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LAW ENFORCEMENT

AUSTRALIA

COASTWATCH: A new contract will replace the existing Bell 206L LongRanger operating Coastwatch patrols in the Torres Strait with a Eurocopter.

Under a new \$100M contract Australian Helicopters Pty Ltd (AHPL), which has been operating the Coastwatch helicopter surveillance and response service in the Torres Strait since 1995 will continue to provide the service for another 12 years. The new agreement will start in July 2007, a month after the current contract expires.

APHL will continue to operate the existing Bell 412 after its tracking and surveillance systems are upgraded and add to the fleet a Eurocopter AS350B3.

The helicopters operate for Customs from Horn Island detecting and deterring drug and people smuggling, illegal fishing and environmental offences in the Torres Strait. [The Age/IPAR]

CHINA

A Chinese manufactured Harbin 'H410G' was formally delivered to Nanjing Public Security Bureau on July 26. This is reportedly the first China-made helicopter to enter police aviation market.

Since 2000 the Harbin Group has developed its AS365N copy Z9 series helicopters for police use. They offer up to 14 seats and all weather capable. They are mainly used in law enforcement, EMS, SAR roles.

During the 2008 Beijing Olympics the Chinese police will use helicopters to carry out security work. The Beijing Municipal Bureau of Public Security is actively working to purchase helicopters for police use.

Sources in the Ministry of Public Security state that a police aviation administration office has been set up. Its personnel are arriving and starting work. Chinese police are now been equipped with about twenty helicopters.

The Third China International Exhibition on Police Equipment will be held in Beijing from May 24 to 27, 2006. There will be a flight show of police helicopters during the exhibition. [People's Daily Online]

TRINIDAD & TOBAGO

The scene of an explosion in Port of Spain on July 11 may have been contaminated when a helicopter landed metres from where the bomb went off, sending everything in its path flying. The downdraft from the rotor sent dust, pieces of steel and concrete flying all over the place, disrupting the work of the crime scene investigators and blowing away several pieces of physical evidence.

Cover: Just days before the attacks on London the emergency services held a major multi-agency exercise on Southend-on-Sea pier. The voluntary sector was represented by the RNLI and they worked with the RAF and other services as dusk fell.

It is reported that Trevor Paul the Police Commissioner and the Special Anti-Crime Unit head Brigadier Peter Joseph were passengers in the helicopter when it touched down in the rubble of a wrecked pizza shop as crime scene, bomb squad and forensic officers were collecting evidence. As soon as the dust cleared and the crime scene people were about to resume their work, the helicopter took off causing the same mayhem.

The device went off a few hours earlier in a dustbin outside Maraj Jewellers on Frederick Street, Port of Spain.

Several senior army and policemen at the scene were fuming at the timing and logic behind landing the helicopter so close to the crime scene. [Express]

UNITED KINGDOM

LONDON: It has been a busy month in England, with much of the action centred on the Capital London.

Britain's own brand of the US 9/11, already termed 7/7, resulted from co-ordinated morning suicide bomber terror attacks on the public transport system. The emergency services helicopters played a major part in helping return calm to the initial chaos.

Reports suggest that at least one of the three Metropolitan Police Eurocopter AS355N helicopters was airborne most of the time, occasionally there were two. There were no reports of surrounding forces being present in support.



The EMS situation was very different. The primary London EMS resource, MD900 G-EHMS, was reported supported in the life-saving task by the areas surrounding London. The MD900 was busily transporting emergency teams across London from the Royal London Hospital [RLH], Whitechapel, in London's East End. By good fortune there was a large gathering of Senior Trauma Doctors and Paramedics at the RLH at the time. In addition to the Thames Valley Eurocopter BO105 G-TVAM from White Waltham and Eurocopter EC135T2 G-SSXX from Boreham, Essex the Agusta A109 Power G-WNAA from Coventry [80 miles distant] was in town.

The resultant activity was not restricted to civilian resources. The Royal Navy issued a release relating the experience of two of their doctors, Surgeon Lt Cdr Steve Bland and Surgeon Lt Cdr Tony Kehoe, working with HEMS.

When the four explosions ripped across central London on Thursday 7 July 2005 killing at least 55 people and injuring another 700, the pair was among the medical team at their monthly meeting at RLH.

Medical teams totalling 32 personnel were available and immediately deployed at high speed to Aldgate, Kings Cross, Paddington and Tavistock Square using London's Emergency Medical Helicopter and five medically equipped fast response road vehicles. Eighteen senior doctors were involved in the operation.

'It was obvious from the beginning that we were looking at blast injuries, and the first thing you do in this situation is to make sure that you and the team are safe.

'Our priority was then to organise and assess the casualties and extract them wherever possible. There was a makeshift area for patients on the platform. We then focussed on patients who were trapped. I went into the train, of course a scene like that leaves you shocked, but the training and experience helps and you get on with the job. There were many

people who were shocked and naturally upset, the thing is working for HEMs you know how to deal with difficult scenes and as an organisation we look after each other.'

CHILTERN: Helicopter support is costing Hertfordshire Police more than £460,000 a year, according to figures just released.

Between April 2004 and March 2005, helicopters from the Chiltern Air Support Unit - which covers Bedfordshire, Thames Valley and Herts. - have spent more than 60 hours on 140 incidents over St Albans at an average cost of £364 each. During that period, the unit's two helicopters, based at London's Luton Airport and at RAF Benson, near Wallingford in Oxfordshire, were involved in 4,689 incidents across the three police areas which resulted in 784 arrests.

The aircraft found 58 missing persons and assisted the air ambulance by airlifting 24 casualties to hospital. In the 12-month period the helicopters flew for a total of 2,225 hours - 456 of which were in Herts. [Herts 24]

WALES: Cardiff Municipal Heliport, which is operated and occupied by Veritair Helicopters on behalf of Cardiff County Council, has reported increased public service use of its downtown capital city FBO.

Recent joint fire and police helicopter operations (funded by the Welsh Assembly) based at the heliport proved to be a success, and future development of this concept is likely.

The company claims that the new Welsh Assembly Parliament at Cardiff enables the prospect of Wales pioneering the possibility of permanent, joint fire/police helicopter operations - perhaps even involving air ambulance services - under one emergency service operation.

The idea is now receiving active Welsh Assembly consideration, with Minister Edwina Hart having recently attended the facility on a fact-finding visit. [EBAN]

Ed: Meanwhile the Cardiff based South Wales/Gwent South East Wales Police [SEWP] operation is looking at new aircraft with a view to seeking Home Office funding for an owned [rather than leased] helicopter. One option reported available to them is joining the Dyfed-Powys Police in a consortium. Dyfed operate an Agusta A109E Power from police headquarters but that is scheduled to move to Swansea Airport on environmental grounds. Agusta-Westland would dearly like to see both police operations use the Power. Aircraft ownership would free SEWP from Veritair and Cardiff but no other operating options have been made public.



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UNITED STATES

ALEA CONFERENCE EVENTS



Meeker

MD Helicopters, Inc. chose the ALEA Conference to announce a significant restructuring of the company last month. As part of this transaction, funds affiliated with Patriarch Partners, LLC, a New York and Charlotte based investment firm with approximately \$4.5 billion under management, acquired a controlling interest in MDHI.

MDHI claim that the restructuring ensures they will have adequate working capital to continue production of existing product lines, 'aggressively' improve customer support and fulfil existing orders.

MDHI remains an independent company based in Mesa, Arizona, with Dutch company RDM retaining a minority stake.

Lynn Tilton, Chief Executive Officer of Patriarch Partners is quoted as stating

'We are proud to add MDHI to our portfolio of companies. We believe that the demand for MD Helicopters' products is deep and strong. The strength of Patriarch Partners and the depth of our asset base will provide the long-term financial and strategic support that the company needs to excel in the light helicopter market'.

Henk Schaeken, Chief Executive Officer of MDHI claims the recapitalisation will assure customers that MD will have sufficient working capital to be viable company, in the helicopter business to stay. The immediate goal is to restore customer confidence in the company and in its ability to support its products.

Ed: There will be many sighs of relief among operators of MD Helicopters worldwide. How long it will take for any significant changes to filter through remains to be seen. Some sources suggest it might be a year before full production of parts at Kaman is realised – and having suffered severely from MD's parlous position they have yet to even announce an intention to manufacture again.

Meanwhile although MD were able to announce some significant orders at the Annual ALEA Conference last month there are continuing signs that customers are turning to other manufacturers to meet their requirements. Getting them back will be a major task.

It is too early to say whether the timing was linked to the hope of gleaning crumbs from the prospect of Boeing gaining the Armed Reconnaissance Helicopter [ARH] contract with their 1960s technology 'Little Bird.' If it was that has turned to dust.

As PAN went to press Bell announced that they had been awarded the \$2.2 billion contract by the United States Army to build its next generation ARH replacing the OH-58D Kiowa Warrior also produced by Bell. The contract calls for Bell Helicopter to build 368 aircraft for delivery during fiscal years 2006 through 2013.

MDHI announced a contract with the Glendale Police Department for the purchase of a new MD 520N® helicopter. The new aircraft will be the fifth MD 500 series aircraft purchased by the Glendale Police Department and the third MD 520N® with the patented NOTAR® anti-torque system. The new aircraft will replace a 1992 MD 520N® aircraft which has been in reliable service for thirteen years and is approaching 10,000 hours total flight time.

The decision to continue to utilise the MD 520N® helicopter was made after a needs analysis and feasibility study conducted during Fall 2004. The study recommended the purchase of the MD 520N® based on several factors, principal among them, reliability, quietness, and operating cost affordability, according to Sergeant Alan Frazier-OIC. The new MD 520N® helicopter will join a fleet of two MD 520N®s and one MD 500E® aircraft operated by the Glendale-Burbank Police Air Support Unit. The unit is based at the Burbank, California Bob Hope Airport. The unit flies over 3000 hours per year in support of the Glendale

and Burbank Police Departments. Missions include: Police patrol, surveillance, SWAT and K-9 deployment, and long-line and swift water rescue.

The Columbus Ohio Police Department has ordered its eighth MD 500E® for airborne law enforcement. The new aircraft will replace one of the oldest in keeping with the planned fleet replacement program designed to keep operating costs down.

Finally MD announced it had sold a new MD 500E® to the City of Houston for law enforcement and homeland security missions.

The City of Houston decided to continue a long relationship with the MD 500 product line after considering proposals from other helicopter vendors. The City is one of the first to establish a helicopter aerial patrol program in 1970. The new MD 500E® will increase the fleet size to nine helicopters and one airplane. The Helicopter Patrol Unit flies in excess of 6000 flight hours per year in support of airborne law enforcement and homeland security missions in the Greater Houston Area using MD500s and Schweizer S333 helicopters.



Meeker

At the same show American Eurocopter were displaying an EC120 for Fresno Police Aviation, AS350B3 San Bernardino County Sheriff Department, and the privately owned AS355N used in support of Summit and Salt Lake Counties. Beyond these a long list of order confirmations and deliveries was offered to visitors.

The contract award has been confirmed from the Department of Homeland Security's US Customs and Border Protection for up to 55 EC120Bs. In addition four AS350B3 deliveries have been started to the same federal agency.

The Phoenix Police Department's expansion of its AS350B3 fleet with two additional aircraft; the delivery of an initial three of six AS350B3s to the San Bernardino County Sheriff's Office in California; the handover of an initial AS350B2 for the Orange County, California Sheriff's Office; the delivery of a second AS350B2 to MD900 operator Suffolk County Police Department in New York State; and the delivery of a second EC-120 to the Fresno Police Department in California.

American Eurocopter claims approximately 60 percent of the US law enforcement sector during the past several years, and the recent orders and deliveries consolidate that position.

After the ALEA Show Enstrom Helicopter Corp.'s newly configured 480B Guardian went on static display at the EAA show in Oshkosh, Wisconsin.

On the flight west to the ALEA show, the 480B Guardian, stopped at the Nebraska State Patrol in Lincoln, Nebraska. There the helicopter was flown by Nebraska State police pilots to get a feel for the response and capability of the Guardian. At the ALEA show, the 480B Guardian showcased an ideal aerial law enforcement platform to over 2000 law enforcement officers in attendance at the show. During ALEA over 15 demonstration flights were conducted to police pilots from all over the country. The 480B Guardian is outfitted with the latest in police technology including a front mounted camera, a digital video recorder/monitor system and search light.



Enstrom visited over 15 police precincts and intends to go on the road again in late September 2005 for another demonstration tour.

For law enforcement applications, the 480B is known as the Guardian and the F28F is called the Sentinel. Enstrom can be found on the Internet at www.enstromhelicopter.com.

CALIFORNIA: The Modesto Bee recently carried a story that might have repercussions in other law enforcement operations.

According to the paper Stanislaus County Sheriff Les Weidman should not be allowing private use of his department's helicopter. Weidman authorised the department's helicopter to be sent to the offices of 5.11, a Modesto-based maker of law-enforcement uniforms. The helicopter essentially was used as a prop for photos to be used in the company's sales catalogue. On site were patrol cars and about a dozen off-duty officers modeling the firm's products.

The company is owned by prominent Modesto businessman Dan Costa, who promised to reimburse the department for its costs. Because Stanislaus County Supervisor Jeff Grover sits on 5.11's board of directors, there have been whispers of undue influence.

This is not the first time deputies have posed for such a purpose, Modesto police officers pose on their own time but loaning out the helicopter is another matter. This was not proper use of a valuable county asset.

However, sending the helicopter to 5.11 was not against any departmental or county rule but it raises the question of what is an appropriate use? [Modesto Bee]

Ed: Although the story was not about accusing the Sheriff of personal gain, more a need to put the house in order, the paper was clearly worried that its campaign might be counter-

productive. They went on to announce that their photographers have been allowed to ride along on some flights. One was transported to a remote air crash site, another to an important funeral. It is a courtesy generally well known to the US press [but extremely rare in the UK]. The last time the paper reimbursed the sheriff's office an amount equivalent to the cost of a private charter.

Sure enough they upset the Sheriff. Weidman says he will finish that policy before he leaves office 'That way we don't have to be in the business of having to explain to The Modesto Bee or anyone else what we're doing.'

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AIR AMBULANCE

CROATIA

The new HEMS operation by HIKO will start serving Croatia on October 1, 2005. The helicopters bought from Eurocopter to commence this EMS/SAR service are a BK-117C1, serial No. 7053, ex D-HMBC, registered in Croatia as 9A-HKB and a BK-117C2 [EC145] serial No. 9055, ex D-HMBO, registered 9A-HKA

EGYPT

With two Lear 35A ambulance aircraft, DRF (German Air Rescue) the non-profit air rescue organisation undertook rescue missions after the bomb attacks in Sharm El Sheik, Egypt. Two flights were to Madrid on behalf of the assistance International SOS.

GREECE

The first Hellenic serial production NH90 successfully flew last month at Marignane, France. This is the sixth serial production NH90 leaving the ground, following NH90s for Germany, Finland, Italy and Sweden.

On 29 August 2003, Greece ordered 20 NH90 firm for a contract total amount of € 657 million, including a consistent offset agreement involving Hellenic Aerospace Industry. They will be operated by the Army in Tactical Transport and Special Operations roles. All of these NH90s can be converted into the medevac using four role change medical kits. The first will be delivered to Greece by late 2005 and the whole firm series will be completed by 2010.

LATVIA

On July 15 DRF signed a contract with the Latvian Ministry of Defence: From now on DRF is assigned to repatriate injured Latvian soldiers from Germany or any other European NATO member state to Riga. The new agreement marks an important step towards further global initiatives for the DRF.



Dr. Karl Demmer, Member of the DRF Board of Directors, and the Inspector of the Latvian army, Vice-Admiral Gaidis Andrejs Zeibots signed the contract

UNITED KINGDOM

EAST ANGLIA: As predicted on a number of occasions East Anglia's air ambulance is about to get bigger and better with the acquisition of a Eurocopter BK117.

The Norwich-based charity that operates the service has chosen the new helicopter to largely replace the existing BO105DBS5 helicopter craft, Anglia One.

Although there are currently no plans to operate at night, the new BK117 is capable of it.

The trustees have agreed that existing operator Sterling Aviation should retain the contract to run the new helicopter, and it is hoped it will arrive by the New Year and will be flying by April 2006. The 105 will be retained as a back-up, it has flown 4,000 missions since January 2001.

CUMBRIA: Cumbria County Council has presented the North West Air Ambulance (NWAA) with a generous donation of £25,000.

Covering Cumbria, Cheshire, Lancashire, Greater Manchester and Merseyside, the NWAA costs just under £1M pounds a year to maintain and as a registered charity, the region's only

medical air emergency service relies totally on the generous support of businesses and the people of the north west to keep this vital service operating.

The NWAA covers a region of 5,500 square miles and a residential population of seven million people, attending all major motorway incidents, all serious accidents including horse riding, rugby and motor cycling, serious road accidents and incidents in areas that have poor and restricted road access including golf courses, fells, woods or beaches. On average the NWAA is called out four times a day, rising up to ten in the summer.

GREAT NORTH 1: Concern over conventional ambulance cover in Bellingham has reached such heights that villagers are putting their faith in the Great North Air Ambulance Service [GNAAS] rather than the road version.

The air ambulance is still suffering from a funding crisis when the world's fund-raising efforts were rightly concentrated on the Asian tsunami disaster.

GREAT NORTH 2: GNAAS is looking for new Northumberland base – it will not be returning to its traditional leased home at Blyth.

The GNAAS has announced that it does not intend to recommence its leasing arrangement with Fergusons Transport at the town's Kitty Brewster Industrial Estate. The service based one of its three hired helicopters at the estate when it was established in 1994.

The much publicized funding crisis forced GNAAS to ground two of its helicopters, including the one at Blyth, in March of this year. The Blyth based AS355F1 has been disposed of but the Cumbria based BO105 was in store during its downtime.

The helicopter based at on the coast at Blyth was not in a good position for serving the region. Half of the area that the helicopter could fly over was sea and they do not do sea rescues. A move will make sense and they are looking to set up a base further inland within Northumberland, where its area would cover less sea. The favoured spot is said to be around the Hexham area, slightly north of Newcastle Airport.

The MD900 helicopter based at Durham Tees Valley Airport has covered the whole of the service's coverage area since February but from August 1, the GNAAS fleet will go back up to two when the Cumbria Bolkow will be reinstated based at Carlisle. [Rotorhub]

GREAT NORTH 3: From August 1 the green and white Bolkow helicopter will be working from a temporary base at the Police Headquarters in Penrith which allows the crew to be centrally located and able to attend incidents throughout the whole of Cumbria as quickly as possible. The "Pride of Cumbria" will eventually be permanently based in Penrith on the Gillwilly Industrial Estate.

Chief Superintendent John Taylor said 'Cumbria Constabulary is more than happy to help the Great North Air Ambulance whilst they are waiting for their permanent base to be finished. The service provided is of great benefit to police attending road traffic accidents and other incidents where people are injured. The speed of response is a major factor in saving lives.

"Pride of Cumbria" Pilot Jim Martin, who was brought up in Carlisle, is pleased to be back in the skies and with Paramedic Jon Ker is looking forward to once again helping to save lives in Cumbria.

YORKSHIRE: The former Schreiner MD900 Explorer, now registered G-SASH, is now based at Leeds-Bradford Airport operating for Yorkshire Air Ambulance. It replaces a BO105 G-PASG. (IPAR)

UNITED STATES of AMERICA

SAFETY: According to continued reports in the Worlds media pilot error, industry carelessness and poor government have combined to drive the number of US air ambulance crashes to record levels.

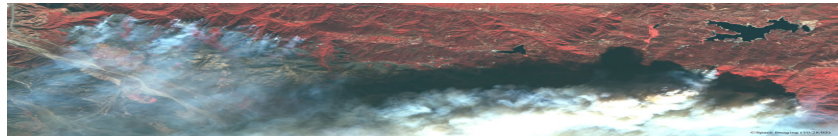
Sixty people have died in 84 crashes since 2000 - more than double the number of crashes during the previous five years.

More than ten per cent of the total US air ambulance helicopter fleet crashed during that time.



A study by has found that some emergency helicopters and their equipment are exempt from safety standards, pilots aren't always required to obtain weather reports, and pilot's credentials aren't always checked. [media]

FIRE



UNITED STATES of AMERICA

CALIFORNIA: On July 6 San Diego officials showed off the city's new fire fighting Bell 212HP helicopter.

The \$4M 'Copter One' has a 375-gallon water tank, hoist rescue equipment, night-vision capabilities and video cameras. It replaces the fire fighting machine it has been leasing with Copter One. Private organisations are donating \$2M during the next four years to maintain the craft.

ILLINOIS: The Chicago Fire Department helicopter will soon be equipped with a state-of-the-art thermal imaging camera capable of dramatically improving high-rise fire fighting and outdoor rescue, under a \$255,973 contract quietly approved last month.

Seven months after an electrical malfunction in the ceiling of a 29th floor office triggered an accidental fire that raged for more than five hours at the LaSalle Bank building, City Hall has signed a no-bid contract with Massachusetts-based FLIR Systems Inc. for delivery of the so-called Ultra 8500 camera system within 90 days. [Sun]

SEARCH & RESCUE

ITALY

SARDINIA: After being suspended for 3 years, the South of Sardinia reopened a service of helicopter rescue that could soon guarantee the transportation of casualties and patients in critical condition. The service is connected with the central Cagliari's 118 service. At an estimated cost of about 700,000 euro the service will be active until September 15, as an experiment. A full term 12 months a year service is proposed.

The fully equipped Air Green AB412 is stationed at the military airport of Elmas and has a crew of five – the pilot, technician, mountain rescue specialist, a doctor and a professional nurse. (AGI)

UNITED KINGDOM

EAST ANGLIA: In the wake of various emergency incidents in January the Emergency Rescue Corps Research & Development Engineering Team, based in Colchester, Essex were approached to look into the viability of a radio controlled airborne thermal image camera, it was thought that it would have been of great advantage to the SAR teams involved with a number of high profile rescues Worldwide. The team have now designed a craft.

The aircraft has been designed to work in conditions where manned aircraft would have difficulty in operating, and with localised search and rescue in mind. The technology is available, the engineering expertise is on tap and a need has been identified.

Subject to funding, the cost of setting up each team is £30,000, it has been decided to initially deploy two teams with radio controlled model helicopters in the UK. They will be based with an existing volunteer SAR [VSAR] team and they will be on 24 hour call to cover their closest counties as well as their main county base.

One will be deployed with the Kent VSAR team covering Kent, South Essex, East Sussex and Surrey the other will be with Felixstowe Volunteer Inshore Rescue Team covering Suffolk, North Essex and Norfolk.

The aerial unit has the appearance of being a fairly standard kit built helicopter. It deploys a thermal image [TI] unit 3620AS, Core, 17' FOV manual focus lens with I/O harness, featuring a radio controlled 2x to 5x zoom facility.

It is capable of detecting human activity up to 900 feet (305 metres) well beyond the proposed flight envelope of 100m (330Ft) above the ground. It is mounted directly under the fuselage looking straight down and transmitting images of an area of approximately 20 x 30 metres [65 x 95 feet] using a 3.3-inch colour LCD monitor. Powered by a 12V DC supply this model is totally portable and therefore suitable for the users SAR applications



For more information or to contact the Emergency Rescue Corps, R&D Team 6, Parnell Close, Colchester, Essex CO2 8PF Tel: + 44 1206 513 812 E-mail: tasru@emergencyrescue.org Web: www.emergencyrescue.com

Ed: All closely associated with this project are either retired or still serving Fire Rescue, Police and Ambulance Technical Engineers volunteering their expertise and services to help the volunteer search & rescue teams in the UK - some of which were at the Mozambique Floods, Indian Earthquake, Iranian Earthquake, and the Tsunami.

In essence this UK operation will be the operational training, testing and debugging ground for an organisation able to pack up its equipment to go to the next major disaster. There is no time at a disaster for on the job training so operating in support of domestic resources provides a useful scenario.

Some reaction to this project has been as negative as that surrounding the SkyWatch resource. Better that than to make all the positive noises but fail to deliver. John Astbury, Director of the Maritime and Coastguard Agency at the Airborne Response meeting in Oxford in May said 'Volunteers are Not Second Class Citizens!' and yet he and Wing Commander Readfern who was very supportive at the idea of linking SkyWatch with RAF SAR seem to have now drifted off that message.

The Portland Coastguard rescue helicopter, 'Whiskey Bravo,' winched its one thousandth person onboard last month after it was called to rescue a diver who was suffering from the bends. The helicopter airlifted the man to Poole helicopter landing site, where he was assessed by the specialist dive doctor and taken to Atlantic Enterprise Ltd, the recompression chamber at Poole. Portland has been operational for almost ten years.

The Portland Coastguard helicopter is one of four Coastguard helicopters in operation around the British Isles, the others being, Stornoway in the Western Isles of Scotland, Sumburgh in the Shetland Isles, and Lee-on-Solent in Hampshire. All of the Coastguard helicopters are controlled by either HM Coastguard for maritime incidents or by the Air Rescue Co-ordination Centre at Kinloss in Scotland for civil aviation and military incidents. [MCA]

UNITED STATES

Cessna Aircraft Company and Civil Air Patrol (CAP) teamed up to offer a Cadet Special Activity at the Cessna Independence facility.

In cooperation with the CAP Aircraft Manufacturing and Maintenance Academy, Cessna organized a one-week Summer Program for CAP cadets. On July 17th, twenty-one CAP cadets from all over the United States arrived in Independence. The week kicked off with an orientation program, including a Cessna history overview. For the remainder of the week, cadets shadowed Cessna employees in various stages of the aircraft production process. As

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a treat, each cadet also had the opportunity to fly along as an observer on a training flight involving the Garmin G1000 glass cockpit. The event concluded with a graduation ceremony at the Independence Community College.

PRODUCT

Cineflex, LLC, specialising in motion control camera systems, launched its Cineflex V14 Magnum LE at the ALEA Annual Conference and Exhibition, in Reno, Nevada last month. The V14 Magnum LE is the first gyro-stabilised, aerial camera system to combine a full resolution (1920 x 1080 lines of resolution) high definition camera with the most advanced infrared sensor in a single package.

Designed for federal, state and local law enforcement, border security and homeland defense missions, the system delivers a high quality surveillance capability day and night.

Ground personnel can view both the HD and infrared images in real time via an encrypted, microwave downlink system that can be integrated with the Cineflex V14 Magnum LE and delivered to either a mobile or fixed command center. This breakthrough solution incorporates automated, GPS-guided antenna tracking to make it the first ever to deliver virtually uninterrupted live HD feeds with ranges over 100 miles from a helicopter and even further on fixed wing aircraft, UAVs and lighter than air ships that offer higher standoff altitudes. Depending on a particular agency's needs, the downlink system can be custom tailored to maximize its effectiveness for the specific mission it is performing.

Integrated Coast Guard Systems, LLC (ICGS) has re-issued a Broad Industry Announcement seeking suppliers who may have new technologies and product capabilities to supply the Integrated Deepwater System Program.

Under its open business model, ICGS has and will continuously review new products, services, and solutions, to bring to the Coast Guard best-of-market solutions that provide innovative capabilities to the fleet at a best value cost to the taxpayer. Through its major subcontractors, Lockheed Martin and Northrop Grumman, ICGS will engage suppliers that offer products and services to accomplish that goal.

Specific areas of interest:

- Command, Control, Communication, Computing, Intelligence, Surveillance, and Reconnaissance (C4ISR)
- Integrated Logistics Support
- System Engineering and Integration
- Aviation Solutions
- Surface Solutions (ship system suppliers)

Registration on the ICGS website was to identify potential suppliers for an invitation to the Industry Day 2005 conference hosted by ICGS, now planned for September 19 & 20, 2005. The deadline to register was July 11. See: <http://www.teamdeepwater.com/>.

IDS is a critical multi-year, multi-billion dollar programme to modernise and replace the Coast Guard's ageing ships and aircraft, and improve command and control and logistics systems. It is the largest recapitalisation effort in the history of the Coast Guard.

The World's first civil tiltrotor, the BA609 reached nearly 220 mph with its first full conversion to airplane mode late last month.

The Bell/Agusta 609 tiltrotor streaked over the skies of Central Texas with its outboard nacelles rotating forward to full airplane mode for the first time.

The aircraft returned to flight status June 3, 2005, at Bell's XworX research and development facility here following an 18-month programmed pause in flight-testing for developmental engineering configuration.

Iridium Satellite has announced that the US Department of Agriculture (USDA) Forest Service (USFS) has fitted 200 primarily contract aircraft with Iridium equipment. The aircraft are part of the interagency Automated Flight-Following (AFF) programme and are mainly helicopters, and light and transport fixed-wing air-tankers, used for wildland fire fighting and other natural resource agency missions.

Iridium partners Blue Sky Network, Latitude Technologies, Sky Connect and SkyTrac Systems provided the Iridium equipment and air time. Iridium is a key AFF provider for data and voice communications between the aircraft and the ground. The agencies use Iridium for flight-following as well as cockpit voice and data communications.

The AFF system automatically tracks and displays location and other associated information for aircraft on operational missions. Mapping data includes information on cities, tanker base locations, topography, airports, thermal detection, lightning, flight restrictions, and other critical, time sensitive information geographically dispersed users require from dynamic and static sources.

Under visual flight rules (VFR), aircraft on official missions are required to establish positive contact and report aircraft position at least once every 15 to 30 minutes, depending on the agency. The land management agencies used to rely on voice radio reports to flight-following dispatchers, who recorded aircraft positions by hand. Frequent lapses in radio communication coverage and aircraft position reporting required pilots to toggle between different radio frequencies for aircraft position reporting. Position reports consumed limited radio "air time," and increased dispatcher and pilot workloads.

Skyquest Aviation, the UK design & manufacturer of airborne mission equipment, has announced the introduction of a new range of ultra high resolution aircraft mission displays to compliment the new technology stabilised cameras entering the surveillance market.

In addition, Skyquest have designed a unique video distribution system which takes the feed from the stabilised camera system in its highest resolution (including digital video and high definition video if available from the sensor) and routes this through a single cable to any number of on-board video displays and video recorders.

Skyquest claim that by using the system an airborne observer can call onto his display any number of video or computer inputs to give him total flexibility over the images he wants to view. Importantly the images will be displayed on his screen at their fullest resolution bringing new levels of information and detectability to the crew.

From an installers point of view the new system offers savings in complex video cable looms. A single cable is all that is required to be routed to each device. Once connected to the video distribution system the user has access to any signal feed going into the router. Feeds typically include multiple camera inputs, video playback, moving map, radar & video uplink.

Skyquest has integrated full remote control for two video recorders from the mission display. Confirmation lights on the display show the status of any attached video recorders and allow rewind and playback during flight. Full information can be found on the Skyquest web site at www.skyquest.co.uk Telephone UK: +44 1628 785143 Fax: 637446

The first Patria assembled **NH90** helicopter, KH-202, has made its successful maiden flight in Halli, Jämsä on July 13.

Patria assembles 50 NH90 helicopters as a subcontractor to Eurocopter S.A.S., Marignane, France. This first helicopter from Patria assembly line will be delivered to the Finnish Defence Forces.

Firemax, a next-generation firefighting helicopter, has flown for the first time, opening up new markets for manufacturer Kaman Aerospace. The aircraft and equipment combination was heavily promoted at this years HAI Heli-Expo in Anaheim.

The Firemax is a K-MAX medium-lift helicopter equipped with an exclusive new 700-gallon (2,660 liters) fixed-tank system. Together, the helicopter and tank deliver a one-two punch of exceptional water-carrying capacity with an unsurpassed ability to lift up to 6,000 pounds in extreme conditions.

The tank system was designed and manufactured by Kawak Aviation Technologies of Bend, Ore. (Kawak). Final certification of the tank system by the Federal Aviation Administration is expected this month. Kawak will own the Supplemental Type Certificate (STC) for the system. The U-shaped tank system was designed for quick installation and is equipped with a hydraulic-powered hover refill pump. Notably, the tank's hydraulic system is powered by an existing 50-horsepower accessory pad on the helicopter's transmission providing an impressive 25 second refill time. This eliminates the need for heavy electrical system components and the associated maintenance and parts required to service them

Air Ambulance Technology [AAT] has successfully delivered a Quick Conversion EMS Interior for ADAC's latest EC 135, which is operated by Elbe Helicopter <http://www.elbe-helicopter.de> <http://www.adac.de/luftrettung>

This contract is a special success as it is the first time ADAC has chosen AAT products for its helicopter fleet.

On the fixed wing side ADAC already uses AAT Interiors on its two Dornier 328 Flying Ambulances which are operated by Aerodienst on behalf of ADAC.

The now furnished EC 135 is stationed in Bautzen (near Dresden) as Christoph 62 and will fly primary as well as secondary missions. It serves as a backup for the existing BK 117 intensive transport helicopter during maintenance.

The delivered kit features an integrally milled floor, medical crew seats, a medical cabinet, a 20g rescue stretcher, oxygen and electrical supply system, holders for different medical devices and an integration for incubator transport.

AAT's state-of-the-art EMS Interior can be completely installed / removed in less than 20 minutes and allows Elbe Helicopter to also use the EC 135 for passenger transport. For initial installation no modification to the helicopter is required.

AAT can be found at A - 5282 RANSHOFEN / AUSTRIA P.O. Box 15 Tel. + 43 / 7722 / 85 0 51 Fax + 43 / 7722 / 85 0 51 - 22 e - mail : aat@airambulancetechnology.com web site: www.airambulancetechnology.com

Sikorsky Aircraft has announced that its S-76 fleet has accumulated more than four million flight hours. This achievement was built up by over 220 operators currently flying close to 600 aircraft in 59 countries around the world.

Two brand new ground power systems from UK manufacturer **Powervamp Ltd** made their first appearance at the Paris Air Show at Le Bourget, France this summer – and they weren't static exhibits. They were selected to be in constant use by many of the world's leading aircraft manufacturers throughout the event.



Powervamp

Powervamp Ltd, one of the world's best-known manufacturers of engine starting and ground power systems, runs an expanding division delivering aircraft ground support at air shows and aircraft demonstrations, and this summer's Paris Show saw its heaviest commitment yet. The company provided ground support services for more than 20 aircraft from ten manufacturers, including ground power, cabin cooling systems and ancillary services.

According to Richard Roller, Powervamp's managing director: 'For us, this show marked a turning point for events of its kind. We've seen a steady move away from the use of diesel-

powered generators to provide ground power at air shows. Their noise and general intrusiveness simply don't fit in with the image of modern and quiet aircraft exhibited at prestigious events like this.

'This year's Paris Show clearly demonstrated this trend – it's become the *de facto* norm for forward-looking exhibitors. Air frame manufacturers have shown they need a ground support company like Powervamp that offers two attractions – a range of capable, modern equipment for short-term hire, and a comprehensive ramp support service to put everything in place and make sure the event runs smoothly.'

Powervamp's new PS360, a 28-volt DC modular ground power supply unit, is designed for running the latest generation of DC aircraft avionics systems. It is expandable and can deliver from 20 to 360 amps – four times the output of its predecessor.

In total, more than 25 Powervamp PS range power supply units were used at Paris by manufacturers such as Aermacchi, ATR, Bombardier, Embraer, Gulfstream and Piaggio.



The latest Powervamp unit in use at Paris, a brand new product, is a completely new departure for the company. The unique 115-volt 400Hz AC frequency converter can deliver the 115 volt ground power required by the larger passenger jet aircraft and military aircraft for running avionics and other on-board equipment. It connects directly to any three-phase power supply, and uses a miniaturised electronic frequency converter to deliver the required 115v 400Hz output.

The unit will form part of Powervamp's standard product range, and will be available for sale with a range of outputs from 30 up to 100 Kva.

For further information, please contact: Richard Roller, Powervamp Ltd., 22 Bridgwater Court, Oldmixon Crescent, Weston-Super-Mare BS24 9AY Tel: +44 1934 643000 fax 642800 Email: enquiries@powervamp.com www.powervamp.com

The runway debris detection radar system developed by **QinetiQ** in the wake of the Paris Concorde crash has been bought by Vancouver International Airport (YVR). Known as Tarsier,

the system can detect small items of potentially dangerous debris on airports runways and is expected to be installed at YVR early next year.

The deal represents the first sale of a system which could potentially improve the safety of every major airport runway in the world. It is expected that Tarsier will also help reduce the estimated \$4 billion cost* of debris damage and delays faced by the global airline industry each year.

More information is known about **Lycoming's** latest crankshaft recall. Most of the 1,100 aircraft affected are Robinson helicopters, late-model Cessna 182s, some Piper models, and a scattering of other aircraft, including some Commander 112s.

The crankshaft problem first surfaced in early 2002 when Lycoming recalled some 400 crankshafts used in TIO- and LTIO-540 engines. By late 2003, Lycoming broadened the recall to some 1,800 airplanes total; that recall program was concluded in 2003. [AvWeb]

The **Bell 210** medium transport helicopter based on the UH-1 airframe received its FAA Certification last month.

The Bell 210, which made its first flight last December at Bell affiliate company Edwards & Associates. First customer deliveries will begin in November 2005.



FAA Rotorcraft Directorate Manager Dave Downey, presents Bell CEO Mike Redenbaugh with the 210 Type Certificate.

Helicopter Association International is now accepting nominations for its 2005 "Salute to Excellence" awards.

HAI presents 13 "Salute to Excellence" awards yearly, recognising outstanding achievement in the civil helicopter industry. The winners will receive their awards at the annual Salute to Excellence awards celebration, to be held on Monday, February 27, 2006, during HELI-EXPO 2006, in Dallas, Texas.

Those interested in submitting nominations may contact HAI for a *Call for Nominations* booklet. Nomination forms are also available to download at www.rotor.com/salute.

With the acquisition of **R&D Design Services Ltd**, of Margate, Kent, UK by CROMA Group plc, investment has been made to grow the research and design team. Some alterations to products have resulted.

LCD0803: A new 8.4" display has become streamlined and does not have the protruding controls anymore. The front of the display is flush and all the features and menus are operated by flat membrane push buttons. Also included is a picture in picture function that provides the operator with more information. NVG compatibility is an option. The display still features 4 composite inputs 1 RGB input but now includes a composite output. This output is representative of the image on screen including enhancement but excluding the PIP.

LCD1004: The latest 10.4" display has been born from the success of the existing 15" display. With a very similar appearance, the LCD1004 includes the option to have the Skyforce Observer controls included on the right hand side of the display. Some of the controls are now also menu driven. All the features of the 15" display are now available on the LCD1004.

CP1991: A new Skyforce Observer interface has been designed to fit a centre console aviation rack. With buttons on either side of the controller, the unit can be operated by either pilot or co-pilot.

Mid-Canada Mod Center (MC2) with expertise in all forms of airborne communication, cabin entertainment systems, TCAS, EGPWS, TAWS and RVSM as well as and numerous EFB applications are moving.

Since its inception, MC2 has been located on the north side of the Toronto's Lester B. Pearson International Airport (LBPIA). Continued growth and development has necessitated a move of the office and shop to larger facilities. While it has been just under four years since their last move, the new space they will be calling home will provide them with added shop and office capabilities in a bright, airy and open facility. It also means greatly increased hangar space for projects in hand. Overall this move illustrates the growth and success of MC2.

Telephone, fax and email for MC2 remain unchanged, the new street address is 6120 Midfield Road, Unit 11, Mississauga, Ontario L4W 2P7 and the mailing address is PO Box 160, Toronto AMF, Mississauga, Ontario L5P 1B1 Tel. +1 (905) 673-9918 Web Site: www.midcanadamod.com

FLIR Systems, Inc. announced the receipt of a contract from a team led by Korea Aerospace Industries to supply its most advanced airborne thermal imaging system, the Star SAFIRE HD, to the Korean Navy's new P-3 Maritime Patrol Aircraft programme. This contract also provides for potential future deliveries of additional systems in support of the Republic of Korea Navy's existing P-3 aircraft.

Sealed bids are being invited for a thermal imager declared as surplus property by the **Seminole County Sheriff's Office**: The lots include a FLIR Systems MKII dual sensor gimbal. Originally purchased in 1995 the lot includes hand controller, electronic control unit, gimbal, universal searchlight slaving system and monitor. Some or all wiring may need to be purchased from FLIR Systems. All equipment is in good working order and is currently in service on the Sheriff's Office helicopter. Equipment has been maintained by FLIR Systems and Universal Searchlights. Also included is an external autotrack unit produced by Octec that is in need of service.

Equipment is offered in as is condition with no warranty provided. The winning bidder is responsible for all shipping charges. Inspection of the equipment is available by contacting the Sheriff's Aviation unit at +1 407 708 7600. There is a minimum bid requirement of \$50,000 for this item. Bids will be accepted until 1500hrs local time, August 15, 2005.

Mail or Deliver to: George Sellery, Senior Manager, Fiscal Services, Seminole County Sheriff's Office, 100 Bush Blvd., Sanford, FL 32773. The Sheriff's Office reserves the right to refuse any bid offer if not in the best interest of the Sheriff's Office. [Published Orlando Sentinel]



ACCIDENTS and incidents

29 June 2005 Bell 206 JetRanger N244RP. Air ambulance. Helicopter departed from St. John's Emergency Operations Center, Saint Augustine, Florida and lost tail rotor authority. Autorotated to ground sustaining severe damage but no known injuries. [FAA]

30 June 2005 Agusta A119 Koala N403CF. Air ambulance. Crashed 30 miles west of Durango La Plata County Airport, Colorado. Three fatalities. [FAA]

7 July 2005. Erickson Air-Crane S-64 N236AC. Italian Forestale. A US mechanic from the manufacturers plant was killed and three others injured on a flight that went down 5 minutes after taking off from Rome Fiumicino (LIRF). It crashed from a height of 15 metres and burned. [Media]

Ed: This was reportedly CFS-101 the second Forestale S-64 and was featured at the 2005 Heli-Expo.

13 July 2005 Eurocopter EC120 N266SD. Sacramento County Sheriff Dept., California. Deputies Joseph Kievernagel and Kevin Blount were killed when their helicopter crashed near the Nimbus Dam, Lake Natoma. A third deputy, Eric Henrickson, who was training to be a tactical flight officer, was critically injured.

The pilot, Deputy Kievernagel, was 36-years-old, the TFO/Observer, Blount, was 29-years-old. Both were members of the ALEA.

The helicopter suffered an apparent engine failure and appears to have made a controlled descent onto sloping ground 12 miles NE of Sacramento. After a hard impact the airframe rolled over and down the slope killing two officers and seriously injuring the other. [Media/FAA/ALEA]

14 July 2005 Eurocopter BK117B-2 N440HH. Air ambulance. Memorial Hermann Life Flight based Houston. On approach to base at Pearland Regional Airport, Houston, Texas the pilot instructed the flight crew to open their doors. The left hand sliding door exited the aircraft and struck the main rotor blades. Substantial damage but no injuries reported. Aircraft was landing at their home base airport. [FAA]

14 July 2005 Eurocopter AS365N Dauphin N365S. Air ambulance operated by CJ Systems Aviation Group for UCAN in Chicago. No injuries were reported to the crew aboard [Pilot, Flight Physician, Flight Nurse] when the helicopter crashed on take-off. Accident occurred on take off from a rooftop helipad in northwest Indiana. While the helicopter hovered approximately 4-6 feet above the helipad and was turning into the wind to depart, a sudden uncommanded yaw in the opposite direction occurred. The aircraft started to spin and the tail struck an elevated structure which was approximately 10 feet off the far end of the helipad. The helicopter landed on its side, still on the helipad with the tail against the adjacent structure. [Concern]

15 July 2005 Bombardier Lear Jet 35 N620JM. Air ambulance. Aircraft veered off course while landing at Eagle County Airport but only minor injuries were reported among the people on board. A fire broke out on board the plane but was extinguished by firefighters. Aspen Aviation reportedly owns the plane. [FAA/Media]

16 July 2005 Sikorsky S-76 Air ambulance Canadian Helicopters based at Sudbury. Alighted beside Highway 69 north of Highway 559. Called to a road accident, loaded the patient but was unable to take off due to a hydraulics warning light.

After the air ambulance was grounded, the pilot taxied it to the southbound lane to open up one lane of traffic on the highway. [Media]

16 July 2005 Mil Mi-8 Russian Air Force helicopter crashed in mountainous southern Chechnya on Saturday, killing eight people including Border Patrol personnel. [Media]

19 July 2005 McDonnell Douglas 530F N530TJ. Owned by Utility Aviation in Fort Collins — on contract with the US Forest Service. The unidentified helicopter went down off of Highway 34 near Drake, Colorado. The helicopter was ferrying supplies to the Drake wildfire. Video footage shows the helicopter in several different pieces in a steep wooded area. The pilot, Bill Goodro, was able to walk away from the wreckage. Rotor failure has been suggested. [KUSA TV]

26 July 2005 Eurocopter AS350B2 N351SL. Utah State Police helicopter made a precautionary landing at the mouth of the American Fork Canyon. No injuries, no damage. It was later flown back to Salt Lake City. [FAA]

29 July 2005. Eurocopter BK-117A4 N911WS. Air ambulance - LifeFlight Eagle [CJ Systems Aviation Group] based Kansas City Missouri. While en route to the receiving hospital, the PIC noted a torque split along with a popped beep trim circuit breaker that would not resolve. The pilot elected to divert to the Charles B Wheeler Downtown Airport to land. En route to the airport, the aircraft experienced a decrease in power in the effected engine. The PIC declared an emergency and executed a successful run on landing without further incident.[Concern]

PEOPLE

After serving 26 years with the Ohio State Highway Patrol, retired Captain Keith H. Haney is no stranger to law enforcement. Mr. Haney, who joined American Eurocopter in February as Manager, New Helicopter Deliveries, recently accepted the position of Manager, Law Enforcement.

ALEA member Mr. Haney has an extensive law enforcement background and brings a wide range of expertise to American Eurocopter. He served for twelve years as a State Trooper and Patrol Sergeant, and was assigned for fourteen years to the Aviation Section. During the final seven years of his career, he served as the Aviation Section Commander, responsible for all aviation support activities for the Patrol's Special Response Team. Mr. Haney was also involved in the coordination and oversight of maintenance on the Highway Patrol's thirteen aircraft, including three Eurocopter AS350 B2 helicopters, as well as in the management of Aviation Section support to numerous Federal, State, County and Municipal law enforcement agencies. Mr. Haney holds a commercial rating in both fixed-wing and rotorcraft.

The position of Manager, New Helicopter Deliveries left vacant by Mr. Haney is filled by former LAPD officer Daniel L. Johnson.

Mr. Johnson earned his undergraduate and graduate degrees from Embry-Riddle Aeronautical University in Daytona Beach, FL. Prior to joining American Eurocopter, he held several significant positions with LAPD. In addition to the time Mr. Johnson dedicated as Police Officer and Detective, he also actively supported LAPD as Technician and Supervisor of the Bomb Squad, Aviation Safety Officer, Flight Instructor and Check Airman, as well as Commercial Pilot.

FORTHCOMING EVENTS

13-16 September 2005 DSEi (Defence Systems and Equipment International) 2005 at ExCel, Docklands, London. DSEi is the showcase for new and future defence technology and is the largest exhibition for the world's defence companies to display their land, sea and air capabilities at a single exhibition. The event includes a significant [airborne] law enforcement element – albeit at the militaristic end of the spectrum. Registration for DSEi 2005 has now opened.

The organisers Spearhead Exhibitions Ltd of Oriel House, The Quadrant Richmond TW9 1DL, UK Tel: +44 20 8439 8888, fax +44 20 8439 8889 Email: enquiries@dsei.co.uk are promoting their showcase for new and future defence technology and is the largest exhibition for the world's defence companies to display their land, sea and air capabilities at a single exhibition. The event includes a significant [airborne] law enforcement element – albeit at the militaristic end of the spectrum.

European Business Air News [EBAN] and [Marshall Aerospace](#) are holding the third bi-annual Business & General Aviation Day at Cambridge Airport on Thursday, **September 15 2005**.

BGAD 05 will once again provide an excellent opportunity to see the very best of business aviation, including many of the latest business jet, turboprop and private aircraft, as well as helicopters for business and leisure.

There will be an indoor exhibition in hangar space alongside the business aviation terminal at Cambridge, as well as aircraft on display immediately outside on the apron. In 2003 these ranged from the Legacy intercontinental business jet to a four seat trainer aircraft from the Czech Republic - around twenty aircraft in total.

There will be meetings during the day hosted by BBGA and full catering is offered on site. In fact, all the features you would normally expect in a three day show, but in one!

The show is open from 10am to 4pm, and there is free parking on site.

You will be able to pre-register for admission free-of-charge at this web site, and if you would like to be informed when this is activated please simply email [Mark Ranger](#).

27-29 September 2005. Helitech Imperial War Museum Duxford, near Cambridge, UK. Helitech is a 3-day exhibition which regularly attracts more than 250 exhibitors from around the world representing every tier of the supply chain with strong OEM representation. In 2003 over 6,500+ commercial and military trade visitors and private owners viewed the latest helicopters and newest systems and equipment on display. It is a customer-rich environment whose single clear rotary wing focus means no time wasters amongst the audience.

No aerospace event offers you face to face contact with so many qualified buyers of helicopters, helicopter products and services, parts and accessories. And if expanding into global markets is important to you, Helitech offers you a world of opportunity – visitors from over 60 countries came to Helitech 2003.

Here you will find all the information you need to exhibit including an updated floor plan, the current exhibitor list and the exhibitor contract which outlines prices.

We look forward to welcoming you to Helitech.

Sue Bradshaw, Project Manager www.helitech.co.uk



The ARH development of the Bell 407.

A new beginning for Bell but potentially drawing a line beneath the dreams of a quick resolution to the financial and technical problems at MDHI, Mesa via 'Little Bird'.