

Police Aviation News

©Police Aviation Research

Number 106 February 2005

IPAR



Heli-Expo

2005

Preview

www.policeaviationnews.com

PAN – [POLICE AVIATION NEWS](#) is published monthly by
INTERNATIONAL POLICE AVIATION RESEARCH
7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK
+44 1992 714162
[Editor](#) Bryn Elliott

Digital Downlink
A powerful ally
Straight to the point
Power in a box
Emergency Services On-line resource
Airborne Law Enforcement Association
European Law Enforcement Association
Earls Court in April

[BMS - CAM](#)
[Flir Systems](#)
[Honeywell Observer](#)
[Powervamp](#)
[Police Aviation News](#)
[ALEA](#)
[P.A.C.E.](#)
[London Air Show](#)

LAW ENFORCEMENT AVIATION

CANADA

BRITISH COLUMBIA: Approval has gone through for the Vancouver Police Department to obtain the Lower Mainland's first fully equipped police helicopter. Elsewhere in Canada helicopters have been used in Calgary, Edmonton and Toronto. The VPD has been lobbying for a chopper for nearly a decade.

Specifications for the new Lower Mainland shared police helicopter are being finalised now. An announcement on funding and the operating regime is expected in the next few weeks. [Vancouver Sun/BCTV]

The Abbotsford Police Board approved a trial period using a standard civil specification Robinson R-44 Clipper in the air support role. Abbotsford is in the west of Canada and close to the US border at Washington State.

The helicopter will be devoid of most police role equipment for the trial. The attraction of the R44 for Abbotsford with its modest population of around 19,000 is that they are inexpensive to acquire and operate compared to many of the models that are currently in law enforcement use. [IPAR]

GERMANY

BORDER GUARD: Ryan International Corporation have sold their 9900BX Traffic Advisory Systems (TAS) and NVG Multi-Hazard Display's (MHD) to the German Federal Border Police (BGS) for installation on the Eurocopter EC135 and EC155 helicopters operated by them. [Ryan]

INDIA

DELHI: India's Pawan Hans Helicopters made its first foray into the police aviation arena in January. The New Delhi-based company has begun a trial with the capital's police force deploying a Bell 206L LongRanger in the skies over Delhi for 15 days last month. [Flight]



IRAQ

OPERATION TELIC: Three new-model BN2 Defenders are claimed to be on way to Iraq to serve with the British Army.

The British Army's latest fixed wing aircraft, BN Defender 4S AL Mk1, has been chosen to fill the fixed wing Liaison & Light Utility role.



The BN Defender 4S is the latest development of the Britten-Norman BN2T Islander aircraft that is in service not only with the British Army, but also with governments and law enforcement agencies worldwide. It meets the need to operate a lightweight aircraft from short airstrips in all weather conditions, by day and night.

The requirement for 3 of the new aircraft stems from an Urgent Operational Requirement for Operation TELIC, which was endorsed on the December 18, 2003 and for which the first aircraft entered service with the Army on October 1, 2004 - just 9½ months later.

The BN Defender can fly for longer, carry heavier loads and cover greater distances than rotor-winged aircraft. Capable of carrying up to 3,500 lbs. of modern surveillance equipment, the aircraft has an endurance of over 8 hours and can patrol 150 nautical miles of border for each flying hour, day or night, operating from low level up to 25,000 feet altitude. While its transit speed to patrol area is 160 knots, its search speed can be varied from 160 knots down to a loiter speed of 70 knots. The stall speed: engines idle/flaps down, is just 47 knots.

www.britten-norman.com

Ed: The trio includes 4005 the prototype of the Defender 4000 and dating from 1993. This served with the police as G-SURV. At one time in 1998 it was leased to Police Aviation Services operating in a covert role. Since then it has been with Atlantic Air Transport at Coventry operating for Natural Environmental Research Council. The civil registration was cancelled last October when it joined the MoD as ZG995

4010 and 4012 both date from 1996 and after refurbishment became respectively ZG996 and 997.



NETHERLANDS

Virtually unnoticed one of the two early model MD900 Explorer helicopters being used on a temporary basis by the Netherlands Police force [KLPD] was withdrawn from service and returned to the manufacturer last May. It is suggested it was the 1996-build airframe N9213Q.

Recently two 'new' aircraft have been added to the fleet. The first is confirmed as an Eurocopter BO105 PH-RPY, c/n S-544. The second has yet to be delivered. [A-B]

Ed: Effectively the type nominally being replaced by the MD900, the venerable BO105, is now being brought in to act as a stop-gap replacement. To underline the contrast, this particular BO105 was formerly D-HADO a 1981 airframe formerly with the Hamburg Police until it was

replaced by EC135s late last year. It is believed that the second airframe [potentially PH-RPX] is also an ex-Hamburg BO105, D-HARU c/n S-425 may fit.

The Editor requested additional information from the KLPD early last month. To date there has been no reaction. It is noteworthy that neither MD900 was assigned a Netherlands registration and yet the first ex-German BO105 has been assigned the next registration in an existing police sequence. It might be presumed that the premature disposal of the BN2 Defender fixed wing fleet two years ago has greatly increased the pressure on the remainder of the fleet. Both ex-Hamburg Bolkow's are younger than the existing Dutch fleet. None can carry the heavy surveillance equipment once carried by the BN2s.

The deadline for the MD contract remains March 1 this year. MD should deliver at least two of the specially developed, extended tail, a/c fully certified by that date. If not it should mean the end of the contract. Similar 'ultimatums' have been announced several times and not carried through.

SWEDEN

COAST GUARD: Bombardier Aerospace announced last month that Field Aviation Company inc. of Toronto has contracted to acquire three Bombardier Q300 aircraft for conversion to the maritime surveillance mission for the Swedish Coast Guard.

Field Aviation is the prime contractor to the Swedish Coast Guard for its next-generation fisheries and environmental surveillance system. L-3 Communications Integrated Systems of Greenville, Texas will provide sensors and sensor integration. Deliveries to the Coast Guard are scheduled for 2007.



Field Aviation/Bombardier

The sensor package includes surveillance radar, forward looking infra-red (FLIR), side looking radar (SLAR), infra-red ultraviolet line scanning, radio wave micrometer and other systems for environmental monitoring.

The Noise and Vibration Suppression (NVS) in the Bombardier Q300 was of paramount importance because the aircraft will be conducting missions of long endurance and a quiet and comfortable working environment is critical.

The contract marks the first order for a special mission version of the Q300, but Bombardier Dash 8-200 Maritime Patrol Aircraft (MPA) are now approaching 60,000 flying hours with Surveillance Australia on behalf of Australian Customs. The US Department of Homeland Security's Immigration and Customs Enforcement agency for maritime patrol has selected the Bombardier Q200. [Field]

UNITED KINGDOM

CUMBRIA: The police in Cumbria gave up air support operations years ago when the airworthiness of their Cessna 337 was found to be compromised by modifications fitting a camera system. Since then the police have called in assistance from the police air units based in the NorthEast and Lancashire.

When severe floods hit the area recently it was an air ambulance operated by Great North that ended up in coming to assist the police and other emergency services in the rescue and support operations during the flooding.

The 33-years old BO105 G-WAAN *Pride of Cumbria*, which was provided after a huge fundraising effort by local people was brought into operation to help even though it was officially off-duty over that weekend.

Pilot Jim Martin [a former police pilot] and an aircrew paramedic offered the helicopter to the emergency services when the floodwaters hit. They flew key personnel, including Cumbria's Chief Constable Michael Baxter, to emergency contact points so they could start to co-ordinate Gold Command [the rescue and response operation control].

Staff from the Environment Agency was also flown to film the extent of the flooding so that they could monitor levels in order to try and protect more property from potential damage.

In an area where ground communication were severely restricted G-WAAN alone flew 19 sorties that weekend. A man with severe head injuries was flown direct to Newcastle General for a brain scan when because the local hospital was unable to undertake the task.

Two more helicopters run by the Great North Air Ambulance Service, the recently delivered MD900 and the AS355F1 were also scrambled to assist in the region from Teeside and Blyth and were on stand-by to help where they could. At one point a taxi cab system was operated on the Sunday when Carlisle Hospital (CIC) had to transfer emergency patients to either Newcastle or Whitehaven. The CIC was on standby power and unable to do scans or some surgical procedures, including an emergency caesarean which one lady urgently needed.

In addition there were two Sea King SAR helicopters from RAF Boulmer [202 Squadron] and another from Prestwick based at Carlisle airport. They did several winch sorties. At one point on Saturday evening they were thinking of evacuating up to 3,000 people from the east side of Carlisle - if this had gone ahead they would have called in Chinooks.

The police station at Rickergate was flooded [along with adjoining fire station] and it looks like the Chief Constable is thinking he may have to re locate.

North East police air support could have helped out a great deal but unfortunately they had their helicopter tied up watching the River Tyne as it flooded, albeit in a less spectacular manner. The second aircraft [the BN2] was off-line on annual maintenance. [GNAA]

Ed: The non-availability of the NEASU aircraft does underline the fact that when priorities are considered it can be very difficult to get air support on demand from others.



Carlisle United – water polo?



Hartside Summit



BO105 G-WAAN and AS355F1 on standby



Trapped under a tree at Wigton

Although police aviation is centrally funded the charity air ambulance does not receive any government funding and relies on the generosity of the people that it serves to generate the £750,000 per aircraft required to keep the service flying. Will the air ambulance receive any financial recompense for its police operations when the police themselves are faced with a damaged police station?

NORTH EAST: *Many in UK police air support groaned when the story about how British police reportedly spent £10,000 prosecuting a woman driver for eating an apple while driving. The jokes and cartoons started immediately afterwards and the story spanned the Globe. On the face of it air support looked worst in the story although it seems unlikely that they were directly involved with the planning just reacting to a day-to-day request for images...*

Sarah McCaffrey, a 23-year-old nursery nurse, was fined £60 and ordered to pay £100 when she was found guilty last month of an incident that took place in December 2003.

An officer stopped the girl when he saw her with only one hand on the wheel apparently illegally using a cellphone while driving. Even after the apple was noticed he issued a £30 spot fine. The court case came about only after McCaffrey appealed against the fixed penalty.

The high profile publicity disaster came about after it was revealed that the officers dealing directly with the case sought aerial imagery to back up the case. Two flights, neither of them dedicated, produced images for the prosecution and it was these that the defence mocked as costing £10,000. To meet requests from the prosecutors the North East EC135 helicopter produced still images and their BN2 a video. In addition a car patrol took a video. [AFP]

Ed: Police said the trial -- which resulted in 10 hearings -- cost only £425. But reports in newspapers -- apparently working on some doubtful hourly costs - put the total bill for the operation at £10,000 and as ever that makes a far better story than £425! It will blow over of course and I doubt it will ever gain the notoriety of the US police helicopter dropping in to buy Krispy Kreme donuts!

Microwave Downlinks

Focus on your flying, not your downlink!



NEW!

Digital *SKYLink*
and *Heli-Coder*



Live Video Downlinks!

The BMS Downlink System simplifies and increases air communication with ground personnel. Its ease of operation allows pilots to focus on what's really important, their flying.

Multiple Receiver Options:

- SKYLink
- Ground Based
- Portable Briefcase Receiver

TAA-101 Helicopter Antenna Actuator System



In Europe, contact:



CAM GmbH Data Products
Tel: +49-8105-372330
Fax: +49-8105-372333
E: gareth.davies@cam-comp.de

In The United States, contact:



Tel: +1-858-391-3050
Fax: +1-858-391-3049
E: dept500@bms-inc.com

UNITED STATES

IOWA: Cedar Rapids is said to be taking a hard look at its police helicopter fleet. The City Council is starting work on its budget, and one issue is whether it wants to continue to fund the programme.

The city has four Vietnam-era Bell helicopters -- three military OH-58 and a civilian 206 version -- the operational fleet has been reduced to two. The other pair needing repairs.

Public Safety Commissioner Davis Zahn says he's confident the fleet, the only one in Iowa, will stay in the air. He is working to source a newer, used helicopter to add to the fleet rather than undertake the repairs.

With the city's helicopter programme budget set at around \$500,000 and new airframes requiring £2M there is little room for manoeuvre.

The Cedar Rapids Police Air Support Unit has been in existence for over 30 years. It was set up using a surplus Hiller UH12B helicopter and six pilots with much of the maintenance in-house. The unit moved on to acquire Hughes TH55 helicopters before getting its present fleet of Bells.

NEVADA: Helinet Aviation Services provided its Helinet/Cineflex HiDEF aerial camera platform to the Las Vegas Metropolitan Police Department (LVMPD) to provide surveillance during the city's New Year's Eve celebration. The system was part of a comprehensive security program responsible for maintaining a safe and orderly New Year's event.

With over 300,000 revellers ringing in the New Year on the Las Vegas Strip, Helinet enabled the LVMPD to survey the crowds with an unprecedented level of image detail.

The equipment was mounted on a LVMPD helicopter and acted as the department's primary aerial surveillance tool. It delivered an encrypted video feed in real time to the police command centre where it was monitored by police officers and officials from the Department of Homeland Security and other law enforcement agencies.

HiDEF is the world's lightest, gyro-stabilised high-definition aerial camera system. Even at maximum zoom with a 40X lens, the image remains steady.

UTAH: Nearly four years after giving up its pair of AS350B2 helicopters and selling them to the State of Utah the Salt Lake County Sheriff looks to be getting back a restricted air support service thanks to the generosity of a reserve deputy who pilots his own machine.

The reserve deputy and long time law enforcement advocate is donating the use of his helicopter to two sheriff's offices on a limited basis.

Don Skaggs is president and CEO of Skaggs Communications Services who operate more than a dozen retail public safety stores and a public safety catalogue division. Its products are sold to public safety organisations worldwide.

Don Skaggs is a reserve deputy for both the Salt Lake and Summit County sheriff's offices. He recently purchased his own helicopter -- a type reportedly more powerful than the two used by the Department of Public Safety -- and plans to make it available to both sheriff's offices.

For the past several weeks, he has been flying it around both counties earning enough hours to be the certified pilot of his new aircraft. He will donate the helicopter and his own time to search and rescue efforts and some limited patrols, splitting time between Salt Lake and Summit counties. One side of the helicopter has the Salt Lake County sheriff's logo painted on it and the other the logo for the Summit County Sheriff's Office. 87-

Getting a helicopter back would accomplish a goal the Sheriff has been working on for a couple of years.

The sheriff's office was forced to sell its two helicopters to the state in 2000 for \$1.65M because of budget problems. In recent discussions there was talk about bringing a helicopter back on a part-time basis on a public-private partnership to defray costs. [Deseret News]

Ed: The aircraft, Eurocopter AS355N N885R, will be at the Heli-Expo Show on Booth #945. The company are Skaggs Public Safety Uniforms, 3828 S Main St, Salt Lake City, UT +1 (801) 261-4400 www.skaggscompanies.com

ZAMBIA

LUSAKA: It has been reported by the Times of Zambia that the Government is to buy a helicopter this year to help the police fight crime in Lusaka.

The Home Affairs Permanent Secretary has said that a proposal for money to buy the aircraft had been made and it had received serious consideration in this year's Budget.

Recent successes had made use of a Zambia Air Force (ZAF) helicopter. It was expected that helicopters would also be bought for other areas later to ensure crime was tackled effectively.

The Zambia Police have shown interest in police air support for a decade but evidence of actual operations has been sparse. There were reports of a fixed wing aircraft which had been in the country on game counting surveillance tasks being involved in police work but no reports were substantiated. [All Africa]

Ed: In the same region there are reports that two early model Bell 427s for law enforcement Nigeria have been noted in Europe en-route for Africa. The sale of these was noted in an earlier edition of PAN.

AIR AMBULANCE

AUSTRALIA

The Southcare helicopter is expected to be replaced when its lease expires at the end of June. Southcare's Bell 412 helicopter is one of the oldest rescue helicopters on the eastern seaboard.

While most of the aircraft's major mechanical components are less than three-years-old, the airframe dates back almost two decades and there is concern it may become vulnerable to fatigue.

The ACT Ambulance service is currently reviewing tenders to supply a replacement helicopter from July 1. A decision is expected to be announced in March.

QUEENSLAND: The State's helicopter emergency medical services have the worst accident rate in the country, accounting for the industry's only crashes nationally in the past 10 years. The state's accident rate was also significantly higher than that seen internationally.

A study of 1992-2002 data found Australian medical helicopters had an accident rate of 4.38 for every 100,000 flying hours, but Queensland's rate was 25.03 for every 100,000 flying hours. In the US, the accident rate was 4.83 (1992-2001) and Germany's was 10.9 (1982-87).

Queensland recorded three accidents between 1992 and 2002. The last in July 2000 involved a Bell 206L of Capricorn Helicopter Rescue Service for Queensland Emergency Services. Five people, including a mother and her five-year-old son died after a rescue helicopter crashed at night in thick fog in a remote part of Australia after the pilot had radioed that he was running out of fuel.

A fourth accident in mid- October 2003 was not included in the study, but reinforced its conclusions. In that case a Bell 407 PH-HTD of CQ Rescue crashed into the sea off the central coast of Queensland whilst undertaking a night flight to Hamilton Island. The upturned wreck was found floating with all three crew lost. The helicopter was flying to Hamilton Island to pick up a patient at night. [Media]

VICTORIA: Even as the critical report into Queensland's services came out there were reports of loss of life during the holiday season.

A huge wave taking the lives of four people off Victoria's south-west coast and police announcing concern for a missing seven-year-old boy. Three adults and a six-year-old girl died, despite rescue efforts in a massive operation at Stingray Bay near Warrnambool. Another seven-year-old girl was left fighting for her life in the Royal Children's Hospital in Melbourne. The tragedy came just eight days after four people drowned at a popular swimming spot in western Victoria.

It is thought that one group had tried crossing to an island on foot but were beaten by an incoming tide.

The rescue effort involved Police Air Wing, Police Search and Rescue, Southern Peninsula Rescue and local police. [Media]

GERMANY

In December DRF (Deutsche Rettungsflugwacht e.V./German Air Rescue) organised a three-day seminar for experienced as well as prospective auditors. Fifteen participants from six

different German aviation companies took part and learned basic and consolidated knowledge about quality management and audits in a company. For the first time, DRF also trained external participants in this regular professional training. [DRF]

SOUTH AFRICA

The case against Sir Mark Thatcher ended in a plea bargain 'guilty' verdict that saved Thatcher from a prison sentence but cost him a substantial fine and subsequent difficulties in joining his family in the US. It was suggested that a South African pilot Crause Steyl was going to give evidence against Sir Mark Thatcher in order to avoid a long jail term himself. Thatcher was allegedly threatened with a 15-year term if the case went against him and he took the alternative course of a plea bargain.

Crause Steyl, a South African pilot convicted last month of violating South Africa's foreign military assistance act for his role in the botched coup in Equatorial Guinea encountered Sir Mark in December 2003. Mann, the convicted leader of the coup asked the pilot to look into the acquisition of a helicopter to be used as an ambulance and a gunship for the coup.

Sir Mark admitted paying Steyl for the air ambulance service, not for the coup. The case revolved around whether he should have realised that the hire was ultimately about a military rather than a HEMS role.

Meanwhile the owner of the AV 8 Helicopter company declared he had no idea that one of his helicopters had been chartered for the Equatorial Guinea coup bid. He knew that one of his helicopters was to be chartered by Crause Steyl who operated an air ambulance company for projected medical rescue work in Equatorial Guinea.

The helicopter, which was flown by AV8 pilot Mathew Carter, only went as far as Walvis Bay in Namibia because it was awaiting completed paperwork before it left for Equatorial Guinea. After three weeks the lack of paperwork from the Civil Aviation Authority and the Equatorial Guinea authorities resulted in Carter returning. [Media]

SUDAN

Air Ambulance Technology [AAT] has delivered two MEDEVAC kits for Eurocopter AS 330 Puma helicopters destined for the UN mission in Sudan.

The STC certified equipment consist of two quick change installed basic units each carrying three rescue stretchers.

The unit features easy patient loading and unloading with individual access to each patient (no need for sequential loading). Due to the modular system it is fully interchangeable and allows maximum mission flexibility with either installing one or two units in one helicopter. [AAT]



SA330J D-HAXI of HELOG was a former German Federal Border Guard Puma.

UNITED KINGDOM

SCOTLAND: A major shake up of Scotland's air ambulance service has been approved, despite concerns from island communities. The majority of services will now be operated from the mainland by Gama Aviation operating two EC135Ts and two Beech 200Cs. Late last month Scottish Ambulance Service bosses awarded a seven year forty million pound contract to the Hampshire based company.

Shetland and Orkney islanders fear lives will be put at risk by the new arrangement. The old system included a fixed wing air ambulance based on Shetland responding to a call outs. Now the locally based service will be scrapped and replaced by fewer but faster mainland based aircraft.

Two fixed wing aircraft will be based in Aberdeen and Glasgow and two helicopters in Glasgow and Inverness to provide cover for the whole of Scotland. Shetland will have the additional use of a medically fitted Super Puma SAR helicopter which will be based at Scatsta airport, in the north of the islands.

The Air Desk based in Dundee is to be closed and its call-out role replaced by three medical dispatch centres in Paisley, Edinburgh and Inverness. [Talking Scotland]

GREAT NORTH: The Cumbria based BO105 helicopter is now settled into its own base courtesy of WA Developments at Appleby. This is now a good and NOTAM'd helipad with 1,000 litre bowser and another 1000 litres of drumstock. The drums were to be used in emergency. They came in handy during the recent flooding in Cumbria [see *page 5 of this issue*] when Carlisle Airport lost all power to their pumps and it was the air ambulances resources that kept all three Great North Air Ambulances in the air.

PDG Helicopters who look after the Cumbria Bolkow use Appleby as staging post for their Lama on occasions when they are lifting loads in the Lakes.

A Garmin Skymap III has been donated and this is now fitted to the helicopter. A back-up system is a handheld Garmin Etrek and this is used when working with the local Mountain Rescue Team. Our search area can be downloaded into MRT laptops to ensure good coverage of the search area.

A 'TrafficScope VRX' has also been on trial. This is a cheap way of obtaining a limited TCAS cover. It gives non directional alerts out to 5 miles.

G-WAAN is now 33 years old but has been described as 'amazingly reliable.' The only non-scheduled maintenance has been to replace a tail bulb! The Bolkow, being unstretched, is very light and able to work helipad with crew plus a full fuel load more or less from the start of shift. It allows an endurance of 2.3 hrs to minimum land on. So far flown it has flown 142 hours in its current guise since leaving flight operations in Wales and the Essex air ambulance before that.

As this is normally a daylight only operation the Bolkow is kept overnight at Carlisle Airport.

Currently tasking is running at a modest two per day. It has been found that long transits and dark winter evenings; two jobs with associated turnarounds can easily fill the whole day. The tasking is very varied. There is some emergency transfer work from West Cumberland and Carlisle to the East Coast specialist hospitals of the Freeman (Newcastle) and James Cook (Middlesbrough). The operation remains only funded for a 5 day week, but signs are there that an increase to seven-day working ['full time'] will be in place this month or next. [GNAAG]

MIDLANDS: Birmingham Children's Hospital must find £1M to relocate its vital helipad that is used some 30 times each year. Without the funding critically ill or injured children will first have to be airlifted to Heartlands Hospital in Bordesley Green before being transferred by road to the specialist city centre unit.

The Civil Aviation Authority decommissioned the helipad, currently located outside the hospital in Lancaster Place, on December 31. Landing rights were removed because the helipad's location did not meet safety requirements, which state helicopters using hospital-landing sites must have three clear routes in and out of the area.

Its current site is surrounded by the hospital itself, Aston University's halls of residence and Central Hall, so does not meet the guidelines. Hospital bosses hope to relocate the helipad onto the roof of its new £13 million burns unit, which is being built with a reinforced roof so it can house a landing site.

The new five-storey building would give air ambulances enough clearance to meet the CAA's regulations. The hospital is relying on donations to fund the new helipad.

On the afternoon of Thursday 20th January, Barry a 32-year-old bricklayer was just finishing for lunch on the first floor of the scaffolding on a house at a new development site in North Warwickshire. Barry stepped on to a scaffolding board that gave way causing him to fall to the ground hitting his head on the way down. The Warwickshire & Northamptonshire Air Ambulance was called and responded immediately attending the scene within 3 minutes. The crew, including a doctor, assessed Barry's condition and decided to transport him to the specialist trauma centre at Heartlands Hospital in Birmingham. He was strapped to a spinal board to prevent further injuries and air lifted from the site which was inaccessible by road ambulance. The journey to Heartlands took 5 minutes.

The Warwickshire and Northamptonshire Air Ambulance prides itself as the busiest and the fastest Air Ambulance service in the UK. The helicopter can fly at over 180mph, which is some 40mph faster than other Air Ambulances, and is one of only two that routinely carries a doctor on board. The cost of the service is approximately £90,000 per month and must be raised voluntarily, as it receives no Government or Lottery Funding.



NORTHERN IRELAND: With delays affecting the projected civilian EMS service Ireland continues to rely upon the military.

Early last month an RAF helicopter crew was involved in a mercy dash to a Newcastle upon Tyne hospital to help a Northern Ireland man get a badly needed heart transplant.

The patient was taken from Musgrave Park Hospital in south Belfast in a Puma helicopter after a heart became available in Freeman Hospital in Newcastle. Normally patients are flown to other hospitals by air ambulance when heart transplants become available. But 230 squadron were called in to take the patient there instead.

Meanwhile the Minister for Defence in Eire have signed the contract for four Bell/Agusta Aerospace Company AB139 helicopters for the Irish Air Corps. These aircraft will include air ambulance work as well as troop transport, inland search and rescue and VIP transport.

NORTH WEST: A massive appeal was launched last summer to replace the 30-year-old BO105 helicopter currently operated around the counties of the North West. The old helicopter flies emergency casualties around Greater Manchester, Lancashire, Cheshire, Cumbria and Merseyside.

Now the charity's fund-raising call has been answered by a woman who has donated all the money for a new state-of-the-art Eurocopter EC 135T2 helicopter on lease from Bond Air Services. The charity had set aside 18 months to raise the additional funds needed to upgrade the helicopter and the donation now means the new machine is now on order.

Katie Caine, from Thornton Cleveleys in Lancashire, left most of her estate to the charity when she died. Now air ambulance bosses intend to name the new helicopter Katie after their generous benefactor. She had no immediate family and was interested in the work of the North West Air Ambulance.

It costs £75,000 a month to fly and maintain the current BO105 helicopter and the charity has to rely on donations from various organisations and grateful former patients.

Fly straight to the point with Observer MkII

- HIGHLY DETAILED MAPPING
- INTUITIVE OPERATION
- DATA STORAGE MEDIUM FOR PAPERLESS COCKPIT
- MULTIPLE CONTROLLING DEVICE OPTIONS
- MULTIPLE DISPLAY OUTPUTS
- ALLOWS VERSATILE & FLEXIBLE INSTALLATIONS
- FLIR, PILOT MFD, DF & DATALINK INTERFACES

Control Panel

Processing Unit

Camera Point of Impact/Interrogation

**Bendix/King Avionics
Honeywell**

**Clearly Superior
IN-FLIGHT MAPPING**

Bendix/King Europe: 5 The Old Granary Boxgrove Chichester West Sussex PO18 0ES UK
Tel: +44 (0)1243 783763 Fax: +44 (0)1243 783992 email: john@skyforce.co.uk www.bendixking.com

UNITED STATES

MAINE: LifeFlight of Maine took delivery of two AgustaWestland A109E Power helicopters at the end of December. The new helicopters are certified at 3,000kg to provide extra mission capability.

LifeFlight is a state-wide medical helicopter service with bases in Lewiston, at Central Maine Medical Center, and in Bangor, at Eastern Maine Medical Center.

LifeFlight held an acceptance ceremony at the EMMC rooftop helipad to mark the arrival of the new aircraft that replace outdated 14-year-old helicopter. While the new helicopter is sleeker than the old model, it is more spacious, giving its crew more options in treating patients.

The A109 Power EMS is a cabin class, twin turbine helicopter that is certified for Category A performance at a gross weight of 2,850kg. Standard EMS configuration for the Power is single/dual pilot IFR, includes air conditioning and a dual litter system. The cabin layout in the EMS interior provides for full body access to the patient, with the capacity to also carry up to three medical attendants.

NEW YORK: The Quik Flight Piper Cheyenne I turboprop shares its time between undertaking business flights and air ambulance operations. The comfy seats give way to a custom-built stretcher as the need arises. Recently the special mission passengers included a nurse, a respiratory therapist and a 6-year-old girl who needed to be evaluated for an organ transplant at Pittsburgh Children's Hospital.

Chandler Atkins the President of Quik Flight based at Albany International Airport in New York State feels he derives greater satisfaction from the air-ambulance trips.

'It really feels like a calling' he said.

Quik Flight caters both to critically ill patients and to business and leisure travellers, and Atkins is looking for investors to help him expand the services. He wants to acquire at least two Lear Jets that can be switched quickly between charter and air-ambulance flights.

That wasn't part of the original business plan he and two partners hatched in 2002 but Atkins believes that a business owner has to adapt to what the marketplace is calling for.

When the company moved from Warren County to the Schenectady County Airport in Glenville in 2003 Atkins learned that the last locally based air-ambulance service, Global Air Response, had left the market in 2001. There were no local, fixed-wing services.

The company applied and received permission from the FAA to begin air-ambulance flights from Albany International Airport last year.

Air-ambulance service isn't cheap. While the costs can vary, services like Quik Flight's can cost \$800 an hour but addressing a local market and removing the need for costly positioning flights allows the possibility of undercutting competitors by thousands of dollars.
quikflight@juno.com

FIRE AUSTRALIA

ACT [Canberra]: The Australian Capital Territory [ACT] Government has unveiled a new helicopter to boost the territory's firefighting capacity.

The new helicopter will be on standby in the territory for the next six weeks and will have room to seat 11 people and can carry about 3,000 litres of water - double the capacity of the ACT's current firefighting aircraft.

While it is in Canberra, the Bell 214B will also be used by the ACT Rural Fire Service (RFS) to train its volunteers. The Government says the Bell will allow fire fighters to be more rapidly deployed in the event of another major bushfire.

ITALY

The Vigili del Fuoco took delivery of two new Agusta Bell AB412EP helicopters in November. The pair I-VFPA and I-VFPB are fleet numbers VF-71 and VF-72. VF-71 was delivered on December to the PESCARA Nucleo Elicotteri



Cafasse 22-01-2005

The 2005 forest fire season has already started in parts of Italy.

In the north west during January and February a hot wind called the Fohn blows from the top of the Alps to the plain raises temperatures sufficiently to support the first forest fires mostly ignited by arsonists but many are natural.

Last year the first vast forest fire started in February and burnt 1000 hectares of wood in Givoletto village territory at the foot of the Alps near Turin.

This year the Fohn arrived punctually, on 21 January, and it was very strong touching 159 Km/h at altitude and 92 / 115 Km/h in the valley and plain.

A forest fire started up in Cafasse village woods, suspiciously just a few kilometres from the seat of the first 2004 fire.

The fire devastated about 500 hectares before to be stopped by the action of a Canadair and an Erickson S-64F, both operated by the Italian Civil Protection. Seeing the two types of aircraft operating together as a team is becoming common.



Cafasse 22-01-2005 - It is winter in the Northern Hemisphere so the effects of the Fohn create a stark contrast of the fire with the backdrop of the snow-covered mountains. In this instance the fire was controlled in one day and fire damage to the village was averted.

Text and images by Dino Marcellino

MALAYSIA

The Fire and Rescue Department will build three helicopter bases to facilitate search and rescue operations during disasters at a cost of RM200M.

At a medal presentation ceremony to 24 officers and men for their excellent service at Jalan Perak fire station the Departments director-general, Datuk Jaafar Sidek Tambi said the bases would be located in Subang (Selangor), Bertam, Kepala Batas (Penang) and Labuan (Sabah). The bases are expected to be completed by next year. [Bernama/Daily Express]

UNITED STATES

CALIFORNIA: A military helicopter that once flew evacuations out of Saigon when it fell to communism in 1975 has been retrofitted and given a new mission. Heavy Lift Helicopters, located in Apple Valley, purchased the CH-53D Sea Stallion from the US Navy for retrofitting to help fight wildfires on contract for the USDA Forest Service. Heavy Lift rolled out the CH-53D — aptly renamed Fire Stallion and repainted a brilliant red, white and blue — during an informal ceremony at Southern California Logistics Airport

The Fire Stallion helitanker is still being fitted with its snorkel and 2,300-gallon tank, which can be filled in 43 seconds.

The CH-53D is manned by two pilots, can fly at 200 miles an hour and can stay in the air for two hours at a time. The one that Heavy Lift purchased, N68HL, was built in 1969 and has logged 6,300 hours. It was purchased by Heavy Lift about three years ago at an original cost of about \$8.5M.

The company plans to begin test water drops in May and hopes to have it ready for the coming fire season.

The company plans to purchase four additional helicopters, meanwhile another CH-53D is currently being retrofitted to fight wildfires.

Portable aviation ground power

GPUs • power carts • DC power supplies • fuel pumps • landing lights

powervamp

Weston-Super-Mare BS24 9AY, England
 T: +44 (0)1934 643000
 F: +44 (0)1934 642800
 E: info@powervamp.com
 www.powervamp.com

URS

NEVADA: Reno-Tahoe fire officials want to obtain a Sikorsky Skycrane to fight its wildfires this coming summer. With many of the nation's large, multiengine firefighting air tankers grounded last year due to safety concerns, officials had to get creative to make up for the loss. Across the national and locally, that meant an increased use of smaller single-engine air tankers.

The fire management officer for Humboldt-Toiyabe National Forest, has requested that the US Forest Service base a specially outfitted Skycrane helitanker in the immediate area.

It is hoped that the helitanker can help guarantee 'rapid, massive, initial attack' against a fire in an area of Northern Nevada, where many water bodies are very shallow and few and far between. [RGJ]

SEARCH *and* RESCUE

NEW ZEALAND

Right at the threshold of the New Year the rescue of a sailor from aboard a round-the-world yachting contender brought together a number of disparate agencies just to enable a helicopter to undertake its task. The yacht '*Imagine It Done*' was racing between Buenos Aires and Wellington on the second leg of the round-the-world race when John Masters, 59, fell against equipment in rough seas. Masters, a New Zealander living in England was checked by the on-board doctor and evacuation recommended.

The Wellington based Westpac Rescue BK117 helicopter and a Vincent Aviation Reims 406 spotter plane departed Wellington airport for the Chatham Island airport [400km off New Zealand's east coast] to meet with the diverting yacht. On the afternoon of New Years Day [while many were still suffering the after-effects of their own New Year celebrations].

They arrived at the Chatham's just after 5pm. The yacht was 210 nautical miles (388 km) from the airport at this time, making it too far to attempt a rescue before dark.

The combined crew of seven from the two aircraft rested and were picked up by the sole Chatham Island police officer and his wife early the following morning and taken to the airport for a mission at day break. Bad weather caused a short delay. The BK117 set off first and the faster 406 followed.



Reims F406 and the Convair used to carry the fuel

The yacht's latest position and weather at their location was updated via direct HT transmissions. The spotter plane flew ahead to pinpoint the exact location of the yacht and preserve the strictly limited fuel on the helicopter.

Imagine It Done and the BK117 met up 100 miles (160km) from Chatham Islands airport. The weather would have meant at least another 24 hours sailing to get to Chatham Airport.

The helicopter dropped a 100-foot [30M] 'hi-line' to the boat, and the paramedic was lowered to the yacht in waves varying from 6 to 18 feet [2 to 6M]. Winds were about 30 knots. The combination of the wind and waves made the lowering of the paramedic tricky but this was completed, thanks in a large part to the crew of *Imagine It. Done*, who helped pull the paramedic onto the boat using the hi-line.

Once onboard the boat *Iain*, the paramedic, dropped off a large bag of supplies to the boat - chocolate, newspapers, fresh fruit and other goodies - as the patient, was helped to move to *Iain* and get into his rescue harness. Once John was in his rescue harness both *Iain* and John were 'snatch lifted' off the yacht, and taken back into the helicopter.

With both safely onboard the hi-line was retrieved and both aircraft headed back to the airport. Strong headwinds meant the return trip was very slow - the helicopter took about an hour to cover the 100 miles.



The *Life Flight NZ* air ambulance arrived and flew the patient out, arriving back in Wellington just after 1pm. The return of the BK117 was delayed by adverse headwinds. The fuel load gave an endurance of about five hours, but the strong headwinds would have made the trip longer than that. The helicopter departed and about an hour later the Vincent Aviation plane departed, ensuring that the helicopter had 'top cover' all the way back to Wellington.

This was the third longest rescue mission ever undertaken by the Wellington Westpac Rescue Helicopter and involved the combined resources of Westpac, *Life Flight NZ*, the Global Challenge team in the UK & the NZ Rescue Co-ordination Centre for many days, ensuring that the best advice was passed to the yacht and that everything was going to be in place should a rescue be required.

Once the rescue was required, the biggest stumbling block was the fact that there was not enough jet-fuel on the Chatham Islands to allow the Westpac Rescue Helicopter and the Vincent Aviation spotter plane to refuel - without this fuel the rescue would be impossible. On New Year's Eve Air Chatham's flew their Convair plane into Wellington to shuttle the fuel back to the Chatham's on New Year's Day. Once the team arrived on the Chatham Island's the local policeman were on hand to help us refuel the plane and helicopter and lock everything down for the night and arrange accommodation and food - something of a mean feat on New Year's day.

And lastly there was the skipper and crew of *Imagine It. Done*. Professional, calm and humorous at all the right times the team was on deck playing their part during the rescue -

including one crew member in a wet suit and fins, ready to jump into the sea if anything went wrong.

It was one of 12 yachts competing in the race that circumnavigates the globe against prevailing winds and currents. [Story from Dave Greenberg, Crew Chief, Westpac]

Ed: And just as this edition was being finalised it was revealed that when 'Imagine It. Done' for Sydney this week, one of the Westpac Rescue Helicopter crew who took part in the rescue will be taking the rescued mans place as a competitor on the yacht.

Dave Greenberg has enthusiastically taken up the offer to sail in the next leg of the race even though he has never been on a yacht outside of Wellington Harbour. The next leg of the Global Challenge kicks off on Sunday February 6th and the yachts will take about eight days to reach Sydney.



The BK117 Rescue Helicopter and Metroliner Fixed Wing Air Ambulance completed a total of 1239 missions in 2004, rescuing or transporting a total of 1250 people.

In addition Life Flight was awarded Trust of the Year by the NZ Trustees Association and was selected by the Auckland District Health Board to operate a new Auckland fixed wing ambulance service that will be starting in February.

UNITED STATES

UTAH: No good deed goes unpunished. Will the FAA throw the rule book at Jeremy Johnson? In high winds and rain Jeremy used his private helicopter to help rescue a southern Utah family from floods that washed away their home last month.

Then he ferried supplies, took an explosives expert to a blockage in the river to blow it up and basically flew his tail off for a week to help his neighbours.

For two days after the rescue he offered rides in his Robinson over the flooded area for a \$100 donation and raised \$20,000 for the family.

But while the local community is hailing him as a hero, the FAA is alleging he broke quite a few rules and are looking to suspend his licence. [AvWeb]



30th - 31st March 2005 | Amsterdam RAI

www.avionics05.com

INDUSTRY BRIEFS

Nominations have been requested for suitable recipients to receive this years **European Business Aviation Awards**.

Created to honour individuals who have made a significant identifiable contribution to the advancement of business aviation in Europe, the European Business Aviation Award is presented each year to one or more individuals on the occasion of EBACE. This year nominations are due to EBACE's European or USA Offices by March 15, 2005.

After receipt of the nominations, the EBACE Award Committee will review them and select appropriate nominee(s). Nominations must include the following items:

- A letter introducing the nominee and explaining why he or she is proposed for the award. This document serves as the nominator's letter of reference.
- The nominee's professional biography and/or resume describing nominee's education, employment, accomplishments and honours.
- Any supporting documents, including copies of newspaper clippings, publications and articles related to the nomination.
- Additional letters of reference from individuals other than the nominator are optional, but may assist the Award Committee in reaching a judgement.

Past recipients of the EBAA include

- *Jean-Francois Georges, former president and CEO of Dassault Falcon Jet Corp. and senior vice president of civil aircraft for Dassault Aviation (2004)*
- *Fernand Francois, CEO of the EBAA (2004)*
- *Ahid Quntar, managing director, Royal Wings/Arab Wings (2003)*
- *Andrew Walters, chairman, Regional Airports Ltd. (2003)*
- *Richard Gooding, managing director, London City Airport (2002)*
- *Jean-Pierre Jobin, director general, Geneva International Airport (2002)*
- *Kjeld Kirk Kristiansen, president and CEO, LEGO (2001)*
- *Frederik Sørensen, head of unit, European Commission (2001)*

The 2005 European Business Aviation Awards will be presented during EBACE2005, to be held May 18 to 20 in Geneva. For more information about EBACE2005, visit <http://www.ebace.aero>.

Honeywell has been officially recognised as a 'well-known' trademark in China so improving and easing business prospects in the country.

*There have been reports – including one on a US Defense Daily - stating that some law enforcement agencies including the Los Angeles County Sheriff have been trialling **UAV** type aircraft. Enquiries to that source suggest that the user is not associated with air support. LACS for instance does have a group in charge of technology research and it may be them acting in isolation.*

The civil law enforcement industry continues to maintain a disinterested stance on this subject.

In Australia **Todd Crowley** [PO Box 1154, Coorparoo BC, Queensland telephone + 61 402 797 727. todd@ubsprov.com.au] and Galen Gunn are seeking to sell on a used Wescam 16DSA dual sensor turret. With the assistance of PAN they acquired this from UK sources last year. After serving and enhancing the business the pair have now replaced it with a new FLIR... moving on with technology. If anyone is interested please contact Todd.

*Little positive additional information has come to light on the rumoured 'rescue plan' for **MDHI**. Last month PAN carried an item suggesting that the company most likely to take-over the Mesa based company was Keystone Ranger. There has been no rebuttal of that statement in the past month but equally no confirmation that it ever existed. Meanwhile connections have been made linking rescue plans with both the Israelis and the Chinese. The latter appear to be the current favourite but it seems that even Sikorsky have not given up the ghost on making a deal.*

Everything appears to be being driven by that MD500 based 'Little Bird' military contract – and therefore Boeing – but many ownership percentage combinations are being put forward so even now two months after everything was supposed to be cut and dried with Sikorsky it is very unclear.

I thought it was understood that the idea was to present an all-American appearance to the final company. This ideal is apparently slipping away from the negotiators and it must raise the question of whether the US military would want to buy its front-line combat type ['Little Bird'] from a company with a tangled ownership web including Chinese, Israeli or Dutch parentage. If Boeing see the primary object of this ownership exercise as being to secure that military contract where does that leave the financial and technical support of the civil projects including the MD900 Explorer?

Selenia Communications, a company specialising in electronics and communications, is introducing into the US military and civil marketplace a new advanced technology product enabling helicopters to fly more safely. Based on sophisticated laser and imaging technology, the Selenia Laser Obstacle Avoidance (LOA-1000) system directs helicopters away from dangerous obstacles.

LOA-1000 detects potentially dangerous obstacles placed in or near the flight path of helicopters and warns the crew in sufficient time to avoid a collision. LOA-1000 is capable of classifying thin obstacles such as telephone and electrical cables as small as 5mm in diameter. LOA-1000 can distinguish vertical objects such as trees, pillars and pylons as well as extended obstacles such as bridges, buildings and hills.

LOA-1000 works on the laser radar rather than an RF emission principle using an eye-safe laser that scans the area around the helicopter's flight path. Using an innovative software algorithm the system performs an echo analysis to determine the presence of obstacles. Based on the range and the helicopter's flight path LOA-1000 identifies high priority obstacles, notifies the crew and if necessary issues an impact warning. For more information see www.finmec.com

Flight Management Systems has announced that **Robinson Helicopter Company** has selected the FMS Moving Map for the R44 Police Helicopter.

Robinson Helicopter Company is in the process of getting the FMS Moving Map System installation approved by the FAA.

A Harvey Ad Q study carried out on advertising within **Police Review** on behalf of the magazine found that a McAlpine Helicopters advert was particularly memorable. As a result the company was recently awarded a framed certificate to mark their success and that of their designer Ian Commin.

A base of 100 readers responded to questions about their recall of the 20 advertisements appearing within the July 30, 2004 issue of *Police Review*.

The scores were totalled and the advertisers ranked in order of highest performance score. The top 5 ranking advertisers all received framed certificates. McAlpine ranked 3rd with 181 points. Police Review provided the following quotes from readers on their perception of the impact of that EC145 advert:

'Read the ad as have an interest in air corps' PC/road policing - police force

'The advert drew my attention by the large photo of a helicopter. My perception I that this company is forward thinking.' PC, police force

'I found interesting what they can provide, although I am not in a position to purchase' Sergeant, police force

'The ad caught my attention. It gave good brief information which encouraged me to find out more about the product' Sergeant, police force

'Good, eye-catching, full page colour photo' PC, police force [\[www.policereview.com\]](http://www.policereview.com)



Following the signing of a manufacturing licensing deal with **QinetiQ**, the first lightweight and truly portable eye tracking system is now being manufactured and commercially made available by Boston, USA-based **Applied Science Laboratories (ASL)**, a pioneer in the examination of human eye movements and pupil dynamics. Ideal for numerous sporting and marketing applications, the portable Mobile Eye headset is about the same size and weight as a pair of sunglasses and incorporates a low-powered infrared light source plus two miniature cameras to see exactly where a user is looking within their field of vision. This in turn is connected to a small, portable, high resolution DVCR-based recording device on the users belt to capture over an hours worth of footage.

The result of more than 30 years' optical engineering experience at QinetiQ, the Mobile Eye system is radically smaller than competitive solutions. It is also fully portable and does not

restrict the user's movement, takes only minutes to calibrate to the user plus works in bright sunlight, so opening up many new uses. The availability of miniaturised components like the cameras, along with QinetiQ's development of a bespoke intelligent mathematical algorithms to analyse the resulting imagery on standard PCs, both help keep the price to around \$20,000 (€15,500) - about half that of existing solutions.

Aerial Camera Systems [ACS] of Godalming Surrey are best known for their services to the broadcast industry. At a recent event PAN learned that they can also provide some useful services to police. It was this company who provided cameras, equipment and static blimps used by Dorset Police to cover last years party political gathering at Bournemouth.

The company's profile in the police security industry was so low that it was almost by sheer chance that Dorset met ACS in time for the security need to be met. In fairness the number of occasions where such companies might be required makes it of doubtful financial worth for them to attend specific police events such as ACPO or PSDB to advertise their services.

Any way if you want them and their Gyron cameras for your major security event you will find them at www.acsmedia.com sales@acsmedia.com

HELI-EXPO February 6-8 2005 - Anaheim, California.

Without doubt the recent surprise news of the decision to selected the US101 for the next Presidential helicopter will be the buzz of the halls. But there will be much more and these are just a few of the attractions on offer...

- ❑ The **Airborne Law Enforcement Association [ALEA]** can be found at Booth #853 this year.
- ❑ **Simplex Manufacturing**, an industry leader with more than 58 years experience manufacturing and supporting a wide variety of innovative fire fighting and aerial application systems for hundreds of operators worldwide. The Simplex team [see front cover] can be visited at Booth #1009
- ❑ **Keystone Helicopter**, one of the largest and most successful manufacturers and installers of Air Medical and special mission equipment will be exhibiting at Booth #3063.
- ❑ **SAAB TransponderTech** exhibiting in Hall D, Booth 631 is exhibiting new developments in Automatic identification Systems for helicopters and fixed wing aircraft. AIS is a unique technology that uses precise timing signals from GPS satellites for multiplexing data transmissions on a narrow band radio channel, an ideal solution for aerial surveillance, search and rescue and automatic tracking.
- ❑ LA County Fire will have a Firehawk on the **Sikorsky** booth and the company will be doing technical briefings on the aircraft. The location is Booth #3069 in Hall B.
- ❑ **Heli-Dyne Systems, Inc. (HDS)** will display a recently completed Eurocopter AS355N TwinStar refurbishment on booth #945. Mr. Don Skaggs who donates the use of this helicopter to two sheriff's offices owns the aircraft. [See Law Enforcement article under Utah above]. HDS reconfigured the AS355N from a utility configuration and installed the SAGEM (SFIM) 2-Axis Autopilot System, Energy Attenuating pilot and co-pilot seats, Spectrolab SX-16 Nightsun, Wescam 12DS Gimbal System with an Avalex monitor, Digital Video Recorder and Moving Map system. The extensive avionics and communications installations included the Chelton EFIS (2 display) System which was STC approved for the AS350/355 on this aircraft. The complete cockpit was converted for NVG compatibility.
- ❑ HDS are also displaying their Hoist Recording System (HRS) in use by the U.S. Coast Guard and the New York City Police Department, Tokyo Metropolitan Police Department; Hong Kong Government Flying Services among others. The HRS enables crewmembers to view and digitally record hoisting activities through the use of FAA PMA approved high definition video camera and cockpit display system. The video files can be transferred to DVD or Compact Flash Card Media for subsequent mission analysis.



- ❑ **Air Methods** Products Division is displaying in Booth #881 and will have a mock-up of an EFIS glass cockpit for a Bell 407. In addition they will have an EC135 on the American Eurocopter booth, and have involvement in events scheduled for the Bell booth.
- ❑ **Lifeport** can be found at Booth #1374. LifePort will unveil a modular air ambulance kit for 16G helicopters at the Expo. The highlight of this system include liquid oxygen, and a new AeroSled VS - a vacuum formed 16G stretcher with a locking headrest that can be left up for take-off and landing. Additionally, the new medical wall and cabinet for the Bell 407 will be on display. LifePort welcomes you to visit our booth and learn more about these and the many other products on offer.
- ❑ **Meeker Aviation** will be on Booth #1401. Products scheduled to be on show include the Generation II dovetail, Bell 206-407 belly microwave mount, Bell medium mount and a range of Isolation Collars.
- ❑ Over the last year **Aerospace Filtration Systems** have announced a range of air filter systems in the pages of PAN. They can be found on Booth #1362.
- ❑ It is advertising consultant **Bennett-Davis-Nakazawa** second visit to the HAI Show. Last year BDN were the first advertising and marketing company to exhibit at any Heli-Expo to let the industry know more about their capabilities. This year you can find them on Booth #2349
- ❑ Thanks in part to the troubles with the failure of their customers to pay for the parts the company produced **Kaman Aerospace** have not had a particularly positive year. On the other hand they have now placed their stock of the unique K-Max helicopters with enthusiastic customers and can consider returning the type to production. The company can be found on Booth #3019.
- ❑ Parts manufacturer **EXTEX** from Arizona is exhibiting in Booth #2845. EXTEX will celebrate its 10th anniversary by kicking off the celebration — literally — at 2 p.m. on the Sunday. Attendees are invited to stop by for a crowd-pleasing mix of chocolate cake and football. EXTEX will be serving cake while showing the Super Bowl football game on a large plasma television. EXTEX is a global specialist in the design and manufacture of new-technology, flight-critical FAA-approved replacement parts for turbine engines and auxiliary power units. It is also the world's largest source of FAA-approved replacement parts for Allison/Rolls A250 series helicopter engines. For more information visit www.extex.com
- ❑ **AgustaWestland** will be exhibiting at Heli-Expo 2005 on Booth #1019. **Bell/Agusta Aerospace Company** will also be exhibiting at Booth #1069. AgustaWestland will display the Grand, Koala and Power at their booth.
- ❑ **Powervamp** are displaying their range of power packs on the **SEMIA** (France) stand between Halls B and C.
- ❑ **MDHI** can be found on Booth #3001. They tell PAN that they will have on display Papillon's (Grand Canyon Park Service) Explorer [it is unclear whether this is new or a rebuild after its spectacular accident last year] and Huntington Beach's 520N.
- ❑ **AcroHelipro Global Services** a subsidiary of **Vector Aerospace Corporation** with corporate headquarters in Richmond, British Columbia and facilities located around North America for repair, modification, upgrade, rebuilding, service and maintenance of helicopter airframes and subsystems can be found at Booth #2027. www.acroheliopro.com
- ❑ Internationally recognised replacement window manufacturers and suppliers **Tech Tool Plastics** are exhibiting on Booth #2448.
- ❑ **Wulfsberg Electronics** can be found at Booth #1346.
- ❑ Texas based **American Turbomeca** will be displaying its range of helicopter engines on Booth #2037 this year.
- ❑ HAI member, **Richard C. Kirkland** will be autographing copies of his book, *MASH Angels: Tales of the First Air Evac Helicopters*, at HELI-EXPO 2005. Mr. Kirkland will be at the Helicopter Foundation International Booth #2823 all three days of the show. Copies of his book will be for sale to the public for \$25.00 each. HAI member Air Evac Lifeteam Foundation will sponsor the autograph session and \$10.00 from each sale will be donated to HFI. Full colour, 15"x21" prints of the book cover will be given away with each book purchase.
- ❑ If you're looking for a new career or job opportunity in Helicopter Aviation, plan to attend the HELI-EXPO **JOB FAIR** and **MENTORING SEMINAR** on February 6, 2005. Sponsored

by HAI's Human Resources Committee—Attendance to both events will be absolutely FREE! The MENTORING SEMINAR - 12:30 p.m. - 1:30 p.m. *Room 212B* the JOB FAIR - 1:30 p.m. - 5:00 p.m. *Room 210A* For more information about these career opportunities or to register, please visit <http://www.heliexpo.com/2005jobfair.htm>

- ❑ The Federal Aviation Administration (**FAA**) will hold a public meeting at HAI's HELI-EXPO 2005 to discuss policy for the certification of Restricted Category Aircraft. The public meeting will be a continuation of information gathering for the evaluation of restricted category aircraft applications originally offered to the public for comment in the Federal Register dated October 8, 2004.
- ❑ **BMS Inc.** will be at Booth #1405 displaying the new Carry-Viewer II, Digital Handheld receiver and Mobile Tracker DeCoder II, Digital Ground Tracking Antenna. The new BMS Carry-Viewer II (CVII) is a COFDM digital hand held portable receiver is ideal for law enforcement, public safety, and homeland security applications. The CVII works in conjunction with other BMS digital COFDM products to create a complete, quality digital solution. The Mobile Tracker DeCoder is a self-contained, compact and rugged antenna pod and remote control is intended for use wherever mobility and ease of use are required.
- ❑ **Bell Helicopter** will be at Booth # 1086.
- ❑ **Isolair** will be at Booth #2528. They will be unveiling the latest fire fighting system for the K-Max and will also be displaying the fixed mount broadcaster system. The belly tank for the Enstrom 280 will be on Booth #1201. Isolair Helicopter Systems , sales@isolairinc.com www.isolairinc.com
- ❑ **Erickson Air-Crane** will announce the delivery of the second Erickson S-64 Helitanker by the State Forestry Corps of Italy (Corpo Forestale Dello Stato) during the show. The official unveiling ceremony is planned for February 6, at 11:15am in the Static Display space (#32-36).
- ❑ **Boeing** is not expected to be exhibiting.



ACCIDENTS

28 December 2004 Eurocopter AS350BA N779LB Air ambulance of Emory Flight [Air Methods] based Griffin, Georgia. In a parking lot which was a scene LZ, after the patient was loaded aboard aircraft an EMS stretcher was accidentally released. There was a slight slope and stretcher rolled into tail rotor. Damage to tail rotor and stretcher. Patient transported via another helicopter. Aircraft trucked to maintenance facility. No injuries. [Concern]

3 January 2005 Eurocopter EC135T1 N135NW Air ambulance. Native Air operated by Omni Flight Helicopters, Inc. Two pilots on a training exercise suffered minor injuries after their helicopter crashed about a mile from the airport at Casa Grande, Arizona. Both pilots were airlifted to a hospital in the Phoenix area as a precaution. No one else was aboard the helicopter, which received extensive damage. The local area training flight originated at Mesa, Arizona. NTSB LAX05LA060

5 January 2005 Eurocopter AS350D N350RM – Air ambulance. North Mississippi Air. Air Methods operated for North Mississippi Medical Center in Tupelo. Dispatched to an one-vehicle accident in Tippah County during the late evening, after arriving a problem was found with the chin bubble on the front of the helicopter The problem was not one that compromised the structural or mechanical performance of the helicopter but a mechanic was dispatched to the scene to repair the helicopter. Two members of the flight crew and the accident victim

returned to the hospital by ambulance. The pilot, James Archer, stayed until a temporary repair was made and lifted off to move the machine to a secure location at about 2303hrs. The helicopter went down during the flight. NMMC's helicopter had made more than 7,000 flight in 18 years without incident.

6 January 2005 Lear 35 N45AE. Air ambulance. AeroCare Medical Transport, Inc. of Tulsa Oklahoma operated by Flight Concepts. Upon arrival at Stillwater OK to collect the patient the aircraft ran off the end of the runway by some 30 feet [10m] onto grassy/muddy surface at a slow speed due to ice layer on runway surface.

There was no apparent damage to the aircraft and it was towed from the mud within a couple of hours but remained out of service pending an inspection. [Concern]

10 January 2005 Eurocopter EC135 N136LN. Air ambulance. Life Evac 2 operated by Air Methods Corporation out of Stafford Regional Airport, Virginia. The aircraft had dropped off a patient in Washington and was returning to its base utilising a FAA approved helicopter route that took it down the Potomac River [Washington] near the Woodrow Wilson Bridge at night. In the subsequent crash into the river two were killed and one survived. The surviving crewmember believes that the aircraft had contacted an object during flight. Initial checks did not reveal whether one of the many tall cranes in the area had been hit. [Concern/FAA/Media]

Ed: Late reports from the NTSB suggest the possibility of wake turbulence from an airliner might be suspect.

11 January 2005 Beechcraft 90 N41WE Air ambulance of Yampa Valley Air Ambulance, Steamboat Springs, Colorado operated by Mountain Flight Service. En-route from Steamboat Springs to Rawlins, Wyoming with four people aboard crashed while trying to land at its destination in bad weather late at night. The air ambulance was allegedly flying too low and hit a ridge.

The aircraft was requested to fly the victim of a motor vehicle crash from Rawlins to Casper, Wyoming, for further care. The aircraft was noted overdue and minutes later; a cell phone call was received from the flight paramedic notifying that they had crashed. The remote crash site was finally located almost five hours after the crash. Tim Benway [35] Pilot, Dave Linner, [36] Flight Nurse, Jennifer Wells, [30] Flight Nurse all killed and Tim Baldwin, [35] Flight Paramedic – injured. [FAA/Concern/Media]

13 January 2005 Sikorsky Blackhawk. Colombian Army. Twenty Colombian soldiers were killed when their helicopter went down while operating on an anti-drug support operation in the country's southern Narino province near the border with Ecuador. The initial cause was attributed to bad weather. The crash occurred shortly after midnight (0520 GMT) while the helicopter was taking part in air assault operations along with seven other aircraft. [Media]

13 January 2005 Helicopter. A man who fell out of a helicopter during a training exercise in Suriname [South America] has died as a result of his injuries. Armand dos Ramos, a 39-year-old Surinamese national, died in hospital after surgery for multiple bone fractures and massive internal injuries.

He fell 90 feet (27 meters) to the runway of Zorg and Hoop airfield in Paramaribo while he and several other employees of rescue operator Hi Jet Rescue Team were practising descent by rope. [ab]

14 January 2005 Reims F406 G-SFP? Scottish Fisheries Protection Agency. The aircraft with three people on board landed safely at Sumburgh Airport after a full emergency had been declared at 9.15am. The pilot of the Highland Airways operated aircraft reported problems with its flight controls shortly after taking off from Sumburgh Airport. Emergency services were called out but stood down after the aircraft landed safely at about 10.04am. [Shetland News]

17 January 2005 PZL W-3A D-HSNB Police of Sachsen [Saxony] based in Dresden Airport. The helicopter with five policemen on board crashed in a forest killing the two crew on the flight deck and injuring three officers in the rear cabin. The crash took place at around 11:15 a.m. local time near the city of Thalheim in the Ore Mountains and caught fire.

The 35-year-old pilot and a 33-year-old flight technician were killed. Those in the rear were not named but two were aged 30 and one 33, they were said to be FLIR camera operators. One was a woman. [Media]

17 January 2005 Eurocopter BK117 Westpac Rescue Helicopter nearly turned into a disaster. The helicopter was attempting to land on the road near the scene of a car crash at 7.15pm when its main rotor clipped a road sign forcing it to make an emergency landing near a

crash on State Highway 72 near the Rakaia Gorge Bridge. Due to dust and debris being sucked into the rotor the decision was made to land the helicopter on the road but it appeared to be caught in a wind gust, which forced it into the road sign. [Ashburton Guardian]

18 January 2005 Schweizer 269D [S333] N296RL San Antonio police helicopter. Crashed during a hover training exercise at Stinson Airfield, Texas. The two pilots on board suffered minor injuries. The preliminary cause of the crash is human error. Authorities say the chopper was about 3 feet off the ground when the accident happened. The helicopter suffered extensive damage. [Media/FAA]

20 January 2005 Schweizer 269D [S333] N8375F Houston police helicopter. Reported to have undertaken a hard landing in a parking lot in Houston, Texas. [FAA]

24 January 2005 Cessna 210 N65085. US Customs. Aircraft landed and the nose gear collapsed at San Angelo Airport, Texas. No injuries reported. [FAA]

24 January 2005 Eurocopter EC135 N??? Air ambulance. MedStar made an emergency landing in a field following engine failure at Camp Springs, Maryland. No injuries reported. [FAA]

29 January 2005 Helicopter [Eurocopter AS350B3?] Air ambulance. University of New Mexico Hospital. Reported to have crashed north west of Taos in northern New Mexico. The pilot was the only person aboard and he escaped the crash with minor injuries. The State police received a call that contact had been lost with the helicopter's pilot who walked to the nearest highway and was picked up by a state police officer. [Media]

SAFETY

A sharp increase in fatal accidents on medical helicopters and planes over the past year has prompted two federal aviation agencies to launch safety reviews and to consider broad improvements.

The issue has been under examination for months, but recently three crashes that killed six people in nine days have made the issue more urgent.

At least 37 people have died in 12 medical helicopter and plane crashes over the past 12 months, according to the National Transportation Safety Board. Seven died in 2003.



TSUNAMI BRIEFS

- ◆ The Dipartimento della Protezione Civile DPC (Italian Civil Protection) sent two Canadair CL-415 to Sri Lanka. The seaplanes, normally used as water-bombers, are detached at Colombo to undertake transportation to and from small islands without facilities. They were operating by January 4. [MD]
- ◆ A stray cow wandered on to the runway at Banda Aceh, in Sumatra, and was hit by a landing Boeing 737 cargo plane. The landing gear collapsed and the airport, the only one of any size in the area, was closed for seven hours before the plane could be moved.
- ◆ In Meulaboh, in Sumatra's Aceh Province, workers finally hacked out a rough airstrip enabling Twin Otters to bring in the supplies.
- ◆ New Zealand set up a private-public sector partnership to deliver immediate assistance to areas devastated by the Asian tsunami. Funding was provided for a New Zealand company operating helicopters in Kalimantan (Borneo) to deliver urgently needed relief supplies in Aceh, Indonesia. The government aid provides \$300,000 to cover the costs of

the Bell 212 helicopter for up to 30 days. The helicopter is owned by Jakarta-based National Utility Helicopters (NUH), and was based in East Kalimantan prior to leaving for Aceh province.

- ◆ With a medical team and two ambulance aircraft, the non-profit air rescue organisation DRF (Deutsche Rettungsflugwacht e.V./German Air Rescue) has been participating in rescue missions. From December 29 to January 3 the Medical Director of DRF and an experienced DRF paramedic helped to provide medical care to flood victims in Thailand. Initially, the DRF medical team arrived in Phuket to look after some supporting members of the non-profit air rescue organisation. As tourists, these DRF members became flood victims and were treated in local hospitals. Together with the DRF alert centre in Filderstadt/Germany, the DRF physician and paramedic prepared the repatriation of these patients. Two DRF ambulance aircraft transported three patients from Germany to Thailand staging through Trabzon/Turkey, Muscat/Oman, and Bangalore/India.



- ◆ An Australian built GA8 Airvan aircraft has been sent by the manufacturers, Gippsland Aeronautics Pty Ltd., to the Mission Aviation Fellowship (MAF) in Indonesia for a period of up to two months to assist in the relief efforts in Aceh. This aircraft will join two other Airvan's, already based in Indonesia, in humanitarian relief and aid activity. The secondment of the Gippsland aircraft has been made possible through the generosity of a number of Gippsland businesses. MAF is an established operator in Indonesia and has been working for some time now with Gippsland Aeronautics and MAF in Australia in bringing an Airvan to assist in the relief efforts along the west coast of Sumatra. MAF has been in Aceh since January 3 flying a Cessna 206 and an amphibious DHC Beaver. The Airvan demonstrator VH -FGN is due in place on February 1.
- ◆ In response to the tragic events affecting South East Asia, Eurocopter - alongside EADS - has made an overall donation of 2 million Euro, including:
 - A direct donation of one million Euro to non-governmental organisations such as the Red Cross, Aviation Sans Frontières, and Luffahrt Ohne Grenzen, etc.
 - One million Euro' worth of aid in terms of equipment transport, helicopter flight hours, and the provision of helicopters.
 - Two twin-engine AS355, rented from customers in the area, were sent to Phuket in Thailand, and have been put at the disposal of the Australian co-ordinator who has been managing the distribution of help from donor countries since January 1. Flying a daily total of six hours, these aircraft mainly saw use during the initial days to transport teams responsible for identifying victims. Eurocopter Malaysia will then equip them for medical transport work, after which they will head for Indonesia to perform medical missions there at the request of the European Union countries.
 - Eurocopter provided an AS365 Dauphin to the French Air Force, which has been performing medical evacuation operations. This Dauphin performs medical transport work in Thailand.
 - A Dauphin has also been made available to Eurocopter by one of our customers and is on route for Banda Aceh in Indonesia where it will meet the requirements for Civil Defence-type missions highlighted by the European Union countries.
- ◆ A Papua New Guinea based helicopter company has been contracted by an Indonesian aid agency to do relief work in tsunami devastated parts of Banda Aceh. HeviLift PNG says one of its helicopters and two pilots have been sent to Indonesia for up to six weeks to carry out relief operations.

- ◆ Cessna Aircraft Company has joined PT ASI Pudjiastuti, which took delivery of Indonesia's first two privately operated Grand Caravans in 2004, in providing aid flights. PT ASI Pudjiastuti is an Indonesian fishing/seafood operation. With the recent turn of events, they are now using the new aircraft around the clock to fly in needed supplies and medevac personnel from remote areas of Indonesia. Cessna has donated money for supplies.
- ◆ The British Government shipped two military registered Bell 212 helicopters from their usual base in Brunei to Medan (Aceh Province, Indonesia) to assist with tsunami relief efforts.

Difficulties

- ◆ Late in January two unassembled helicopters, which arrived with tsunami aid supplies, were reported to have been taken into custody by airport authorities at the Bandaranaike International Airport and handed over to the military. Sources said the importers had not obtained Defence Ministry or Civil Aviation Authority permission and as a result the parts were confiscated as 'a potential threat to national security'.
- ◆ UK Sky Watch offered twenty-five flex wing microlight aircraft and trained search pilots for work in the Tsunami hit regions only to find that it was 'reluctantly' turned down by the Red Cross. Mike Goodhead of the British Red Cross agreed that the easily transportable aircraft, able to operate off rough airstrips and flown by Sky Watch's trained air search pilots, would be extremely useful.
- ◆ In the wake of last months news item about Norwegian Air Ambulance waiting in vain for a call to transport Scandinavian's injured in the Indian Ocean earthquake disaster the first ambulance flight arrived from Thailand operated by the Norwegian military. The Boeing 737 air ambulance with 35 Norwegians and Swedes landed at Oslo's Gardermoen Airport 6 days after the disaster. The Boeing came from Phuket, Thailand, via Dubai, with people injured in the catastrophe. The plane had to make an unscheduled landing at Dubai, after it became clear that two of the critically injured patients were not strong enough to make the long journey to Norway. They were transferred to a local hospital in Dubai.

PEOPLE

B-N Group Ltd has appointed **David Baddams MBE**, as Sales Director of Britten-Norman Pty Ltd, Tamworth, New South Wales. He is responsible for the sales and marketing throughout Australia, South East Asia and the Pacific of B-N Group's range of products, which include the Britten-Norman Islander, Defender and Trislander aircraft. David joins Britten-Norman from BAe Systems Flight Training in Australia, where he was Production Test Pilot on the Hawk Mk.127 programme and latterly Flying Instructor on the ADF BFTS/FSP programme.

He can be contacted by Email at david.baddams@britten-norman.com.au or telephoned on +61 (0) 414 236 220.



Arnold Parker, a pilot with the York Flying Club, is to be awarded a Certificate of Commendation by HRH The Duke of York at the Royal Aero Club Awards Ceremony in London on 3rd February.

The Award is in recognition of his work as Founder of Sky Watch, the volunteer air observation and search service he started in Yorkshire which has grown to be is the largest voluntary air service in Europe, operating 150 aeroplanes and helicopters throughout the UK.

The Aerospace Industries Association Executive Committee members have elected **Robert D. Johnson** of Honeywell Aerospace to serve as Chairman of the Board of Governors for 2005.

Johnson, Honeywell Aerospace's chairman, succeeds Alan R. Mulally of Boeing in the post and began his term Jan. 1. www.aia-aerospace.org

Parts manufacturer EXTEX has appointed **Larry Batchelor** to its newly formed General Aviation Unit. He joined EXTEX after a 25-year career with Dallas Airmotive, including a stint as national sales manager for its Rolls Royce 250 series and PT-6 engine programs.

Early in December **Peter Tierney**, formerly Managing Director of Vector's SIGMA Aerospace, in Croydon, UK, assumed the role of President of AcroHelipro Global Services. Now based in Vancouver, Mr. Tierney has also been named Chairman of SIGMA Aerospace.

At the same time of this change, **Charles McIvor**, formerly President of AcroHelipro became the Vice President of Vector Aerospace, Helicopter Business Development.

The National Business Aviation Association (NBAA) has welcomed the nomination of **Michael Jackson** as Deputy Secretary of the Department of Homeland Security (DHS). Jackson's nomination in a White House press release last month. He has been employed in a private-sector capacity for the past year; from 2001 to 2003, he served as Deputy Secretary of Transportation at the Department of Transportation.

NEXT MONTH



Next Month there will be extensive coverage of the annual HAI Heli-Expo taking place in Anaheim in just a few days time. The standard edition of *Police Aviation News* will be on-line for March 1 and a *Special Show Edition* will appear separately.

The Editor has already lined up interviews with such as Henck Shaeken of MD Helicopters Inc. and it is hoped that he will have something interesting to say and some good news about the future of this company.

It would be a great shame – in this year of the release of that cracking movie 'The Aviator' if the company were to fail. For those of you unaware the central character of the movie, Howard Hughes, and the Hughes Tool Company designers of the Schweizer S300 and MD500 helicopters are all interlinked.

**Air Methods**
PRODUCTS DIVISION

HELI-EXPO 2005

Anaheim Convention Center
Hall D - Booth 881

Exhibit Hall Hours:
Sunday, February 6: 11 a.m. - 5 p.m.
Monday, February 7: 10 a.m. - 5 p.m.
Tuesday, February 8: 10 a.m. - 4 p.m.

COMING SOON- EVENTS

BGS 50 Celebration Flight services of the German Federal Border Police [Bundesgrenzschutz-Fliegergruppe] celebrate their 50th Anniversary with an "Open Day" in Sankt Augustin/Hangelar on May 22 2005. Displays are just one of the highlights among many other attractive events which will take place during the day. The general public will not only have the opportunity to see the BGS Helicopter Fleet but also admire them in flight. More details in a later edition.

The McGraw Hill Companies have announced the 2005 **Homeland Security Summit & Exposition** to be held on May 24-25, 2005 at the Ronald Reagan Building & International Trade Center, Washington DC. The third-annual gathering will emphasise the need for continued co-operation between the public and private sectors, addressing how they have worked together to prepare for new threats of terrorism in the three years since heightened security measures were first implemented. Additional information is available at <http://www.mcgraw-hill.com/>.

The **National Business Aviation Association (NBAA)** and the European Business Aviation Association (EBAA) has announced future **EBACE dates** at the Geneva Palexpo Conference Centre.

- EBACE2006 - Wednesday, May 3 through Friday, May 5, 2006
- EBACE2007 - Tuesday, May 22 through Thursday, May 24, 2007
- EBACE2008 - Tuesday, May 20 through Thursday, May 22, 2008
- EBACE2009 - Tuesday, May 12 through Thursday, May 14, 2009

Plans are well underway for EBACE2005, a three-day exhibition that will showcase more than 250 business aviation Exhibitors from around the world and cover nearly 17,000 square metres at Geneva Palexpo from May 18 - 20. More than 35 aircraft, including nearly every major business aircraft design currently in production, will be on display in the Static Display area immediately adjacent to the exhibit hall.

The **112th Annual IACP Conference** will be held September 24 - 28, 2005 in Miami, Florida, USA. The educational opportunities for the Miami Conference are currently being planned. If you would like to propose a workshop for the conference, a formal proposal must be submitted to the IACP Education and Training Committee by February 10. The committee will be reviewing all proposals during their March 2005 meeting. Proposals are accepted electronically by [clicking here](#). Contact Charles Higginbotham, higginboth@theiacp.org

In late October [24 – 26] the **Air Medical Transport Conference** is to be held at the Austin Convention Center Austin, Texas. The association is a voluntary non-profit organisation that encourages and supports its members in maintaining a standard of performance reflecting safe operations and efficient, high quality patient care. Details on the event can be found at www.aams.org

DIARY

IDEX February 12 -17, 2005 Abu Dhabi

March 16 - 18, 2005 ALEA Eastern Region Safety Seminar, Chicago, Illinois Hosted by the [Glenview Police Department](#) at the Wyndham Glenview Suites Glenview, IL For information contact www.alea.org

30-31 March 2005 3rd Avionics Expo & Conference, Amsterdam RAI, Netherlands. www.avionics05.com/conferences.html
Alongside the international conference is the largest single dedicated exhibition devoted to the world of Avionics. This unique niche platform is seen as a cost-effective way to conduct business in this specialist market. Contact Adrian Broadbent, Managing Director - Simply Group Ltd., +44 20 8542 9090

31 March – 1 April 2005 LABAC 2005 São Paulo, Brazil Web site www.labace.aero/

SUBMIT ITEMS FOR PAN by the 23rd of the month before publication to E-mail [Editor](#) or [Police Aviation](#)

HOW TO SUBSCRIBE (OR UNSUBSCRIBE)

Police Aviation News is provided in electronic form.

1. The e-mail edition is available on-line free of charge. To subscribe to the notification system, send an e-mail message to [Editor](#) giving your identity and address. Electronic delivery of complete editions is available upon payment.
2. To stop receiving the E-mail notification, send an E-mail message to the same address with your identity and the e-mail address you receive the notification on.

COPYRIGHT AND DISCLAIMER: All contents copyright 2005 International Police Aviation Research/ Police Aviation News except where indicated in individual items. All rights reserved. For further information, including permission to reprint or reproduce, please E-mail or telephone IPAR as above.

The information and data included has been obtained from sources which we believe to be reliable, but the publisher makes no warranties or representations whatsoever regarding accuracy, completeness, or adequacy. *Opinions expressed* are based on interpretation of available information, and are subject to change.