

Police Aviation News

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IPAR



PREVIEWS:

TURIN WINTER OLYMPICS

HAI HELI-EXPO DALLAS

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LAW ENFORCEMENT

GUYANA

Miners of the Guyana Gold and Diamond Miners Association were given the green light to move ahead with acquiring their own security forces and the prospect of a helicopter to patrol the interior is being looked at in association with the Ministry of the Interior. Mining areas have recently been the target of major attacks by gunmen. The security constables should be working within weeks.

A helicopter to patrol the interior has been discussed but issues about overall costs, lease or purchase and who would actually operate it – the military or police – remain to be resolved. The viability of this was further clouded by a call to have two machines to ensure the safety of the first flying over the vast and sparsely inhabited 214,970sq km/83,000 sq mls interior of the country. [Stabroek News]

Ed: There are no police air support resources in the region and even the Guyana Defence Force Air Wing, formed in 1968, does not appear to have had operational aircraft for nearly a decade. This would have negative safety considerations for any security helicopter.

INDONESIA

Nearly three years ago the Indonesian police force was evaluating a number of proposals relating to a \$31M procurement of rotary and fixed-wing patrol aircraft. Part of these investigations included the pushing of sales of further locally built Indonesian Aerospace (IAe) BO105 helicopters.

These plans led to the acquisition of Enstrom helicopters but no sign of the local construction of the BO105s. The police were said to be reluctant to deal with IAe because of earlier problems with its existing fleet of locally built BO105s.

All hope of local 105s can probably now be dismissed with the spotting of a number of ex-German military BO105 helicopters stored at the GMF [Garuda] hangar in Jakarta. All the aircraft have had the German military markings painted over and three have had Indonesian Polisi titles and serials applied.

Those confirmed as being police airframes are c/n 5026 the former 80+26 but now marked P-4101 Polisi, c/n 5048 [80+48] P-4102 and c/n 5071 [80+71] P-4104. All were sold directly by the German military rather than via ECD. [Stewart Lanham/IPAR/ECD]

ITALY

Last month [January] the 'Reparto Volo della Polizia di State' (Italian State Police Air Service) celebrated its formation 35 years ago.

The Air Service was formed on January 1, 1971 and received its first helicopters 15 days later, creating the first air unit on Pratica di Mare air base. Today there are eleven Reparti

Front Cover: This superb Jon Goldin image of an NYPD Agusta A119 Koala sitting in the weak January sunshine previews next month's photo-visit to the New York PD air unit in Brooklyn. The intended article illustrated by the Editor is held over by the sheer weight of stories this month.



Volo units cover Italy with 618 personnel operating P-68 Observer fixed-wing aircraft, and AB-206, AB-212 and A-109 helicopters. In 2004 they performed 9,380 missions. [DM]

JORDAN

The Royal Jordanian Air Force has placed a firm order for four additional EC635 light twin helicopters. Two of these helicopters will be delivered at the end of 2006, the other two early 2007. Further fleet increases are considered possible.

The original fleet [derived from a cancelled Portuguese order] was delivered by mid-2004. The RJAF use the type for security patrols in support of the police. [ECD/IPAR]



LIBYA

AgustaWestland has announced a contract to supply ten A109E Power helicopters to Libya for border patrol. The deliveries of the first two helicopters are expected at the end of 2006 and the beginning of 2007.

This contract is a €80M part of a programme whereby Finmeccanica, AgustaWestland and the Libyan Company for Aviation Industry have started setting up a helicopter industry in Libya. The signed agreement is to form a joint venture called the Libyan Italian Advanced Technology Company (L.I.A.T.E.C.). LIATEC will be 50%-owned by the Libyan Company for Aviation Industry, with Finmeccanica and AgustaWestland holding 25% each.

LITHUANIA

An agreement has been signed with Eurocopter to buy three additional helicopters for the Baltic area countries Border Guard [Valstybės Sienos Apsaugos Tarnyba/VSAT] to conduct patrols on its border with Russia and Belarus.

The deal, worth 64.3M litas (€18.6M, \$US22.6M), will purchase two EC-135 and one EC-145. The money will come from European Union Schengen agreement funds for the protection of the EU's external borders.

The EU's Schengen agreement has removed internal border controls between most EU member states, allowing EU citizens to move freely between countries. But the treaty maintains strict controls on external frontiers.

Lithuania, joined the EU with nine other mostly eastern European countries in 2004 and will join the Schengen zone in 2008. Lithuania has a border of about 650km [400 miles] with Belarus and nearly 300km [200 miles] with Russia and has €179M of EU money set to ready the country to undertake its future Schengen role.

Ed: A handful of years ago the VSAT operated a Kamov Ka-26 and bought an Eurocopter EC120 in 2003.

MALAYSIA

The Royal Malaysian Customs expects to 'engage helicopter operators' by June next year to enhance its monitoring operations on smuggling.

Customs Deputy Director-General (Prevention) Datuk Mat Yusof Abdullah said the customs had received the quotation from Subang-based Eurocopter Malaysia but had yet to decide on it. [Bernama]

UGANDA

It has been reported that the South-western Regional Police Commander, Mr Chris Bake-siima, has said they will shoot down any private plane used to monitor elections. He was responding to reports that one of the opposition parties were proposing to use a helicopter to monitor and fight election rigging on polling day, February 23 – an activity said to be supported by international organisations, including the United Nations. The basis for this threat was that the government had mandated the police to safeguard the elections, no body else.

[Daily Monitor]

RUSSIA

In late December 2005 the FGUP KumAPP company delivered two law enforcement configured Kamov Ka-226 helicopters. Tests in demanding weather conditions were passed. After the helicopters are delivered to the Federal Security Service it is expected that contracts will be signed for a further 6-8 machines for Russian law enforcement agencies in 2006. In addition the report states that 5-7 Kamov Ka-32 will be delivered this year. [RusNews]

UNITED KINGDOM

DYFED-POWYS: The sole operator of the Agusta 109E Power in UK police service, is seeking to attract a Chief Pilot and a Line Pilot for the Welsh air support unit. The directly employed Chief Pilot vacancy is being offered at a salary range of £49,632 to £52,971 [\$US88,550 to \$US94,500]. The line pilot top rate is £47,511. [Flight]

SCOTLAND: Police Chiefs in the Lothian and Borders Police have been criticised by an Independent report for delaying an air search in the hours after a schoolboy, Rory Blackhall, went missing last August. Rory's body was found hidden under a tarpaulin in woodland three days after he vanished. It was only half a mile from the school he had been dropped at by his mother.

Senior officers refused three separate requests for a helicopter with heat-seeking equipment to join the hunt. It was the opinion of experienced officers that the helicopter would have helped. The report is critical of the decision-making and recommends that Lothian and Borders review their procedures regarding the use of helicopters so that mistakes are not repeated.

Strathclyde Police are the only Scottish force with an Air Support Unit helicopter. Their fully

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role equipped EC135 is available to other forces.

DNA evidence later showed suspected paedophile Simon Harris, 37, had killed Rory. He hanged himself before police could arrest him.

Last night, a Lothian and Borders Police spokesman said: 'The review highlights some operational matters of good practice and areas of learning for complex investigations.' [Sunday Mail]

Ed: Nice bit of double-speak there from L&B. A bread & butter air search becomes a complex investigation! Where have they been for the last 30 years?

USER GROUP: The Police Eurocopter User Group (UK) serves to provide a focal point for activities related to the operation of the EC135 & EC145 helicopters as an aerial police platform.

To date 15 Police Forces fly 17 EC135's, the Metropolitan Police is to acquire three EC145 models and another one force is expected to order an EC135 in the wake of the upcoming Home Office funding round. Only one member is not British, the Garda Siochana [Eire]. They are members by virtue of the similarity of their aircraft specification to the UK norm and their proximity to the UK. Although purchased directly from Eurocopter the role spec fitting out was undertaken to UK police standards.

The User Group meets three times a year at different venues throughout the UK. The meeting normally consists of a two day seminar where end users meet in camera on day one. Day two consists of service providers responding to enquiries and updating clients on future modifications, developments and products.

The current UK members of the group are Central Counties Air Support Unit, Chiltern Air Support Unit, East Midlands Air Support Unit, Essex Police Air Support Unit, Lancashire Police Air Support Unit, Merseyside Police Air Operations Group, Metropolitan Police Air Support Unit, North East Air Support Unit, North Midlands Air Support Unit, North Wales Police Air Operations Unit, Police Service Northern Ireland, Strathclyde Police Air

Support Unit, Suffolk Air Support Unit, Surrey Police Air Support Unit and the Western Counties Air Support Unit.

Although the user group was set up by the manufacturers early in the development of the EC135 to provide a means whereby they could talk to each of the operators as their numbers grew the leadership of the group has now changed to being police led and Eurocopter [McAlpine Helicopters the UK agent] is now little more than a service provider answerable to the group and its questions. The idea was such a good one that the rival manufacturer set up a similar forum to cover the MD Explorer.

The EC group oversees development of the EC135 and EC145 helicopters in Police Airborne Operations, monitors maintenance support, Service Bulletin status, unscheduled maintenance and major component failures. It is all about effective communication with airframe and engine manufacturers, maintenance organisations and sub-contractors leading to best value from the EC helicopter products.

It has its own web site where minutes and the like are stored in the password protected areas at <http://www.policeforum.co.uk/>

Where this site is different is that it does have some public domain information pages and this includes a quiz page – but beware it does not contain easy questions! Definitely for the total aviation person rather than some passer-by!

Meanwhile, following up a rumour that the new owners of MD Helicopters – including Lynn Tilton of Patriarch – were travelling to the UK to personally address police operators of the MD900 Explorer at their January User Group meeting for the aircraft type PAN asked MDHI directly.

Lynn's reply was:

'I continue to meet and talk with operators of MD products around the world to answer their questions and reaffirm our commitment to strengthening all aspects of the business. In particular, we have been focused on making sure that existing operators have the parts and support they need. As we recently announced, we have improved spare part fill rates while reducing aircraft on the ground (AOG). Our spare part order fill rate has increased to 80 percent while reducing AOG by almost 70 percent over the last three months. While this is a



good start, we know we can do better and we will. MD will be represented at the UK operators meeting by Jeff Snyder, General Manager of Customer Service and Hans Hilkhuysen, Director of International.'

UNITED STATES

GENERAL: PAN has had a request from an officer in Indiana who is trying to get in touch with European air support operators for 'Patch Exchange.'

Rob Wilkens 977 with the Hamilton County Sheriff's Department who operate MD520N N520HC out of Cincinnati, Ohio, are trying to get as many patches as he can for a wall hanging being made for the hangar at the sheriff's HQ. They are seeking patches any kind of helicopter – military, law enforcement or even company logo patches. The collection at the moment consists of a range of local Police & Sheriff's Departments but he would like to expand it to the wider market.

If you have some you could send him please send them to Rob Wilkens, 2860 South State Highway # 7, North Vernon, IN 47265 [Telephone +1 812 352 9244]

ARIZONA: Prominent rotorcraft parts provider Heli-Mart Inc. has purchased nine MD 520Ns and one 300C operated by the Phoenix, Arizona, Police Department. A massive inventory of spare parts and engines worth nearly \$1.5M was part of the deal.

Aside from the original equipment manufacturer, Heli-Mart has the world's largest inventory of spare parts for MD helicopters. Heli-Mart also stocks a range of parts for other aircraft, including Agusta, Bell, and Eurocopter, to name a few.

[Heli-Mart]

Ed: To clarify the position the Editor spoke with Heli-Mart. Although Heli-Mart now have the rights to the ten aircraft mentioned in their press release three of the MD520Ns remain in police service. The seven already in their possession, four of which were not in a flight-worthy condition, were placed at Flight Trails Helicopters Inc., at Falcon Field in Mesa, AZ to be readied for individual sales. Of those four, three remain grounded for parts, engine timed out, or maintenance need. Readers will recall from earlier editions that Flight Trails has existing links to MD.

The majority of the inventory of parts, engines, etc., was transported to Heli-Mart's facility in Costa Mesa, CA again for resale to customers. Although they are the oldest MD920Ns extant [dating from 1991-92] they are unlikely to be broken up for spares.



CALIFORNIA: The Sonoma County Sheriff's Department Helicopter Unit has a pilot vacancy and is currently taking applications for this position. The minimum qualifications include an FAA CPL [H] rating, 3,000 hours total turbine time, 500 Hours Vertical Reference Long-Line Sling Work and 500 Hours Night Flying. Additional Desired Qualifications include that the candidate have a Bell BH407 Qualified Instrument Certificate, mountain and NVG flying experience. [SC]

CALIFORNIA: Another air unit in the state has lost its helicopter. The MD500E helicopter N521PD covering the City of Hawthorne. 'Air Five-Five' was nominally a Hawthorne badged resource but it answered calls across the South Bay of the Los Angeles area. The city has a population of nearly 87,000 within a six square mile area near Los Angeles International Airport and surrounded by the San Diego (I-405), Harbor (I-110), and Glenn M. Anderson (I-

105) Freeways.

Hawthorne grounded the MD helicopter last month in an effort to save money and shore up its budget. The city has no immediate plans to restore its operations despite an internal police report detailing its value and a new willingness by other cities to help pay for it.

Hawthorne bought the helicopter for \$415,000 from Newport Beach and Costa Mesa police department's air unit in 2001 - it entered service in 2002 following a line of helicopters that included the Robinson and Schweitzer. It has since upgraded the role equipment with the help of federal grants. It is claimed that the machine was the first-on-scene over 60% of the time to dispatched radio calls. Suspects have been captured with the FLIR and stolen cars have been recovered with the LoJack.

Last year it answered nearly 1,000 calls and police attributed 99 arrests to the helicopter in 2005 stating that it had contributed to an 8% drop in serious crime in Hawthorne since 2004. Other South Bay cities have been reluctant in the past to help Hawthorne pay the cost of keeping the helicopter in the air, but that has changed in the past few months.

The cities of Manhattan Beach, El Segundo and Torrance have apparently agreed to contribute \$10,000 a year toward the helicopter but the additional funding remains a statement of intent. Although the city of Inglewood has talked about funding with an annual cost level of \$250,000 there is a long way to go.

Ed: The financial figures quoted here contrast starkly with a story from another state... the other end of the tale from Chicago, Illinois and the previously reported on new operation by Countryside PD: -

When the item came in from an incredulous correspondent associate he commented that the article was 'journalism gone crazy.' Local paper material where the local cops got a big splash for spending a mere \$1,000 on air support! This reflects the fact that there are only 23 officers in the PD. It may be a drop in the ocean but it is undoubtedly helping. The gist is that....

The Lincolnshire Police Department has joined 40 suburban communities in supporting a law enforcement helicopter that can help with manhunts and other emergencies.

The department is contributing \$1,000 to the non-profit Illinois Regional Air Support Service, run by Chief Timothy Swanson of the Countryside Police Department, which maintains the helicopter. The programme is manned totally by volunteer pilots and police officers flying Friday and Saturday nights, patrolling high-risk homeland security targets, but available 24 hours a day for emergencies.

CALIFORNIA: Carlsbad based Jet Source has been awarded the airframe and avionics completion contract for San Diego PD's new fleet of four Eurocopter AS350B-3 helicopters due to be delivered this year. The machines replace a similar number of Bell 206 helicopters and will have upgraded radios and avionics and a number of modern role equipment tools including NVG and moving maps fitted. [JetSource]

ILLINOIS: Chicago Police Department resumed airborne operations last month after a gap lasting 25 years. Flight operations use a single Bell 206L-4, a second aircraft is set to be acquired by the end of 2006.

The first group of three pilots recently attended classes at the Bell Helicopter Training Academy. All pilots and TFO's will be sworn officers drawn from the 13,500 officers making up



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the PD.

Operations will be limited to law enforcement and 'Homeland Security' missions, SAR operations remaining with the co-located Chicago Fire Dept Air/Sea Rescue Unit. [CPD]

AIR AMBULANCE + ☾ + ☾ +

SWEDEN

The new EC145 acquired by SOS Helikoptern Gotland's is now in EMS service - the second EC 145 in Scandinavia, following the delivery of the Norsk Luftambulans's EC 145 that entered service at the Norwegian Lørenskog base in November. The Swedish EC145 c/n 9076 SE-JJC replaced a BK117 [SE-JUL] previously operated in early December. The EC 145 was ordered at the HAI Heli-Expo exhibition last year in Anaheim.

The helicopter is SPIR and CAT A capable featuring a NVG compatible digital glass cockpit. [Nordic Rotors]

UNITED KINGDOM

BOND: The major supplier of aircraft and pilots to the UK air ambulance scene is seeking a number of new pilots via an advertisement in Flight International. The advert suggests that new contracts are in the offing but lips are sealed in Staverton! In an industry where pilots are difficult to attract BASL's task cannot be seen as easy. The company is offering suitable candidates the opportunity to be trained up to the instrument rating using BASL's aircraft and their new EC135 simulator. [FI]

EAST ANGLIA: Plans to merge Peterborough's ambulance services with others across East Anglia are being eyed with suspicion by civic leaders.

As mentioned briefly last month [page 14] new guidelines drawn up by the Department of Health are likely to see more than 30 ambulance trusts across Britain will merging to form 11 larger trusts. If the move goes ahead, the East Anglian Ambulance NHS Trust will join with Essex and Bedfordshire and Hertfordshire.

Currently called a 'consultation' the moves have been met with scepticism by a number of bodies. Members of the health overview and scrutiny committee in Peterborough say they fear that the East Anglian area will be made to pay a higher price to support Essex, Bedfordshire and Hertfordshire which performed worse than East Anglia in latest figures on response times. It is partly the old argument that centralised control in a larger area might lower costs but would fall down on local knowledge thereby worsening overall performance. Officially the merger plans remain at the consultation stage and a final decision is expected to be made after March.

DEVON: In an open letter Lyn Paver the Chief Executive of the Devon Air Ambulance Trust has put on record their opinion on proposals to instigate a degree of direct Government funding into the air ambulance service.

'We understand there has been much talk recently between local Councillors, with regard to the funding of Air Ambulances. Whilst the charity very much appreciates the concerns raised, we feel we must put across our views on this topic as the charitable trust which raises the funds to keep Devon's two Air Ambulances flying. We are very much against Government funding.'

'Would you want the Government deciding where resources are spent? At the moment the people of Devon own these helicopters and they are used to the full for their benefit. Devon's Air Ambulances are very much part of the community it serves. If they were publicly funded, we are sure it wouldn't take too long for a boffin to decide savings could be made and we could end up with just one or two Air Ambulances for the whole of the South West.'

'With regard to Lottery funding, we would gladly accept this, but as the end user is deemed to be a Government body, i.e. the hospital/health authority, the Air Ambulance is not eligible to apply for lottery funding.'

ESSEX: The Essex Air Ambulance has reported fantastic growth during 2005. Aircrew, Staff and Volunteers have been involved in more than 300 fundraising events and attended around 170 talks and cheque presentations. The aircraft was deployed 1,300 times in 2005 and it has made around 6,901 emergency flights since its inception in 1998.

One of the Essex Air Ambulance's more established initiatives is the Flight for Life Lottery and in 2005, more than seven years after its launch, it is played by more some 19,500 members each week and has raised more than £3.7M to help keep the Air Ambulance flying. [EAA]



GREAT NORTH: Members of the Great North Air Ambulance Service were involved in a climbing accident on Ben Nevis in Scotland which claimed the life of Dr Rupert Bennett and left the 47-year old Cumbria area BO105 pilot Jim Martin with broken leg and pelvis. Despite his own injuries paramedic Jon Ker went for help leaving Martin alongside the body of the doctor for four hours.

Rupert Bennett was a well known and respected doctor in Cumbria, who had flown many missions on the BO105 'Pride of Cumbria.' [GNAA]

UNITED STATES

TEXAS: San Antonio AirLife is getting an upgrade, a brand new fleet of three Bell 430 helicopters worth \$18M replacing the ageing Bell 412 helicopters currently in use at Baptist and University hospitals.

The 412's have served for 15 years, the replacing Bell 430s offer a 16% increase in speed and 21% greater fuel efficiency. Reduced costs translate into enormous savings, from \$1,000 a transport hour to \$286 an hour.

In its 15-year existence, AirLife has served more than 29,000 patients. Since time is a critical factor in survival, minutes matter, and the new helicopters will save precious time.

FIRE

ITALY

On the slopes surrounding the built-up area of Cumiana, midway between Turin and Olympic Mountains, on a cold and windless January 6 the first forest fire of the year started in three different locations almost simultaneously and was ascribed to the work of an arsonist.

A Vigili del Fuoco (Fire Brigade) AB-412 from Turin-Caselle worked for some three hours dropping 1,000 litre loads from its Bambi-Bucket fed from the icy waters of a nearby artificial basin.

This unit will be heavily involved in support of the Olympic Winter Games in Turin this month. They will deploy a pair of AB-412 helicopters close to the Mountain games sites and another at their



Caselle base. To enable this the normal fleet of two AB-206 and two AB-412 will be bolstered with a third 412 detached from another VVF Base.

SEARCH AND RESCUE

DENMARK

Deliveries of the new Agusta Westland EH101 helicopter started to Denmark last year. One example has now been delivered to Karup air base and the type is expected to become operational in June.

TAIWAN

Taiwan has launched a long-anticipated competition for nine firefighting and three large SAR helicopters.

Industry sources say National Airborne Services (NASC) issued a request for proposals in early December, and a follow-up request for proposals is expected early this year after NASC is allocated a budget for 2006.

AgustaWestland, Eurocopter, Sikorsky are preparing to offer the EH101, EC225 and S-92, respectively, for NASC's SAR requirement, which also includes maritime patrol with a minimum range of 650km (350nm).

About \$75M has been set aside for the three-aircraft acquisition, which is expected to be spread out over three to five years.

Russia's Kamov and Kazan Helicopters are expected to compete for the firefighting requirement, offering the Ka-32 and Mi-172, respectively.

Sikorsky is considering offering used S-70 Black Hawks because new S-70A Fire Hawks are too expensive for the roughly \$12M per aircraft budget. Eurocopter have faced problems in offering its AS332L2 Super Puma as a fire fighting helicopter. [Flight]

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UNITED KINGDOM

JERSEY: The British Channel Island state off France is expected to have a privately funded search and rescue helicopter before the end of 2006.

An anonymous benefactor has put up the money and in January volunteer crews from the Island's emergency services were being put through their paces in the first training sessions. The 12 crew members, who include two pilots, are using a loaned BK 117 [D-HDUR c/n 7007] from makers Eurocopter for training but an updated version of the craft, the EC 145 multi-role helicopter, will be delivered later this year. [Jersey Evening Post]

RNLI: The Royal National Lifeboat Institution (RNLI) and McMurdo Ltd has announced that they have concluded negotiations that give McMurdo exclusive worldwide rights to manufacture, distribute and market the RNLI's Vessel Monitoring and Man Overboard (MOB) System.

The system was originally developed by the RNLI as a Confidential Reporting System (CPRS) to enable the monitoring of fishing vessels whilst at sea. An onboard unit automatically transmits via satellite regular updates on the vessels position, course and speed. If regular updates are missed the RNLI monitoring station automatically transmits via satellite to the vessel to try and regain contact. If the vessel fails to restart sending updates an alert is raised with SAR organisations.

Additionally, crew Personal Safety Devices (PSD) were developed to be worn by crew members that automatically alert SAR organisations of a MOB incident in typically less than 1 (one) minute. This alert gives the position of the incident and regular updates it relative to the vessel. The PSD can also be activated manually by the wearer by way of a "panic button".



The product will be called MOB GUARDIAN and will be available to the public during the Spring of 2006. The RNLI and McMurdo are convinced that MOB GUARDIAN will make a major contribution to improving safety at sea for both those who earn their living by it and those who play on it. It will help to take the search out of Search and Rescue. For further information contact McMurdo Ltd, Tel +44 2392 623900, sales@mcmurdo.co.uk www.mcmurdo.co.uk

INDUSTRY BRIEFS

Greatland Laser of Anchorage, Alaska, has announced that its Rescue Laser Flare® emergency signaling devices are both safe and the most effective product of its type available. These products can be legally used as a distress signal in an emergency as well as tactical situations.

Rescue Laser devices send a conventional laser beam through a special optic that creates an expanding plane of light instead of a potentially harmful focused dot like a laser pointer making it easier to hit the intended target. Pointed at nearby wall produces a line a foot or so long. Pointed and slowly swept back and forth at a rescuer ten miles away and this same line expands to 3,600 ft high. The line cannot miss anything in its path—any portion of the line viewed by rescuers appears as a distant red flash like a red light on a police car dis-

tinctly different from other background light.

Founded in 1997 Greatland www.greatlandlaser.com has now sold 10,726 laser devices.

Dart Helicopter Services has announced the receipt of the FAA STC for the **Apical Industries Eurocopter EC 135 Tri-Bag Emergency Float System** with Rafts and optional automatic water activation. These systems will be offered on new production EC 135's or may be purchased for installation on previously delivered helicopters.

The floats may be deployed either manually by a cyclic mounted handle or, optionally, electrically by fuselage mounted water switches. One six-man Liferaft with survival kit is mounted on each of the forward floats. Installation of the system takes approximately 40 hours. Optional skid extensions are available to allow use of the system with standard skid tubes.

Dart Helicopter also announced that Apical Industries received EASA approval for its Emergency Float Kits for all Eurocopter AS350/AS355 models. Apical products are exclusively distributed by Dart.

DART Helicopter Services distributes more than 800 aftermarket products to over 120 countries. [Dart]

SONEX Research Inc., has announced the signing of a contract for \$272,700 with a large international defence company to develop a combustion system to convert a small gasoline engine to start and operate on standard military kerosene-based fuels (also referred to as heavy fuels) for potential use in a military unmanned aerial vehicle (UAV).

The Department of Defense (DoD) now requires engines used in UAVs and other military applications for which gasoline storage and use are undesirable, to operate on less volatile, kerosene-based heavy fuels to reduce the hazard associated with gasoline. <http://www.sonexresearch.com/>.

India's fleet of **Dhruv helicopters** was grounded for over six weeks after one of them crashed. It is now suggested that a faulty component made by a Swiss company caused the crash and repairs will be carried out during the next two months.

Investigations reveal the rotors came off because of a basic weakness in the composite fibre material. It was bought from a Swiss firm in the early nineties. The rear rotor blades of all ALH have been recalled to the factory where HAL designers are running extensive tests. Any blade with the Swiss composite fibre material is to be replaced with material from other sources. [NDTV India]

The Carabinieri, a military police and the fourth armed force in Italy, after Army, Navy and Air Force is expecting delivery of the first of three **Piaggio Aero Industries P-180 Avanti** on order shortly.

Pilots have already converted to the type and initially all three Avanti's will be based at Pratica di Mare and will be operated jointly with Italian Air Force.



Formed on February 1964 with the first Agusta-Bell AB-47G and 47J it became the 'Raggruppamento Elicotteri' (helicopters Group) with headquarters in Pratica di Mare air base near Rome and there are now fifteen Nucleo Elicotteri (helicopter sections) around Italy using the AB-206, AB-412, A109A and A109E Power.

The air service changed its name in November to reflect the impending equipment change and is now known as the Raggruppamento Aeromobili (Aircraft Group) [DM].

Avidyne Corp. and TSS Avionics have announced that the Avidyne EX500 Multi-function display has achieved ETSO- Authorisation through the European certification authority EASA.

Avidyne Corp. (www.avidyne.com) is a supplier of integrated flight decks and collisions alerting devices and has a wide range of products for the GA aircrafts. [TSS Avionics].

Enstrom Helicopter Corporation has received Korean certification for its full product line and added the 480B certification to its Brazilian ticket. In January the Republic of Korea, Civil Aviation Safety Authority awarded Enstrom a type certificate for the 280FX, F28F and the 480B. Late in 2005 the Brazilian authorities added the 480B to the existing type certificate for earlier turbine models and the piston aircraft. Enstrom is now certified in over 30 countries.

Associated Aircraft Group (AAG) and **Keystone Helicopter Corporation**, both wholly owned subsidiaries of Sikorsky Aircraft Corporation have announced a collaborative programme that will bring integrated helicopter services to the Philadelphia market. The companies will provide aircraft maintenance and charter helicopter service between Philadelphia and the Northeast corridor as well as flights to the Washington, DC area, and the North Carolina technology triangle. The executive configured Sikorsky S76 will be operated by AAG.

Another ENG **Robinson R44** has entered service in the UK, the second. It is claimed that there are only 40 helicopters in the world with fixed television cameras and this one is based in the north-east county of Yorkshire.

Fitted with four cameras, the new £400,000 helicopter, registered G-OTVI, was given its first public airing at last years Helitech show. It has the ability to provide live transmissions and air ground communications.

The helicopter is being run by **Hields Aviation**, which has its headquarters at Sherburn Airfield at Sherburn-in-Elmet in North Yorkshire. James Booth, deputy chief pilot, said Hields had a dedicated staff which acted as a film crew.

Mr Booth, aged 23, who started working for the company when he was 14, said the equipment had already attracted interest from independent production companies and establishments including Granada and Yorkshire TV, who were interested in using the helicopter to film news stories and drama episodes.

The company also claims some interest in the machine by the police [the local North Yorkshire Police has no air support capability but other Yorkshire forces have three] and foresee a potential for use at sporting events where the use of the ENG machine would free up regular police helicopters to maintain a crime patrol role. Fire services and the utilities were also being targeted.

Established in 1989 Hields, trades as heliAdventure and its 12 staff operate 20 helicopters from its bases in Leeds, Chester, Teesside and Sherburn-in-Elmet. The R44 was launched at the set for local Yorkshire TV's Emmerdale soap by actor Sir David Jason, who has recently learnt to fly Robinson helicopters. [Yorkshire Post]



Ed: Meanwhile the 'original' UK based R44 ENG helicopter operator is talking of acquiring another machine to meet the workload.

Air Methods Products Division has announced the receipt of an FAA STC for their Model 1275 Wheeled Patient Litter System for the Eurocopter EC135. The 1275 Patient Litter was displayed at the 2005 Air Medical Transport Conference in Austin, TX. This new product was developed in response to customer requests for a wider EMS stretcher. Traditional aircraft patient litters are approximately 18 inches wide. The Model 1275 Patient Litter is 24 inches [60cm] wide, weighs 81 lbs [36kg], and incorporates additional new features such as folding side rails.

The first aircraft equipped with this litter system has been delivered to Air Methods LifeNet Division. Six more EC135 aircraft are scheduled to undergo extensive completions over the next 12 months to include this new system. This litter will also be available for the EC145 in the near future. [AMC]

CJ Systems Aviation Group has chosen the Turbomeca Arrius 2B2 as the engine of choice on their upcoming purchase of five additional EC 135 helicopters. In addition, the company will purchase two EC 145s equipped with Turbomeca Arriel 1E2 engines. CJ operates 36 Arrius 2 engines and has supported Turbomeca products since 1996.

Their decision was based on several key factors including the reliability history of their Arrius 2B1 engines. Their current fleet of Arrius 2B1 equipped EC135s have recorded an unprecedented mean time before removal rate of approximately 8,400 hours with the first twelve engines reaching overhaul without any intermediate removal history. The engine TBO is 3,500 hours.

The Arrius 2B2 is the first engine to offer the facility to use the emergency OEI (One Engine Inoperative) 30"/2' ratings several times without engine maintenance. The customer also benefits from a computerized maintenance aid which allows them to process the data downloaded from the EECU (Engine Electronic Control Unit).

Arrius engines have the experience of more than 1,800 engines delivered, and have accrued more than 2 million flying hours for 430 customers in 60 countries.

Lockheed Martin has developed and demonstrated a new multi-sensor system that provides unique high-resolution, three-dimensional target imaging for military and civil applications. This sensor system is a product of Lockheed Martin's proven Laser Detection and Ranging (LADAR) capability.

The multi-sensor system includes forward-looking infrared (FLIR), TV and a long-range variant of existing LADAR sensors, neatly integrated into a single 15-inch turret. The system is designed to conduct wide-area searches and identify actual or potential threats, including targets partially obscured by camouflage or foliage. Additionally, the system can be operated in a high resolution terrain mapping mode.

This LADAR sensor and planned variants have short- and long-range capabilities from less than a kilometre to as far as 20km. The sensor system can be packaged to make it suitable for integration aboard manned or unmanned aerial vehicles. It will provide reliable performance under a wide variety of conditions.

Recent terrorist attacks across Europe have underlined the urgent need for the European Union (EU) to enhance its security capabilities, particularly at its borders. This is driving the implementation of security technologies at major entry/exit points with demand for biometric identification/authentication systems, radio frequency identification (RFID) and explosive detection systems projected to surge over the next decade.

If you are interested in a virtual brochure, which provides manufacturers, end-users, and other industry participants an overview of the latest analysis of the European Homeland Security – A Market opportunity analysis (B447), then send an e-mail to **Srividhya** Parthasarathy, Corporate Communications, at sparthasarathy@frost.com with the following informa-

tion: your full name, company name, title, telephone number, fax number and e-mail address. Upon receipt of the above information, an overview will be sent to you via e-mail.



Following on the certification for the GA 8 Airvan utility aircraft by the European Aviation Safety Agency last year **Gippsland Aeronautics** delivered the first two Airvans into Europe in early January.

One of these aircraft is operated by a UK skydive operator, The Boogie Club, in Surrey in the UK. The Boogie Club specializes in organizing skydiving events and in supplying aircraft for skydiving.

The other Airvan is with Ostfriesische Luft Transport based at Emden Germany. OLT operates an extensive public air transport network throughout Europe. The OLT Airvan, is the first Airvan to enter commercial passenger and freight operations in Europe and will service the Friesian islands off the northern coast of Germany [Gippsland]



ACCIDENTS

2 January 2005 Agusta A109K2 OM-ATC Air ambulance of the Air Transport Europe (ATE) rescue service Slovakia. Three persons on-board died when it crashed near Janova Lehota, central Slovakia on a flight from the airport in Sliac, east Slovakia, for Zilina, central Slovakia, from where it was to transfer a patient to Banska Bystrica. A pilot, a doctor and a rescuer were aboard the helicopter. The ATE bought the Agusta from REGA. [CTK]

5 January 2006 Beech King Air 100 N. Air ambulance. North Flight EMS at Traverse City, Michigan. Aircraft landed on icy runway, slid off left side damaging props and nose gear. [Concern]

9 January 2006 Eurocopter EC135. Air ambulance of the Romanian Emergency Mobile Service for Resuscitation and Extrication (SMURD). The helicopter crashed in Romania's northern city of Iasi, killing the two pilots, a doctor and a nurse on board. The crew included pilot Valentin Stanescu and co-pilot Augustin Toma. [media]

10 January 2006 Helicopter South Africa Police Air Wing. A helicopter crashed at Verulam after becoming entangled in telephone lines. According to police, the trainee pilot, whose identity was not known at the time of going to print, was doing a routine practice run over Oakford Bridge when the helicopter became snagged in telephone cables. Capt Gugu Sabela said the craft hit the ground at the Umdloti River edge. The pilot was taken to a local hospital by members of the SAPS Airwing. It was not known if he had sustained serious injuries. [Mercury]

12 January 2006 Eurocopter AS350 N840BP. US Customs and Border Protection Air pilot suffered injuries when his helicopter crashed into the Rio Grande. The crash occurred while the pilot was performing routine aerial support duties. The helicopter struck wires and was autorotated and landed in the river about 400 yards from the Eagle Pass port of entry. The pilot was able to make it safely to shore. The airframe suffered substantial damage. [FAA/media]

12 January 2006 Eurocopter BO105S N495LF. MSE Air Group. Crashed on a fast food restaurant parking lot at Ponce, Puerto Rico. [FAA/Landings]

13 January 2006 Eurocopter AS350 N5AE. US Customs. Suffered engine failure and made a precautionary landing in the desert west of Ryan Airport, Tucson, Arizona. [FAA]

21 January 2006 Mil Mi-8. Red Cross A helicopter used by Red Cross for earthquake relief operations in Pakistan went missing with seven crew on board. The helicopter lost contact with the air control tower after leaving the northwestern city of Peshawar. The helicopter had been chartered by Turkmenistan to the International Committee of the Red Cross for relief work in the quake zone for the past three months. It was returning to Turkmenistan. [Media]

22 January 2006 Eurocopter AS350B2 PH-??? Heli Services machine undertaking fire fighting operations in the east of Victoria State. The pilot was slightly injured in a crash landing, the aircraft tipped over and caught fire at Latrobe Valley Aerodrome shortly. [ABC/Pprune]

27 January 2006 Helicopter. Mexican federal drug-eradication unit. Crashed in the Pacific coast state of Guerrero after being shot at by unidentified assailants, and a second helicopter was damaged by gunfire. Neither of the two pilots was injured. The pilot, Arturo Enrique Dominguez, was able to make it out of the helicopter on his own and was picked up by the second machine uninjured. [San Diego]



FLIGHT SAFETY

In a collaboration between RAF Linton-on-Ouse and industry, military and civilian engineers have introduced the first commercial off-the-shelf TCAS system to RAF service.

The initiative to introduce the Goodrich Skywatch TCAS system began in 2002, and is a pilot project which will pave the way for the safety system to be used on all RAF aircraft. The collaboration was recognised when four members of the team received the national L G Groves memorial prize for air safety. The prize is awarded annually for the most important contribution towards the safety of aircraft and flying personnel. Trials conducted late last year proved the system was effective and the base began modifying its aircraft earlier this week. By March 2007 TCAS will have been fitted to the entire fleet of 70 Tucanos.

Andy Garner, VT Aerospace contract manager at Linton, said: "The Tucano aircraft is a fleet leader in the installation of a traffic alert and collision avoidance system in the RAF. 'Using a commercial off-the-shelf system has proven efficient and very cost-effective. I think the whole project has shown the value of public and private specialists working together.' [Yorkshire Post]

Ed: An abysmal story of 'self congratulation' about introducing a system to a tiny section of the RAF fleet in the next year. Too little too late.

After a UK police helicopter was involved in a collision with a Tucano in September 1997 the RAF wrung its hands and stated that it could 'never' introduce an off-the-shelf system. Their operating requirements were too strict to allow that to happen.

In that incident between AS355F1 G-PASE, hovering on task in the vicinity of Wookey, Somerset, and a Tucano ZF164 undertaking a fast jet refresher neither crew saw the other. The police were observing the ground when the Tucano came at them from the rear and the military crew were heads down map-reading.

Fortunately the Tucano only hit the protective loop around the tail rotor with the top of its fin. Enough to say that UK police aircraft were quickly fitted with TCAS devices that alert crews when they detect the transponders of other aircraft on a conflicting flight path. The RAF stated that a similar move on their part was impossible at a half day TCAS Seminar hosted by Dyfed-Powys Police at their Carmarthen HQ in October 1998 [PAN November 1998].

At Carmarthen one of the major manufacturers of collision avoidance equipment, BF Goodrich [the makers of the very Skywatch system now being lauded by the RAF] promoted their TCAS791 equipment.

The report went on to highlight that the RAF had been looking into electronic collision warning systems since setting up a concept study in 1991-92. This was followed by a technology demonstration in 1993-96. The RAF were seeking a specialist forward looking unit for fast aircraft [it being assumed that there is no threat from being struck from the rear]. At that time it was expected that the earliest that the required system could be placed in service was 2004. And then only for the Tornado GR4 fleet, leaving other potential fast jet types without the equipment until years later. There were no plans to fit such equipment to trainers such as the Tucano.

And my beef about the whole episode – which is still running to a distant conclusion is - here we are 14 years on and I have yet to hear about a fast jet system.



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PEOPLE

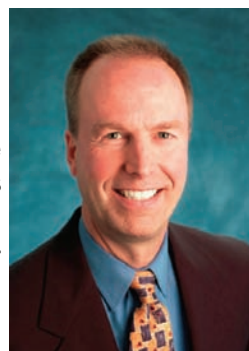
Inspector **Steve Fitzgerald** the Unit Executive Officer with the Lancashire Police ASU is retiring from Lancashire Police after holding the post for over nine years.

Steve and his unit were at the forefront of the difficult introduction of the Tetra cellular radio system into UK police air support. Not exactly a small challenge.

He will be remaining in contact with air support, on contract for two years by PITO as their Air to ground Project Manager (a post he has been covering for the past two years). This will involve overseeing the introduction of the long awaited Chelton Thales generation 2 Tetra radio system, and also looking at the delivery of mobile data into aircraft. This is still world leading stuff, and will no doubt be presenting continued challenges along the line.

Air Methods Corporation announced that in early January **Mike Allen** assumed the position of senior vice president of the Company's Air Medical Services Division. Mr. Allen has served in a number of management and pilot capacities for Air Methods since joining the Company in 1992 and has 20 years of substantive aviation/management experience. He fills the vacancy created by the resignation of Mr. Neil Hughes.

Craig N. Moen has been named sales manager for Sky Connect, LLC, in Takoma Park, Maryland. Moen will have responsibility for sales in the Eastern United States and to US government customers. Moen has more than 25 years of business development experience in information systems within the government and private sectors. He also has a background in telecommunications and is a commercial pilot with instrument, glider and seaplane ratings.



After 40 years in helicopter search and rescue, [winchman] **Terry Short** (62) is retiring.

For the past 22 years, Terry has been a member of the Bristow aircrew who have manned the Sikorsky 61s on contract to the Maritime Coastguard Agency. During that time he has taken part in over 1,000 missions, including the recovery operation following the Chinook crash off Shetland in November 1986, while he was based at Sumburgh.

Terry joined the Royal Navy in 1959 and was a member of the SAR flights at Lossiemouth, Culdrose, Portland and Lee on the Solent.

After serving in the 1982 Falklands campaign, Terry joined Bristow and helped establish the new MCA contract at Lee on the Solent.

Microwave Radio Communications (MRC), has announced that the company has hired **David Ayotte** as the new International Sales Manager. In this role, he will be responsible for the Asian, Indian Sub-continent and Middle Eastern Markets. Mr. Ayotte's primary focus will be to develop and manage MRC's international Public Safety and Military relationships and continue to grow MRC's leadership position in the Television Broadcast markets.

Dave Ayotte brings a strong background with over 20 years experience in the Television Broadcast and Law Enforcement Markets. He has a strong technical background from positions as Chief Engineer at various television stations throughout the USA. Prior to joining MRC, he held various sales management positions with Broadcast Microwave Service Company (BMS). His most recent work has been in the Asian and Middle Eastern Markets where his expertise has helped to expand their microwave business. David Ayotte can be reached at MRC's San Diego, USA office: +1 760.743.1887

MD Helicopters, Inc. (MDHI) has announced several executive appointments to the Company's leadership team; they include: -

Peter Hokanson joined MDHI as Chief Financial Officer. Hokanson has most recently served as Vice President - Business Administration and IT at Garrett Aviation. He has as-

	<h2 style="text-align: center;">Reims F406 Land & Sea Surveillance</h2> <p style="text-align: center;">The logical economical choice of many operators Police, Fisheries, Coastguard, EMINT, EEZ patrol.</p> <p>Recent sales and deliveries Serial No. 90, 91, 92, 93, 94, 95</p> <p>Bob Crowe Aircraft Sales Ltd Tel: +44 (0)1234 750442 www.bobcroweaircraft.com sales@bobcroweaircraft.com</p>	
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sumed day-to-day CEO duties while the Company conducts a search for a permanent industry chief executive.

Andrew Logan was named Chief Technology Officer. Logan will lead development of product enhancements, safety programmes, quality assurance and the LUH program.

Jeffrey Snyder was named General Manager of Spare Parts and Service. Prior to joining MDHI, Snyder held senior customer service management positions at Raytheon Aircraft, Dassault Falcon Jet and B/E Aerospace.

David Langenhuizen joined MDHI as General Manager of Operations. Previously at MDHI, he held positions as Director of Materials and Director of Operations.

Charles Vehlow, formerly Vice President and General Manager for the Boeing Helicopter Division as well as Vice President of the Apache Program, was named Director of Operations for Patriarch Partners Management Group.

Samuel Coleman, Director of Supply Chain Management for Patriarch Partners Management Group, will provide supply chain support to MDHI. joining Patriarch, Coleman was a plant manager for General Electric and General Manager of Supply Chain for Florida Power and Light.

The interim Chief Executive Officer Robert Rene and Chief Operating Officer Randy Kesterson have now moved on within the organisation.

Squadron Leader **Tony Cowan**, MBE.,BA.,FRIN.,RAF (R'td) has been appointed a Trustee of the Sky Watch Auxiliary Air Service, which anticipates being awarded Charity status in the near future. His role will mainly consist of providing Sky Watch with informal advice on operational, safety and technical matters.

Sky Watch is grateful for the benefit of Sqn Ldr Cowan's input which is based on twenty eight years service with the Royal Air Force where he gained wide experience in Search & Rescue flying Nimrods and Hercules aircraft.

This was followed by eight years as a Police pilot and Air Ambulance flying in the Scottish Highlands and Islands.

The last time PAN mentioned Tony Cowan he was flying the Airvan out of Oxford during the Airborne Response exhibition.



	<h2 style="text-align: center;">Reims F406 Land & Sea Surveillance</h2> 	
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EVENTS

POLAIR 2006

Polair 2006 is the 36th UK Police National Air Rally, and this year is to be hosted by the Metropolitan Police Flying Club (MPFC) at Rochester Airport, near Chatham, Kent on June 16, 17 and 18, 2006. Entries must be submitted by 10th February 2006. The Holiday Inn Hotel is right on the airfield and has swimming pool and gymnasium. Damian Allain is the Event Organiser. damian.allain@tiscali.co.uk web site provides more details at <http://www.polair.org.uk/>

WINTER OLYMPICS - Turin 2006, February 10 - 26

The Olympic Games are expected to attract some 5,000 athletes and their support staff, 1.5M spectators and 10,000 members of the media and their safety will be endured by employing more than 15,000 police and 1,000 fire personnel, one NATO AWACS aircraft and a satellite - *the last two items adding even greater breadth to the vast array of equipment already used in 'Police Aviation'!*

The City of Pinerolo, midway between Turin and Sestriere is one of three main sites hosting the next Olympic Winter Games in late February. The city of some 35,000 citizens has a 'Sanitary organisation' [medical services] ASL10 offering assistance to an area with a total population of 135,000.

On January 28 ASL10 officially presented the new structures constructed for the Winter Games but intended to be used by the population at large in the future. The prevailing weather stopped the intended arrival of a helicopter and resulted in poor images.

The new medical facilities include a laboratory, 22 outpatients department, a new Medical and Surgical Emergency Unit (with 17 doctors, 12 nurse and 12 beds and an investment of 700,000 Euro) and a new helipad for the HEMS.

Until the helipad arrived emergency helicopters flying into the hospital were obliged to land on a meadow at 200 metres [600 feet] from the hospital, and transfer the patient to a ground ambulance. The new helipad is near the hospital, accessible directly by the building and also by road; it is equipped with lighting and fire fighting systems enabling a full 24/7 availability at a cost of €370,000 [US\$450,000].

ASL10 will also operate HEMS services from two other sites - Pragelato and Sestriere - during the games. The new helipad at Sestriere, at an altitude of 2,020 metres, will serve large parties of athletes, press and tourists and has a temporary clinic and outpatients' department. [Dino Marcellino]



Pinerolo and Sestrier



In the run-up to the Winter Olympics the Corpo Forestale dello Stato is currently engaged in the pre-event security at which it will perform security and rescue roles.

The deployment of around 300 personnel on Games' sites started in January they were supported by two AB-412 helicopters.

The single new Piaggio P-180 aircraft operated by the Corpo Forestale dello Stato is available to transport qualified and specialised teams. The P-180 entered service in June 2005 and has a basic configuration for seven passengers but seats can be removed to provide space equipment – including a ambulance litter and equipment.

The P-180 can carry a FLIR/TV sensor turret system to enhance patrol capability in its customary activities controlling fauna, forest-fires, and inspecting lakes, forestlands and rivers. [DM]

HELI-EXPO₂₀₀₆

DALLAS, TEXAS FEBRUARY 26-28.

Police Aviation News last reported from the HAI Heli-Expo in Dallas in February 2003. That was the occasion on which MDHI showed for the first time the ill-fated MD900 for the Netherlands Police. Shortly we can expect the KLPD to issue a new specification for a type to replace the 900's. Industry sources suggest that, like the Phoenix Police, they may have abandoned the idea of having just one type to do all of their flight operations. You may recall that the Dutch prematurely disbanded their fixed wing operation on the illusory promise of a MD900 able to undertake a wide range of missions in short order. Time will tell.

Although the 2003 Heli-Expo issue is no longer available free in the main website archives readers wishing to refresh their memory on this issue can contact the Editorial Office and be sent a copy without charge. Full back issues of PDF editions of Police Aviation News [back to August 2000 can be supplied for a nominal cost – free to current advertisers]. Issues prior to that date remain available in MS Word format.





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HELI-EXPO 2006 – the exhibitors.

ecms Aviation Systems, a certified design and production organisation specialising in fast roping, rappelling and human external cargo systems, will be exhibiting in Dallas. The company's forte is coming up with specialised solutions for complicated helicopter missions. They are able to adapt existing systems to customer's specific needs or develop new systems for specialized missions.

On display for the first time, ecms will present the EDX01 external fast roping and rappelling device. This is the only fast roping and rappelling device to offer a pilot activated electric explosive device that allows for the instant rope release by push of a button by the pilot. An electronic control box mounted in the cockpit displays the status of the system at all times and will report any system malfunctions via audible and visual warnings. A self-locking coupling mechanism is also available for manual release.

ecms will be illustrating many of its other products and design options at Booth # 1771. Meanwhile for more information visit www.ecms-gmbh.de.

AgustaWestland, will be exhibiting its range of modern high performance helicopters at Heli-Expo. Visitors to the show will be able to view the A119 Koala 8-seat single engine helicopter and for the first time at Heli-Expo the Grand. The Grand intermediate twin offers new levels of comfort combined with exceptional performance. Also on show will be the AB139 12-15 seat medium twin engine helicopter now in service with operators around the world in a range of roles including offshore and passenger transport, air ambulance and VIP trans-

port. AgustaWestland is now expanding its production facility in Philadelphia to establish a second assembly line for the AB139. AgustaWestland will exhibit at Booth #1141.

Mark IV IDS **Luminator** will launch their new White Light High Intensity Discharge / Infrared LED Dual Mode Searchlight (HID/IR LED) to the rotor wing industry during the show.

The searchlight is the answer to the industries need for a dependable, low maintenance searchlight. The new searchlight design employs a HID lamp providing over 3,000 powered hours of white light. This is 40 times longer life than a standard halogen cycle lamp. Over the life of the searchlight, thousands of dollars will be saved in re-lamping cost alone.

The searchlight design provides no "down time" or blackout when switching light sources. The switching process from HID to IR mode is instantaneous. Switching from IR to white light illuminates the HID lamp to 80% power instantaneously, and reaches 100% intensity within 5 seconds. The current design fits the MIL-L81174/2 b-2 helicopter searchlight envelope.

In addition to the longer life, the HID/IR LED Dual Mode Searchlight has a lower power draw on the helicopter than traditional dual mode searchlights. The HID lamp draws only 55 watts, and the IR LED draws a mere 20 watts. The circuitry, including motors, draws a maximum of 100 watts.

As reported in last months *Police Aviation News*, the first installation of the new searchlight is scheduled for this Spring on the United States Coast Guard Helicopter Fleet. For more information, contact John Moorman at +1 972-516-3061 www.luminatorusa.com/

In 2005, **Eurocopter** successfully secured its position as the world's No. 1 helicopter manufacturer with a total of 401 orders for new military and civil helicopters. Compared to 2004, the company's consolidated turnover increased by 15 % to a total of 3.21 billion euros, proving Eurocopter's successful strategy of expanding its activities to emerging markets of the future.

Simplex Manufacturing can be found at booth # 2313 and in the static park # 17. This year marks the company's 60th anniversary, and Heli-Expo attendees are invited to visit the Simplex exhibit on # 2313 to enjoy complimentary anniversary cake from between 1300 and 1500hrs each day [February 26-28].

Simplex will mark the milestone delivery of a Model 308 Fire Attack System for a Bell 407 helicopter to Corporacion Venezolana de Guayana (CVG) Electrificación del Caroni, Edelca, the national power company of Venezuela, with a champagne toast at Booth # 2313 at 1300hrs on Sunday 26.

Airwork (NZ) New Zealand's oldest and largest aviation company will be at Booth # 1782. The company has just added another discipline to their already impressive array of capabilities. Recently, Airwork has acquired the technology and assets to design and develop new air intake particle separators for helicopters from South Africa.

They have developed a new particle separator for the BK117 helicopter for which they have recently received a STC from NZ CAA. The unique three dimensionally curved particle separator panels utilise the latest composite materials technology in their construction which results in a dramatic reduction in the total parts count when compared to conventional particle separator panels made from sheet metal.

The particle separator has an installed efficiency of 96.7% (SAE Course) and a total weight of 32kg. In the unlikely event of a partial or complete blockage of the particle separator panels, an automatic by-pass door is activated which allows the free flow of air to the engines. The aesthetically pleasing streamlined shape of the particle separator also reduces the drag of the helicopter in forward flight.

Another of their innovative products is a new 450 lb electric rescue hoist installation which was developed for use on AS350 helicopters. The installation consists of a Breeze HS29700 electric hoist mounted on an L-shaped, electrically actuated pivoting arm. The pivoting arm is mounted to the port side transmission deck of the helicopter and is stowed

neatly out of the way against the engine cowling when not in use.

When deployed, the arm with the hoist swings forward so that the cable is within easy reach of the hoist operator. The installation comes complete with all the required safety features and independent operator controls.



Powervamp the UK based power pack manufacturer will be exhibiting at Booth # 1491 in Dallas. A company with many International links they will be following their tried and tested Helitech 2005 format in taking an area four times the size of last time and sharing with their partners. They will be joining forces with **Semia** –French manufacturers of Vibration monitoring equipment and **Calzoni**—Heliport Landing Lights, both companies with strong links with Powervamp.

Powervamp products will also appear on display at **Sun Aviation**—a rapidly growing US company that sells the product across the USA.

Powervamp also now employs a full time US technical Manager and last year set up an assembly and service operation in Orange County CA. which is supporting the full range of products

On display for the first time at HAI will be part of Powervamp's latest 28 volt DC Coolspool range of hand portable GPU's which includes the new Mini Coolspool 17, 28 volt portable GPU and its larger brother the 28 volt Coolspool 29. These packs were developed in direct response to the software parameters of modern FADEC systems where very tight voltage limits mean that conventional 24 volt packs are generally not suitable for the starting of the latest generation larger turbine helicopters

Also being shown is Powervamp's 28 volt 80 amp mini power supply which seems to have become the system of preference for running the Avionic displays on most of the Helicopters on show.

BLR Aerospace will be exhibiting performance-enhancing products for civil helicopters in Booth # 2531. The company's Fast Fin product, which incorporates strakes, will be shown at the convention.

A fleet of 600 helicopters equipped with dual helicopter tailboom strakes from BLR Aerospace (BLR) has reached the 1 million flight-hour milestone. The addition of BLR dual strakes controls airflow over the tailboom, greatly improving climb and cruise flight, hover-hold, yaw control and fuel savings on single rotor helicopters. The addition of strakes also



enables operators to lift and carry significantly more payload.

Aerospace Filtration Systems, Inc. (AFS) has received a STC from the FAA for an Inlet Barrier Filter (IBF) system for Bell 206B helicopters.

The approvals clear the way for commercial operators of Bell 206Bs to maximise engine protection while reaping big performance and maintenance benefits from combat-proven military technology. Rugged AFS filters have proven their worth during more than 400,000 military flight hours, including demanding high-tempo operations in deserts of Afghanistan

and Iraq. The system also may be used by OH-58A and OH-58C operators and will be well received by those flying airborne law enforcement missions.

In addition to the Bell 206B system, the company also produces certified commercial filtration systems for the Bell 407, the Bell 206L3/L4, the Bell 206L1 (C30) and the MD 369 (MD 500H/D/E/F Series). The company can be found at Booth # 1289 in Dallas.

Frasca International and will be demonstrating their TruFliteH 342 reconfigurable helicopter simulator with a 220 degree visual display featuring Olympus VisionPlex II at Booth # 3901.

The TruFliteH 342 is a generic helicopter Flight Training Device directed at the S300, B206 and EC 120 class of aircraft. As with all TruFlite models it utilises Computer Generated Instrumentation (CGI) which can be tailored to a particular aircraft configuration and with the use of other configuration kits can be changed to represent additional aircraft. The TruFliteH 342 is high performance trainer capable of the following training features:

Takeoff and landing

Climb, cruise, descent, turns

Hover (within and outside of ground effect)

Translational flight Autorotation

Tail rotor failure

Retreating blade stall

The TruFliteH 342 comes fully equipped with a two pilot cockpit including dual flight controls, a sophisticated and highly realistic sound system providing rotor, engine and environmental sound cues, engine and aircraft system simulation, full IFR avionics and an advanced instructor's facility. www.frasca.com.



Heli-Mart Inc. the recent purchaser of ten helicopters formerly operated by the Phoenix PD is appearing at the show in Dallas.

Heli-Mart claims to have the world's largest inventory of spare parts for MD helicopters. Heli-Mart also stocks a range of parts for other aircraft, including Agusta, Bell, and Eurocopter. They can be found at Booth # 1431 with a display including a wide range of helicopter accessory and ground support equipment, although its after market spare parts — including many hard-to-find items — will be the focus of the company's Heli-Expo exhibit. California Aero Components, a subsidiary of Heli-Mart, will display examples of its overhaul and repair work of transmissions and other helicopter components. www.helimart.com

Rotor-Tech International is celebrating its 10th anniversary in Booth #2335. They will kick off the celebration at 1400hrs on Sunday 26th. Attendees are invited to stop by for anniversary cake and refreshments.

Rotor-Tech International was founded to provide the highest quality rotor blade repairs at affordable prices. They are a certified FAA repair station with a rating for Bell, Aerospatiale, MBB, McDonnell Douglas, Schweizer, Sikorsky and HTC manufactured rotor blades and an authorised Rotor Blade Customer Service Facility for Bell Helicopter Textron, MD Helicopters, Schweizer and Helicopter Technology Company.

Since it was founded in 1996 Rotor-Tech International has repaired more than 4000 rotor blades for customers worldwide.

FLIR Systems will launch of the Ultra8500™ XR extended range multi-sensor imaging sys-

tem at the show. This is the next generation in the successful Ultra8000 series of products; inside the compact 9" system is a 450 mm IR zoom that delivers more range than any other compact system. Additionally, the Ultra8500 XR features a new long range low light CCD camera that is matched to the IR sensor.

The sensor features FLIR's new MicroStabilization, delivering unrivaled clarity in the extended focal length ranges. Designed for rotary or fixed wing aircraft its plug and play commonality allows the system to integrate with the industry's largest STC install base.

The Ultra8500 XR is part of FLIR's unique CDMQ™ product family. FLIR Systems' exclusive Commercially Developed – Military Qualified products undergo a rigorous development process that allows delivery of battle hardened products at volume commercial prices.

A full demonstration will be available during HELI-EXPO at the FLIR Booth # 1813.

Las Vegas Metro Police Department has taken delivery of an UltraMedia™ HD system. The purchase was the result of a year long evaluation process that involved in-flight evaluations of multiple products from four different manufacturers. The LVMPD chose the UltraMedia HD based on its picture quality, stabilization, and FLIR's history of providing exceptional after sales service, training, and support.

The UltraMedia HD features 5-axes, microprocessor-controlled gyro-stabilisation technology, and features the Sony HDC 950 coupled with the Fujinon HA42X13.5 ERD. The UltraMedia HD's unprecedented 1140 mm focal length and best in class HD camera capture crisp detail from higher, safer altitudes without sacrificing wide angle performance.

A full demonstration of Ultra Media HD capabilities will be available

www.flir.com

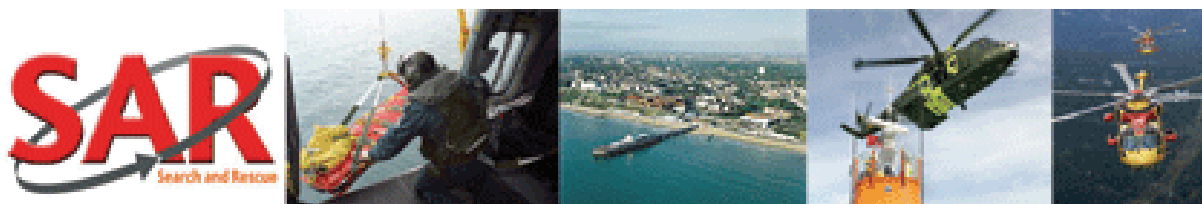


United Rotorcraft Solutions [URS] has announced that they have fabricated and approved a new EMS interior for OMNIFLIGHT Helicopters in a BK117A-3 that is currently in service in Indianapolis. The project was completed in 42 days and the dual litter installation included upper and lower medical walls and floor, attendant seats, side facing bench seat, attendants medical storage cabinet/communication console, over head monitor mounts, dual gaseous oxygen system and avionics upgrade.

URS have also provided FAA Certified NVG compatible cockpit lighting and equipment for the Mayo Clinic BK117 Fleet in Rochester MN, the Guardian Air 407 fleet in Flagstaff AZ, the Medi Flight Fleet of EC130's for the University of Oklahoma Medical Center and Air Methods in Denver and their operating bases.

URS celebrates its first anniversary this month and will be giving away a laptop computer at HAI to commemorate the anniversary. www.unitedrotorcraft.com

Due to the dates of Heli-Expo falling to the end of February the publishing date of the main edition of Police Aviation News will be altered from March 1 to accommodate the absence of the Editor at the show. All being well this will be on-line on or before February 24 to be followed by a Heli-Expo Special Report from Dallas 2006 early in March.



14 - 15 March 2006, Bournemouth International Centre, UK



Police Aviation News took the opportunity to visit the NYPD unit last month. Due to the high level of news in this edition of PAN the resultant images and editorial has been carried over into the next edition due out on February 24.

DIARY

7-8 February 2006 Heli-Middle East Defence focus. Grand Hyatt Hotel, Muscat, Sultanate of Oman. Helicopter procurement – balancing the force. www.shephard.co.uk/heli-ME

19-23 February 2006 Firehouse World Expo. San Diego Convention Center - San Diego, CA The largest fire and emergency services event on the West Coast. A 5 day event including education to train and educate fire, rescue and EMS professionals. The Firehouse World's show floor hosts hundreds of companies for 3 days of exhibiting. Firehouse World hosts over 6,000 Fire, Rescue, & EMS professionals in attendance each year. Firehouse World and the California State Firefighters' Association (CSFA) has contracted with Miramar College in San Diego to provide .2 college units for Hands-On Training and .2 college units for the Classroom Training at the Firehouse World Conference. The college credit is for California residents only. There is no fee required with the application. The revenues from these applications will help provide future quality training for firefighters throughout the state. Even if you do not need the college credits, you will be helping the California Fire Service by applying for the units. Look for applications onsite in San Diego. <http://www.firehouseworld.com/>

23 February 2006 Helimetrics Ltd Public Service helicopter acquisition and support workshop at the Begbroke Science Park, Oxford. Topics to be covered to include the Operational requirement, Aircraft specification, The manufacturers, their agents and distributors Role equipment support issues, The Home Office Framework contract in action, Warranties Risk planning Support contracts for engines, parts and labour. sition who need to have a wider view of the helicopter procurement process. The course leader has unique experience of UK police helicopter acquisition process. Further details from the organisers: Helimetrics Ltd at enquiries@helimetrics.com

26-28 February Heli-Expo 2006. Dallas, Texas. The world's largest trade show dedicated to the civil helicopter industry. Over the past five years, the Annual Convention and Exposition, sponsored by HAI, has hosted an average of more than 13,000 aviation professionals. Each year there is more than 175,000 net square feet of exhibits, including helicopters, from over 470 companies. In addition, there were forums, symposia, workshops, and social gatherings for industry professionals to meet and share information, professional development courses, and open meetings of HAI's 21 active committees.

7 March 2006 BBGA Annual Conference Sopwell House, St. Albans. The British Business and General Aviation Association's major annual event attracts some 200 leaders of the General Aviation industry to debate matters of policy and regulation. This year there are three themes, the Development of EASA, Business and GA policy and skills training. www.bbga.aero

Sopwell House Hotel



8-9 March 2006 Avionics 06. Expo XXI Amsterdam. Now in its 4th successful year in its permanent annual home in Amsterdam. Avionics professionals are getting tired of attending the many more general aviation or electronic events in the hope of meeting suppliers to THEIR industry. Avionics brings them together under one roof over two days.

The event is comprised of a dedicated exhibition with over 75 of the main suppliers of Avionics equipments and a very respected global conference on Avionics. EXPO XXI Amsterdam has the perfect location next to Amsterdam's main ring road. Schiphol International Airport is only 10 minutes away and the Amsterdam Zuid/WTC station - a very important public transport junction - is literally next door. So by train, tram, metro and car, the venue is easily accessible. Organised by the Simply Group Ltd +44 208 542 9420 www.avionics06.com

21-23 March 2006 Spill International 06 and the prestigious Interspill 2006 Conference will take place alongside OI 06, the world's largest marine science and ocean technology exhibition & conference at London ExCeL, 21-23 March 2006. A single - free - admission badge will admit entry to the state-of-the-art exhibition hall that will house these events side by side - more than 650 companies occupying 8000m2 nett of exhibits.

22-23 March 2006, SAR 2006 Bournemouth International Convention Centre, Bournemouth, UK SAR 2006 will take an international approach to the truly global issue of saving the lives of those in distress, regardless of location or circumstance. World leaders in the international SAR community will share their perspectives on the current state of Search and Rescue and debate the potential opportunities and challenges of the future. What are the priorities and issues that influence those who set SAR policy and manage SAR services?



Page 10: Vigili del Fuoco (Fire Brigades) AB-412 from Turin-Caselle.