

Police Aviation News

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IPAR



**Carabineros de Chile
select AgustaWestland**



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LAW ENFORCEMENT

AUSTRALIA

FEDERAL: Last month soldiers and police from both Australia and New Zealand were flown into Tonga to help restore order after pro-democracy riots left at least eight people dead and wrecked business areas. The two flew more than 150 soldiers and police in using a variety of aircraft including Australian Lockheed C-130 and Boeing 707 transport planes. Some 34 Australian Federal Police officers were deployed to support the Tongan Police Service. The arrival of the foreign assistance eased tensions and allowed the borders to reopen to international flights, four days after the violence started.

The Boeing 707 was subsequently used to evacuate foreign nationals – a mix of people from Australia, Britain, Papua New Guinea, Canada and the United States out of the country.



CANADA

EDMONTON: Alberta RCMP will replace the helicopter it has based locally during the coming winter with a \$3M Eurocopter AS350B3 AStar.

The AStar is expected to be in service by February, replacing a 1993 Bell 206 JetRanger. The province covers 70% of the funding for the purchase and Ottawa covers 30%. [Edmonton Journal]

Front Cover: AgustaWestland A109E Power operated by the Dyfed-Powys Police out of the police force headquarters in Carmarthen will shortly be moving to Swansea airport.

The Carabineros de Chile has recently ordered the type after trialling others—see page 3.





CAPE VERDE

British naval forces have taken part in a fourth major drugs bust on the high seas within the past two months in an operation in the Atlantic which completed on November 6.

The combined operation with the UK's Serious Organised Crime Agency (SOCA) and Spanish Customs saw the Royal Navy frigate HMS Argyll, the Royal Fleet Auxiliary supply ship RFA Fort Austin, Sea King helicopters of 849 Naval Air Squadron and Royal Marines from 40 Commando assisting in the discovery of drugs with a street value of £58.8M.

The British and Spanish worked together to intercept the 950-ton offshore supply vessel MV Orca II 360 miles off the Cape Verde Islands. The vessel was suspected of carrying drugs for onward transmission to Europe and the UK from South America, and Spanish Customs agents found a haul of 1.3 tonnes of cocaine on the ship.

The operation was swift, and left no opportunity for the traffickers to evade law enforcement agencies. The MV Orca II was taken into a Spanish port by Customs officers. [RN]

CHILE

AgustaWestland has been awarded a contract by the Carabineros de Chile to supply four A109E Power helicopters to perform a wide range of applications including law enforcement, SAR and transportation duties. The first helicopter will be delivered in the first quarter of 2007.

This sale represents the first major contract for the A109 Power in Chile and AgustaWestland will soon be establishing an Authorised Service Centre in Chile to support these and other AgustaWestland commercial helicopters operating in Chile and neighbouring countries. [AW]

Ed: Previous helicopters in use for law enforcement in Chile have been from either Bell or Eurocopter [a fleet of MBB105 and 117 acquired from the mid-1970s]. In 1998-99 the Carabineros acquired two EC135T1 helicopters one of which was disposed of to the Czech Republic and replaced by a later model of the same type in 2002. The expected mass replacement of the Eurocopter types by the later model failed to materialise.

UNITED KINGDOM

SUSSEX and WILTSHIRE: A new on-line Blog on the National Health Service was launched on November 1. One of the first items aired by this anonymous source related to the health and well-being of two UK police operations using helicopters configured for both police and air ambulance operations.

It is claimed that thanks to the rival air operation being set up by Kent Air Ambulance the future of the Sussex police helicopter hangs in the balance. It is also said that Sussex Police are reviewing their options and that one outcome is the disposal of their Shoreham based MD900 Explorer and a tie up with Surrey Police who operate their EC135T2 from

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Fairoaks.

As a cost cutting exercise the crewing arrangement is mixed with the usual two police officers and a pilot being reduced to one with a Paramedic replacing the second officer.

Sussex has enjoyed a long and distinguished history as a mixed unit but clearly whatever health service money might be available can only go to one operation and it looks increasingly like the Kent Air Ambulance led bid for a new dedicated Sussex Air Ambulance is taking the gloss off the joint Sussex Police operation.

The voluntary tie-up with Surrey mentioned in the Blog has some basis. Sussex Police has publicly stated that in the wake of the recent programme to merge forces – since abandoned - Sussex has continued to discuss cost cutting measures with Surrey. According to the official version the talks have continued on major resource cross border co-operation between the two forces. It could be inferred that the helicopter might be one of these.

There are similar concerns for different reasons in Wiltshire where the constabulary also provide a dual police/air ambulance helicopter. It seems that there is no problem with the Police Authority but the newly formed Great Western Ambulance Service NHS Trust want to throw their full weight behind the County Air Ambulance which operates three dedicated helicopters across the West Midlands. The old Wiltshire Ambulance Service, which disappeared at the end of June, contributed a significant sum to police air support, money which no one can be certain will be forthcoming in future.

Both units undertook a degree of air ambulance fundraising in the past, but it was very low key and never core funding. Attempting significant fundraising in Sussex now might just be seen as sour grapes damaging to the new HEMS fundraising efforts and the image of the police.

Beyond the fundraising there are contracts – and these are not easy to discard, especially for Wiltshire. They were tied into a ten-year PFI in 1998.

Each of the police forces concerned is naturally tight lipped, equally getting any reaction from the Great Western Ambulance Service has been fruitless. What will be will be.

The problem may turn out to be wider than just these two, a number of forces have marginal business cases when it comes to using expensive light twin helicopters for crime fighting alone. The creation of multi-force consortia sought to overcome this but that might still leave a few single force operators with difficult questions to answer. It remains a matter of whether anyone will have a wish to ask awkward questions. Unlikely. [www.carryondoctors.com/ / IPAR]

HAMPSHIRE: Not exactly UAV technology but the Royal Engineers from 33 Regiment, 49 Field Squadron EOD (Explosive Ordnance Disposal) have been field testing some of the latest remotely controlled equipment on the clearance of the disused airfield mines previously reported on at Lee-on-Solent airfield the base of the Hampshire Police BN Defender aircraft and the Sikorsky S-61 helicopters of HM Coastguard.

Each buried mine was made out of a twenty metre length of metal pipe packed with explosive. Most were removed at the end of the war but new works have resulted in the residue being sought out and removed.

A team from the Defence Logistics Organisation used a towed array to survey the base and confirm the locations prior to calling in the Royal Engineers.

The system involves a computer controls system developed by QinetiQ which taps directly into the digger's hydraulic system. The operator controls the equipment from up to 1,000



metres via live video cameras. Sound is also provided so that the operator can hear the engine and any other sounds, so allowing more precise control.

The project, which was known as Operation Crabstick, is being viewed as a field trial for the equipment, and with its successful conclusion, means the MOD is likely to buy the system for use by its EOD teams. In the case of HMS Daedalus, twenty-one mines were located, many still contained traces of explosives, although only one was found with its original full charge. This was destroyed in a controlled explosion.



Image Hampshire Police ASU

UNITED STATES

FEDERAL: US politicians were grilling the Department of Homeland Security (DHS) last month as they sought to get realistic cost projections for the plans to secure the nation's borders. With the DHS now spending large sums on border control there is clearly a worry that they will see it run out of control.

DHS awarded a three-year contract to Boeing Co. in September 2006 with three one-year options for the SBInet (Secure Border Initiative) program to integrate technology, personnel, and infrastructure along the borders. That one contract is estimated to be likely to swallow from \$8 billion to \$30 billion. A massive variation and yet the agency is not yet prepared to publish funding projections!

FEDERAL: General Atomics Aeronautical Systems, Inc. has delivered the latest Predator B UAV 'CBP-104' to CBP.

The new craft features an enhanced Electro-Optical/Infrared (EO/IR) camera system and Ku-band satellite equipment and has already started operating from Libby AAF in support of border security operations along the Arizona border with Mexico. By early 2007, operation of the aircraft will transfer to CBP's Air and Marine Operations Center (AMOC) in Riverside, California, which will fly the aircraft remotely via satellite communications. [GA-ASII]

Ed: There is another side to the apparent triumph of such as this border patrol UAV. Just what do you get for your money? In this case the purchase is an expensive small aircraft and a substantial mobile control room.

The main thrust of manufacturers in promoting such a vehicle is that the operator need be less well trained than a regular pilot and therefore cheaper. If the operator is nominally one 'cheap' marginally trained pilot fair enough, but of course it has been decreed that there needs to be another to oversee the operation of the first. Providing two 'cheap' operators to replace one pilot narrows any cost savings significantly.

In England there have been many instances of the introduction of less well trained auxiliaries [Police Community Support Officers] to bolster regular police officers on the streets. In the event they work in two's and three's and have to call upon regular officers to act for them so the actual cost actually exceeds the cost of a regular officer. In short – farcical and



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not doing what it says on the label.

The CBP UAV operation itself provides images that are interpreted by two or more trained border patrol agents in a separate control cabin. No money saved there then, they cost the same. So it seems that the overall cost of the crew of the UAV is probably no cheaper than an aircraft flown by a fully trained pilot with two TFO/observers.

The UAV has just one omni-directional eye so the two agents on the ground can only see what they are presented with.

In contrast a typical aircraft crew has many eyes able to scan and process images in many directions at the same time.

With that in mind there need to be other aspects to support the business case for paying as much money for a sophisticated UAV as for a helicopter. These might include extended patrol times and coverage. But with the primary cost of all air operations being staff it does not seem that the case is particularly water-tight. As a less sophisticated and potentially cheaper UAV has much the same crew cost even the business case for them may well be difficult to present to an enquiring mind.

So, as ever, if you believe you want a UAV it seems that you first need to 'Define the Mission.'

ILLINOIS: Not everyone jumps at the opportunity to operate a 'free' helicopter. A few months ago Jim Kuchenbecker the Chief of Police in Washington, Peoria, IL mentioned the idea of bidding for a free DoD helicopter for the use of agencies in the state. Discussions, he said, never went further than conversation around the coffee pot with the Springfield police chief during a conference meeting.

That said he was very surprised when a reporter from a local paper called him to get a comment on the State Governor's plan to award his department a DoD Bell. A difficult situation for Washington PD as it did not have money to insure and maintain a helicopter nor a place to store it. Anyway they sought to reject the gift only to find that it was all a mistake and the aircraft was actually assigned for another operator!



Police departments in Belvidere and Byron will each receive Bell OH-58A helicopters the state had obtained. Both of these cities are near Rockford and more than 130 miles away from Peoria. Someone in the State Offices got their map reading in a twist.

Stranger still it seems that the police in Belvidere say they too have no intention of using the aircraft operationally – it is scheduled for use as parts for other aircraft, as part of a regional effort to promote aerial law enforcement. Belvidere Police Chief Jan Noble said. "We're not in the business of flying." [Belville]

KANSAS: Schreib-Air, Inc. has announced that it has been awarded the bid to provide a new police helicopter, training and maintenance support for the Topeka Kansas Police Department. The City of Topeka placed the bid for the new Robinson R44 Police helicopter in September with an option for a second helicopter next year.

When delivered next year the machine will be equipped with the FLIR 8500 Gimbal, fold down monitor mount, moving map, digital recording system and searchlight.

Schreib-Air, Inc., is the regional Dealer and Service Center for Robinson Helicopter Company. www.2Copter.com



Enstrom Helicopter Corporation delivered an Enstrom 480B c/n 5096 N145NR to the Minnesota Department of Natural Resource (MN DNR). Captain Michael Trenholm, Chief Pilot, Enforcement Aviation Section, accepted the aircraft during a ceremony at Enstrom Factory. The helicopter was then flown to Brainerd, Minnesota and was immediately placed into service on law enforcement and natural resource assessment missions. [Enstrom]

www.policeaviationnews.com





NEW YORK: To assist with rope training the Erie County Sheriff's Aviation Unit use a airframe at its SWAT range. Erie has mounted a Bell UH-1 Huey body minus the tail on a platform 50 feet above an area next to the range.



It took a little time to set up but the whole project was put together at no capital cost, the airframe was surplus to needs. The steel beams and stairs came from a building being taken down and the labour was done by a local union trade training scheme. One unexpected difficulty that has been identified is that the tail end of the Huey fuselage is an attractive location for bee's in the summer. [Kevin Caffery, ECSO]

NEW YORK: Westchester County unveiled its new state of the art Bell 407 helicopter at the end of October.

Westchester County Department of Public Safety demonstrated he craft to local legislators at the Westchester County Airport Signature hangar.

The Bell replaces a DoD surplus Hughes OH-6A machine built in 1967 and in addition to offering a more advanced airframe specification it now allows role equipment to be added to the mix including a hoist, searchlight, cameras and a live video downlink.

NORTH CAROLINA: The New Hanover County Sheriff's Office have joined the growing number of operators to call at the door of a local business organisation to provide an economic air support helicopter resource.

Scott Gerow of Port City Helicopters LLC in Wilmington NC owns a Robinson R44 Raven 2 N521GH [c/n 11304]. He is donating his time to fly the machine for the sheriff's department when they need help.

Gerow says he will try to be available anytime the sheriff's department needs his helicopter,



he will fly it for free but it seems the Sheriff's Dept expects to be able to pay for the fuel using seized drug assets.

The announcement follows the earlier announcement that Wilmington PD and other regional agencies [Leland PD and Pender CSO] were operating as the Southeastern North Carolina Airborne Law Enforcement unit, or SABLE. They received a DoD surplus helicopter in May and have now got permission to obtain a second.

New Hanover decided not to participate in SABLE as they thought the initial expense of \$25,000 was too great. [Star]

OKLAHOMA: The Durant City Council has donated hanger space to the Bryan County Sheriff's Office to store its recently acquired surplus military helicopter. The council voted to waive the rental fee and also to sell the sheriff's office fuel at cost.

The office obtained the Bell OH58C model helicopter last month from a military base in Alabama. There was a \$5,000 transfer fee that was covered through a donation from the Choctaw Nation. The sheriff's office also received a Cessna airplane from the government.

The sheriff's office obtained the aircraft after Deputy David Bray, who is a licensed pilot, applied to the government. They say they cannot afford to operate the helicopter on their own and they are now seeking to create a regional air support division that will be supported by other counties including perhaps Grayson County.

Two pilots have volunteered to fly the Bell and others have agreed to help with maintenance. Bray will be certified to fly it.

AIR AMBULANCE

POLAND

The Polish Ministry of Health has rejected appeals of AgustaWestland and PZL Swidnik that some elements of a tender for new HEMS machines are detrimental to them. This involves PZL only in that they build parts for the Italian manufacturer, it is primarily an Agusta complaint.

Both companies tendered to deliver helicopters for healthcare services starting this year. They are apparently protesting against the specific demand that the winning type be fitted with skids rather than wheels - which in their opinion excluded their helicopters. The Public Procurement Office has decided that the appeals have not been submitted on time and have failed to indicate the legal reason.

Funding amounting to €27M has already been set aside in the budget for the acquisition.

UNITED KINGDOM

GENERAL: Air ambulance charities are proposing a significant expansion of their role in supporting the NHS when it reorganises key services before the next election.

The Department of Health is planning to reconfigure as many as 60 accident and emergency departments and maternity and paediatric units. Ambulance charities are keen to help.

David Philpott of the Association of Air Ambulance Charities discussed the prospects with health secretary Patricia Hewitt at a meeting in Kent last month.

Some of the UK's 16 air ambulance charities are thinking of expanding their fleets to include aircraft equipped to perform more tasks, such as transporting intensive care patients.

All the charities are currently financed through private donations, but the changes could lead to some of them contracting with the Government for the first time.

The charities would maintain their independence and would continue to fundraise, but would seek Government help with clinical costs.

They are also talking to the Big Lottery Fund about potential funding arrangements after



Prime Minister Tony Blair recently proposed a meeting between the charities and the lottery fund.

A DoH spokesman said it already paid for air ambulance clinical staff and extra funds were a local decision. [Third Sector]

CORNWALL: Although a woman who set up the UK's first air ambulance charity as the Cornwall Air Ambulance has been acquitted of the six charges of theft hanging over her for the last year, a jury at Truro Crown Court jury convicted her son of offences.

Margaret Worden's son, Richard Taylor, 42, and from Tregear was found guilty of eight charges of theft whilst he acted as fund-raising director for the First Air Ambulance Trust. [BBC]

GREAT NORTH: The newly introduced AS365N helicopter G-HEMS has been dedicated in memory of a doctor killed on a mountain climb.

Rupert Bennett, 39, from Wigton, was killed when a large boulder he was attached to became dislodged on a Ben Nevis cliff face last year.

The GP was a doctor with the Great North Air Ambulance (GNAA) and flew on many rescue missions on board the earlier Pride of Cumbria helicopter – a BO105.

The replacement helicopter was blessed at Penrith Rugby Club on 26 November. [BBC]

A row is said to have erupted between the two air ambulance charities which serve Cumbria and the north west of England following comments made by Grahame Pickering, chief executive of the Great North Air Ambulance (GNAAS), urging public support for GNAAS.

Cumbria is well served by the availability of a leased GNAAS AS365N helicopter based in Cumbria and the EC135T2 'Katy' of the separate North West Air Ambulance (NWAA) based in Lancashire.

Both are charities dependent upon public donations to survive and in many areas they are requesting charitable funds from the same sections of the populace.

The recent point of abrasion came after Mr Pickering specifically sought to get people to support GNAAS in preference to the NWAA. He also cast doubt on the strength of the links between NWAA and its local health authority, suggesting that it made it an Government funded resource, not a charity.

NWAA has hit back at the comments, saying he is both misleading the public and questioning the integrity of a fellow charity. The NWAA was set up in 1999 to provide cover in Lancashire, Cumbria, Greater Manchester, Merseyside and Cheshire in the days before GNAAS moved in from their traditional base in the north-east in 2004. In short GNAAS was the usurper. GNAAS has suffered from poor funding in the past and had to shut down its services in Cumbria a couple of years ago – leaving NWAA to carry on the service alone.

Today the two services both operate seven-days-a-week again and are deployed by ambulance service operators after an emergency call comes in. The public see no difference, the helicopter closest to the incident is always deployed and they fund the service of their choice.

In administration terms, the management of the EC135T2 leased from Bond Air Services, is a little different in that it is held by the ambulance service itself but it does not receive any official funding and equally relies on charity donations. [Cumberland News/IPAR]

HAMPSHIRE AND ISLE OF WIGHT: The new service is expected to take to the skies at the end of March 2007 now funding for paramedics has come from the South Central Strategic Health Authority.

Islanders have donated tens of thousands of pounds to operation and some 11,500 have signed up to an air ambulance charity lottery. The air ambulance should be based on the mainland and available for emergency calls and hospital transfers. [IOW County Press]





LONDON: The first of the improved performance MD Explorer helicopters in the UK fleet has been converted with the improved performance long tail. The aircraft, G-EHMS the Explorer operated by the London Virgin HEMS service from the roof of the Royal London Hospital was completed last month.

The installation of the tailboom thruster extension improves the tail authority at low speed. It also enables operations with a 250lb increase in MAUW of 6500lbs, subject to a change in the aircraft's flight manual. The physical embodiment of the modification is very straightforward and adds only 14 lbs to the weight of the airframe.

To date the whole certification process has taken some two years. The weight increase has now achieved FAA approval with EASA now completing their validation process. With the thruster extension embodied, Virgin HEMS and other operators expect to be able to carry higher payloads from the end of the year.

Additionally, Virgin HEMS historically took on all of the management responsibilities for their air operations. They have now opted to out-source everything and Medical Aviation Services (sister company to PAS) will be taking over the AOC under a new fully managed service contract from this month. The aircraft will continue to be hangared at Denham. [PAS]



NORTH WEST: The medical air emergency service was forced to warn local businesses not to fall for a publishing scam. A company in the north-west claims to produce a magazine on behalf of the North West Air Ambulance, and asks businesses to support it by buying advertising space.

The charity said it has no involvement with any publishing company as it produces its own magazine in-house, and does not send out advertising invoices. Police and trading standards officers are carrying out an investigation.

Ed: The editor is aware of a company, also in the north-west, that approaches market authorities offering them charitable advertising space in the 'Annual Police Report' to 'support the emergency services.' The detail is no more specific than that but it clearly attracts advertisers.

SCOTLAND: In the wake of changes to the air ambulance system introduced at the end of October some elements are claiming that lives are at risk.

The Scottish Ambulance Service introduced the new 999 system to cut the number of times the helicopters are sent unnecessarily to incidents. It applies to cases where it is thought road crews are the most appropriate response. Each case now has to be cleared by the



head of the air ambulance service before the helicopters, based in Glasgow and Inverness, can take off. [The Scotsman]

Ed: The Scottish air ambulance service is the only one directly administered by the National Health Service. As far as I am aware there have not been any air ambulances in the private/charity sector to seek to limit operations [cut corners?] in this manner.

WALES: The Mid Wales Air Ambulance service looks likely to become permanent. After a news release every month announcing the imminent demise of the temporary service it just seems to go on and on and has just been further extended to year end.

The Welshpool-based helicopter was launched in June to provide cover in Mid Wales for the busy summer months and has already been extended for two months.

YORKSHIRE: It seems that Yorkshire might be looking to the Far East for its next helicopter. When a local newspaper reported that the YAA was looking at helicopters formerly used to ferry people to and from oil rigs in the Far East, a type known for reliability and an ability to fly at night for BP Offshore in Shanghai and Jakarta who could be blamed for thinking that they had a Puma or Bell 212 in mind!

A bit of research by an industry source has suggested a more sensible alternative identity for Yorkshires £1.5M spend. They may be targeting the remaining one of the two Airfast MD902s, formerly N70089 but now masquerading as PK-OCR, that too served the offshore industry. There are other MD's on offer around the World though so this report on Yorkshire's 'window shopping' activity may be premature.

That £1.5M still seems to be a lot of money though, but then maybe in the light of the improvements at MDHI the resale numbers are again growing.

UNITED STATES

MISSOURI: Cox Air Care of Springfield, MO has placed an order for a new MD902 Explorer®. The new Explorer will be equipped with Enhanced Visual Flight Rule (EVFR) cockpit, incorporating Helicopter Terrain Avoidance and Warning (H-TAWS), Night Vision Devices (NVG/D) Compatibility and Health and Usage Monitoring Systems (HUMS). The aircraft is also equipped with a EMS interior produced by Air Methods Corporation.

Cox Air Care has been in operation for 17 years, and is replacing their current BO105 helicopter with the Explorer. They operate from two bases, one in Springfield and the second is in Branson to serve the Ozarks region of Southwest Missouri and Northern Arkansas. Air Methods Corporation provides the pilots and maintenance support for both bases.

Cox Air Care has flown just over 15,000 patient flights since it began operations in 1989 – all accident free. Cox predominantly performs EMS scene response and also provides critical care interfacility transports to the region. [MDHI]

PENNSYLVANIA: A crane had to be called in to remove an EC135T1 helicopter N522ME from hospital helipad early last month. The 5-hour removal operation by York based Eisenhart Crane Services took place at the 12 storey high Harrisburg Hospital.

The helicopter owned by StatMedEvac and operated by CJ Systems Aviation Group, both of Pittsburgh, arrived at the hospital in the early hours undertaking a hospital transfer from a medical centre in Sayre.

The helicopter was lifting off from the roof, en route to Capital City Airport to refuel, when it lost power and dropped back onto the helipad with a hard landing, the pilot was the only person on board. Attempts to repair the helicopter were unsuccessful and the lift ordered. The EC135 was finally removed from the room 13 hours after it arrived but it was some time before the surrounding streets were cleared due to the time it took to dismantle the crane.

[Patriot]



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PENNSYLVANIA: LifeStar has installed a new \$6M Eurocopter EC145 helicopter in Erie thanks to finance from Hamot Medical Center and Saint Vincent Health Center. The helicopter is fully equipped with the very latest in life-saving technology and a full IFR capability. The new arrival replaces an Agusta that went down on October 7 last year, killing the pilot. LifeStar has been leasing another helicopter since then.

FIRE

INDONESIA

Two Russian emergency ministry-owned Be-200 amphibians have been sent from Khabarovsk to fight forest fires in Indonesia. The fires, reportedly covering some 27M hectares of forest were throwing up smoke that covered more than 550,000sq miles and was seriously affecting neighbouring countries and navigation across the Malaccan Gulf. [Rusnews]

UNITED STATES

FEDERAL: A joint NASA US Forest Service team of scientists has been collecting real-time, visible and infrared data from sensors onboard a remotely piloted aircraft over the Esperanza Fire in Southern California.

The Esperanza Fire, an arson-set fire that claimed the lives of five firefighters, started in late October and, whipped by powerful Santa Ana winds, spread over 40,200 acres, or roughly 62 sq. miles, destroying 34 homes and 20 other structures.

The Altair Unmanned Aircraft System, built and operated by General Atomics Aeronautical Systems Inc., surveyed the fires from an altitude of 43,000 feet, collecting and sending 100 images and more than 20 data files over a 16-hour period on October 28-29.

The data from the NASA system were used by the Esperanza Fire Incident Command Center to map fire behaviour and direct resources. [NASA]

CALIFORNIA: A man was arrested accused of setting a fire that led to a plane crash that killed two men. The pair died in September when their CCDF North American OV-10 spotter aircraft N419DF crashed in the mountains above Porterville. Operating as 'Air Attack 410' the OV-10 impacted trees and rising mountainous terrain while maneuvering over the Mountain Home Demonstration State Forest (MHSF). The pilot was an employee of Dyn-Corp, McClellan, California, and was working under contract for CDF. The passenger (observer-crewmember) was a CDF Battalion Chief, and he was working as the air tactical group supervisor (ATGS).

Investigators believe three mysterious forest fires burning in a remote canyon near Springville, Tulare County, last September were deliberately set.

Reims F406 Land & Sea Surveillance

The man is not only charged with setting the fires he now faces homicide charges. That said the officials have not yet determined how the plane crashed. Witnesses said it appeared to have been flying below the 500 limit set by the agency. [KFSN-TV]

SEARCH and RESCUE

CHILE

L-3 WESCAM has announced that it has been selected by the Chilean Navy to provide an MX-15 electro-optical and infrared (EO/IR) imaging turret for the SH-32 Cougar operated by the Navy. System delivery will take place this year, followed by an in-country installation by Enaer, a Chilean Air Force Company.

The Chilean Navy is a new MX Turret customer, and this contract marks WESCAM's entrance into the Chilean marketplace. [L3]

SOUTH AFRICA

The United Nations Office for Outer Space Affairs (OOSA), within the framework of the United Nations Programme on Space Applications, held a five-day training course on the International Satellite System for SAR (Cospas-Sarsat), in cooperation with the Department of Transport of the Republic of South Africa in Cape Town.

Cospas-Sarsat is a satellite and ground system designed to help SAR operations at sea, in the air or on land. The system works with emergency beacons (currently there are around 1 million beacons installed on maritime, air and land vehicles), which send distress alert signals and location information to satellites. The satellites then transmit the information to SAR centres, to provide information to rescue teams. Founded in the late 1970s by Canada, France, the Soviet Union and the United States, the system started operating in 1982. Since then it has assisted in saving more than 20,000 persons in over 5,000 distress situations.

The training course was aimed at promoting awareness about the Cospas-Sarsat Satellite System. <http://www.unoosa.org/>

UNITED KINGDOM

SAR: Bristow Helicopters, FB Heliservices and Serco, leaders in the provision of helicopters and helicopter services for both the Maritime Coastguard Agency and the Ministry of Defence, have announced today that they will form a team to secure the future UK-wide Search & Rescue contract.

Building on previous experience working together, the three British companies aim to work in partnership with the MCA and the MoD to maintain and improve the high standard of search and rescue helicopter service the public currently receives from the six RAF, two Navy and four Bristow coastal bases.

Bristow lost the current Coastguard contract to CHC but the new story relates to the wider SAR contract from 2012.

SKYWATCH: It may be generally rejected by police air support units in the UK but more organisations are accepting association with Sky Watch. The latest co-operation is with the nationwide Horse Watch facility which has requested assistance in locating stolen horse boxes, similar to Sky Watch's current work with the caravan fraternity and Farm Watch. On Sky Watch advice vehicles, caravans and large farm appliances have distinctive markings and code numbers applied on their top sides, making them easier for the auxiliary air service's spotter aircraft to find. Sky Watch already has a history of success in this area with a number of stolen horse-boxes hidden at a disused military facility in remote countryside being traced from the air. [sw]



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The Guild of Air Pilots and Air Navigators has made an award to 202 Squadron RAF for service in the air.

This year is 202 Squadron's 42nd year of continuous SAR operations in the UK. During the past 20 years it has saved or assisted around 350 people every year.

The Squadron is one of the major components of the UK SAR Force that provides immediate rescue cover to the UK's overland and coastal areas, out to 250 miles 24/7 365 days of the year. The UK is probably the best equipped location anywhere in the world for professional SAR. The Squadron consists of three Flights: A Flt at RAF Boulmer (Northumberland); D Flt at RAF Lossiemouth (Morayshire) and E Flt at DST Leconfield (E Yorks).

The Squadron works closely with all of the UK's emergency services and other rescue agencies e.g. the Mountain Rescue Teams across the UK.

For its continuous, enduring and distinguished service in the air and the resultant saving of many lives, 202 Squadron is awarded the Grand Master's Commendation.

(Picture copyright Gerald Sharpe Photography)

The Prince Philip Helicopter Rescue Award is awarded to an individual member, or a complete crew of a helicopter, for an act of outstanding courage or devotion to duty in the course of land or sea



SAR operations, or for any innovation leading to the more effective or safer use of a helicopter for such purposes.

This year it was awarded to the crew of Rescue 193 of 771 Naval Air Squadron for a rescue it undertook on October 23, 2005.

On the night the crew of Rescue 193, a Royal Navy SAR Sea King helicopter was tasked to assist a critically ill fisherman onboard a vessel 240nm south west of Culdrose. The weather was extremely poor, with visibility less than 500 metres in fog, a cloud base of 100 ft and south westerly winds of 35 knots, gusting to 50 knots; the sea state on scene was assessed as 7. Given the prevailing conditions, the crew, Lt Cdr M J Ford AFC (Aircraft Commander), Lt G D Wappner (First Pilot), Lt D J Gibbs (Co Pilot) and Petty Officer Aircrewman S Worley, elected to refuel at the Scilly Isles en route, where the extremely poor weather required them to attempt a helicopter controlled radar approach. The first approach was aborted when sufficient visual references were not gained by the pilots but, following a second attempt, R193 finally became visual with St Mary's runway at just 200 metres and landed safely. During the refuel, R193 developed a fault requiring a return to Culdrose where once again, very poor weather meant that the Flying Pilot could not see the runway until the very last moment.



The crew re-launched for St Mary's after a swift aircraft change and conducted a further radar controlled approach to refuel before continuing their battle against fierce headwinds and extreme conditions to reach the fisherman. Once on scene, the crew were faced with continuing atrocious weather conditions and a vessel that was pitching and rolling wildly in a combined swell and sea of 6-8 metres. Assessing the options for the transfer was particularly difficult as the pilots battled with the elements to maintain a stable hover in reduced visibility, with no discernable horizon and the added burden of very high radio masts located along the length of the vessel. Compounding the already demanding situation, the vessel's crew spoke no English and after several unsuccessful attempts to have the fishing boat change to a more suitable transfer course, it was decided to attempt a Hi-Line transfer to the port quarter.

Petty Officer Aircrewman Worley was lowered to a safe height above the water alongside the deck in preparation for the transfer; the conditions were on the absolute limits for winch operations, with visibility barely the length of the vessel due to driving sea spray, giving the pilots limited visual cues. The winch operator, Lt Cdr Ford, made his first attempt to place Worley on the deck, but as the vessel bucked violently, the deck crew found it impossible to tend the Hi-line effectively; each time Worley neared the transfer area, the vessel would fall away into another trough. Maintaining contact through the Polycon radio, Worley and Ford were able to guide the aircraft by predicting quiescent periods and, after some 25 minutes and numerous attempts, Worley was successfully placed on the deck. Once onboard, Worley rapidly assessed the casualty and, despite having to maintain a continual hold on the guardrail to avoid being thrown across the deck, he managed to prepare the casualty for transfer. The casualty was lifted without further incident and Worley was recovered to the aircraft.

R193's return to Culdrose was equally challenging and lengthy. During the transit Lt Cdr Ford and Petty Officer Aircrewman Worley administered medical support to the casualty who was assessed as having suffered a stroke, whilst also making preparations for a low level approach into Falmouth Bay and a transit to RCH Treliske that required the use of Night Vision Goggles. Having handed the casualty to paramedics at Treliske the aircraft returned to Culdrose with limited fuel.

Throughout this gruelling seven hour mission the crew of Rescue 193 remained utterly professional, calm and rational whilst demonstrating exceptional flying skills and alacrity in extremely difficult meteorological conditions.

UNITED STATES

In a surprise result the Boeing Company's HH-47 helicopter has been selected by the US



Air Force as the winner of the Combat Search and Rescue (CSAR) competition. The CSAR program calls for initial operational capability of the HH-47 aircraft in 2012. Under the programme, which is valued at up to \$10 billion, Boeing will build 141 production aircraft and four test aircraft at its Rotorcraft Systems manufacturing facility in Ridley Park, Pa., also home to the MH-47G Special Operations and CH-47F Chinook programs. Not unsurprisingly in view of recent developments over other competitions other unsuccessful bidders in the competition have lodged protests at the decision.

The French Customs has upgraded its fleet with the addition of two EC135T2 helicopters. The first F-ZBGF/D-HECF/0507 was testing at the Donauwörth factory in September and this one F-ZBGG/D-HECD was testing in late October. [ECD]



INDUSTRY

Skyquest Aviation, the UK based supplier of specialist aircraft mission equipment, has just been awarded multiple contracts to supply airborne mission equipment to several UK Police forces for both new aircraft and retrofit to existing aircraft.

The exact identity of the customers has not been released but it seems likely that they include West Midlands [new EC135P2] and East Midlands [EC135P2].

Skyquest provide industry leading video distribution, display and recording technology for airborne surveillance markets and have developed a number of High Definition (HD)



compatible displays for use with the new generation of High Definition digital FLIR cameras. Each of the new contracts include Skyquest's unique VMS system that enables every display in the aircraft to view any source of image including multiple sources simultaneously. Each display can also operate 2 video recorders and process ANPR (automatic number plate recognition) computers. Any source of image can be directed to the video recorders or microwave link through an intelligent matrix system controlled via the touch screen NVG displays.

Skyquest claim that a third of all UK police helicopters have opted to fit their VMS system



since its launch only 6 months ago. [Skyquest/IPAR]

Ed: As a systems integrator Skyquest shared a stand at the recent Police Aviation Conference with Honeywell [Skyforce/Bendix King].

The London Conference included a presentation on the new systems scheduled to be brought into service with the new fleet of EC145/BK117C2 helicopters in London from early 2007.



Aerospace Filtration Systems, Inc.

(AFS) has received a STC from the FAA for an Inlet Barrier Filter (IBF)

system for the AgustaWestland A119 Koala helicopter. The approvals clear the way for Koala operators to maximize engine protection while reaping performance and maintenance benefits utilizing proven technology.

The Koala IBF system features three flat filters incorporated into a compact structural housing assembly that literally slips in and replaces the current FOD screen assembly. The upper filter functions as the bypass door and allows internal inspection when required. An integral filter maintenance aid allows for on-condition inspections between established cleaning intervals of 300 hours, eliminating unnecessary service. Filter assemblies are certified for 15 cycles of 300 hours or one year for a maximum life of 4,500 flight hours (service life is a function of the operating environment). A simple compact cockpit switch allows indication and activation of the bypass system.



NAASCO Northeast Corporation, located on Long Island, New York and internationally recognized for the "Mercury Mod™" starter generator improvement has appointed Ross Aviation of Drybrook, Gloucestershire, England as its sole stocking distributor in the UK with territories extending from to Continental Europe, the Middle East as well as Greenland and Iceland

Mark Biggs, Managing Director of **Ross Aviation**, states that 'NAASCO products are a perfect compliment to our existing distribution capabilities covering both rotary and fixed wing aircraft for our customers in Law Enforcement, Offshore oil support, EMS, Government Agencies, Military, Airlines and Private and Corporate Operators'.

NAASCO Northeast Corporation is a FAA 145 and EASA approved repair station located in New York specialising in the repair and overhaul of electromechanical and electronic aircraft components. The company is the first to offer a one thousand (1,000) hour Starter Generator brush life guarantee (the "Mercury Mod") allowing operators to reach TBO without changing brushes. Capabilities also include actuators, landing and search lights, AC / DC fans and blowers, generator control units, voltage regulators, AC generators, static and rotary inverters and repair and overhaul of relays and contacts. www.naasco.com

Ross Aviation is ISO 9000 certified and centrally located in the United Kingdom with easy access to Europe and the middle East and is an authorised stocking distributor for Saint-Gobain Sully, OEM for Eurocopter windows, Precise Flight's Pulselite Collision Avoidance Systems, FDC Aero Filter Barrier Intake Filtration Systems, Tech-Tool Plastics replacement helicopter windows, Ameron Global Fire Extinguisher products, Sun-Foil Sunscreens and Rotorcraft Enterprises Start Pac. www.ross-aviation.co.uk

Goodrich Corporation has commenced the building of a new 110,000-square-foot, purpose-built facility in Dubai. The site will provide Maintenance, Repair and Overhaul (MRO)





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services to customers in the Middle East, Africa and South Asia. [Goodrich]

Cessna Aircraft has announced the 2007 upgrades for the Cessna 172 Skyhawk, 182 Skylane and 206 Stationair. Highlights include a significant enhancement to the Garmin G1000 integrated avionics suite with the introduction of the Garmin GFC 700 Automatic Flight Control (AFCS) and Flight Director (FD) system as standard equipment on all Skylane and Stationair models. In addition, for the Skyhawk, Skylane and Stationair, Wide Area Augmentation System (WAAS), Garmin SafeTaxi™ and Garmin FliteCharts will be standard, and Garmin ChartView powered by Jeppesen will be optional.

A Westland Sea King helicopter operated by **QinetiQ** has successfully completed the first flight using advanced composite main rotor blades. Lasting for around four minutes, the flight was a significant milestone in the evaluation of the Carson Helicopters' blade for the UK Sea King helicopter with the new blades producing data indicating significant performance gains.

Based on Carson Helicopter's longer version of blades used on the Sikorsky S61 helicopter, these were the first set of blades produced by Carson for the UK Sea King helicopter. The rotor blades use advanced aerofoil sections, increased twist and a swept tip to produce significant performance gains. A similar blade to that being tested by QinetiQ has shown a 2,000lb increase in hover capability.



ACROHELIPRO Global Services Inc., a subsidiary of Vector Aerospace Corporation, has opened its newest helicopter engine facility in Dallas, Texas. This state of the art helicopter maintenance operation has the distinction of being the only Rolls-Royce and Federal Aviation Administration (FAA) approved and authorized engine support facility in Texas for the Rolls-Royce Model 250 engine.

Telutami Limited's Emergency Casualty Evacuation system the ECS, has been short-listed as one of the finalists in the 2006 Defence Technology Exchange Innovation Awards in the Human Performance and Survivability Innovation Transfer category.

This prestigious national competition is part of a number of activities, highlighting innovation in a wide variety of market disciplines which can be adapted for use in the defence and industrial or commercial sectors.

The ECS (and its military version the BCS) has been sold into the Middle East, Europe and is beginning to make inroads into the health and safety sector where it is being considered as a pre-positioned evacuation system for tall buildings among other uses.

The winners were due to be announced on November 30.

Bell Helicopter has announced that its affiliate Aeronautical Accessories Inc. has received STC certification for the Hi-Visibility™ modification on the 407 passenger and litter doors.



The Bell 407, the fastest selling helicopter in its class, is used by many law enforcement agencies from the federal to the local level to accomplish their vital mission. The speed, reliability and now the visibility make the 407 an ideal platform for all types of law enforcement agencies.

For more information contact: Aeronautical Accessories sales department at: Phone: +1 423 538-5151,
E-mail sales@aero-access.com
<http://www.bellhelicopter.com>



A 'pioneering' airship adventure was launched in London to retrace the progress of the Dubai property giant Nakheel. The Spirit of Dubai, claimed to be the largest commercial airship in the world, has begun a unique journey from London to Dubai, visiting many of the world's most famous landmarks on the way.

The journey will take in landmarks including London, Birmingham, Stonehenge, the White Cliffs of Dover, Paris, the Leaning Tower of Pisa, Rome, Athens and the Great Pyramids in Egypt. The project marks the handover of the first residences on The Palm Jumeirah, the world's newest landmark, with The Spirit of Dubai due to arrive in Dubai before the end of the year.

The Spirit of Dubai is managed by **Airship Management Services, Inc (AMS)**. The Spirit of Dubai will operate at around 1,500 to 3,000 feet with a cruising speed of around 30 to 50 mph. While cruising at 30 knots The Spirit of Dubai airship consumes 8 gallons (48 lbs) of fuel per hour.

Ed: If you saw this announcement about the spectacular new airship and thought what you heard was actually true you may need a reality check on the real story!

According to the US FAA N605SK, the identity of The Spirit of Dubai, is an Airship Industries 600 and was originally manufactured in the UK as long ago as 1986. Most of the craft built are managed by US based AMS awaiting customers.

Helicopters NZ has started to use **Aerobytes Flight Data Monitoring** software to monitor its fleet of Bell 412s. Helicopters NZ received their software that was installed on site in New Zealand and was followed by training in the first week of November 2006.

Helicopters NZ first became aware of Aerobytes following an exhibition at a safety course. Aerobytes were the only company able to demonstrate an effective FDM system for helicopters and have been working closely with Helicopters NZ since to get their system up and running. This has included advice on recording hardware that had to be fitted to the aircraft. Some of the things monitored include: Envelope exceedences for speed, pitch, roll, G etc, engine and torque exceedences, pilot workload and inappropriate use of automatics close to the ground or at low speed. Aerobytes FDM software is also the only one that includes quality tools to track and log corrective actions necessary for effective implementation.

Aerobytes has sold about 60 software licenses in the last three years, mainly to fixed wing operators. Helicopters are seen as a growth market for the company. Call or E-mail Kevin Martin in the Sales Dept. on +44 1483 273767 cell +44 7815 634 055
kevinm@aerobytes.co.uk www.aerobytes.co.uk US +1 512 868 8809



Action Aviation has been appointed as a distributor for **MD Helicopters** in several territories in the Middle East including the United Arab Emirates, the Indian Sub Continent and Scandinavia

Action Aviation, principally working through its offices in London, Dubai, (UAE), Denmark and India will help to secure sales for MD's family of helicopters including the MD Explorer, MD600N, MD520N, MD 530F and MD 500E.

The initial 8 year contract covers the territories of Dubai (UAE), Sharjah (UAE) Ajman (UAE), Umm al - Qaiwain (UAE), Rasal – Khaimah (UAE) Fujairah (UAE), Qatar, Bahrain, Oman, India, Bangladesh, Maldives, Bhutan, Nepal, Sri Lanka, Norway, Sweden, Denmark and Finland.

The **Bell/Agusta BA609** a/c 60002 performed its first flight on November 9th at AgustaWestland's facility located on the Italian Air Force airfield at Cameri, Italy. The first flight was completed successfully with Mr. Pietro Venanzi, Pilot and Mr. Herb Moran, Co-pilot onboard.

The rotorcraft performed left and right peddle turns, forward and aft flight maneuvers, several take-offs and landings, nacelle position changes and stability testing during the flight which lasted 52 minutes. Further



flight test activities will take place during the next months in accordance with the test plan.

BA609 a/c 60003 is already at the AgustaWestland facility in Cameri and a/c 60004 is on the assembly line in Fort Worth, Texas. The four prototype tiltrotor aircraft will undertake flight-testing in the US and Italy. BA609 a/c 60001 is continuing to undergo flight test activities at Bell's Flight Research Center in Arlington, Texas. To date it has accumulated over 100 hours of flight test time and has operated at 25,000 feet and speeds up to 304 knots (563 km/h). [BA]

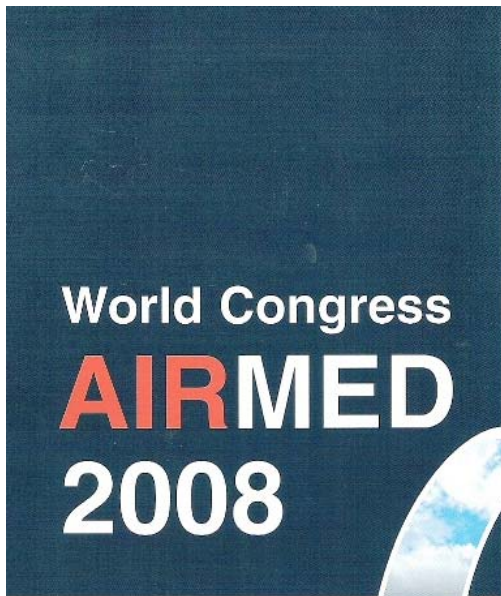
DART Aerospace has completed final testing of their Agusta A119 Heli-Utility-Basket™, and it has now received the Transport Canada STC certifying the latest re-design of the proven Heli-Utility-Basket™ for installation on the Agusta A119 Koala.

DART Aerospace successfully completed a series of test flights with the Heli-Utility-Basket™ installed on an Agusta A119 owned and operated by Skyline Helicopters of Kelowna, British Columbia, Canada. The test flights yielded the data that would allow Transport Canada to certify the DART Heli-Utility-Basket™ with no Vne restrictions.

The DART Heli-Utility-Basket™ for the Agusta A119 Koala is constructed of stainless steel with a high-gloss scratch-resistant finish and includes a self-locking handle to keep valuables secure in flight. The DART Koala basket is installed on the crosstubes on either the right or left side of the aircraft and boasts a load capacity of 220 lb (100 kg). The design of the basket is ideal for heli-skiing/snowboarding as well as any operations that require additional cargo carrying capability without compromising cabin space.

The Heli-Utility-Basket™ is also available for various Bell and Eurocopter helicopters.



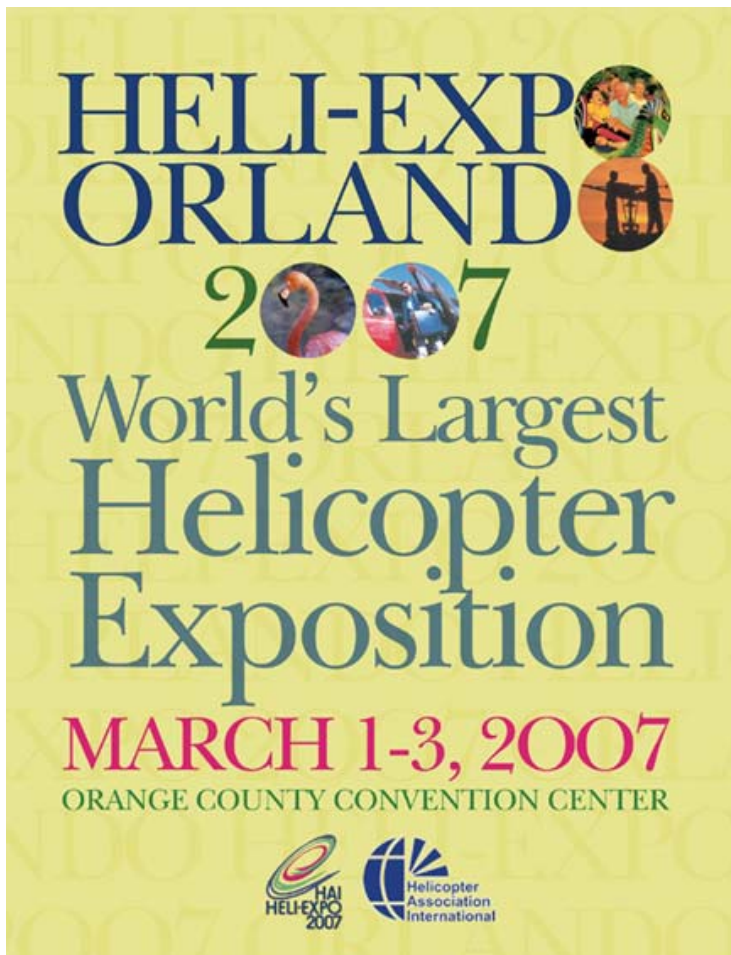


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The California Highway Patrol (CHP) is equipping their entire fleet of Eurocopter AS350 aircraft with **DART Helicopter Services** Emergency Stretcher Kits. With the kits installed, CHP's eleven AS350's can provide EMS and SAR services to the entire state of California in addition to their primary function in general law enforcement.

The DART Emergency Stretcher Kit is designed for quick evacuation with non-dedicated EMS/SAR aircraft. Prior to an emergency, doublers are installed in the floor of the aircraft. Because they lie flush, doublers do not interfere with normal operations. Additional deck plate and tie down kits can be installed in multiple aircraft, thereby making each easily convertible for EMS/SAR use. During an emergency, the back seat is folded up, the front seat is removed, the tie down brackets are inserted into the doublers using pip pins, and the stretcher is inserted into the brackets using the easy, slide-in locking mechanism. The change over from utility to emergency use takes less than five minutes. The complete kit stores in the cargo compartment.

CHP currently operate a fleet of






14 aircraft; 11 of which are Eurocopter AS 350's.


As this edition was being prepared the BBC announced that the Western Counties Air Operations Unit based in Filton, Bristol has made available on their web site a small selection of airborne videos for public access.

The website www.westerncounties.org.uk details the activities of the Eurocopter EC135T2 equipped Air Operations Unit which serves both the Gloucestershire and Avon and Somerset police force areas and includes access to the clips. They are available in two qualities suitable for dial up and broadband users.

Police inspired to set up the site after the success of YouTube.








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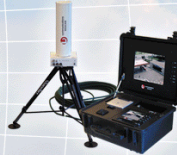
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ACCIDENTS & INCIDENTS

26 October 2006 CASA 212-200 SE-IVF/285 Swedish Coast Guard. Reported to have suffered a structural failure, losing a wing, and crashing into the sea whilst flying a demonstration at the coastguard centre Falsterbo. All four persons on-board died. [Flight International] *Ed: With the delivery of replacement aircraft due the CASA fleet is currently being offered for sale. The rest of the fleet has now been grounded.*



29 October 2006 Kawasaki-Vertol KV107. Saudi authorities have launched an investigation into the crash of a Civil Defense helicopter in Al-Ramlah desert, 140 km south of Al-Aflaj, during a rescue operation on Sunday. The team was on a mission to rescue an elderly man who got stranded when his vehicle broke down in the middle of the desert. Preliminary reports attribute the crash to bad weather.

31 October 2006 Sikorsky S-76B N16BA. Air ambulance. Aero Med Spectrum Health of Grand Rapids, Michigan. While touching down at a remote scene landing area, the main rotor blade struck a small sapling to the left rear of the aircraft. A subsequent inspection some minor distortions in the lower surface of the main rotor blades. [Concern]

31 October 2006 Sikorsky S58ET N903CH A Construction Helicopters machine returning from forest fire duty in northern California made an emergency landing in a field outside Carbon, near Corning in Adams County, south western Iowa. En-route for its home base near Detroit the 1962 Sikorsky helicopter lost its oil pump and was unable to make it to an airport. After an on-site repair the crew departed for Detroit. [KCCI]

2 November 2006 Bell 407 N407KH Air ambulance from Kalispell Regional Medical Center, Kalispell, MT. Shortly after takeoff an engine chip light illuminated. The pilot immediately initiated a return to the hospital helipad. On final, the engine experienced a total, uncontained failure. An autorotation from a height of 350 feet [300 yards from the pad] ended just short of the helipad, causing extensive damage to the aircraft. As it landed, without power, the helicopter clipped a side mirror off a vehicle and tore out about 50 feet of chainlink fence before skidding about 40 feet to a stop just at the edge of the pad. No crew members were injured.

5 November 2006 Eurocopter AS350B3 N109HP. California Highway Patrol. Suffered a hard landing during training at Apple Valley California. No injuries to the two crew. [FAA]

7 November 2006 Eurocopter EC135T1 N522ME. Air ambulance. Crashed on to the helipad in attempting a lift off at Harrisburg, PA and received substantial damage. [FAA]

9 November 2006 Robinson R44 ZK- Scenicland Helicopters, Greymouth, New Zealand. Privately owned aircraft in use with the police suffered a wire strike and made an emergency landing whilst undertaking a search related to a dead body found off the west coast of the South Island.

The helicopter with a pilot and three Greymouth police officers aboard hit a wire and crash-landed on a rocky beach about 1km north of where the man's body washed up naked near Meybille Bay 10 days earlier.



The pilot, Paul Sutton, was admitted to Greymouth Hospital with non life-threatening injuries but the three police officers escaped unscathed. The pilot had a piercing wound from a 3cm piece of wire that had pierced his stomach, lodging in his intestine.

Bleeding heavily, the 30-year-old Sutton managed to fly the Robinson 44 aircraft 500m to a beach, where he made an emergency landing and evacuated his passengers. Realising the helicopter could be reached by high tides, he then flew it 50m to high ground and 500m further to a paddock.

18 November 2006 Eurocopter AS350BA N72LC. Lee County Sheriff's Office, Florida. As sheriff's Chief Pilot Pat Bruce began to bring up the rotor speed on the helicopter in preparation for liftoff from Buckingham Air Field, near Fort Myers FL. The aircraft shook violently and suffered substantial rotor damage and breaking the tail boom. The machine never left the ground but the damage sustained was significant enough to warrant an "Accident" designation from the FAA.. Bruce was treated and released at Lee Memorial Hospital for minor injuries.

Early speculation to the cause of the accident suggested rotor imbalance. The FAA's Preliminary Report states the governor on the helo's single engine failed as Bruce increased power and rotor RPM for takeoff. That would cause the rotor to enter an overspeed condition, triggering severe oscillations.

16 November 2006 Lear Jet 25 N600GM Air Ambulance of Airlife Denver, Englewood, Colorado operated by International Jet Aviation. While enroute to pick up a patient, when retarding the throttles during descent to the airport in Rapid City, South Dakota, the #1 engine flamed out. The engine was restarted according to procedure but flamed out again when throttles were brought to idle for the landing. After a review of maintenance is believed the problem was associated with a misadjusted throttle cable which occurred during a routine battery replacement. The Lear Jet throttle cables pass in close proximity to the aircraft battery. [Concern]

21 November 2006 MD369E N500FU. Pete Martin Drilling, Inc aircraft assisting the Uintah County Sheriff's Office in Utah in a search operation crashed killing Detective Cpl. Kevin Orr. The helicopter flew into power lines and then dropped into the Green River in daylight. The helicopter belongs to Pete Martin Drilling, Inc., of Vernal Utah and was donated for use by the Uintah County Sheriff's investigators in their search. Pilot, Brian Grayson of Reno, Nevada was injured in the crash and hospitalised. [Media]

21 November 2006 Eurocopter Super Puma G-JSAR. Bristow. The SAR helicopter crashed into the North Sea near the Dutch port of Den Helder, all 17 people aboard were rescued. The Super Puma reported engine trouble. Rescuers in boats and a navy helicopter working in darkness managed to pull everyone out of the wreckage and the water, they

were transferred to shore in good condition except for one survivor who was flown to a nearby navy base suffering mild hypothermia. The helicopter, with a crew of four, was evacuating 13 staff members from a North Sea oil platform that had suffered a power failure.

Photo: Pim Hesse



23 November 2006 Sikorsky/Erickson S64 Aircrane N. Fire fighting. A Erickson Aircrane operating in the Australian Blue Mountains hit trees damaging the main rotor blades.

26 November 2006 Lear Jet. Air ambulance. The aircraft slid off the end of the runway when landing at Pierre Elliott Trudeau Airport, Montreal, Canada after a loss of hydraulic pressure caused the brakes to malfunction. The pilot steered the Learjet into a grassy area about 200 metres past the end of the runway. None of the six people on board was injured, including a Montreal woman being flown home so she could undergo treatment at a local hospital. Flights were not delayed. [The Gazette Montreal]

26 November 2006 Bell 206L N805SB. Air ambulance of Air Evac EMS, Inc. West Plains, MO. While returning to base the pilot heard a load noise coming from the engine and experienced indications of significant engine problems followed by a loss of power. Autorotated safely to the ground with no injury to the crew. [Concern]



27 November 2006 Agusta-Bell 412 I-AIVO. Air ambulance operated by Air Green. Crashed just a few minutes after take off from main base in Cafasse, near Turin, Italy. The two people on board, pilot Mr. Giuseppe Airaudi 54-years and technician Alessandro Cresto 26 years were killed. The flight was a HEMS training mission in a persistent and heavy fog. The cause of the crash is unknown. [MD]

Ed: Mr. Airaudi was the founder (with his brother Mauro) of Air Green 20 years ago.

28 November 2006 Sikorsky S61 N Los Angeles County Sheriff's Office. The sheriff's rescue helicopter, Air 5, made an emergency landing in an Azusa parking lot after experiencing mechanical problems.

The pilot noticed malfunctions with the controls and undertook the precautionary landing in an empty parking area at the Northrop-Grumman facility south of the Foothill 210 Freeway. [Media]

PEOPLE

The recent Police Aviation Conference marked the swan-song for the Home Office Police Aviation Advisor **Max Kenworthy**. An ex-Royal Navy man with the Empire Test Pilot's School among his life experiences he left the Navy in 1980 and flew the North Sea and Papua New Guinea with Bristow Helicopters before moving on to police flying. Max was in post at the Home Office from 1993, retiring the week before his conference presentation. Flying appears to now have receded from his list of primary interests, it seems golf has a far greater attraction. He is replaced by Ollie Dismore who although listed to attend is believed to have attended the PACE Conference in Dublin.



Max winding down at the Police Aviation Conference



Tony Cowan has left his post as Unit Executive Officer with the Cambridgeshire Constabulary helicopter unit based at RAF Wyton at the completion of an eighteen month contract. During his time with the unit he was able to oversee the introduction into service of the units new MD Explorer. Cowan has moved on to other projects closer to his Durham home.

A policewoman from Swansea and her male colleague plus a four-man helicopter crew from North Wales have been officially hailed as heroes.

PCs **Lynne Davies**, 31, and **Phil Barrow**, 37, ignored their own safety to rescue a mother and her two terrified daughters from a car submerged in rising flood water. And Flight Lieutenants Dave Kenyon, 36, Duncan Tough, 28, Dave Spain, 51 and Sergeant Andy Elwood, 36, of C Flight, 22 Squadron at RAF Valley, rescued the five-strong crew of a sinking yacht. They were crowned Winners in the annual Vodafone Life Savers Awards in London. The rescued person was trying to negotiate a partially flooded road next to the Loughor Estuary in Swansea earlier this year when her car cut out. [Western Mail]

With immediate effect, **Dr. Lutz Bertling** (44) has been appointed as President and CEO of Eurocopter by the EADS Board of Directors. He succeeds Fabrice Brégier (45) who has been appointed as COO of Airbus.

Dr. Lutz Bertling joined Eurocopter in September 2003 as Executive Vice President Governmental Helicopters. As of April 2006, he additionally held the position of CEO of Eurocopter Deutschland GmbH. He brings vast experience in international programs and industrial co-operation projects to Eurocopter and will ensure continuity in the company's successful growth strategy, reinforcing its worldwide technological and market leadership.

Gareth Davies, recently the chairman of the Shephard Police Aviation Conference in London, has now been confirmed as the European representative for Broadcast Microwave Services [BMS]. Based in Munich, Germany Gareth formerly worked for CAM a German company which was the BMS representative until early in 2006. CAM left the business sector leaving Gareth to take up the role in his own right.

LETTERS

Dear Bryn,

I note that in the article regarding the Eastern Counties setting up their own maintenance you add a postscript which states that we have an 'independent' maintainer. This is not the case as South Yorkshire Police hold a Part 145 authorisation and do not contract the maintenance to a private company.

Inspector Clive Marsden
Unit Executive Officer – Air Support Unit
South Yorkshire Police
Sheffield
S9 1XX

SHOW NEWS

Night Vision London

Exactly two weeks before the Police Conference opened at the Olympia Conference Centre in west London the venue was host to the Shephard Night Vision Conference.

With UK law enforcement being a newcomer to the technology the core of the 2006 event remained primarily speaking to a military audience - but all that is changing. Representatives of the most recent police air support converts to the use of night vision were in the audience. In time perhaps they will be on the podium presenting a paper.

Many years ago **meo products ltd** were regularly contributing to PAN promoting such as a



hand-held searchlight as an alternative to the SX-16 on UK police fixed wing aircraft - and sold a few - but it was then too early for widespread sales of night vision scopes. The passage of time and a failure to attract the attention of UK police air units to the night vision products meant that the company largely faded from the view of the aerospace fraternity. Police sales continued but to ground based covert units. A few years on, and into 2006, and meo are among a group of well qualified industry representatives able to supply the new interest in night vision.

The company is promoting a new concept in hand-held torches - primarily a tool for officers on the ground, but one with a sting in its tail. If you visualise a three-cell Maglite with a distended head that is about the measure of the beast. As well as its capability to illuminate, the enlarged head includes added features including a recording device able to see and hear as well as transmit the data back to a base receiver in a nearby vehicle or HQ. The transmission range is not high, but sufficient to enhance officer safety.

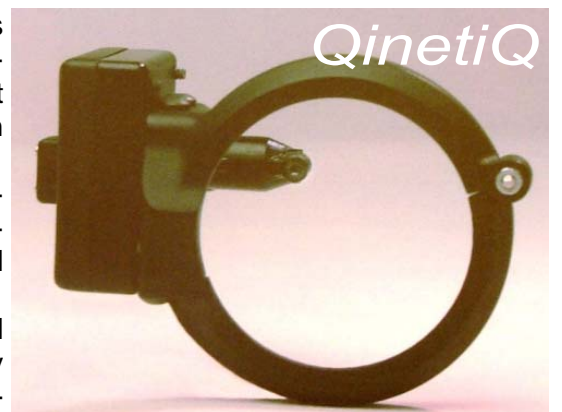
Night Vision saw three companies promoting tiny eye cameras that may see use in aircraft cockpits. The two American products are not exactly new. Meo products represent the 'Eye Cam' - a product already popular with the FBI, US Border Patrol and a range military special forces. Meo are marketing the camera as a NVG image recovery system - a close coupled camera from **Cast Glance Optical Consultants** cast-glance@sbcglobal.net already in use with the FBI, Border Patrol and military in the US. It sees and records exactly what the wearer of the goggles sees. The recording is currently held on a digital tape worn on a belt [and therefore removing the need for certification costs], but a solid state recorder is in the offing.

Liteye Systems Inc. www.liteye.com based in Colorado has been offering its product at emergency services shows for some years but has not yet attracted the interest of the aviation fraternity.

The third in the trio is a British company **QinetiQ**, and among a range of NVG capability enhancements they were offering a new product that potentially sits alongside both Eye Cam and the Cast Glance as alternative technologies set to meet an as yet to be formulated future need for heads up eye-level imagers. The Qinetiq route, a lightweight [25g] unit that fits to the eyepiece of a standard NVG is likely to be the most sophisticated and the most likely to appear as a fully aerospace certified product [at a price].

Night Vision next year is scheduled to be in the Ronald Reagan Building and International Trade Center, Washington DC, USA. Shephard's Night Vision 2007 is on 29-31 October. www.shephard.co.uk/events

Air Ambulance 2006 and AGM at the Chateau Impney Hotel. Driotwich Spa, Worcestershire clashed with the Police Aviation Conference could not be visited. The conference provided an opportunity to discuss the latest issues facing Air Ambulance Services. The Exhibi-



tion Showcase arena will provide delegates the opportunity to sample leading initiatives available to Air Ambulances. www.chasuk.co.uk

A one day event on November 13 the **Heli-MRO Conference** at Olympia may well not be seen again in the same form. It was aimed at a wide range of on-shore and off-shore engineering organisations.

With an increasing number of police air units looking to set up their own 145 engineering organisations perhaps it is something for the future – even if only as a conference subject. The only subject with a direct connection with police operations is the oft repeated theme of an insufficient supply of trained maintenance engineers and the sometimes illogical strictures imposed by modern Health and Safety regulations.

Phil Johns who has a fairly wide engineering remit with Staverton based **Police Aviation Services** for his part had to report that the company's attempts to widen its customer support activities into Arabia was facing severe manpower problems across the range of skills required. In the 6 months that had passed since it had taken up a contract with the Kuwait Police they had been unable to meet the personnel targets [27 staff] even once. On a more positive note the company started local support operations in setting up and staffing a base in Newcastle last month.

Readers may be aware that a tongue cheek name for the UK Civil Aviation Authority [CAA] evolved into the Campaign Against Aircraft – a title that often seems quite apt – well it seems that a similar revision of name has been added to EASA the European certification authority. In this case EASA is 'Eventually Aviation Stops Altogether' – hopefully this time it may prove inaccurate!

HeliMRO was by way of an experiment and on this occasion industry was somewhat lethargic in supporting it. It is one of those events that can be tried occasionally on days such as this when the main theme for the day was the set building for the Heli-Power and Police Aviation Conferences. In the future the time and the space might be set aside for such as a 'closed-door' PACE conference.



The following two days [November 14-15] the 8th **Heli-Power** and the return of a **Police Aviation Conference** after a ten year absence with a theme of – Effectiveness of Air Support were co-located in adjoining halls in Olympia, London.

Heli-Power is a military and paramilitary helicopter event and there was little with direct association with this journal. That said the accompanying exhibition regularly read across to the police arena.

The joint exhibition included QinetiQ this time promoting a wider range of their products – they gave a paper on UAV's to the police conference, three leading camera sensor manufacturers and all of the leading airframe manufacturers.





The nature and locations of the two exhibitions resulted in the delegates of both mixing together in the joint exhibition area.

Aerobytes Flight Data Monitoring, PAS and Skyquest - see news stories under Industry section – were promoting themselves at the event.

Running in parallel with Heli-Power and the exhibition Shephard Conferences ran their 4th **Police Aviation** event.

The programme brought together a wide range of operator experience and set it alongside the aspirations of industry to provide better equipment and capability for the future. In the main the aim was to take the lead from the range of International operators present but advancements in technology often required a pure industry presentation.

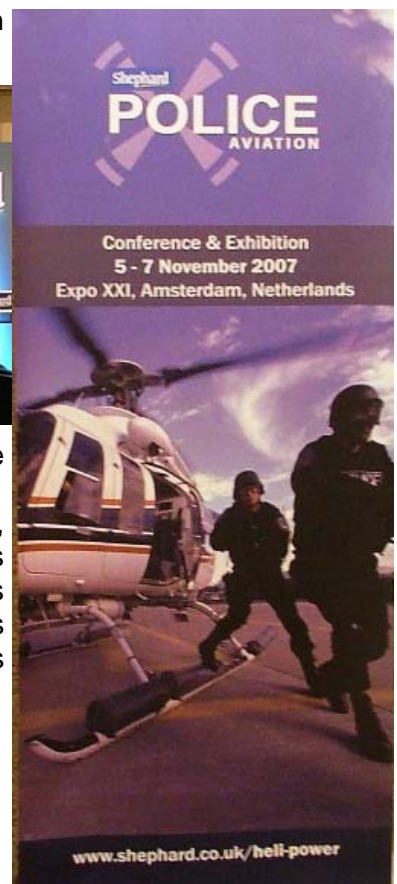
Having been directly involved in the programming it is difficult to stand back and run a sensible critique on the event. The feedback from the forms filled in by the delegates confirms the general feeling that the event worked largely as intended.

Certainly it did what I hoped of it, and in many ways exceeded the expectations. The slots I had my doubts about mainly proved quite acceptable and others were perhaps less popular than hoped for—thankfully none actually jolted the confidence I had placed in them. The whole event was intended as an International forum and a place where industry and operators could intermingle and exchange differing viewpoints— it met that intention.

In the end it is for the outsiders, the attendees, to decide whether it worked enough for them to wish to make the effort to attend another such event – set for Amsterdam next year.



Future issues of Police Aviation News will reflect the views [and in time the as yet unannounced news] raised throughout the period of the show. Shephard's Heli-Power 2007 will be held at the Expo XXI Amsterdam, Netherlands between 6-8 November 2007 and provisionally Shephard's Police Aviation 2007 will be held at the same venue in the Netherlands between on the same dates. There will be changes in the mix and it is hoped that there will be elements involving PACE and that some sections of the proceeding will include 'closed' sessions. www.shephard.co.uk



SECURITY

Under the umbrella of **'Building a Secure World'** an exhibition being held in association with conferences at Olympia, London December 5-6 might attract a wide audience. The event consists of four co-located events covering Airport, Port & Transport Security, Event and Venue Security, Infrastructure Security and Counter Terror World.

This is a pay entry conference and free entry exhibition offering [free seminars and demos](#) directed at the whole security market from public safety to CCTV.

The 5th Annual APTS, 2nd Annual Event & Venue Security, Counter Terror World and Infrastructure Security encompass the entire security sector including transport, infrastructure, venues and critical facilities. Each of these will be under the spotlight at London's largest security event this December.

Building a Secure World will have 150 companies displaying new security solutions and technological innovation, a forum for police, law enforcement and emergency response specialists to see and source new products, meet suppliers and learn about new solutions. There will be free seminars, workshops and demonstrations.

The conference programme addresses the key markets within the security sector, as well as the wider themes of national security and resilience.

Building a Secure World has received major backing from the industry, and counts ACPO, Association of Police Authorities, APPSS, BorderPol, DMA, The Security Institute, Security Industry Authority and UK Trade & Investment amongst its supporters.

The pay conference is normally £600 but there is a £200 discount on that figure available to *Police Aviation News* readers. There has already been a good take up from police paying to attend.

FREE exhibition event visitor ticket available at www.counterterrorworld.com/panvis

£200 discount conference ticket at www.counterterrorworld.com/pan

For further information visit the event websites at www.counterterrorworld.com/visit.

4-8 December 2006 **LETA Training Session**. LETA Basic, Re-Certification, and Advanced Seminar Fredericton, New Brunswick, Canada. Hosted by the RCMP Atlantic Region. Contact Person: Larry Labadie, Helicopter Pilot Phone: +1 (506) 874-3675. <http://leta.org/board.htm>

Dubai Helishow

Police Aviation News will be exhibiting at the upcoming Dubai Helishow to be held from December 5-7 at the Dubai Airport Expo, UAE.

The inaugural show held in 2004 attracted over 2,500 industry visitors representing 20 countries including high-powered key delegations from the Gulf Co-operation Council (GCC) countries. The Dubai Helishow 2006 will be conducted at the East Hall and will consist of Indoor Exhibits, VIP Suite, Restaurant and Prayer Room with access to the Chalet line and Static Helicopter Display area outside. There is the opportunity to demonstrate helicopters to potential buyers. A separate area will be designated for visiting aircraft adjacent to the static display to allow easy access to the exhibition.

Tangent Link Ltd will provide a military and civil helicopter one-day conference during the event. The conference programme will be designed to address the specific issues of the Middle East with speakers drawn from around the world utilising their expertise on a variety of topics in order to benefit the helicopter industry in the region.

Mediac Communications & Exhibitions LLC, PO Box 5196, Dubai UAE. +971 4 2692004 fax 1296. kgriffith@tangent.link.com www.tangentlink.com Mediac@emirates.net.ae www.dubaihelishow.com

15-19 January 2007 **LETA Training Event**. LETA Basic and Advanced re-certification seminar at Chilliwach, British Columbia, Canada. Hosted by: RCMP Pacific Regional Training Centre Contact Person: Sgt. Bryon Massie Phone: +1 (604) 707-4235 or (604) 991-0543. Alternate Contact Person: Cpl. Jon Heron Phone: (604) 507-5974. <http://leta.org/board.htm>

1-3 March 2007 Heli-Expo 2007. Orange County Convention Center, International Drive, Orlando, Connections Housing will be coordinating the housing for HELI-EXPO 2007. The Rosen Centre is the headquarters hotel. Reservations should be made quickly as their rooms will sell out very quickly! Go to www.heliexpo.com and click on Housing.



The BAPCO Annual International Conference and Exhibition

2007

BAPCO

The Public Safety Communications and IT Event



25 - 26 APRIL 2007, BUSINESS DESIGN CENTRE, ISLINGTON LONDON, UK





***I did not see
that flight plan
in a Notam!***



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