

# Police Aviation News

Happy New Year 2008

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IPAR

## FAREWELL ALOUETTE

*- the German Federal Police  
ring in the changes for 2008*

Exclusive PAN special report on future plans

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## LAW ENFORCEMENT

### BRAZIL

**RIO DI JANEIRO:** The increasing firepower available to Rio de Janeiro's drug lords over the last two years has spurred the local law enforcement agency to expand its helicopter fleet with the acquisition of an armoured and armed \$4.5M Bell Huey II. Two more are planned in the next year.

Two of the six Helibras/Eurocopter AS350B helicopters operated by the city's law enforcement agencies have been configured into gunships in response to a growing ground fire threat while performing support to counter-narcotics operations in the city's slums.

Even with the protection of Kevlar armour on the engine bay, side doors and cockpit area and a bungee-mounted light machine-gun, the type is now deemed inadequate for the typical sorties now flown on an almost daily basis.

Bell Aerospace Services in Ozark, Alabama is equipping the first Huey II for service with delivery expected this month. [Flight]

### CAYMAN ISLANDS

The arrival of the Royal Cayman Islands Police Service's [RCIPS] 'new' 1999 Eurocopter EC 135T1 helicopter that the government purchased for \$1.8M earlier this year is likely to be delayed for at least a few more months while government tenders for some of the helicopter's support services are completed.

The helicopter's maintenance and piloting services and the construction of a hangar for the aircraft at Owen Roberts Airport have still to be finalised. The tenders will take at least six weeks – completion of the hangar will of course be way beyond that.

The ex-UK police aircraft was initially slated to be in the Cayman Islands by September last year but stopped off in Florida, USA to be repainted and otherwise prepared for service.

The police requirement for the RCIPS pilot to have more than 3,000 hours of flight time virtually writes off any thoughts of a local pilot. The only resident known to have accumulated that kind of flight experience in a helicopter is Cayman Helicopters pilot Jerome Begot.

The story continues. [media/IPAR]

*Cover: As the day closes on December 20, 2007 the sun sets on Sud SA318C Alouette II D-HAMA of the German Bundespolizei [Federal Police] training HQ at the St Augustin base near Bonn. The Pages 4-9 report on the party that was Fly-out Alouette also includes some of their future plans.*

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## CHINA

SHANGHAI: China's financial centre has built up a police helicopter brigade based on two EC135 and one EC155 to better respond to public security emergencies. Construction of the brigade's helicopter base is going on in Pudong New District, and completion is due on the eve of the Olympics in June, 2008.

Police sources said that the helicopters will be used to serve the security of nine preliminary Olympic football matches to be held in Shanghai in 2008, and the World Expo in 2010.

China has seven other police helicopter fleets, three police airports and 20 police helicopters undertaking traffic control, assistance in crime cases and response to medical and other emergencies. The first police helicopter in China was put into use in Wuhan, capital of central China's Hubei Province in 1994. [China Daily]

## FRANCE

SECURITE CIVILE: Another version of the Alouette is about to be given its marching orders from European policing. The Délégation Générale pour l'Armement (DGA) signed a contract with Eurocopter for five additional Eurocopter BK117C2/EC145 helicopters last month. The contract relates to three firm orders to be delivered from January 2009 and two options - enabling Sécurité Civile to phase out six remaining Sud Alouette III helicopters.



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One of the Alouette's, the oldest D-HAGI, carried a special colour scheme consisting of five bands of colour represented sections of the Federal air fleet, north, south, east, west and the central training school.

Sécurité Civile, the launch customer of the EC145, will be able to take its current fleet to the thirty EC145's that were delivered between 2001 and 2005. The fleet has accumulated over 60 000 flight hours but has suffered losses.

## GERMANY

**FEDERAL POLICE:** On December 20 the Bundespolizei [Federal Police] held a ceremony - *Fly-out Alouette* - to mark the official stand-down of the Sud SA318C Alouette II in their service.

The event at the St Augustin base near Bonn also officially marked the taking into service of the Eurocopter EC120B Colibri helicopter in the training role.

This ends the era of a helicopter type that effectively created the core of present day operations over more than 45 years. The type entered service with the Border Guard, Bundesgrenzschutz or BGS for front line duties and training in 1962 and finally ended its days in the training role at St Augustin having served in training 505 pilots and 392 flight technicians. The flight technicians are the front seat tactical crew members, they are introduced to pilot training and able to fly the helicopters back to base in an emergency but do not fly as such. The rear crew member is a systems operator. All are sworn police officers.

From 2008 pilot recruits will learn to fly on the new ultra modern EC 120B Colibri. Until now everyone in the air service was trained on the Alouette before moving to operational types. The Alouette provided the mainstay of the operational fleet but has now been supplanted by







A relic from the past but still in service. SA330J Puma D-HAXA retains its green colours where, below, the new EC120 Colibri trainer exhibits the new.

Retiring Chief Pilot Harald Hartman addresses the last Alouette course watched by colleagues including Gunter Carloff the head of the Federal Police air operation.

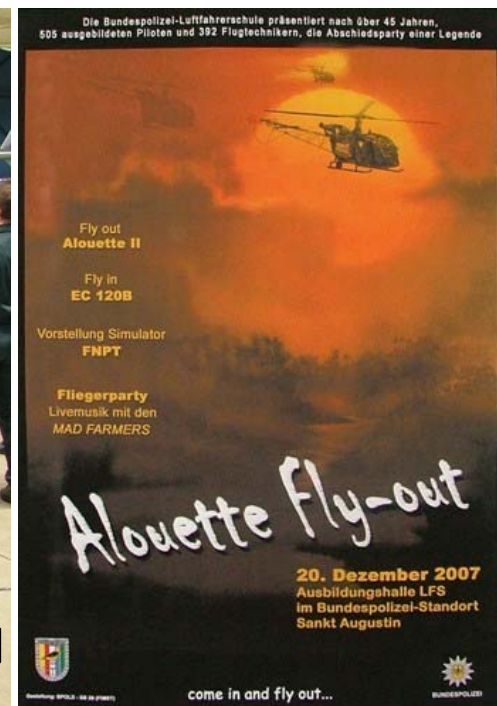




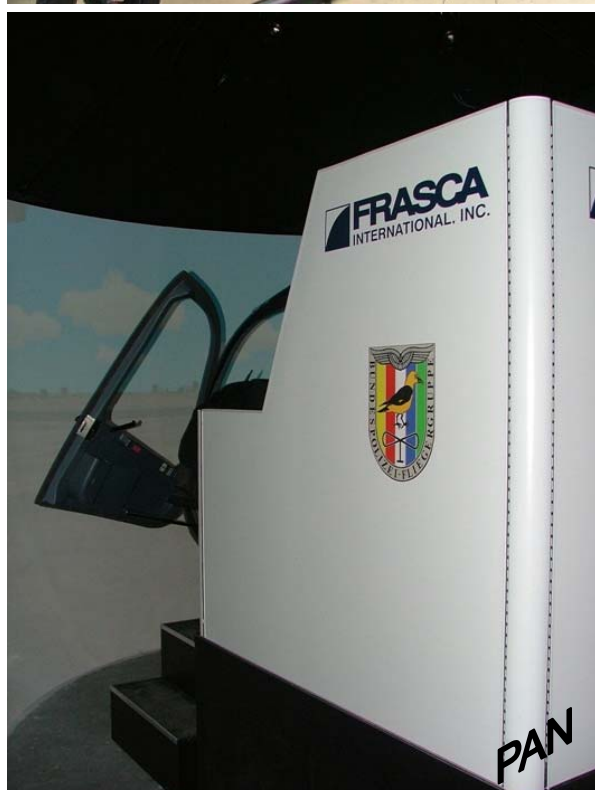
a fleet of twin-engine Eurocopter EC135T helicopters.

As the sun set on December 20<sup>th</sup> the last five airworthy examples of the Alouette II were flown in formation with three of the new EC120B's over St Augustin and brought into land on the large heliport.

The outgoing Chief Pilot Harald Hartman flew the oldest of the Alouette's as the lead ship. This craft, D-HAGI, entered service with the BGS over forty years ago and was suitably adorned with a special colour scheme marking its special place in the last formation. Five bands of colour each represented sections of the Federal air fleet, north, south, east, west and the central training school. The flying and associated speeches were in front of an audience that included international representatives of FRONTEX partners, Finland and Italy.



Other Alouette's, I counted eight in all, were placed in various static displays and stored without rotors awaiting disposal.



Early last year a competitive request for proposals led to Frasca International being awarded a contract to build an EC135 T2 Flight Navigation Procedures Trainer (FNPT) for the Bundespolizei. The FNPT is qualified as a JAR STD FNPT III-MCC and includes a high fidelity EC 135 T2 cockpit equipped with EFIS, moving map display, and GPS. Other features include Frasca's TruVision visual system with a wide field of view display system and a large real world database including the Bonn and Cologne area. The FNPT will also provide the pilot with realistic vibration cues by mounting the FNPT cockpit on an electric vibration platform. The FNPT, in its dedicated building, is now completed and ready for service in 2008.

In the wake of the change in name and status from the BGS to Federal Police in 2004 the national operation has been





*Evening shift patrol helicopter with full law enforcement equipment fit of FSI sensor turret and Spectrolab SX-16 searchlight. [see over]*

going through a number of major changes, some cosmetic but others root and branch. The most obvious changes relate to colour. Visually the names appended to the airframes in large white letters altered from Bundesgrenzschutz to Bundespolizei but so did the colour. Befitting their militaristic background BGS aircraft were green overall, the new colour is blue. After one slight hiccup where a Super Puma was [and still is] painted in the wrong shade all new aircraft are now in a mid-blue scheme. This event may well be the last time in which the uniform worn by members of the Federal police is green. Gradually the typical police green jacket and beige trousers and green flight suit are moving to a dark blue. There was evidence of both on the day.

The current fleet is something over 100 helicopters but the withdrawal of yet more Alouette's and the last of the SA330J Puma's is expected to see this dwindle to just 88 in a few years. At that point the fleet will consist of smaller numbers of the Super Puma, EC155, EC135 and the EC120 trainers. The numbers may be reducing but the responsibility – including international air in support of Schengen Treaty and FRONTEX missions will not reduce.

Although the local air support operational fleet remains wedded to operating at something less than 24/7 availability, fleet capability is being enhanced by the employment of technology. This technology includes improving the quality of the sensor turret and training all crews up to the use of night vision goggles [NVG's]. FLIR has recently delivered new sensor turrets for operation on EC135s of the fleet, these supplementing older Wescam sensors already in service.

To be introduced shortly is an improvement in the mapping technology. Currently a crewman will use a street level mapping programme on a hand held PDA. Information from this is fed into the aircraft navigation system and that provides a heading for the pilot. The replacement system will be a more familiar aircraft integrated system.

Also on the horizon is Hellas, a collision avoidance system produced by EADS. Hellas is an early-warning laser radar-based device designed for helicopters that reliably detect obstacles in the flight path, such as power lines and poles, which are difficult to detect visually during flight. The system probes its surroundings with an eye-safe laser beam and can recognise even thin wires at significant distances with high precision. Hellas provides obstacle warning information optically and acoustically, enabling pilots to undertake avoiding action







*[Left] A few variations on the Alouette theme were being displayed at the site near Bonn. This example D-HBJW carried an SX-5 searchlight on a rather complex nose mount and sat on the rubber pontoons which were deemed by some as being less than successful on the Alouette—their stability was marginal.*

*Police Aviation News would like to thank the Bundespolizei-Fliegergruppe, and in particular Commander Günter Carlof, for their kind invitation and unequalled hospitality at the retirement of Chief Pilot Harald Hartman and the farewell to the Alouette helicopter.*

*[Below] The EC135 helicopter assigned to the evening shift over Bonn winds up on the pad in front of a line of retired Alouette II's and a visiting EC120.*





well before reaching the area of risk. It is primarily a nap of the earth system suited to low level military operations.

Like many operators worldwide the Federal Police are finding that the increasing weight of police role equipment fits is having a significant effect on the performance of the helicopter and its standard crew complement of pilot, flight engineer and sensor operator. Carriage of the sensor turret and the SX-16 searchlight is therefore largely confined to the night hours, allowing missions with just a pair of crewmen greater flexibility. The projected new Hellas system will clearly make this situation even more critical and, in view of the current practice relating to the searchlight and FLIR, might therefore not be fitted until there is a specific requirement to fly low.

The NVG capability will take some time to implement but it is expected that all pilots will eventually be proficient on them. As the police train their pilots up – they prefer those without any flight experience – NVG's will be introduced. Most pilots have not yet been trained on NVG's but will be progressively recalled for the additional training.

**NEIDERSACHSEN:** It was reported last month that the Hannover based *Police of Niedersachsen [Lower Saxony]* air unit took delivery of a new MD900 Explorer. No identity for this craft has been forthcoming.

In November they lost, D-HPNB, one of their three Explorer helicopters in an accident but, rumours aside, the timescale of this delivery suggests that this may have been on order before that incident or the delivery is of a temporary replacement. The recent holiday period has precluded clarification of this.

*Ed: Meanwhile the rumour network has been suggesting that there is some dire link between the probing enquiries by the accident certification authorities and this ever so swift*



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*replacement. If indeed the airframe was rushed into service it will not be fully role equipped and is therefore only likely to have a supporting role.*

## ITALY

**GUARDIA DI FINANZA:** Among the last trainees of 2007 at the German Federal Police establishment were three members of the Guardia di Finanza training in cooperation with the Germans in future Frontex operations.

As the numbers of Schengen countries grows and the borders of the greater Europe ex-



pand so the difficulties in securing those borders grow. The German Federal Police and other are increasingly being drawn towards cooperative operations and training.

**CARIBINIERI:** AgustaWestland has announced the delivery of the first batch of AW109N light twin helicopters to the Italian Carabinieri during an official ceremony held at the company's Vergiate plant, Italy.

The aircraft were accepted by Col. Luca Corbo, Chief of Aviation and Naval Services, Italian Carabinieri military service, at a ceremony also attended by representatives from Armaereo, the Italian OTC and AgustaWestland.

The AW109N will greatly enhance the Carabinieri's homeland security operational capabilities and is being incorporated into the Carabinieri's Aviation Service fleet as the 'new generation' light twin helicopter, replacing older models. AgustaWestland state that other Italian



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government agencies will take delivery of AW109N helicopters for homeland security and law enforcement duties in the forthcoming months.

## SPAIN

**GUARDIA CIVILE:** In December the Interior Ministry ordered two EADS CASA CN-235 aircraft in Maritime Patrol configuration for operation by the Servicio Aéreo de la Guardia Civil. These will be the first fixed wing aircraft to serve with these hitherto helicopter forces. One aircraft will be based in the Canary Islands and the other one in the south of the Spanish Peninsula and will be performing missions against drug trafficking, illegal immigration, border patrol missions, maritime search and rescue, etc.

The first CN-235 will be delivered mid 2008 and the second one in the spring 2009. Both will include FLIR and an EADS CASA FITS (Fully Integrated Tactical System).

## UNITED KINGDOM

**GREATER MANCHESTER:** Specialist Aviation Services [PAS/MAS] took delivery of a new MD902 Explorer just before Christmas. This airframe is believed to be that for the Greater Manchester Police.

*Ed: The Company have been taking a few hits in recent weeks over their performance. In the wake of losing their last EC135 support contract – Western Counties has now moved their T2 airframe to Eurocopter UK, Oxford where it was originally equipped for service – there have been unconfirmed reports via the rumour network of a significantly high level of staff turnover and some dissatisfaction over a recent pay award.*

*The next major hurdle for the company is making headway in the competition for the 2010 EC135T1 'Classic' replacement market. Again rumour suggests that both MD and AgustaWestland are now facing an uphill struggle against Eurocopter in the UK market. If that proves the case we can only hope that the new Bell 429 makes some headway in the market sector as one choice of manufacturer only will never be enough for the future health of the industry.*

*Although some of the potential airframe upgrade customers are being all but 'dragged' into this fleet change it is expected that decisions and order preferences will start to become evident in the first quarter of this year although signatures are not yet required.*

**SUFFOLK:** Reflecting one of the negative streams of this 2010 replacement programme is the reported attitude in Suffolk. The future of their helicopter is coming under major scrutiny as the cost of replacement coincides with a major budget crisis.

According to a report in the East Anglia Daily Times Suffolk Constabulary helicopter re-

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placement funding coincides with other funding pressures over the next three years as the service juggles funds reduced by a lower than expected grant.

Although the numbers quoted by the paper may not be as high as they think the police authorities are looking at a range of alternative options including collaboration with other counties, to see how the cost could be met.

Fortunately there appears to be enough positive political will to see this through, air support has impressed bean counters perennially faced with limited funds. Suffolk is a large county but the population is relatively low.

Since its launch in October 2000 the £2.5M Suffolk police helicopter has been directly responsible for hundreds of arrests, the recovery of hundreds of thousands of pounds of stolen property, and has located hundreds of missing people. Last year it helped arrest 53 people, locate 23 missing people and recover £128,000 worth of stolen property. It probably cost the force about £1.7M last year. [East Anglia Daily Times]

**WESTERN COUNTIES:** The police helicopter pilot and Gulf War veteran, Ian Kingston, caught driving at speeds up to 110mph through roadwork's near Bristol was spared a feared jail sentence.

Kingston was fined £2,000 and banned from driving for 12 months at Bristol Crown Court after admitting a charge of dangerous driving.

He was to face an internal disciplinary hearing by his employer the Avon and Somerset Police last month. The outcome could range from no further action to his dismissal.

A high speed pursuit began after he ignored Highways Agency workers, who had asked him to wait while road maintenance was carried out on the M5 in February.

He sped through roadwork's in which a temporary 40mph speed limit was in place, forcing lorries to swerve out of his way, before jumping a red light in an attempt to evade chasing police officers. [Media]

## UNITED STATES

**COLORADO:** The Colorado Springs air unit ceased operation as expected on December 16. Meanwhile there is continued media and police pressure to resume operations – probably with a modern machine.

It is hoped that the new push by city and police officials to take funds from other city departments will lead to the helicopter unit returning. City Council members are split on whether to stick to their decision to save \$480,000 this year by grounding the department's two Vietnam War-era helicopters. Mayor Lionel Rivera is leading the drive to revive the unit after allegedly having a change of heart.

Police have estimated the cost of a new helicopter, including outfitting it with search and mapping equipment, at \$3.5M.

**INDIANA:** The Lake County Sheriff has been defending the use of his department's helicopters to give rides to Santa Claus and for other nonemergency uses.

A County Commissioner has called upon the Sheriff to trim the nonessential flights and save money. Fuel for the four helicopters represents only a small part of the sheriff department's multimillion dollar budget and most of the trips were rightly made for aerial patrols over the northwest Indiana county.

The same aircraft have been used to carry Santa to events in Crown Point, St. John and elsewhere. They've also been sent to fundraisers and dedication ceremonies and that is leading to complaints from the politicians. The Lake County Sheriff's Office has operated a fleet of ex-DoD public use aircraft for over a decade and has been seeking to upgrade its fleet by attracting Federal Grant aid for some years.





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**MONTANA:** The Montana Fish, Wildlife and Parks Department [FWP], based in Missoula, acquired a Bell OH-58 helicopter in November. FWP traditionally has relied on contract air services to do its field research, but when the Montana National Guard changed to a new helicopter model in recent years, it donated several of its old Scout choppers to FWP. The agency's aircraft division, based in Helena, now has a small fleet of planes, helicopters and full-time pilots for wildlife research, law enforcement and other tasks across the state. From late October to late November during big-game rifle season, the aircraft are grounded because low-altitude flights would spook hunters and the elk and deer they're chasing. But for the rest of the year, FWP flies nearly every day transporting FWP's wildlife and fisheries biologists into rugged mountains, high-country streams and remote prairies to do field research.

The agency has replaced the chopper's old camouflage green paint with bright yellow, blue and white colors that are easier to spot in the mountains if it goes down in an emergency. [Missoulian]

**TEXAS:** The Austin Police Department acquired a military surplus Bell OH-58 last month, which will be known as AIR 2 and is the department's second helicopter.

APD got its first helicopter, a new build Eurocopter EC120B Colibri N1240W operated as AIR 1, in 2001. The helicopter is equipped with a thermal imager and a video camera.

The new addition, AIR 2, is nowhere near as sophisticated as AIR 1 but will help tremendously with traffic enforcement and police pursuits, acting as a back up to the EC120B. The EC now has 5,000 hours on the airframe where AIR 2, N909K/69-16101 is a 38-year-old aircraft with 8,000 hours.

# AIR AMBULANCE



## CANADA

**NEWFOUNDLAND:** The provincial government has announced it will invest in a new air ambulance by the summer of 2008. The aircraft will be used for services currently being provided by the 1985 model Commander aircraft of Labrador Grenfell Health.

The Commander is headquartered in St. Anthony and, together with a King Air aircraft based in St. John's, provides transportation for residents of the province in the event of health emergencies.

Government is issuing a request for proposals to acquire the aircraft. The acquisition of either a new or used aircraft will be considered, with the stipulation that a used plane must be less than three years old and have less than 1,000 flying hours. [Telegram]



## Reims F406 Land & Sea Surveillance





## INDIA

**NEW DELHI:** If things go to plan the All India Institute of Medical Sciences [AIMS] trauma centre, Ansari Nagar, New Delhi, will become the first government hospital in the country to own an air ambulance and helipad to deliver urgent medical attention to critically ill patients.

The premier institution has sought permission from the Civil Aviation Ministry to get a helipad and to start the air ambulance service.

## UNITED KINGDOM

**AIRLINE INDUSTRY:** An award-winning medical team has called for the aviation industry to develop a uniform approach to collating information after medical emergencies occur in flight. Dr James Ferguson, a senior consultant at the university teaching hospital Aberdeen Royal Infirmary (ARI), and leading clinician for TheFirstCall, an advanced telemedicine services provider, presented the results of a five year clinical study at the Royal Society of Medicine in London this week. He told his peers that when it comes to air ground medical services, many in the sector are still working on decisions based on assumptions made 20-30 years ago.

Dr Ferguson was delivering the results of a five year study that the ARI has produced in conjunction with TheFirstCall, derived from data collected from all medical emergencies that occurred in flights where TheFirstCall was called to assist. One of the findings, for example, was that older travellers are no more likely than younger people to need emergency care en route. Dr Ferguson says: "There is a misguided assumption that elderly people will be the cause of more emergency calls. We discovered that there is no relationship between old age and calls for assistance. In fact, the most common age group to experience difficulties is the 21-30 year-olds."

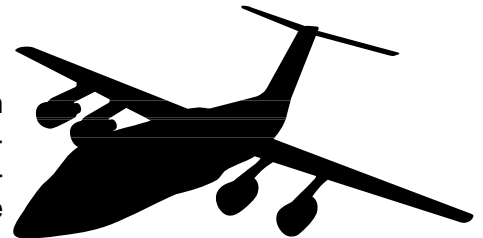
Dr. Ferguson says that statistically in something like 80% of long-haul flights, there is likely to be a medical professional on board. However, that person is not necessarily skilled in emergency care, which is a particular expertise. They are also frequently likely to have had a drink or taken a sleeping pill, so not in the best state to provide assistance.

Introducing a standard alpha-numeric 'state of the patient' form across the industry would enable the easy download of accurate information to experts on the ground as quickly as possible with a degree of less pre-diagnosis than has been the case over a poor voice connections. Such a system would discourage untrained first responders on board from making quick diagnoses and transmitting biased data to the ground.

Dr Ferguson also slams the use of generic on board medical kits designed decades ago to cater for every possible eventuality. A bag full of powerful drugs can limit options and cause more harm than good. The vast majority of emergencies can be treated with simple remedies, like oxygen. A few everyday medicines in the bag, such as ibuprofen, an epi pen and Imodium will treat the most common illnesses reported in the past. The ARI evidence indicates that most emergencies are the result of pre-existing conditions. To reduce the likelihood of illness en route, Dr Ferguson recommends better passenger education for people travelling who are sick, alongside more up to date training for flight attendants; whom he believes should work with simple on board aids to help them cope with incidents that arise in flight. Dr. Ferguson's findings are based on a lifetime of working in the remote emergency medical services field in Scotland.

**AIR AMBULANCE:** Following the publication of a landmark report into the care of severely injured patients in England, Wales and Northern Ireland, the region's Air Ambulance service is encouraged by its findings.

The report 'Trauma: Who Cares?' was published by the National Confidential Enquiry into Patient Outcome and Death (NCEPOD).



The aim of the enquiry was to produce a rounded picture of the current care offered to the critically injured, to identify remediable factors in the care of patients and make recommendations for clinicians and managers to implement.

The report found that in the case of almost 60% of the patients included in the study there was room for improvement.

The report pays specific attention to the role played by Air Ambulances and finds that patients transported by Air Ambulance frequently receive definitive pre-hospital care prior to being transported to the most appropriate hospital and improved standards of care. These factors were recognised as significantly improving patient outcome.

**COUNTY:** After an unexpectedly long period of searching and decision the former RAF airfield at Hixon near Stafford was announced as the base for the new air ambulance to serve Staffordshire just before Christmas.

The operator is working with the land-owner and the local authorities to establish their first permanent helicopter base in Staffordshire.

They were seeking to have the Staffordshire base operational by the end of 2007 and it is now clear that the aim will not be met before the spring.

*Ed: Older UK readers may recall that the location, Hixon airfield, has a bit of a police aviation history. The former wartime [1942-45] RAF bomber base came into the forefront of police aviation in January 1968 after a packed passenger train crashed into a heavy low-load that had grounded and stuck across the rails as it was being driven across the level cross-*



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Paul A/DailyTelegraph

*ing there. Eleven people were killed and 27 seriously injured. The local police were operating a trial of Bell 47G Sioux at the time and they were used to ferry in doctors and nurses to attend to the casualties. Certainly one of the earliest HEMS operations in the UK.*

Even as County Air Ambulance was promoting its new base and 'four helicopter' operation there were other reports that it was facing an uncertain future and revealing it is putting out a 'desperate appeal' to find £2M in extra donations to keep flying. Mixed messages all round.

With a service that is undertaking over 3,500 missions annually, in this New Year the charity must raise £5.6M, a £2M increase on last year's fundraising target. The sharp rise in running costs is due to increasing demands on the service, which serves a population of 8M in nine counties including the West Midlands, Shropshire, Staffordshire, Herefordshire, Worcestershire and Gloucestershire. Part of the additional costs being faced is to place doctors aboard as is becoming increasingly popular with other air ambulance operators.

Three aircraft now fly seven-days a week in daylight hours from bases in the East Midlands, Worcestershire and Shropshire.

**KENT, SURREY & SUSSEX:** The Kent, Surrey and Sussex Air Ambulances took delivery of their new helicopter last month.

The MD902 Explorer is fitted with the latest medical and electronic mapping equipment and is now based at Dunsfold on the Surrey/Sussex borders. Together with its sister helicopter based at Marden in Kent it will provide a Helicopter Emergency Medical Service to the people of Kent, Surrey and Sussex.

The Helicopter Emergency Medical Services augment the existing emergency medical services in the counties that they serve. The helicopter based at Dunsfold has answered over 200 medical emergencies since the base was opened in June and the Kent helicopter has answered over 550 missions this year.

*SAS Managing Director, Henke Schaecken of Medical Aviation Services handing the helicopter over to Air Ambulance Operations Manager, John Tickner. [KAAT Photo]*



**GREAT NORTH:** The Great North Air Ambulance pilot and paramedic who were involved in a fatal climbing accident two years ago have been involved in another major incident.

Pilot Jim Martin, 49, who is based on Teesside, and paramedic Jon Ker, 34, from Cumbria had to be freed from the wreckage of the DynAero BanBi microlight they were flying in on December 30 after the aircraft came down in a copse near Bergham Park golf course and leisure club, near Felton, Northumberland.

Both men were taken to Newcastle General Hospital with multiple injuries. A Northumbria Police spokesman described the men's condition as critical, but stable.

The pair was seriously injured in a climbing accident on Ben Nevis less than two years ago, which claimed the life of their friend and colleague Dr Rupert Bennett. Mr Ker won a bravery award for saving Jim Martin's life in the tragedy. Jim Martin has spent the last two years getting his fitness back in order to fly with Great North again. He only returned to the skies as chief pilot of the Pride of Cumbria air ambulance last month. [BBC/IPAR]



**SCOTLAND:** There have been renewed calls from Orkney residents for an independent review of air ambulance cover across the remote islands. One thousand signatures have been collected on a petition from islanders to the new chief executive of the Scottish Ambulance Service expressing concern about the cover being provided by a helicopter based in Inverness.

On its part the Scottish Ambulance Service says it is meeting all of performance standards but there is a reported loss of confidence in the current level of service.

This is the only area to be covered by a National Health Service funded air ambulance [as opposed to charity funded] and north Scotland is now served by a dedicated helicopter from Inverness where the previous service to remote communities was provided by a small aircraft based in Kirkwall.

The Scottish Ambulance Service said the average response time was shorter and its helicopter could reach all of Orkney's islands, whereas the plane could not. [BBC]

**THAMES VALLEY:** The Thames Valley & Chiltern Air Ambulance Trust (TVAA) has announced that it is finalising negotiations to acquire an SPIFR equipped Eurocopter EC135T2 to replace its current BO105DBS4 air ambulance aircraft.

The new helicopter will be acquired on a lease from Bond Air Services [BASL] which will be taken over by TVAA in July 2008 and will remain based at RAF Benson in Oxfordshire. Benson is a helicopter base for Merlin's and Puma's of the RAF and also houses the Chiltern Police EC135T2 helicopter.

TVAA launched in June 1999, provides a life saving service for the Thames Valley area covering Berkshire, Buckinghamshire and Oxfordshire operating a new Agusta A109E Power. After funding the new Agusta was found to be beyond the capabilities of the charity at that time they moved their business to BASL and commenced operating the former Strathclyde Police BO105 which represented a lesser financial commitment.

The Trust is a charity which receives no funding from the NHS or from the National Lottery, but relies entirely on sponsorship, donations and fundraising to meet the running cost of £1.2M per annum. Further information is available by visiting [www.airambulancetvac.org](http://www.airambulancetvac.org)

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**HAPPY NEW YEAR**



## UNITED STATES

**WEATHER SERVICE:** AirMed International ([airmed.com](http://airmed.com)) has announced the creation of [weatherturndown.com](http://weatherturndown.com), a new website for use by all air medical transport programs, including rotor and fixed-wing.

Weatherturndown.com is a free service allowing medical transport operations to share current information regarding delays or cancellations due to weather. The term 'weather turn-down' has long been used in the aviation field as a shorthand term for inclement weather conditions and the subsequent 'turning down' of aircraft from takeoff or landing at certain airports. Having a centralised source for weather issues at airports and other facilities across the country will help medical transport companies better serve their patients and keep safety at the forefront of their operations.

The site allows each medical transport operator to register one user who will then add others from their program who can also access it. Once logged into the site, the landing page includes a map of the United States highlighting which states have active weather turndown notices. Clicking on a state will display a list of the active turndown notices in that state, who posted the notice and other information about the turndown where appropriate. The website can be found at [weatherturndown.com](http://weatherturndown.com).

**ACCREDITATION:** Omniflight Helicopters, Inc. has announced that its 15 air medical bases across Arizona earned full accreditation from The Commission on Accreditation of Medical Transport Systems (CAMTS).

The Commission on Accreditation of Medical Transport Systems is a governing body focused on improving the quality of patient care and safety of the transport environment for those entities providing rotor wing, fixed wing and ground transport systems and services.

Omniflight's Arizona accreditation, which marks its third, became effective in November 2007 and will extend over a three-year period. For the past six years, the Omniflight Arizona bases have achieved this accreditation and operate with this well-regarded recognition.

The Omniflight helicopter and airplane bases covered under the accreditation include those in Mesa, Chandler, Casa Grande, Buckeye, Lake Havasu, Prescott, Prescott Valley, Show Low, Payson, Globe, Kearny and Deer Valley. In addition, the company's western regional offices are based in Mesa.

The Commission on Accreditation of Medical Transport Systems ([www.camts.org](http://www.camts.org)) is dedicated to assisting professionals involved with air medical services and ground interfacility transport services in their quest to provide the highest possible quality to their constituents in offering a quality service. The Commission offers a program of voluntary evaluation of compliance with accreditation standards that demonstrates the ability to deliver service of a specific quality and believes that the two highest priorities of an air medical or ground interfacility transport service are patient care and safety of the transport environment. By participating in the voluntary accreditation process, services organizations can verify their adherence to quality accreditation standards to themselves, their peers, medical professionals and the general public.

## FIRE SUPPRESSION



## CROATIA

The Croatian Ministry of Defence has signed a contract to acquire three Air Tractor AT-802 fire fighting aircraft at a total price of €6,767,722 plus an amount for training and additional equipment [totalling a little over €7.63M in all]. [New Europe]

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## GREECE

A news agency in Russia has reported that Greece has signed a contract for an undisclosed number of Beriev Be-200 firefighting amphibians. It would be the first export order for the twin-turboprop flying boat. The number of aircraft could be between seven and fourteen. Athens has been seen as a potential customer since a Be-200 was deployed to Greece in the summer of 2007 to help fight wildfires.

Currently the type is only in service in Russia with four of the seven aircraft ordered being delivered. The remaining aircraft are undergoing assembly at Irkut's plant in Irkutsk and scheduled for delivery in 2008. [Flight]

## UNITED STATES

**CALIFORNIA:** An unmanned A160 Hummingbird rotary wing UAV crashed north of Southern California Logistics Airport last month. Frontier Systems Inc. and Boeing have been testing the aircraft there since 2002.

This is the first time the Hummingbird, a 35-foot-long helicopter with a 36-foot rotor, has crashed. No one was injured but a fire started at the wreck site and a couple of fire departments were called out to deal with it. In the event the fire had mostly burned out by the time firefighters arrived, and covered an area of desert brush about 30 feet in diameter. Pieces of the Hummingbird were scattered widely around the crash site, and much of the craft appeared to have been consumed by the fire.

On 15 June 2007, Boeing announced the first flight of the A160T, a turbine-powered derivative of the A160. Boeing is currently under contract to build ten A160T aircraft for DARPA and the US Special Operations Command.





CALIFORNIA: San Diego city's fire chief hopes to have a second helicopter by the time the next fire season rolls around next year. The city has come up with a financing plan for the deal.

The city's first helicopter is not paid off yet, but the mayor says private donations into the city's helicopter fund will take care of payments on both copters through 2012. [KPBS]

## SEARCH & RESCUE

### NETHERLANDS

The Dutch Coast Guard has temporarily increased its current fixed wing fleet of Dornier 228 aircraft to three. Two refurbished Dornier 228-212 aircraft PH-CGN and PH-CGC have arrived to supplement the existing PH-MNZ 8206 which has now been advertised for sale. The current operation is undertaken in conjunction with crewing provided by the police [KLPD] and customs services.

The popularity of the boxy fuselage Dornier has led to the type being returned to low scale production in Germany. Dornier entered administration and closed some years ago. Still manufactured in India for the Coast Guard it is intended that new build Indian airframes will again be completed at the original Dornier site in Oberpfaffenhofen near Munich, Germany under a scheme being managed by Swiss based aviation and defence firm RUAG. The new production will include digital avionics and a glass cockpit and is expected to be termed the Dornier 228 New Generation.

Largely unnoticed the 19-seat type has a strong following in the law enforcement, special mission and utility markets across the world.



### SPAIN

The first two AgustaWestland AW139s purchased by Sasemar, the Spanish Marine Safety Agency, were officially delivered at AgustaWestland's Vergiate plant in Italy on December 7, 2007. These two helicopters are part of the initial contract for three AW139s signed by Sasemar in February 2006. A follow on order for two additional helicopters was placed in October this year, confirming the customer's confidence in the AW139 to meet its future requirements.

Sasemar's AW139s will be used for a range of roles including SAR and water pollution detection. The aircraft are equipped with a dual rescue hoist, Forward Looking Infra-Red (FLIR) camera, search/weather radar, emergency flotation system and a four-axis autopilot complete with SAR modes. With the largest cabin capacity of any helicopter in its weight class and exceptional performance the AW139 is ideally suited for SAR operations both overwater and overland. [AW]

# UNITED KINGDOM FUTURE SAR

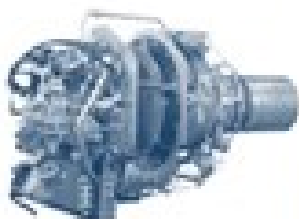


The UK ministry of Defence has issued an Invitation to tender for a replacement of the UK Search and Rescue Helicopter Fleet, the invitation covers the replacement of both the military Westland Sea King helicopters operated by the Royal Air Force and the Fleet Air Arm and the Maritime and Coast Guard Agency's civilian contractor operated H-92 and AW 139 helicopters

Three teams, Lockheed Martin/VT Aerospace AirKnight and Serco-led UK Air Rescue consortia, and a team comprising CHC and Thales, have been invited to submit tenders for the Private Finance Initiative deal has an estimate value of between £3-5bn which is expected to run to 2042. The successful tender will commence a phased introduction from 2012 and will be expected to maintain 24hr coverage to replace the existing capability which is maintained from 12 bases around the UK. The service will continue to be managed by the MoD and the MCA and will be manned by both military aircrew operating alongside civilian aircrew.

CHC have recently been awarded the interim Civilian SAR contract and is replacing the MCA` operated S-61 helicopters at Sumburgh in the Shetland Islands, Stornaway on the Western Isles, Lee-on-Solent in Hampshire and Portland, in Dorset, and will operate a mixed fleet of Sikorsky H92 and AgustaWestland AW139 helicopters through to 2012

AgustaWestland withdrew from the contract as a prime contractor earlier this year but they are continuing to offer their aircraft to the bidding teams, but will be facing competition from suppliers including Sikorsky whose H-92 is currently entering service on the interim MCA contract replacing the Bristow's operated S-61 helicopters at Sumburgh in the Shetland Islands, Stornaway on the Western Isles, Lee-on-Solent in Hampshire and Portland, in Dorset, alongside the smaller AW 139 helicopter. EADS UK is promoting a range of Eurocopter platforms. [Dave Billinge]



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## UNITED STATES

**COAST GUARD:** The US Coast Guard, Integrated Coast Guard Systems, and Lockheed Martin completed the final phase of the \$20M Command, Control, Computers, Communications Intelligence, Surveillance, and Reconnaissance (C4ISR) simulator at Training Center Petaluma in Petaluma, California. The completion of this state-of-the-art training suite represents a milestone in the Coast Guard's \$24 billion, 25-year modernisation and recapitalisation plan known as Deepwater.

As a result of commonality between Coast Guard and Navy C4ISR equipment, the training simulator provides both Coast Guard and Navy crews a safe, high fidelity environment to develop the skills and expertise needed to sail the military's newest, most capable ships into the 21<sup>st</sup> Century. To date, over 80 Coast Guard and 20 Navy students have attended nine courses at the new facility.

The Calhoun Building, site of a multi-million dollar renovation and outfitting project hosting the C4ISR training simulator, now houses classrooms, high-tech shipboard operations simulators, and state-of-the-art radar and electronics systems to train crews of the Coast Guard's new Legend-class National Security Cutters. Plans for further expansions over the next several years will ultimately more than double the size and capacity of the facility to accommodate training for additional cutter classes being built under Deepwater. [US Coast Guard]

## INDUSTRY BRIEFS

**ARINC Engineering Services**, LLC has announced it has entered into a business relationship with Cessna Aircraft Company, the world's largest manufacturer of general aviation aircraft. ARINC will perform design, engineering and physical modification work to equip Cessna customer aircraft for special mission operations.

The work will be performed at ARINC's new Aircraft Modification Operations Center located in Oklahoma City, OK. ARINC becomes one of Cessna's preferred suppliers for special mission modifications.

ARINC will provide services for the entire inventory of Cessna aircraft, including the Mustang, CJ series, 500 series, 680, 750, and others.

More information is available at [www.cessna.com](http://www.cessna.com) and [www.arinc.com](http://www.arinc.com)

**Aeroexpo** has announced that the Light Aircraft Manufacturers Association [LAMA] will have a big presence at the inaugural AEROEXPO Prague on 25-27 April, 2008.

In a statement made by Thomas A. Gunnarson, President, LAMA, the Association fully recognises the value of AEROEXPO Prague. "The location is perfect for those looking to reach European markets, and especially the emerging Eastern Markets".

The Light Aircraft Manufacturers Association represents around 100 light aircraft manufacturers around the world, it is a non-profit national trade association representing manufacturers of light aircraft, engines, avionics, parts/subassemblies and suppliers and distributors to the light sport/light aircraft industry and community.

More information visit [www.lama.bz](http://www.lama.bz) [www.expo.aero/prague](http://www.expo.aero/prague)

After it all seemed to be a done deal the \$600M contract between **Eurocopter** and the Indian military has turned to dust in a corruption scandal. The government was to have 197 light helicopters for the Indian Army. The type would have eventually entered operation with the emergency services replacing the line of Alouette helicopter currently still in production in India under local Hindustan Aeronautics designations.

The problem arose after a link was made to a retired general acting as the middleman in the deal. Middlemen have been banned from defence deals since an earlier multi-million dollar Bofors kickback scandal resulting in downfall of the Rajiv Gandhi's government.

The contract will be rebid.

**Pratt & Whitney** Canada (P&WC) has been adding 200 new production workers in Quebec and is establishing a new helicopter engine assembly line at its Saint-Hubert, Quebec, facility to meet growing demand for its engines.

Since June 2007, about 200 new production workers have been hired to increase manufacturing capacity. To boost recruitment efforts, in August the company organised a Job Fair at its plant in Longueuil. It was a huge success and helped fill much-needed production positions, including machinists, bench mechanics, engine assemblers, sheet metal workers and operations inspectors.

P&WC is opening a new assembly line in Saint-Hubert for PT6T Twin-Pac helicopter engines. The Saint-Hubert facility will also continue to operate as a major overhaul and repair facility.

P&WC currently has about 5,800 employees at its Quebec facilities, and more than 7,300 employees in Canada.

Legal training is part of every **Law Enforcement Thermographers Association** [LETA] training course. Particularly in the USA thermographers must know how the law pertains to their device in order to safeguard the rights of citizens and ensure the admissibility of evidence in court.

The United States Supreme Court states that you are not allowed to image someone's residence for the purpose of obtaining information about the residence or what is occurring inside the residence. In US case law (2001) you cannot use the imager to attempt to find an indoor marijuana grow in someone's home without obtaining a search warrant. This is be-



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cause the use of the imager on a home was considered a search under the Fourth Amendment. Hotel rooms, dorm rooms and apartments are considered the same as homes, because they are someone's residence.

If the building is not a home, you may take images of the building. Commercial buildings, barns, garages and the like may still be imaged without implicating the Fourth Amendment. There is no problem in inadvertent examination of building whilst on another task.

You may not go on the curtilage of property without a warrant or consent. Curtilage is the area immediately surrounding a residence when the area's use is related to the house but if people other than the residents are using the area (for example, a sidewalk in an apartment complex) it's not likely to be considered curtilage.

You can use an imager if not a certified thermographer but a judge may not let you testify about it. Testifying about an image is often considered opinion, and only an 'expert' can give an opinion in court. Being certified helps. A judge may want to know about training, experience and any instructing undertaken. It therefore tends to require that a personal log is kept of all uses of sensor equipment.

The US legal attitude to what it a generally poorly understood technology tends to require the documentation of where, when and why the images were being taken, and even the weather conditions at the time. Plus the pretty standard statement that the device was checked and found to be working correctly at the time.

The US **Homeland Security** Department has started requiring foreigners who fly into certain US airports to have 10 fingerprints scanned as part of an upgraded security system. The department will require foreigners arriving at Dulles International Airport outside Washington, DC to provide 10 fingerprints under an expanded version of the US-VISIT migrant tracking system. The system will be rolled out at nine other airports by March 2008.

Foreigners have been required to have only two fingerprints scanned into the US-VISIT system, which compares that biometric information to government watch lists in order to identify potential terrorists, criminals or people who have violated immigration laws. The transition to 10 fingerprints has been years in the making. Critics have noted that US-VISIT is not fully compatible with the FBI's Integrated Automated Fingerprint Identification System database, which uses 10 fingerprints to identify criminals.

The State Department is already using scanners for 10 fingerprints at most of its visa issuing centres around the world. According to the department's schedule, the upgraded US-VISIT system will be rolled out at 107 other airports by December 31, 2008.

**DART Aerospace** Ltd has received Transport Canada approval for their GPS Gimbal Mount for the 204/205/212/214/412 model aircraft.

Weighing in at only 1.4lbs, this mount installs easily and can be used with the Garmin 100/150 XL GPS units. The GPS Gimbal Mount receiver housing pivots and rotates so that the receiver can be custom positioned, and is easy to reposition if needed.

It is available in two different installations

Bottom-mounted installation off the glare shield which improves GPS receiver visibility.

Top-mounted installation off the windshield centre post which reduces vibrations to the GPS unit thereby extending its life.

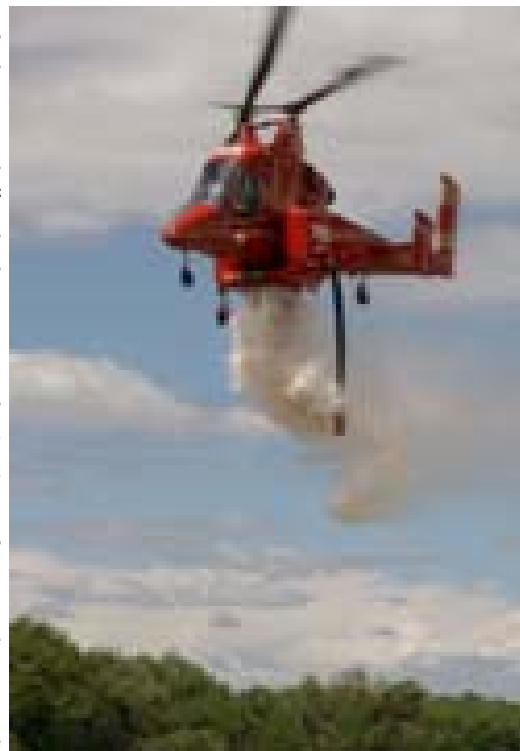


Aerial firefighters operating **Kaman K-MAX®** helicopters now have a new, highly efficient alternative water-drop system available for use when fighting forest and rangeland wild fires.

The new system features a 700-gallon carbon fibre tank developed by Oregon based Isolair, Inc. and Rainier Heli-lift, of Washington State. The new tank, developed as an alternative to the K-MAX's existing fire-fighting water tanks, received a Supplemental Type Certificate from the Federal Aviation Administration early in the summer.

Key features of the Isolair tank:

- The fully baffled, U-shaped tank can be quickly installed on the helicopter, giving operators the ability to rapidly alter aircraft configurations when mission requirements change.
- The tank can be filled to its 700-gallon capacity in less than a minute as the helicopter hovers over a water source.
- Water drops are controlled by the pilot, either as a full capacity drop, or sequenced as multiple drops from the same water load.
- The tank's U-shape and its internal water baffles, which prevent excessive surging of the load, result in more stable flight characteristics and greater safety for the aircraft and pilot.



**ACROHELIPRO Global Services Inc.** has announced Transport Canada Certification Authority (Manufacturing Approval) for an improved version of the Sikorsky S76A-model exhaust ejector assembly.

Aerodynamically and functionally comparable to OEM design, the ejector is a direct replacement for part number: 76305-007003-043/044.

It is usually fabricated via furnace brazing and resistance-welding processes, where the newly-approved ACROHELIPRO version utilises riveted louvers combined with selective resistance-welded components, press-formed end details, and thicker materials in crack prone areas. These measures offer benefits such as greatly reduced warping, cracking, and material liberation commonly caused by thermal cycling.

**The Royal Aero Club** Trust has opened its bursary scheme for young people for the 2008 season. Each bursary, of up to £500 pounds, is available to anyone between 16 and 21 years of age wishing to progress their interest in either air sports or aviation. The closing date for applications is 31 March 2008.

The Royal Aero Club Trust has been running the programme for eight years and a wide range of bursaries has been awarded. Activities available in the programme include gliding, ballooning, paragliding, hang gliding, parachuting, flying microlights, motor gliders, fixed wing or light aeroplanes and helicopters, building and flying model aircraft. Bursaries are also available for PC or Flight Sim pilots wishing to have their first experience of an air sport.

Applicants must be UK citizens, resident in the UK, and training and flying can only be conducted at Clubs, Associations or training establishments in the UK. Applications, which must arrive at the Trust by 31 March 2008, are to be submitted by post through a Sponsoring Organisation, Club or Association.

Full details, rules and an application form are available on the Royal Aero Club Trust web site [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)



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# ACCIDENTS & INCIDENTS

*Noteworthy this month are that two of the three BK117 incidents featured suffered highly unusual water troubles on helipads that I do not recall ever listing before. Sheer coincidence but odd.*

**24 November 2007 Agusta A109S Grand I-REMJ** Air ambulance of Tuscany Region 118. Helicopter alighted into the waters some 500 metres off the coast off the island of Giglio, north west Italy with an apparent power loss. The helicopter was about to land on the island to pick up a transfer a patient when the accident occurred. The craft is said to have only floated for about 7 minutes despite the presence of emergency floatation devices. The crew on board were the pilots Aldo Baldoni and Gaetano Anastrelli, doctor Laura Jordan and infirmiry professional Alessio Gonnelli. After the 109S sank they were in the water for just under half an hour before being picked up. [Media]

**29 November 2007 Eurocopter BK117C1 N273NE.** Air ambulance of Boston Med-flight, Bedford, Massachusetts operated by Era Med. The crew had just completed patient transport to consortium tertiary care centre and were preparing for departure from a rooftop helipad. Aircraft had not been started, when crew heard audible helipad horn sounding. The pilot advised the crew to climb into aircraft and secure the doors. Almost immediately two high pressure water cannons activated deluged the aircraft with water. The left side co-pilots and left rear sliding doors were damaged. Hospital security and engineering department personnel were able to shut system off after several minutes. The crew was uninjured but very wet. The aircraft was taken out of service and ferried by ground to Era MED for inspection and repair. The helipad was taken out of service but returned after equipment replacement. [Concern]

**1 December 2007 Bell 206L4 N95CH** Air ambulance of Alabama LifeSaver, Anniston, Alabama operated by Omniflight. The helicopter force-landed in a field four miles from Talladega, Alabama after it struck a power line during takeoff from a scene landing zone with a patient. The power line severed and the aircraft landed. [FAA/Concern]

**3 December 2007 Eurocopter BK117C1 N141LG.** Air ambulance of LifeGuard Alaska Medical operated by Providence Alaska Medical Center in Anchorage. Helicopter went missing on a flight from Cordova to Anchorage with four aboard and a search was instigated at the last known position of The helicopter's last known position was Esther Island in Prince William Sound, about 75 miles southeast of Anchorage. Wreckage and the body of Flight Nurse John Stumpff, 47, were found in the Passage Canal in the vicinity of Whittier, Alaska a few days later. The search was abandoned on December 10. On board the helicopter were flight nurse John Stumpff, pilot Lance Brabham, paramedic Cameron Carter and patient Gaye McDowell. [Concern/media]

**5 December 2007 Beech BE9L N401EM** Air ambulance of EagleMed, Wichita, Kansas. Whilst climbing through 4,000 feet there was an un-commanded engine roll-back to idle. The engine did not respond to power lever inputs. Engine secured and aircraft returned to KICT for uneventful single engine landing. It was determined that fuel control had failed internally. [Concern]

**9 December 2007 Mil Mi-8.** Information circulating that a Mi-8 operating for a Chinese oil company crashed at Thar Jath oil rig in southern Sudan. A policeman and security guard on ground were apparently killed. [Pprune]

**23 December 2007 Eurocopter BK117 N.** Air ambulance of Hartford Hospital Life Star at Hartford, Connecticut operated by Air Methods Corporation. In the wake of several fire

system alarms received in the Communications Center along with fire alarm indicators and water flow alarm indicators. Among these alarms were several referenced alarms that indicated that the rooftop helipad foam system-water flow monitor had activated, as well. It was noted that water was streaming from the helipad turrets. The system was deactivated. Life Star 1 was sitting out on the helipad. No damage was found. It was determined that there was a bad seal around one of the outside plunger activation switches that essentially allowed for water from heavy rain to penetrate the electrical circuitry in the switch leading to the activation. [Concern]

**30 December 2007 Bell 206L N109AE.** Air ambulance of Air Evac EMS registered in White Plains, Missouri. Lost whilst operating from its base in Muscle Shoals, Alabama assisting local law enforcement operations in searching for a lost hunter in north Alabama. Reports state that the helicopter called in to report that it had found the hunter and was hovering over him, it then crashed and burst into flames filling three, the pilot a nurse and an unknown person. [Media]

## LETTERS

Good Morning Bryn

Very many thanks for the coverage of SWCAP in the latest PAN - which was another super issue. I'm glad to say things are moving along in SWCAP - we are working with some police forces, Coastguard of course, and other agencies, but it is still like trying to shove water uphill.

I remember you warning me in the early days, when I was whingeing to you that I felt as if I was trying to flog dodgy double glazing ... you said it would take ten years before we got any sort of recognition. You were dead right - we've been going six now and only just starting to make headway.

We've been helped by the high calibre folk who have joined over the last couple of years ... ex RAF. Airline ATPL's, Police pilots, etc - folk with 20 and 30,000 hours. Also the experience level of our pilots is high. Even though the majority are PPL's the average is around 1,000 hours plus.

By coincidence, when I was in the motor trade I ran a similar briefing to PAN called "Mofacts" (sold it when I retired). The idea was that busy executives could self brief on what was going on in their industry without having to wade through the stacks of magazines and reports that come across their desks. (one of the major banks once estimated that for an executive to keep reasonably up to date with what was going on from newspapers, magazines, special reports and suchlike, it would take him about four days per week!).

Mofacts meant that an exec could skim Mofacts in an hour and be pretty well up to date. The key thing that you do, that I did, was boil items down to essentials. E.g. you can have a three page magazine article that waffles all around an issue when the key information can be contained in a few paragraphs ... so we just covered it in a few paragraphs.

We used to get directors calling up saying: 'I've got a board meeting in a couple of days - can you send my Mofacts so I can prime myself before it?'

I guess you are doing the same Bryn. The key thing is to have somebody compiling it that has a pretty in depth knowledge of the industry he is working in. I bet there are aviation execs in meetings right now that are looking dead smart by dropping information they picked up from PAN yesterday!

Kind regards, and thanks for all of your interest and support,

Arnold [UK Skywatch Civil Air Patrol]



# HELI-EXPO

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## PEOPLE



HAI has announced that this year's Igor I. Sikorsky Humanitarian Award recipient is the **County of Los Angeles Fire Department**, Air Operations Section, Pacoima, California.

The Los Angeles County terrain can be as diverse as the rugged San Gabriel Mountains, the vast high desert of the Antelope Valley, the islands of Catalina and San Clemente, and the expansive coastline and scenic beaches that make up the greater Los Angeles area. During the fall and winter months, the department routinely battles the destructive wind-driven "Santa Ana" wildfires that push down from the high-desert area to the coastline. The unit has pioneered the use of helicopters in wildland firefighting and is still a leader today in the use of aircraft in urban areas. In 2006, the department battled 405 wildfires and dropped nearly two million gallons of water and retardant. In addition to their expertise in firefighting, the department has been a major player in Emergency Medical Services (EMS) operations since 1967. In 2006, they transported more than 1,222 patients, performed more than 30 hoist rescues, and flew just over 15,000 passengers.

This year's MD Helicopters Law Enforcement Award recipient, **Mr. Daniel B. Schwarzbach**, Senior Police Officer, Houston Police Department, Houston, Texas. Schwarzbach has been with the department for 27 years, the last 23 years assigned to the Helicopter Patrol Unit. A unit pilot for 20 years, he has also served as tactical flight officer and unit Budget Coordinator.

Schwarzbach joined the Airborne Law Enforcement Association (ALEA) in 1986, and in 1998, was elected South Central Region Director. During his 10 years on the ALEA Board of Directors, he has also served as Secretary; Chairman of the Air Beat, General Manual, and Executive Committees; and recently began his third two-year term as ALEA President. He is Editor-in-Chief of Air Beat magazine, the Association's bi-monthly journal, and the Editor of the ALEA's monthly E-Newsletter. The ALEA is a non-profit educational association whose mission is to promote and



advance the safe utilization of aircraft by law enforcement agencies. During Schwarzbach's tenure, the Association began their Safety First Program, and mandated that ALEA actively participate in the 2005 and 2007 International Helicopter Safety Symposiums. He also had ALEA serve as a member of the International Helicopter Safety Team (IHST). Schwarzbach re-invigorated the Airborne Law Enforcement Accreditation Commission (ALEAC), which will draft industry standards for the operation and administration of law enforcement aviation units in the United States. It is believed that compliance with these standards will play a major role in the IHST's stated goal of reducing helicopter accidents by 80 percent in 10 years. Schwarzbach is also an active member of HAI's Government Services Committee, the International Association of Chiefs of Police Aviation Committee, and the National Sheriffs Association Special Operations Committee. He is committed to the growth of law enforcement aviation and the enhancement of aviation safety for the safe and successful completion of each airborne law enforcement mission. His work continues to benefit the airborne law enforcement industry and, therefore, the entire helicopter community. For his contributions to the advancement of aviation in law enforcement, Officer Schwarzbach is awarded the 2008 MD Helicopters Law Enforcement Award.



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All winners will be recognized at HELI-EXPO 2008's annual "Salute to Excellence" Awards Banquet on February 25, 2008 at 8:00 p.m. in Houston Texas. For more information about the 2008 "Salute to Excellence" Awards Banquet, contact HAI's Communications Department at 703-683-4646, fax: 703-683-4745, or email: [rotor@rotor.com](mailto:rotor@rotor.com). For more information on HELI-EXPO 2008, visit [www.heliexpo.com](http://www.heliexpo.com).

New Zealander Richard "Hannibal" Hayes has become the first from his nation to receive the annual World Air Sports Federation (Federation Aeronautique Internationale) Outstanding Airman Award for fighting a large bushfire near Queenstown.

The FAI award was presented to Mr Hayes at the opening ceremony of the New Zealand Air Games in Wanaka on last month..

Nominated by Flying New Zealand for his work in extinguishing a huge blaze in the hills above Queenstown in November 2005, Mr Hayes was the only pilot qualified for night-vision flying a factor which left him operating alone throughout the night. The technology was pivotal in fighting the massive scrub fire during which more than 100 people were evacuated in darkness from their homes in Closeburn, Wilsons Bay and Alpine Retreat.

The last time the award was handed out was a joint award to the pilots involved in rescuing people after Hurricane Katrina devastated the United States city of New Orleans in August 2005.

## EVENTS

The Supplier Excellence Alliance (SEA) will hold its next Member Conference on January 24, 2008 at the Scottsdale Plaza Resort, Scottsdale, Arizona. Honeywell Aerospace will host the Conference and an Opening Reception on the evening of January 23.

SEA is the non-profit alliance of aerospace and defence prime and tier-one contractors and leading sub-tier suppliers organized to transform the North American supply chain. Prime-empowered and supplier-led, SEA helps improve the performance of small and mid-sized production suppliers and enables them to collaborate to produce integrated supply chain solutions.

SEA Member Conferences are educational forums designed for supplier company owners and CEOs.

SEA member companies represented on its board of directors include BAE Systems, The Boeing Company, Lockheed Martin Corporation, Northrop Grumman Corporation, United Technologies, Inc, Parker Aerospace, Rockwell Collins, Cessna Aircraft Company, Honeywell Aerospace, Hitco Carbon Composites, Dresser-Rand, Roberts Tool Company, Cristek Interconnects, Photo Etch Company, Bodycote Thermal Processing, and DRS Technologies. To learn more about SEA, visit the SEA website at [www.seaonline.org](http://www.seaonline.org)

## DIARY

16-17 January 2008. International Safety & Security Conference, Diker Pavilion, New York City [www.emergencycorps.org/issc.php](http://www.emergencycorps.org/issc.php) +1 631 754 6252

29-30 January 2008 *European Police Congress in Berlin participants are mainly police, border police and special services* <http://www.euro-police.com>;

Topics of the 2008 Main Programme include Cross-Border-Cooperation in Criminal Investigation, Police Online, Future Perspectives for the German Federal System and Operational Work of FRONTEX – First Impressions of a new European Agency

24-26 February 2008 Heli-Expo 2008. Houston, Texas. To be held in the George R Brown Convention Center. [www.visithoustontexas.com](http://www.visithoustontexas.com) [www.rotor.org](http://www.rotor.org)

