delivered in 1988 and OH-HVI c/n 2341 delivered in 1991.



UNITED KINGDOM

MINISTRY OF DEFENCE: AgustaWestland has signed a contract with the United Kingdom Ministry of Defence, valued at approximately £260M, for the provision of Sea King Integrated Operational Support (SKIOS) from 1st April 2013 to the type's out of service date in March 2016. This contract will follow on from Phase 1 and Phase 2 of SKIOS which provide services up to the end of March 2013.

The contract provides a comprehensive availability based support package for the UK MoD's fleet of Sea King helicopters operated by the Royal Navy and the Royal Air Force. The contract includes payments for achieved flying hours and incentive arrangements associated with delivering agreed levels of aircraft serviceability and operational fleet aircraft numbers.

Under the SKIOS contract AgustaWestland has responsibility for delivering Sea King Depth Maintenance, Second Line Workshop services, spares and technical support services. Additionally AgustaWestland also delivers 1st and 2nd Line Maintenance Services for Search and Rescue Sea Kings stationed at eight bases comprising Wattisham Airfield, RAF Lossiemouth, DST Leconfield, RMB Chivenor, RAF Boulmer, RAF Valley, HMS Gannet and Mount Pleasant Airfield, Falkland Islands. These Sea Kings provide 24 hour SAR cover for the majority of the UK and the Falkland Islands.

The SKIOS contract which commenced in 2005 introduced a payment by the flying hour arrangement, the first integrated support contract awarded by the UK MoD for a helicopter type.

The UK MoD's fleet of Sea King helicopters totals almost 90 aircraft comprising the Royal Air Force's Mk.3 and Mk.3A SAR aircraft and the Royal Navy's Mk.4 amphibious support aircraft, Mk.5 SAR aircraft and Mk.7 Maritime Airborne Surveillance and Control (ASaC) aircraft.

The SKIOS contract will directly sustain almost 500 jobs around the UK with AgustaWestland and its sub contractors. To deliver this latest SKIOS contract AgustaWestland will continue to work with a number of key aerospace and defence companies who are supporting the current contract. One of these key partners is Selex ES, a Finmeccanica company, providing avionics support services.



Meanwhile the decision on the final contractor expected to take up UK SAR operations from 2015, and that will include the replacement of the Sea King helicopters, is not expected until March.

UNITED STATES

FEDERAL: Boeing is not going to submit bids based on its Chinook helicopter or the V-22 tiltrotor aircraft built with Textron Inc's Bell Helicopter unit for a US Air Force competition for 112 new combat rescue helicopters.

Boeing's decision follows a similar announcement by other manufacturers and that effectively leaves the only contender for the contract as Sikorsky.



MONTANA: The state is one of those with few dedicated public safety air resources. The latest is a privately funded rescue group called FEAR - Flathead Emergency Aviation Resources active in the Rocky Mountains in north-west Montana.

One year old now it was set up as an idea in 2011 by then-Flathead County Undersheriff Jordan White along with other like-minded individuals. The current Sheriff Chuck Curry is a critical care paramedic, pilot, aircraft owner, and spent twenty-six years working on Montana's ALERT air ambulance helicopter while also serving as the undersheriff of Flathead County. Undersheriff Jordan White is an emergency medical technician, pilot, aircraft owner, and spent three years as the SAR coordinator for the sheriff's office. Jim Bob Pierce, owner of Red Eagle Aviation, partnered with the sheriff's office several years ago to facilitate the launch of an aviation programme.

The Sheriff's Office has several volunteer units that assist the Sheriff's Office with a variety of tasks and services. They include a Reserve, SAR/Mountain/K-9 Rescue, a Mounted Posse and even a Dive Team. The office has another element with a soft aviation relationship and that is Project Lifesaver designed to provide a safety net for vulnerable citizens wearing a small electronic bracelet emitting a radio signal 24/7 and is managed by Project Lifesaver International. The Sheriff's and local volunteer SAR teams use a mobile locator system to locate the wearer.

In March 2012, White resigned from his undersheriff position in Kalispell after being hired by Two Bear Management LLC, based in Whitefish, Montana owned by venture capitalist Michael Goguen. Goguen extended not only a job to White but also complete funding for FEAR that runs into millions of dollars.

FEAR currently operates thanks to access to a red white and blue Bell 407 owned by Two Bear Management but next year a new \$5M Bell 429 will be delivered for role equipping as a far more capable rescue craft at additional cost. The role fit has yet to be hardened but

the expectation is that it will include a minimum of a hoist, camera and mapping system. The amount of time the Two Bear Management helicopter is sidelined to operate in the rescue mode is not great. Using the current helicopter, FEAR has flown about eight missions in the past three months. The sorties have included searches for missing hikers and lifting out a hunter and a hiker from remote areas. Additional flight time is assigned to training missions for the chief pilot Jason Johnson and Pierce of Red Eagle Aviation to work with volunteer search-and-rescue personnel as well as Flathead County Sheriff's Office deputies who have been trained to work in and manage the back of the helicopter. [Daily Inter Lake/PAR]

INDUSTRY

Well its goodbye to that then!

French engineering group GecI International's Sky Aircraft unit is heading for a likely liquidation after being placed under creditor protection in October 2012. As a result the Sky Aircraft Skylander project is currently dead in the water.

Sky Aircraft failed to raise the tens of millions of cash it needed to continue with the project and nearly 160 employees will lose their jobs. The aircraft was part of an industrial fillip for the economy of the Lorraine region or France and the French state had already pumped in €50M (\$65.43M) in aid to Geci.

The Skylander was seen as a modern utility aircraft on offer as a 19 seat transport, freighter and surveillance platform from 2014.

Geci's shares were suspended early in June 2012.

Sky Aircraft SAS featured a roomy cabin mock up of the SK-105 Skylander on the GECI International Group Pavilion static park at Paris Air Show in 2009. At that time first deliveries were predicted for 2012. GECI International Group dates from 1979 and focused its principle activity in aircraft engineering, design and development; their engineers contributed to over 50 aeronautical projects including Dassault F7X and Airbus 380. GECI also acquired the majority shareholding in Reims Aviation Industries manufacturers of the F406 twin turboprop.



Paris 2009 ©PAR

The **Airborne Law Enforcement Association** [ALEA] is supporting the [US] National Law Enforcement Museum to be built in Washington DC and has been promoting its members support of cause.

As a Museum partner, ALEA has set a goal of raising \$10,000 for the Museum campaign. This donation to the Museum will allow airborne law enforcement officers to help ALEA sponsor a seat in the Museum's Introductory Theater in the main concourse of the first ever National Law Enforcement Museum. The Museum will tell the stories of the day-to-day activities of policing in the USA.

ALEA has partnered with the Museum to generate donations for its construction, which will include a section that highlights the history of airborne law enforcement. The ALEA website www.alea.org already carries pages honouring fallen police aviators across the world as The Fallen Hero Memorial.

To learn more about the ALEA fundraising for the Museum follow the link. <https://www.firstgiving.com/fundraiser/steve-ingley/alea> The National Law Enforcement Museum has a web site at www.LawEnforcementMuseum.org and the memorial at www.nleomf.org.

Vector Aerospace Engine Services - Atlantic (Vector - www.vectoraerospace.com); a leading provider of aviation maintenance, repair and overhaul (MRO) services, recently hosted a PT6A Customer Day event at its Designated Overhaul Facility (DOF) in Johannesburg, South Africa. The event, which was held November 21st, was facilitated by Pratt & Whitney Canada (P&WC).

The event was judged to be a great success and an excellent opportunity for existing and potential customers to learn more about the PT6A turboprop engine and meet with true turboprop experts.

Vector's expansion into the African marketplace has been a key component in the company's customer service growth strategy. The company has two strategically located facilities in Africa; a DOF in Johannesburg, South Africa and a service centre in Nairobi, Kenya. The Johannesburg shop offers operators throughout the region complete overhaul services on many P&WC PT6A engines, and field service offerings on the P&WC JT15D and PW100 engine series while the Nairobi shop offers field service and engine line maintenance repairs on the P&WC PT6A and PW100 engine series.



Jeff Poirier, center, president of Vector Aerospace Engine Services - Atlantic and Mark O'Keefe, right, vice president of finance for Vector Aerospace Engine Services - Atlantic, chat with Theo Prinsloo, left, military contracts manager with Execujet South Africa during the PT6A Customer Day event held recently at Vector's Designated Overhaul Facility in Johannesburg, South Africa. [Image Vector]

Early last month **Bell Helicopter** announced today the delivery of the first Bell 429 from its new Singapore facility. The corporate-configured Bell 429 was delivered to PT Whitesky Aviation in Jakarta, Indonesia. The customer operates a fleet of five Bell Helicopter aircraft, including two Bell 429s and three Bell 407s.

Bell Helicopter opened the doors to its regional service centre in Singapore on July 31, 2012 to better serve customers in Asia Pacific. The state-of-the-art facility offers comprehensive support solutions to keep operators in flight while reducing their operating costs. The 160,500 square foot facility offers on-site customer training, customisation and completions, major refurbishment projects, labour and parts sales, as well as maintenance, repair and overhaul.

In Great Britain Bell Helicopter sold an example of the 429 to National Grid Electricity Transmission Plc – it will be the first of the type to be registered in the country. The aircraft will be used for inspection and maintenance of power lines.

National Grid formally accepted the helicopter in Mirabel, Canada at Bell Helicopter's commercial manufacturing facility. Final delivery will take place upon completion of EASA approved customisations at Bell Helicopter's European headquarters in Prague. Although it performs different tasks the National Grid's Bell 429 role fir will include some elements of a future law enforcement fit in that is includes an operator workstation in the cabin of the aircraft featuring a Skyquest 20" HD display, L3 Wescam MX-10 sensor unit, HD Nano Flash recorder, USB hub ports and keyboard.

With its subsidiary and European headquarters established in Prague, Bell Helicopter offers an increasing range of services to its European customers, including EASA approved customisation and maintenance.

The Instituto Nacional de Aeronáutica Civil (INAC) has validated the Bell 429 to operate in Venezuela with the increased weight limits of 3402 kg (7,500 lbs.). This approval, based on Transport Canada's certification, makes Venezuela the thirteenth country to endorse the

increased maximum gross weight for the Bell 429. The additional 227 kg (500 lbs.) of fuel and/or payload allows operators to take advantage of the aircraft's full capabilities.

The **Russian Helicopter's** made multi-role coaxial Ka-32A11BC received a certificate of airworthiness in Australia.

The manufacturers state that the certificate allows Australian helicopter operators to use the Ka-32 as a SAR and fire fighting helicopter as well as for sling load operations and in construction and installation work.

The Ka-32A11BC meets the US FAR-29 and Russian AP-29 standards and in 2009 received an airworthiness certificate from European Aviation Safety Agency (EASA). The helicopter has been successfully deployed in Russia, Canada, Spain, Portugal, Switzerland, China, Austria, South Korea, Indonesia and Japan. In the past two years the manufacturers have gained certification for the type in Brazil and India.

Northrop Grumman Corporation is supplying the LCR-100 attitude and heading reference system (AHRS) for Sikorsky's new S-76D helicopter, which recently received Type Certification from the U.S. Federal Aviation Administration.

A component of the Thales TopDeck® avionics suite on the new medium-sized, twin-engine helicopter. Northrop Grumman provided both the LCR-92 and LCR-100 fibre-optic AHRS on earlier versions of the S-76 helicopter platform.

Developed by Northrop Grumman's navigation and positioning systems subsidiary in Germany, Northrop Grumman LITEF, the LCR-100 provides critical flight information regarding the aircraft's position, heading and attitude. The LCR-100 offers precise outputs to the flight control system and has demonstrated high reliability and accuracy in the helicopter environment. www.northropgrumman.com



©NorthropGrumman

Spectrum Aeromed of Fargo, North Dakota, has announced that the company successfully completed all requirements for AS9100 Rev C certification. The highly recognised certification is an aerospace industry standard on quality control and continual process improvement.

AS9100 Rev C is recognized as the highest level of quality assurance in the aerospace industry. It is the aerospace version of ISO9000. The AS9100 three-year process includes rigorous requirements for safety and quality in order to obtain certification. Every process in a company is scrutinised and documented to improve efficiencies. This certification not only analyses manufacturing and production, but also administration in order to improve the entire organization.

For more information, visit www.spectrum-aeromed.com.

The first series production **Eurocopter** EC175 has flown. The company states that it has confirmed the excellent performance of this next-generation multi-role helicopter as a recommended cruise speed of 150kts. – 10kts. faster than the previous figure without affecting payload range – while the maximum cruise speed exceeds 165kts.

Flight tests have confirmed the EC175's excellent power performance including: hover out of ground effect (HOGE) at maximum take-off weight at 4,500 ft. at ISA+20°C conditions; excellent one engine inoperative (OEI) hover performance, which ensures safety during SAR missions; extensive power reserve and heli-deck performance (PC1) at maximum take-off weight in ISA+20°C conditions –available with application of the latest certified version of Pratt & Whitney Canada's PT6C-67E engines.



The EC175 avionics reflects the EC225's in-flight envelope protection, pilot assistance and situational awareness and includes the most innovative alerting and self-monitoring system. "Helionix," the newest avionics family being certified, meets the latest international avionics standards, and makes the EC175 the second aircraft to apply them – after the Airbus A380. In order for the new state-of-the-art standards compliance to be available from the initial helicopter deliveries to customers, Eurocopter has put back but state that this will not affect the first deliveries, which are to begin in September 2013.

West Wales Airport and Newquay Cornwall Airport jointly announced an exclusive partnership that will supply the Unmanned Aerial Systems (UAS) industry with additional capacity for UAS flight operations. The agreement between the sites is the first extension of the **National Aeronautical Centre (NAC)** brand beyond Wales.

Supported by West Wales Airport at the operational level, through the integration of its unique UAS management system, Newquay Cornwall Airport will provide NAC users with flying facilities from its 2,744m runway into restricted airspace as well as fully serviced accommodation on a short, medium or long term basis through its Aerohub - the UK's only aerospace focused Enterprise Zone, which is led by the Cornwall & Isles of Scilly Local Enterprise Partnership.

Currently, regulation throughout the world requires that the flying of unmanned aircraft beyond visual line of sight (BVLOS) must be carried out in airspace that is segregated from other air users. This restriction will apply until their flight management systems can be clearly demonstrated to be at least equally as safe as manned aircraft and international standards are established. The now extended specialised operating environment at the NAC has been purposely constructed to support UAS operating companies to meet these criteria.

West Wales Airport, located at Aberporth, is the key component of the NAC. The airfield offers segregated airspace extending inland 40nm miles to the east, covering an area of 499 square miles. The airspace is only activated when required, and subject to stringent safety requirements, regulated by both the Civil and the Military Aviation Authorities.

AERO Design Ltd, based in Calgary, Alberta has announced Transport Canada certification of their Replacement Cyclic Friction Assembly for the Bell 206B, 206L Series, and 407, Supplemental Type Certificate SH12-59.

The Replacement Cyclic Friction Assembly is a direct replacement for the original knob and shaft assembly used to tighten the cyclic friction. The replacement part removes the typical wear items from the original configuration, including the barrel nuts and threaded shaft. Friction is achieved with a cam-lever action, which can provide more friction than the original configuration, and is easier to use.

The installation procedure is similar to the original part, and minimum friction is set as per the maintenance manual. Installation time is approx. 10 minutes.

Aurora Flight Sciences delivered the world's first production Optionally-Piloted Aircraft (OPA) system to Switzerland's Department of Defence last year. The Centaur OPA, flown by an onboard crew in FAA Normal Category, departed the Manassas Regional Airport in Virginia on November 26 for delivery to armasuisse at the Emmen Military Airfield in Switzerland. It arrived at Emmen on November 28.

The Centaur OPA is a new type of aircraft that can be flown in both manned and unmanned configurations. A third flight configuration, the hybrid mode, allows for control from the ground with a safety pilot onboard the aircraft. The capability to fly both manned and unmanned missions creates a system with optimal flexibility for the operator.

Upon installation of the OPA equipment and site preparation of Aurora's Ground Control Station in January 2013, Armasuisse, the official procurement agency of the Swiss Department of Defence, will use Centaur as a flying test bed from its own flight test centre. Initial projects include the development of new sensors and sense and avoid equipment required

to operate unmanned craft in Swiss National Air Space (NAS). Centaur is based on the successful Diamond Aircraft DA42MNG, a four-seat twin-engine heavy fuel aircraft specifically designed to deploy airborne sensors. Centaur retains its FAA and EASA Normal Category Airworthiness Certification in the manned flight mode. The base aircraft was manufactured in Austria and sent to the USA as surveillance and reconnaissance aircraft; it went back to the factory en-route for delivery in Switzerland..



Diamond Aircraft successfully tested the first fly-by-wire system for General Aviation on a twin-engine Diamond DA-42 OE-FMP operated by Diamond Airborne Sensors at Wiener Nuestadt, Austria.

The system enables flight envelope protection which protects the pilot from unintentional flight manoeuvres that could lead to structural or aerodynamic overstressing of the aircraft. The aircraft should be able to land automatically in case of incapacity of the pilot in a single pilot operation. Fly-by-wire is already part of every modern large airliner like Airbus or Boeing but until now weight has been a limiting factor. Diamond Aircraft expects the developed system to offer a big increase in safety.

The tests take place within the EU project SAFAR (Small Aircraft Future Avionics ARchitecture) which commenced in 2008. Under the co-ordination of Mr. Hans-Hermann Roeper of Rheinmetall Defence Electronics GmbH SAFAR involves working partnerships between Diamond Aircraft in Wiener Nuestadt and universities in Stuttgart, Germany and Delft in The Netherlands. Other partners in the project are Honeywell International in the Czech Republic, Deutsche Flugsicherung GmbH, in Germany, GMV Aerospace in Spain and Septentrio in Belgium.

In the long run the group are working on perfecting fully automatic take-off, flight and landing for the Diamond Aircraft Industries DA42 and other aircraft models.

Euronews has produced an interesting documentary on this project that can be watched online: [Report](#)

In September, **Indra** became the first company in the world to be certified by the Civil Aviation Administration of China (CAAC) for the implementation of a Full Flight Simulator (FFS) for helicopters. The company implemented its EC-225 Level B simulator at Airbus' pilot training centre in Beijing.

Plans for the Canadian military to acquire new maritime helicopters have again failed to meet the promises as manufacturer **Sikorsky** again acknowledges it won't meet its targets this year or next for delivering the S-92 based Cyclone helicopters.

It was supposed to deliver five Cyclone helicopters in 2012 and 19 in 2013 as part of the Defence Department's maritime helicopter project to replace old Sea King helicopters but the latest plans are that Sikorsky now plans to deliver eight helicopters in 2013.

The original contract called for the Sikorsky Cyclone helicopter to be delivered in November 2008, with deliveries of all 28 helicopters completed by early 2011 but Sikorsky has yet to turn over a single helicopter to Canada. That said there are Sikorsky owned Cyclone's in Canada undertaking training but these are outfitted to an 'interim' standard.

Back in 2004, Sikorsky's competitors warned that the firm would not be able to meet the timetable in delivering on the Cyclone but the manufacturer and the Canadian politicians dismissed all of the warnings. [Citizen]

The actuality of last year's London Olympics have lead to significant changes to the latest projections for the security budget for the Glasgow 2014 **Commonwealth Games**. It is now suggested that the total cost will be in the region of £90M - significantly up on previous figures. The Scottish government added £37.7M million to the existing



£27.2M budget, and an extra £25.1M added from the contingency budget. The funding will go towards securing the athlete's village, hotels and training venues, and will provide CCTV and perimeter fencing. In addition, a plan for 50% of security to come from private firms has been reviewed, and a number of suppliers will be hired to decrease the risk of one contractor failing to deliver, as in the case of sole contractor G4S last summer.

More than 40,000 people have volunteered to help out at the Glasgow games. The inadequate training evident at the London Games has led to a decision to reduce the commitment to training simply because the required level of training needed is unlikely to be met. [media] *Ed: Scotland is due to combine its police forces into one from April this year and they have only one helicopter as air support for the whole country. The increased reliance upon CCTV and media operated airborne cameras over fixed venue predictable events like the main Olympic arena – as successfully demonstrated in 2012 – is set to replace security air support into the future. That is until some terror group demonstrates a flaw in the system.*

Schiebel and Riegl Laser Measurement Systems GmbH have announced the successful integration of the Schiebel Camcopter® S-100 Unmanned Air System (UAS) with the Riegl VQ®-820-GU Hydrographic Airborne Sensor. This successful integration marked the first time that this new airborne sensor was flown on board an unmanned craft.

The S-100 helicopter UAS carried a special Schiebel-made composite pod containing the sensor, the IMU-GNSS unit, the data recording and transfer unit as well as a digital camera, during the flight tests in Grossmittel, Austria, which were carried out this month.

The system enables acquisition of high-accuracy hydrographic and topographic data, even in critical operational areas.

The Riegl VQ®-820-GU is specifically designed to survey sea beds, the grounds of rivers or lakes and is well suited for combined land and hydrographic airborne survey. Fields of application include mapping of coastal lines, lakesides and river banks as well as mapping of archaeology and cultural heritage.

Currently this type of often repetitive task is undertaken by manned craft. The advantage of using the unmanned S-100 helicopter is that the system is uniquely capable of penetrating areas that may be too dangerous for piloted aircraft or ground patrols. This can provide additional safety and security for its users.

FLIR Systems, Inc. has completed its previously announced acquisition of Lorex Technology Inc. The agreement was entered into last October subject to certain conditions, the result is that Lorex is now a wholly-owned subsidiary of FLIR.

Lorex, based in Markham, Ontario, is a pioneer in home security video surveillance systems that can be installed by the user as well as a provider of video surveillance products to security system integrators. Lorex provides homes and businesses bundled video surveillance systems and equipment that includes connected visible light video cameras, illuminated infrared cameras, digital video recorders, video monitors, baby monitors, and wearable action sports cameras. The company sells its solutions through retailers such as Costco, BJ's Wholesale and Amazon.com.



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

The Union Home Ministry in India has earmarked \$2 billion for the creation of a **Border Space Command** in order to increase its effectiveness in managing 15,000 km of international borders. This expenditure will have direct benefits for better internal security management as it will invariably reduce infiltration of immigrants, narcotics, counterfeit currencies, as well as impeding terrorists and the material for terrorism.

The funding will be spent on establishing an effective command and control structure; the construction of an additional 500 border posts along the Indo-Pakistan and Indo-Bangladesh Borders; the purchase of surveillance equipment including ground sensors, thermal imaging devices, telescopes; and the more comprehensive use of satellite based surveillance systems.

In addition to this, the Indo-Tibetan Border Police is going to augment its strength from the present level of 77,000 to almost 90,000 in the next three years. Similar equipment is also being procured for better management of the Indo-Tibet border.

Azerbaijan Airlines has ordered ten **AgustaWestland** helicopters, eight AW139 intermediate twins and a preliminary contract for two AW189 medium twins. Six helicopters, four AW139s and the two AW189s, will be used for offshore transport operations; two AW139s for emergency medical services, one AW139 for SAR and one AW139 for VIP transport. Deliveries are expected to start in the second half of 2013 and the contract is valued at approximately €115M.

Azerbaijan Airlines (AZAL, Azərbaycan Hava Yolları in Azeri), headquartered in Baku, is the biggest Azerbaijani airline and national flag carrier, it also offers rotorcraft services including EMS and SAR using an existing fleet of Russian helicopters. This is not the first purchase of western helicopters to the operator, they have Sikorsky and Eurocopter types mainly used in VIP and oil industry support roles.



Saab has signed a framework agreement with Italian **Piaggio Aero Industries**. Within the framework agreement Saab receives an order for the integration of surveillance systems in Piaggio Aero's new surveillance aircraft. The order is valued at Euro 15.5M.

The new aircraft, Piaggio Aero MPA (Multirole Patrol Aircraft), is a multi-functional aircraft based upon the Avanti airframe and can be used for airborne patrols over land and sea.

The order comprises two MPA aircraft and Saab is to integrate a package of advanced surveillance equipment comprising of sensors, radar, infra-red cameras and a mission system. Deliveries are scheduled for the period 2012 to 2015. www.saabgroup.com

From the start of the 2013 flying season in the UK, Frequency Reference Cards will be available to pilots exclusively as a digital download from NATS the UK's leading provider of **Air Traffic Management** (ATM) services.

The downloadable cards replace traditional hard copy versions which are being withdrawn. It is hoped the move will ensure pilots always have access to the latest and most accurate information.

Frequency Reference Cards supplement the radio frequency information included on Visual Flight Rules (VFR) charts, but that information tends to change over the course of the year. Requiring manual updating. A downloadable version available from March 2013 will remove the amendment requirement, while also allowing pilots to access the information from a mobile device or tablet computer.

While users will need to register, the downloadable cards will be offered free of charge from the Aeronautical Information Services (AIS) website at www.ais.org.uk

ACCIDENTS & INCIDENTS

10 October 2012 Bell 407 N Air ambulance of Life Link III. After loading equipment into a company helicopter, a patient cart struck and fractured the Plexiglas chin bubble. The helicopter was stranded on the helipad until damaged parts were installed causing closure of the facility. [Concern]

29 October 2012 Bell 407 N905HA Air ambulance of Hall Critical Care Transport, Bakersf operated by Air Methods. MedEvac 1 crew was requested for a local area inter-facility transfer. A preflight 360 degree walk around was completed by all three crewmembers and the Flight Paramedic stood fire watch during start up. While at idle the flight nurse noticed a different vibration to the helicopter that he had not felt before. He then asked the other crew members if they felt the same. All confirmed an unusual vibration that felt like a "wave" in intensity. The vibration would get stronger and stronger, and then dissipate. The engine was shut down. Immediately after shutting off the engine, while the blades were slowing, the vibration became worse. A visual inspection by the pilot revealed nothing loose or obviously wrong. Further inspection revealed a delaminating main rotor blade just forward of a trim tab that had recently been repaired. [Concern]

10 December 2012 Eurocopter BK117B3 N911BK. Air ambulance of Rockford Memorial Hospital based in Rockford, Illinois and operated by Air Methods crashed killing the pilot and two flight nurses on board. The pilot radioed that he had "encountered weather" and was heading back to Rockford Memorial Hospital when he crashed into a corn field about 30 miles away in Compton. Weather was reported locally as sleet. The National Weather Service reported light snow in the area at the time, with winds from the west at 7 mph and visibility around 7 miles. The temperature was 28. The dead were Jim Dillow, 40, who joined Rockford Memorial Hospital in 1996 and Karen Hollis, 48, who joined Rockford Memorial Hospital in 1986 both had more than 10 years experience as flight nurses and Andy Olesen, 65, the pilot who was employed by Air Methods of Denver. [Media]

17 December 2012 Eurocopter BK117C2 N145FH. Air ambulance. While in cruise suffered a bird strike that shattered the windshield at Kissimmee, Florida. Landed without incident [FAA]

18 December 2012 Eurocopter AS350 N805MP Miami-Dade Police. A Miami-Dade police helicopter was forced to make an emergency landing on Tuesday after it collided with a large bird that smashed through the right windshield and struck the pilot's face, police said in a statement. The pilot, Detective Roy Rutland, suffered minor lacerations. He managed to land them helicopter in a parking lot near the Florida Turnpike in what used to be the southbound toll plaza at Bird Road. [Fox]

26 December 2012 Mil Mi-8 Ukrainian Interior ministry [Police] helicopter crashed in the centre of the country, killing all five people on board. The Mi-8 helicopter hit the ground shortly after taking off from an airport in the city of Alexandria in the Kirovograd region about 320 kilometers (200 miles) southeast of the capital, Kiev. Three crew members and two engineers died. [media]

28 December 2012 Bell 407 N407KS. King County Sheriff's Office, Seattle, Washington USA operating out of Renton Airport as Guardian One, was taking off from a mobile landing pad when control was lost The tail rotor struck the ground and disintegrated and the helicopter settled down half on and half off of the low slung trolley pad. No injuries and relatively slight damage to airframe. [Media]



BOOK

From Airplan Flight Equipment come the latest editions of their Flight Guide and Cockpit Companion. Not perhaps of major use to the top end IFR pilots of the PAN market but books meeting the needs of such as Sky Watch CAP and NPAS Flight Operations Director at rest are the

UK VFR Flight Guide : 2013 Edition over 950 airfields; full details on over 500 airfields, basic data on another 450 private sites. Every page fully reviewed and updated every year to ensure it carries the most up-to-date information with FREE revisions available by e-mail and website, by update booklet and by replacement pages.

The best-selling format, a single large spiral binding allows the guide to be folded over for use in even the smallest cockpit. In this format a FREE monthly on-line amendment service and FREE mid-year update booklet are available.

UK VFR Cockpit Companion Checklist *Revised and updated for 2013*, this an indispensable checklist containing all the vital in-flight information that pilots need at their finger tips.

The Cockpit Companion is specifically designed as a 'memory jogger' a handy source a non-professional pilot needs when faced with the unexpected or unfamiliar. With 20 checklist pages in full colour, tabbed for quick reference and with a spiral binding for maximum ease of use, the UK VFR Cockpit Companion means that no pilot needs to be at a loss for a vital piece of information.

Data in the UK VFR Cockpit Companion includes: - Marshalling signals - Ground signals - Taxiway and runway markings - ATC and radio procedures - Transponder codes - Rights of way - Low flying rules - VFR minima - VOLMET and ATIS - Wind drift ready reckoner - Descent calculator - Circuit joining procedures - Sunrise and Sunset - Emergency procedures - And much more! Details available on the web site at www.afeonline.com



LETTERS

Bryn

Congratulations on the 200th issue (even though you passed this mark some time ago with the show issues). PAN is always a good read containing plenty of news not covered by the other magazines.

Best Regards

Geoff Russell

AgustaWestland

Good morning Bryn,

First, on behalf of our President and my fellow Trustees I would like to congratulate you on the publication of the 200th edition of Police Aviation News. Supporting the aviation industry and, in particular the emergency services, for over 16 years is no mean achievement and the good thing is that you've done it so well.

Please also accept my thanks for the piece about this year's Emergency Services Show and, in particular, the piece about Paul Trimble and his drones. I would expect to be dealing with an increasing number of enquiries about this aspect of the service provided by the Civil Air Patrol in the UK. Although our light aircraft, aeroplanes helicopters and autogyros, we've just completed a search in Scotland with a Robinson R44, will continue to be the 'backbone' of the CAP the drone has a distinct advantage should we be asked to provide aerial imagery of an industrial accident site, oil refin-

ery, chemical works and, God forbid, a nuclear power station, on behalf of the emergency services. If the drone should become contaminated it will be destroyed and another one will be taken off the shelf!

Once again, many thanks for your support.

Very best regards,

James A Cowan MBE

Chairman

Sky Watch Civil Air Patrol

Congratulations Bryn!

200 editions is a milestone and from a writer/reporter perspective I can appreciate all the hard work.

Enjoy the holidays and a very Merry Christmas to you!

Melinda Ayotte

Marketing Director

North American Surveillance Systems, Deland, FL 32742

PEOPLE

Gerry Anderson 1929-2012



Gerry Anderson at a 2002 TVAA event

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He was better known for his puppets but the other side of Gerry Anderson was his charity work and for a few years that was directly involved in enhancing the fundraising efforts of the Thames Valley Air Ambulance. In recent years his own illness saw him move to supporting the Alzheimer's Society.

Gerry died the day after Christmas Day after battling dementia for two years, he was 83 years old.

His creations which included hit shows *Stingray*, *Captain Scarlet* and *Joe 90* were the things of our youth; few of us would deny being fans even if we were nominally beyond our childhood. His *Supermarionation* creations dated from 1965 and I for one gave them plenty of my adult time. Today a real world version of the Gerry Anderson concept of **International Rescue** is gaining favour across the World.

Lynn Tilton

Diversity Woman Magazine, at its National Diversity Woman Business Leadership Conference held last month in National Harbour, Maryland awarded Lynn Tilton, Founder and CEO of Patriarch Partners, LLC, one of the five Mosaic Woman Award's. According to Shelia Robinson, Founder and Publisher of Diversity Woman Magazine, the Mosaic Woman *Legend Award* recognises the woman whose many stellar accomplishments, inspiration and brilliance have impacted the lives and careers of women of all races, cultures, and backgrounds. "We could not imagine a more deserving or inspirational leader than Lynn Tilton who has dedicated her career to saving over 150 American companies and more than 250,000 jobs in the process," said Ms. Robinson.

Diversity Woman is a national magazine with a readership of over 100,000 women of all races, cultures and backgrounds. www.diversitywoman.com



LATE NEWS ITEM

The ALEA is continuing the pursuit of a federal grant titled the Airborne Law Enforcement Support Initiative (ALESI). The biggest challenge at this point is obtaining Congressional support. This grant would provide \$451.5M total, \$150.5M per year for three years for the purposes of assisting state and local agencies with the financial burden of replacing operational military surplus and/or legacy civil aircraft with modern certificated aircraft. The grant would also assist with obtaining or upgrading airborne related ground based technology including but not limited to, airborne sensors, voice and visual communications equipment, mapping and navigational devices and airborne rescue/recovery equipment and systems. The funding for this grant would not come from federal general revenue but from the Federal Asset Forfeiture Fund (AFF) and Seized Asset Deposit Fund (SADF).

[Chris Lieberman ALEA NE Region Director e-mail to members 29/12/12]

UPCOMING EVENTS

7-8 February 2013 Compliance with the international traffic in arms regulations (ITAR) is the key to successful business. Coaching in how to avoid costly fines and penalties through not understanding the requirements of ITAR. Presentations will include recent case studies of those that got it wrong, how to decide whether ITAR applies and how to apply for a licence. Cost \$995.

This ASD event is to be held at Walt Disney World Swan and Dolphin Resort, 1500 Epcot Resorts Blvd., Lake Buena Vista, FL 32830 USA and accommodation in the venue is recommended. Contact details are +1 407-934-4000 and 4884 <http://www.swandolphin.com/> Ask for the ECS room rate of \$199.00.

Europe contact is ASD in The Netherlands Phone: +31 (0)20 486 9620 Fax: +31 (0)20 486 0216.

In November PAN ran a story about the delivery into service of a Hughes OH-6A N62628 for Webb County Sheriff's Office.

The story resulted in David Chadwick of A-B sending in an image of the same airframe taken some six months earlier at Pensacola Gulf Coast on 29 April 2012.

As the aircraft entered service in September as Air Wolf-1 it might be assumed that the image is of the airframe painted but not fully equipped for service.

The 1968 Hughes OH-6A was delivered to Harrison County from DoD surplus back in 1996 but apparently lay unused for 18 years.



19-21 March 2013 Search & Rescue Europe, Action Stations, Portsmouth, UK A programme drawing upon the experience of 27 speakers from a diverse range of SAR resources. IQPC Ltd: 129 Wilton Road, London, SW1V 1JZ, United Kingdom www.sar-europe.com

As previously mentioned, the recent announcement that Helitech was repositioning itself to capture a more international audience by rebranding as Helitech International and staging the event in London at ExCeL in London from 24 - 26 September. A key factor in attracting a wider audience is to run the show annually and move around key cities across Europe. The organisers report that there has been a resoundingly positive response to the news and to date Helitech International has 110 exhibitors signed up including AgustaWestland, Eurocopter, Sikorsky, Bell Helicopter, Rolls Royce, Turbomeca, Bond Aviation Group, CAE and Vector Aerospace. With its new positioning, Helitech International aims to provide a significant new networking platform for exhibitors, visitors and industry bodies, as well as a showcase for products and services from around the world.

To date, booked stand space has already seen an increase of over 1,000 sq m and the Helitech International conference will also be expanded to enhance its appeal to international audiences, creating an unrivalled educational forum.

PAvCon – POLICE AVIATION CONFERENCE 2013

The 2013 edition of this conference and exhibition organised by Police Aviation Research, publishers of PAN, is to be held on 21-22 May 2013 at Wiener Neustadt, Austria.

Regular attendees to past PAvCon events will see the 2013 event as yet another variation on the type of host. In the past the venues have been a hotel, an air show and, twice, police aviation units. This year the hosts will effectively be industry although the event is being held in a co-located aircraft museum.

Wiener Neustadt [literally Vienna New Town] this year's location has a small landing ground that is home to leading Austrian aviation companies and a base for ÖAMTC the local air ambulance operator. The event will be held within the privately operated Flugmuseum Aviatikum as

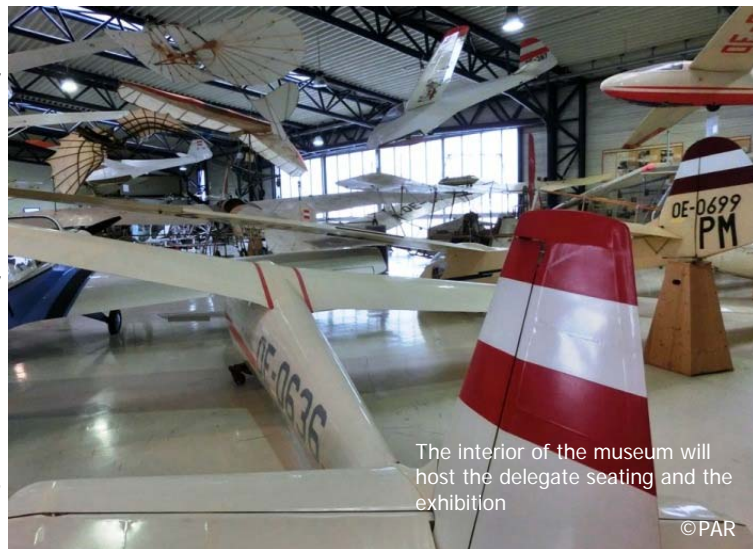
the guests of Ms Claudia Cunia and her team. This magnificent museum, although independent, is in the middle of the Diamond Aircraft factory and this event will naturally reflect that background and bring rotary wing to fixed wing where last year fixed wing were visiting the wholly rotary wing Eurocopter equipped Federal Police in Germany.

Already planned for attendees are factory floor visits, technology and flight demonstrations in addition to the popular police aviation presentations from an array of world experts and practitioners.

Part of the reason Vienna was chosen is its proximity to Eastern Europe and the ease that it presents for operators to travel to the event. The organisers will seek to make available funds specifically designed to assist access to the event by Eastern police air units

The location was selected last month so conference guides and application forms have yet to appear on-line at the event web sites www.pavcon.org and www.policeaviationconference.com

The information and booking documents will be prepared in the coming weeks with a view to all the information being placed on line progressively during January. Meanwhile please contact the Editor with specific enquiries.



The interior of the museum will host the delegate seating and the exhibition

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DIARY

8-9 January 2013 Electronic Warfare GCC Defence Sensors at Abu Dhabi Contact the Organisers, Tangent Link +44 1628 660400 www.tangentlink.com

8-10 January 2013 ALEA Regional Safety Seminar, South East Region, Gainesville, Florida Contact Kevin Vislocky kvislocky@alea.org www.alea.org

2013 American Heroes Air Show, St. Louis Missouri, USA. The American Heroes Air Show is the nation's premier admission –free, helicopter-only aviation event produced by volunteers from coast-to-coast with a passion for aviation and public service. Details from James D. Paules Jr. Volunteer - Executive Producer, American Heroes Aviation Network. +1 (818) 631-8132 Email: Jim@Heroes-airshow.com www.heroes-airshow.com

11-13 February 2013 ILMF taking place in Denver, Colorado, USA. In January 2012 ILMF set a new record for attendees when 773 professionals from 29 different countries turned up for the 12th annual event. LIDAR in its increasing variety of operational formats, is becoming the technology of choice for fast, accurate and quality geospatial data acquisition. Whether supporting highly detailed 3D urban mapping projects, forestry management, or railroad and power transmission line maintenance programs, LIDAR technology delivers the results needed by today's demanding geospatial and mapping professionals.

Running alongside both conferences will once again be the major exhibitions with more than 50 leading companies expected who will demonstrate new LIDAR products and a wide range of new technologies and services. call +44 (0) 1453 836363 or from the US call (303) 332 5407 or go to www.lidarmap.org

26 February – 3 March 2013 Geelong, Australia

Wide ranging aerospace event includes elements on Unmanned craft, Rotary craft, Security, Protection and Emergency Services. The Security, Protection and Emergency Services Showcase is designed to promote this critical industry sector and enhance its exposure to local and international customers. The sector includes specialists in cyber and physical security and emergency response, providers of security equipment, services and training, and providers of equipment and support to emergency services and first responders across all sectors and technical domains. www.airshow.com.au



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