

# Police Aviation News

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Air Show Special June 2004

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# SHOW REPORT



PAN

## ACPO SHOW NEC BIRMINGHAM, UK.

For this market the Association of UK Chief Police Officers [ACPO] is just one of five shows in one. The shows are IFSEC, Security Solutions, Safety & Health Expo, the facilities show and ACPO but such is the cross pollination of ideas that no one show can be isolated as being airborne emergency services related. The sum total of the five is clearly designed to make the attendee wish the day were longer. Getting fully to grips with all the displays in the five halls was clearly out of the question.

The number of dedicated aerospace exhibitors was down even on last year. Effectively the only detectable presences were Eurocopter in the form of McAlpine, and Wescam in the UK, represented by Helimedia. Even Turbomeca failed to turn out this time. Quite why the likes of PAS and Sloane fight shy of attending is difficult to fathom. There are probably too many shows for limited budgets but this one appears to be the only one where there is easy access to most aspects of the aerospace requirements meet up without being unduly hampered by secrecy [the likes of PSDB].

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Ian Commin

Eurocopter agents **McAlpine Helicopters** launched the Eurocopter EC145 into the UK market at ACPO. The 145 is being offered as a larger alternative to the already successful EC135. At a price the EC145 derivative of the BK117 can improve the capability of carrying a significant special missions [firearms/SWAT/dog] team. Although the requirement for these has been greatly overstated in the past it is believed that the war on terror might reverse that trend in the future. It is for each individual customer to decide his or her own needs. Recently the EC145 demonstrator has been a regular visitor at McAlpine's Oxford facility to meet the needs of potential police and military purchasers.

*Ed: Flight International 25-31 May carries an appreciation of the potential World market for the EC145 including its potential in the UK police market.*

Within ACPO was a British invention designed to bring vehicles quickly and safely to a complete standstill. It has been successfully deployed overseas by US forces and is now being prepared for use in Iraq. With cars increasingly being used by terrorists and criminals both in Iraq and elsewhere around the world, X-Net provides military, police and civilian authorities with what could prove to be a valuable life-saving tool. Different versions of the device have been developed and X-Net has also been evaluated by a number of British police forces.

Interest in X-Net, developed by **QinetiQ**, is expected to increase significantly following its successful deployment with the US Marine Corps in Haiti. In one incident in April 2004 a car that accelerated after being signalled to stop at a checkpoint near Port-au-Prince was brought to a stop within 50 feet without injury to the driver or Marines and without shots being fired. The Marine Commander said that the X-Net device worked as intended and that there is one Haitian that is glad that it did". He described X-Net as 'a keeper' and requested further devices.

The device is made of Dyneema, a super-strong polyethylene that is used by fishing trawlers and to anchor super tankers. Pound for pound Dyneema is eight times stronger than steel. The fibres have a tacky coating to keep them supple so that they can absorb the enormous amount of heat and friction that is generated when they wrap round the wheels and axle. The overall system weight is less than 13kg, making X-Net extremely portable and able to be carried in a backpack.



Underlining the complicated display set-up over in the IFSEC Exhibition QinetiQ had another stand displaying aerospace items.

Europe's two largest airport operators are now undertaking trials of a new radar system designed to detect runway debris [in the wake of the Concorde accident]. British Airports Authority (BAA) and Aéroports de Paris (ADP) have operational trials of **QinetiQ's** Tarsier radar system at Southampton and Paris Charles de Gaulle airports respectively. A further trial in North America is planned for later in the year and the US Federal Aviation Administration will also evaluate the system.

In addition to debris location QinetiQ's Tarsier is seen as an area security device suitable for securing such as an isolated operational unit in a rural location. The ability to detect and locate objects on runways using all-weather millimetre wave radar can be projected to cover surface movement tracking, runway intrusion, perimeter security and bird detection.



QinetiQ



Ferneux

[PAN]

**QinetiQ** were also showing a device that stabilises shaky video imagery. The low-cost device has already won recognition from both the security industry [because it successfully stabilises CCTV cameras blowing in the wind] and customers around the world. Launched one year ago, StableEyes units from the first production runs have all sold. StableEyes won the 'Innovative Product' category at this year's Security Industry Awards.

The result of a technology partnership agreement between QinetiQ and **Ovation Systems**, the system uses the very latest image processing technology to reduce camera shake leaving operators with clear, stable and steady video. This in turn reduces operator fatigue, increases their effectiveness and provides enhanced recognition of things such as vehicle number plates. Because StableEyes can be used on both live and recorded video, archive material can also benefit from stabilisation.

StableEyes is used by military, police and civilian customers and is in use in a variety of different types of locations, including border crossing points, town centres and ports. It can also be applied for long-range covert surveillance and mobile recording.



No-one tends to notice back boxes, but **Ovation Systems** are already present in many police aircraft undertaking a variety of fairly mundane 'black box' type tasks.

A new and potentially exciting product is a new recording device. It is not long since the industry was promoting – and having reliability problems with – digital tape recorders for aircraft use. Now that the faults are largely ironed out of that bit of technology it may be being sidelined by an item of solid state technology from Ovation.

Currently being marketed to the covert market, **FlashBack** is a highly compact digital video recorder designed especially for covert applications. The system utilises broadcast standard MPEG-2 video compression to record high quality real-time video and audio to a PC / Compact Flash memory card. Once a recording has been made, the flash disk may be removed and played on a PC or laptop using a standard media player application.



The unit is housed in a small and rugged enclosure just 125mm by 76 mm by 17mm and weighing just 170 grams. It may be ideal for covert installations but it may equally be at home in aircraft.

The data on the flash disk may be encrypted so that only users with a correct passcode are able to view the pictures. A PC software utility is available to allow archiving of the recordings directly to a DVD disk which can then be viewed on either a PC or

a consumer market

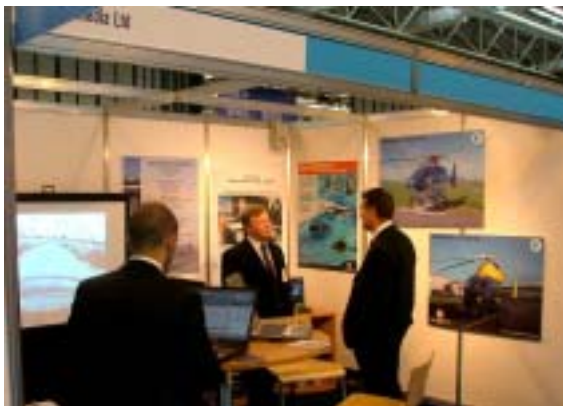
Just the size of a small cigarette packet, the recorder uses the same technology as is becoming familiar with digital photography. A recording chip capable of recording everything the sensor pod sees over a 3-hour flight day. Ovation Systems are on +44 1844 279 638 and can be found at [www.ovation.co.uk](http://www.ovation.co.uk)

Again outside the ACPO show was the Safety and Health exhibition. It was here that Peli products were exhibiting a selection of bright concentrated LED lamp beams that will never need replacing. Typical lights can come with night vision discs in red and blue-green. Most operate via a push button switch for momentary or continuous light operation

Dorset has bought some L1 Zone 0, a model offering anti-static bodies of ABS resin with chrome plated coating. Approved to be used in ATEX Category 1 [Zone O] areas. Approved to be used in industries with a high risk of explosion [hazardous areas. The light is water-resistant and the four LR44 batteries offer 130 hours of illumination in a package the size of an average thumb [67x24x27].

The new Dorset Police UEO Colin Bell is enthusiastic about the lights. Even though Dorset managed to break the bracket of its first lamp Peli overcame the problem to their complete satisfaction. The lamp fits well onto external Velcro strips on the [one-size fits all] helmets issued for the use of occasional passengers. An invaluable aid to those thrust into the unfamiliar interior of the MD900 Explorer for the first time at night.

Regular crew find that the broad beam emitted by the Peli needs to be shielded. The standard beam is acceptable for the rear observer but most find that in the front position it needs reducing, mainly to maintain the pilot's night vision.



Helimedia [Wescam]



Peli

[PAN]

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## AIR AMBULANCE 2004 Hradec Kralové, Czech Republic



### 14 – 15 May 2004

This annual event took place in the middle of last month at Hradec Kralové - Správcice Airport, northeast of Prague in the Czech Republic. The former Czech Air Force base is the base of operations for one of the major civil HEMS suppliers, Delta System – Air AS, making it a natural venue for the annual training of the Czech Republic's mixture of civil and military resources.

Two civil companies [Alpha and Delta] undertake the lion's share of the tasking, with the military operating a single base and the police two. There is a dispute between the civilian

operators and the government over whether the military and police should give up the task in favour of the 'more cost-effective' civil solutions. The military use a Sokol and the police have Bell 412s and the new EC135s assigned to the task. The civil fleet is varied and most types were represented at Air Ambulance 2004, their places being taken by spare aircraft for the duration.

The morning of the first day of the Air Ambulance event was primarily classroom training and a presentation in a marquee, but it was very low key. The afternoon was an opportunity for rescue personnel, mountain rescue service, civil defence and fire departments, SAR dogs, members of police and armed forces to showcase their skills to a largely professional audience.



There was a supporting cast of ground based ambulance, rescue and fire personnel manned by the military, professionals and a range of volunteers. Visiting services from Slovakia further complicated the wide range of different organisations involved locally in this field. With a backdrop of the hardened aircraft bunkers of the former military residents, the airfield was packed with throng of emergency services vehicles old and new.

The organisers have hopes that this event will evolve into an Eastern Europe SAR and EMS gathering attracting representatives from units across Europe. Operators from Western Europe have attended in the past. At the moment it remains very much a proposal and devoid of the real training substance that such an event might seek to represent.

On the second day the air emergency theme gave way to a public air display open to all as 'Helicopter Show 2004.' Retaining the air rescue thread the event broadened to include a wider range of airframes more associated with a public air show and also marked Delta taking on the mantle of a local Cessna distributor, with LD Aviation also selling Cessna's.

Although the trade display was very low key Cessna reported a great deal of interest in their Model 208 Caravan – taking a temporary break from ILA in Berlin – and worthwhile for them at least.



The whole affair was apparently a minor event when compared to those in Western Europe, small beginnings for an expanding market perhaps. There are already signs that the Czech

Republic is moving up-market from the pre-used market with their recent EC135 orders. The grant of the Cessna agency is, like EC membership, another step on the way towards bringing the former Soviet Bloc countries back within Europe. Previous to this development Czech customers wishing to purchase a new Cessna had to contact a dealer in Germany. Contact [hems@hems.cz](mailto:hems@hems.cz) [Ivana Dostálová] in Prague for details +420 22422 3154



**EAST and WEST**

European jet setters. Last month Cessna's 208 demonstrator was successively in Berlin [ILA], the Czech Republic, Berlin again, then North Weald [Aerofair] and Geneva [EBACE].

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## **AEROFAIR 2004 21 - 23 May 2004**

Sunny weather, clear visibility and Air Traffic reporting over 1200 movements over the three days, many of which were from Europe and more distant parts of the UK is the kernel of a successful show. Thousands also arrived by car so it is estimated that between 6,000 and 6,500 people visited, the vast majority of whom were the serious buyers for which Aerofair has become famous.

Over 120 exhibitors attended, exhibiting some 80 aircraft as well as pilot supplies, avionics, aviation lubricants, finance, insurance, airparks, engines and parts.

Substantial sales of aircraft and pilot supplies were reported during the show and post-show sales leads and enquiries have already poured in.

Although it is too soon after the show to have assembled many exhibitor reactions, reports so far include:

- Diamond Aircraft sold 5 aeroplanes and are extremely pleased with the show.
- Cirrus confirmed orders and a very good show with serious prospects met (they had to institute a booking system as a result of the number of visitors who wished to sit in the cockpit of the aeroplanes).
- Bob Crowe confirmed excellent contacts as usual for the Cessna Caravan and reported being flat out for all three days of the show.
- PZL were delighted and have reported a long list of test flights.
- WD Aircraft reported numerous contacts and positive sales leads for their new VLA aircraft, the D4 Fascination when it is certified in the UK. Enquiries are also being dealt with for both the Ultralight and VLA versions of the Fascination in kit form.
- People continuously surrounded ST Aviation's 4-seat Jabiru J400 and Kevin Pearce reports that they not only received valuable enquiries but have almost certainly sold three aircraft as a result. He also stated that, although the quietest day, Sunday produced his buyers.
- Yak UK reported good contacts again and sold one of the new Yak 52TD aeroplanes.
- Breitling reported "good visual impact and a successful weekend" having sold 5 top-of-the-range watches.
- Harry Mendelssohn reported good sales, especially products such as the Garmin handheld GPS of which he states that he "could have done with an additional two or more dozen".
- We await further comments from other key exhibitors such as CSE, Meridian, Air Touring. Without doubt, some of the small company exhibitors, such as Cambrai Covers, S2T with the AT-3 aircraft and Small World Aviation all did very well indeed.
- Talking to the service companies at the show, such as Hayward Aviation, Industrial Equipment Finance, Lombard, Air & General, Besso and Currencies4less.com, all found it very worthwhile.

Aerofair once again lived up to its reputation of attracting 'Quality not Quantity' visitors that was proven by the sales of aircraft as well as a wide variety of other aviation products and services. [The Organisers]

*This long established general aviation sales show opened at North Weald Airfield, Epping under the dual clouds of developing the former Battle of Britain fighter station airfield as housing and that created by the heavily subsidised London Air Show at Earls Court [see last month]. The politicians are in charge of the housing but would the new show place Aerofair in danger and weaken the reasons for retaining flying?*

As with the London Air Show there was the usual varied crop of manufacturers and agents covering aircraft old and new, avionics, nav aids, pilots' equipment and accessories, flight training, safety equipment, engineering, memorabilia, prints, models, etc.



Honeywell were presenting their new IHAS 2000 integrated hazard avoidance system to GA buyers at the Aerofair.

# Aerofair 2004

## North Weald



The Tulsa OK based Nordam Group were marketing window systems at the Aerofair and brought with them this early model [1976] Hughes 369HS. The former multi-section rounded profile nose glazing has given way to the later style thanks to an \$11,880 conversion kit. A number of US police operators have incorporated this system into their OH-6 variants.

Thanks to its outside location Aerofair offered real aviation in an aviation environment [rather than an all-purpose exhibition hall]. Test flights, demonstrations and lower entry costs were all a feature to compare. The weather of course could not be controlled but on this occasion it did not need to be. Each day visitors by air averaged 200 and each day the car park was agreeably busy.

As a trade show most everyone agreed that Aerofair was in a state of continued success, the only drawback may have been in the local advertising and the failure to put on a wholehearted welcome – the smiley face.

Aerofair is all about making money and yet there were many instances of 'interested family groups' not being aware of the show because it was not generally advertised to the local market, as a result the Sunday outing families were not attracted. They may not be the core market but they do pay additional entry fees and inject funds into the supporting infrastructure. People who like aeroplanes support them and the airfields they inhabit.

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## FLYGENOVA 2004 22 – 23 May 2004

FlyGenova 2004 a public Aeronautics Exhibition and Air Show is included in this review primarily to use the range of public service images sent in by PAN's Italian correspondent Marcellino Dino.

The Genova AeroClub and Fiera di Genova (Genova Fair) organised the event at the Cristoforo Colombo Genova International Airport to attract the attention of the International audience and showcase aeronautics in Genoa and Ligurian Region of Italy. The proposal is to develop the event as an Aeronautics Exhibition and not simple as an Air Show.

This first event was held over a Saturday and Sunday with both mornings revolving around a static display and the Sunday afternoon offering a range of flight demonstrations above and on the sea in front of the promenade and beautiful beaches of the city.



Genoa has a long aeronautics tradition: the first recorded flight there being in 1910, performed by Belgian aviator Giovanni Olieslager with his Bleriot IX. A famous Italian pilot woman, Carina Negrone, born in Genoa, obtained her brevet at the age of 22 before going on to establish an

World altitude record on in June-1935. After the war she was a test pilot for Piaggio Aircraft Industry testing the P-148 and P-149 aircraft. Piaggio has its head offices and main production plant on the airport. Types that have been built and flown there include PD-808 bizjet, P-136 amphibian and its landplane derivative the P-166. An updated version of the P-166 remains in production, but the jewel is the P-180 Avanti, an executive type selling all around the world. Piaggio's static display included an Avanti in Ferrari colours, this being supplemented by a flying display by an example in Vigili del Fuoco (Fire Brigade) markings, and a new version of the P-166 named DP-1.

Alenia, another representative of Italian Industry was present in static and air display with the C-27J transport twin produced in joint venture with Lockheed Martin in the US. Iniziativa Industriali Italiane showed the light 'Sky Arrow.'

Genoa airport is also home of two Italian State Air Services Units : the Vigili del Fuoco (Fire Brigade) and Guardia di Finanza (Treasury Police). In the summer a Canadair CL215 is sometimes detached on fire fighting duties by the Protezione Civile (Civil Protection). Additional air resources in the Liguria Region (Genoa is the capital) there are also air bases of Coast Guard, Navy, Civil Protection and Carabinieri.

As a direct consequence the number of aircraft displayed by the State Organisations at the event was massive, and far beyond that that might be expected at similar events across the World. The three primary law enforcement agencies brought eight aircraft and a number of boats to the show.

- Polizia Agusta-Bell AB-206, AB-212 and Partenavia P-68 Observer 2
- Carabinieri Agusta A-109.A and Agusta-Bell AB-412
- Guardia di Finanza [Treasury Police] Piaggio P-166.DL3, Agusta-Bell AB-412 HP, Nardi NH-500 MD

To these could be added ten aircraft from a range of other agencies. The Guardia Costiera [Coast Guard] brought a Piaggio P-166.DL3 and Agusta-Bell AB412, the Vigili del Fuoco [Fire Brigade] Agusta-Bell AB-47J, AB-204, AB-412 and Piaggio P-180 Avanti, the Protezione Civile a Sikorsky S-64F and a Canadair CL-415 while the and the Corpo Forestale [Forestry Corps] Nardi NH-500 and a Agusta-Bell AB-412

The efforts of these were further bolstered by another ten types from the military.

Italian Air Force SF-260, Nardi NH-500E, Sikorsky HH-3F, Lockheed C-130J rounded off by the Frecce Tricolori air display team.

Italian Navy MD/BAe AV-8B Harrier supported by the aircraft carrier Giuseppe Garibaldi in navigation.

Italian Army Dornier Do-228, Agusta A-129 Mangusta attack helicopter and AB-205



**DUBAI Helishow DUBAI 2004 HELISHOW 2004**

**International Helicopter Technology & Operations Exhibition**

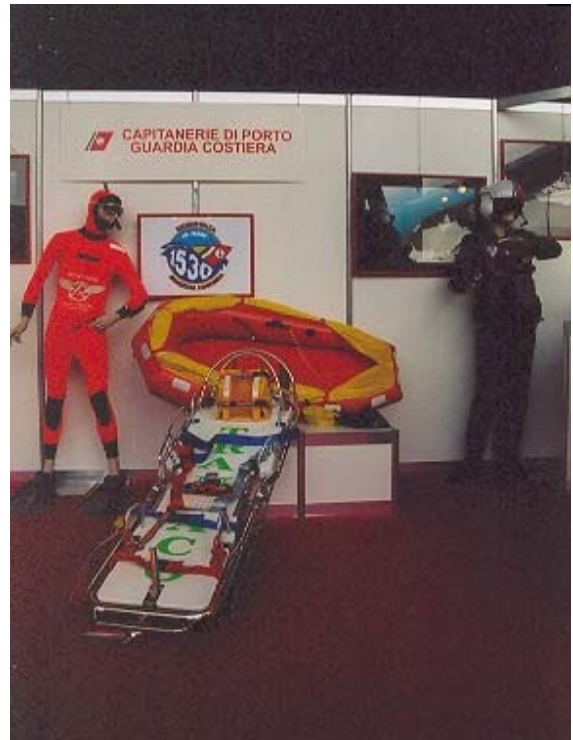
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Each of the services had a stand where a range of equipment was on display – among the stretchers, buckets, radios, cameras and engines were models, photos, movies pilots and commanders speaking with the crowd. Many aircraft were open to view.

If one target of the event was promote the State organisations to the people to the citizens I think it was reached.

The aerial show, on Sunday afternoon, was the best. The pilot and specialists giving a good idea of their capacity to face the emergency on the air and in the sea.

I have seen many air shows, but I have to tell that this was special and attractive even for people well accustomed to the World of aeronautics. Each of the air services displayed aircraft in co-operation with the respective service water craft, from the little and speedy motorboat to the aircraft carrier Garibaldi, sailing very near the coast.

The Guardia di Finanza NH-500 simulated a pursuit of a suspect boat in a pressing carousel with the helicopter following the boat at very low level, sometimes invested by the wave raised by the turning boat.

Polices forces as Guardia Costiera and Carabinieri showed their aircraft and their divers, and the Polizia aircraft and boat 'intercepted' and captured a smuggler's



craft in a very impressive eriminal , and recovery the illegal load throw at sea in a very real action.

The Canadair and S-64 of Protezione Civile and a Corpo Forestale AB-412 demonstrated their fire fighting activity , loading the water at sea and bombing.

One of the more attractive display was performed by Vigili del Fuoco: a boat burning, the crew obliged to take to the sea. A Vigili del Fuoco fire-fighting boat arrive and work to extinguish the fire while the AB-412 launched two skin divers to save the crew. Another VV.F boat arrived and recovered a survivor.

At the end a choreographic parade

undertaken together, boats and helicopters of each of the services.

And after all various State Air Services the afternoon was closed by traditional fare from the Armed Forces: the Army with his A-129 Mangusta and the launch of Special Team from the Do-228; the Navy Harrier AV-8B takeoff from the Ship Garibaldi, display and landing well visible by the coast.

In closure the always fantastic Italian Air Force Aerobatic Team Frece Tricolori set the seal on a wonderful afternoon, thanks also to the typically Mediterranean weather.

### **EBACE Geneva Switzerland 25-27 May 2004**

The three-day exhibition registered a record 6,487 Attendees - an increase of 8.4% over last year's total of 5,984. It also featured 247 Exhibitors occupying a record 728 3-meter by 3-meter booth spaces in Geneva Palexpo, an increase of 18% over last year's booth space total of 615. The Static Display on Geneva International Airport featured a total of 36 business aircraft.

Arrius, the leading engine for the EC 135

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### **SHOWS TO COME**

**International Heli Trade** the new European showcase that is to take place in Geneva on 5 - 7 October 2004 has announced significant additions to its promotion team. New members of staff are now on-hand to respond to the increasing level of activity from exhibitors pledging their support for the event.

Manufacturers such as AgustaWestland, Turbomeca and Bell Helicopter Textron Inc, as well as an early surge of visitor registrations have brought forward the organiser's plans to expand the show team.



Greg Cherry joins as Event Manager and Ros Irving as Conference Director to focus on sales and customer liaison and conference development respectively. Both have extensive experience in the exhibition and conference business and have worked together on several successful new launches previously.

The show is aimed at a perceived gap in the market for a pan-European helicopter event and the organisers are 'quietly ambitious' that in time International Heli Trade would become to Europe what Heli Expo is to the US. So far they are 'astonished and very pleased with the support we've had from the international industry.'

International Heli Trade will include an exhibition, a series of seminars, workshops and conference programme, static helicopter display and demo flights. For more information visit [www.internationalhelitrade.com](http://www.internationalhelitrade.com) Contact Moira Edwards, Tel: +44 (0) 1295 670049, e-mail: [moira@internationalhelitrade.com](mailto:moira@internationalhelitrade.com) In France contact Matthieu Delbard, Aviaxess, Tel: +33 (0) 1 45 54 11 09, e-mail: [m.delbard@aviaxess.com](mailto:m.delbard@aviaxess.com) [www.aviaxess.com](http://www.aviaxess.com)  
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