

Police Aviation News

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IPAR

60 YEARS

OF THE

POLICE HELICOPTER

WESTLAND
SIKORSKY
S-51



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EDITORIAL

This month marks the 60th Anniversary of the airborne law enforcement use of the helicopter. It may have been a 'one off' operation that fizzled out until others took up the mantle in Czechoslovakia and the USA some months later but all things must have a start. Probably more important is that the pilot of the operation was Alan Bristow an important helicopter pioneer who is still with us.

Fifty years later the helicopter became the prime mover of the art of airborne law enforcement – having largely sidelined fixed wing aircraft in front-line operations.

This issue carries the story – one formed in the aftermath of a deadly European war – of a group of pioneers barely recognised in the field of airborne law enforcement.

Getting Sikorsky, Westland and Bristow interested in this little bit of history has not been easy.

Bryn Elliott

LAW ENFORCEMENT

CANADA

BRITISH COLUMBIA: The Abbotsford Police helicopter is expected to be grounded this month. The pilot and owner of the Robinson R44 helicopter used by the police Special Constable Dean Russell has told local media that the existing arrangement is being cancelled.

For a year Russell has been talking with the department about his personal safety concerns and a wish to carry a weapon and he has specifically requested a Tazer.

The programme started as a pilot project in May 2005, after Russell offered his helicopter for use by police at no cost.

Russell was made a special constable to fly the helicopter full time as a volunteer and the police department provided two TFO's, a gift that appears to have been costing Russell around \$450,000 annually.

Ed: In a strange twist on this it appears that although Russell does not patrol with police he

Cover Photo: This edition marks the 60th Anniversary of the police using the fully developed helicopter to undertake a law enforcement mission. As you will read later in this edition it was a small affair but it was staging post along the way. The illustration taken by Daily Express photographer Walter Bellamy shows Inspector George Brunson of Methwold, Norfolk Constabulary in the doorway of a Sikorsky helicopter flown by Alan Bristow. [© Walter Bellamy]

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is asking for a personal defence weapon to protect himself when he makes personal appearances. The local Police Chief Ian Mackenzie has gone on record to state that there is no justification for Russell to be armed. It may be that the owner/pilot is withdrawing the air cover because the police are unwilling to accede to his request for a fuller 'backdoor' police status. [media].

CARRIBEAN

DRUG BUST: Helicopter Carrier HMS Ocean, the Royal Navy's largest warship, has seized nearly half a tonne of cocaine during its current maritime security patrol in the Atlantic and Caribbean.

Netting 12 bales of the drug, with a street value of around £28M [\$51M], this represents yet another significant victory in the war against drugs.

Having detected a small aircraft flying over the sea, the ship despatched one of its 854 Squadron Sea King aircraft to investigate. After tracking the aircraft they called in the support of a 700M Squadron Merlin helicopter from the ship together with a US Customs and Border Protection aircraft.

Unaware that its activities were being closely monitored, the smugglers' aircraft dropped its cargo of drugs into the sea close to a waiting boat whose occupants started to drag the bales onboard. However, on seeing the aircraft the boat's occupants quickly threw the bales of cocaine into the water.

The boat was chased by the US Coast Guard whilst the drugs were first guarded from above by the Merlin and then recovered from the sea. The drugs were safely flown to HMS Ocean, where they were weighed in at 480kg [1,056 lbs].

CAYMAN ISLANDS: Continuing on from last months story Cayman Government plans to buy a helicopter for police use are now being treated as common knowledge.

The Annual Plan for the Cayman Islands budget mentions an Equity Investment of \$5.5M to fund the establishment of a new Police Marine Facility; the purchase of a helicopter; new vessels and other assets required to assist with the fight against crime and improved border protection. According to budget documents, the helicopter will cost \$1.8M. This is to be a Government purchase details of which should be public domain next month.

The spending plan requires approval of the Legislative Finance Committee. The Government's next budget year runs from 1 July to 30 June, 2008

The current cost of the use of the Cayman Islands Helicopters is a closed book as far as public accountability is concerned but local media state that the standard commercial rates being quoted by the company are US\$1,700 per hour, or \$1,430 in local currency.

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GERMANY

THURINGIA: The ongoing modernisation of the police air fleet in Thuringia will see the scheduled delivery of a new EC145 as this edition goes to press. The Polizeihubschrauberstaffel Thüringen operates out of the Flughafen at Erfurt.

In common with others already in the fleet the state will use the Advanced Integrated Mission Station (AIMS), a system developed by the Munich-based company ESG Elektroniksystem- und Logistik-GmbH. Thuringia is installing the AIMS system into the BO 105 helicopters that are currently in use and the new EC 145 helicopters.

ESG's system integrates a variety of individual devices used by police into a common system with a standardised user interface.

AIMS allows for a clear overview of the work being carried out in helicopters, and that even though it also offers an increased range of functions. Various equipment such as a TI camera, video recorder and transmission systems are integrated into a unified man-machine interface. This allows for easy operation of all devices using only a control stick and a touch screen. New devices are a digital downlink and the AUTOPOL object recognition system from EADS.

Thuringia is the third German federal state to use the AIMS system. The helicopter fleet in Rhineland-Palatinate has already been using this system in its operations since the beginning of 2006. The Bavarian police rented an AIMS system from ESG for use during the Soccer World Cup and during Pope Benedict XVI's visit. [EC/ESG]



MALTA

AFM: An Armed Forces of Malta rescue operation which was originally meant to see a boatload of 53 illegal immigrants 88 nautical miles south of Malta reach the safety of Haywharf in the Grand Harbour, took a different turn when offshore patrol vessel P-61 conducting the operation did not find the group but encountered a second boatload in the area instead.

After receiving an initial sighting the AFM Headquarters' Operations Centre despatched a long-range search BN Islander aircraft was sent to the location in poor visibility to positively identify the drifting boatload of migrants.

After more than two hours on station overflying the boat, the Islander aircraft was recalled back to base to refuel before returning to the area in company with the surface vessel operating in a worsening sea state of force 4 to force 5.

After four hours of searching the Islander aircraft had to return to Malta for fuel and the aerial portion of the search was postponed overnight. P-61 remained on station and continued the search throughout the night.

During the course of this mission the patrol vessel monitored another separate boat laden with 25 illegal immigrants. When the boat capsized at around just before midnight AFM managed to save 24 of the illegal immigrants - 18 men and 6 women.

Meanwhile fears were raised over the fate of that original vessel with 53 illegal immigrants spotted south of Malta.

In subsequent investigations it was thought possible that the Italian coastguard had rescued the migrants, although there was no information.

The EU is stepping up efforts to tackle illegal immigration on its southern borders and is planning six joint operations and four study projects this year with Frontex, allocating €8M for the operations. [Media]

SWITZERLAND

The first of eighteen Swiss air force Eurocopter EC635 helicopters flew at the Eurocopter facility in Germany late last month, ahead of the type's delivery to the service from early next year.

To replace the air force's Aerospatiale Alouette IIIs, the new aircraft are to be used for training and transport duties, with all being delivered by late 2009. The type will eventually see service as the primary police aviation resource, replacing the Alouette's currently used with stick-on Polizei signs.

The programme's first four aircraft will be built at Donauworth, with the remainder to be completed by Ruag in Alpnach Switzerland. The company will also assemble a further two EC635s for Switzerland's Federal Air Transport Services under the nation's April 2006 contract with Eurocopter.

The military EC635 version of the EC135 has had something of a chequered career since it was selected and then rejected by lead customer Portugal. The rejected aircraft were sold on to the Royal Jordanian Air Force as the new launch customer, the only previous buyer for the EC635. These aircraft are also used in a significant law-enforcement role. [Flight/IPAR]

UNITED KINGDOM

HOME OFFICE: The official HO grant figures have been issued. The only newly announced aircraft replacement grants this coming year relate to Devon & Cornwall and Greater Manchester. Residual amounts in the budget cover previously announced programmes for West Midlands and the Metropolitan Police EC145 programme. The full East Midlands bid was paid last year to cover the new EC135P2. In both last year and this just over £3M was assigned to helicopter renewal projects.

After the difficult times of last year Chiltern East has received another payment towards its on-off-on new base. Readers will recall that the unit started site preparation works on a new unit at Luton Airport only to have the airport authorities change their mind before contract signature. The unit was obliged to move to a site at RAF Henlow at short notice which left them pretty disadvantaged pending the completion of a new facility. PAN understands that currently the offices, crew room and pad are some distance away from each other.

The funding for a new aircraft to replace Devon & Cornwall's Eurocopter BK117C1 is a previously undisclosed project. [HO/IPAR]

GREATER MANCHESTER: With the replacement aircraft now selected and Home Office financed GMP's probably thought they might just get a bit of good press here on in. Unfortunately they were reckoning without their local Bolton newspaper.



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The reporter let the locals know that GMP were splashing out some £4.2M on a new crime-fighting helicopter due for delivery next year to replace what he called their 'clapped-out chopper.' The report went on to say that the new MD902 aircraft will replace a similar model which has been in use since June 2001 and has become expensive to maintain. Not the terminology to inspire anyone obliged to use the craft for another year.

Still 'clapped out' or not the report went on to say that the existing machine spends 1,200 hours a year in the sky and, in a five-month spell last year, it carried out 771 hunts for offenders, 260 vehicle pursuits and 154 Misper searches. Sounds pretty healthy overall!

According to the paper GMP will receive a £1.3M grant from the Home Office towards the purchase and hope to raise £1.3M from the sale of G-GMPs, leaving them to find £1.6M.

Ed: GMP were granted 10% of the official replacement cost this year with additional grants likely in subsequent years.

METROPOLITAN – LONDON: With the pending acceptance into service of the Metropolitan Police EC145 helicopters Skyquest Aviation, the video management systems contractor has released detail of the mission systems fitted to the three EC145's 'bringing total flexibility and enhanced mission management to the police air support wing.'

Each of the EC145 helicopters is fitted with 5 multi-function high definition mission displays capable of displaying single or multiple images to each user. Using Skyquest's 'quad' technology an airborne police observer can view all the information from his multi-sensor camera system as well as a moving map on the screen simultaneously and choose which sensor is giving him the most important information.

Single or quad view images can be recorded and transmitted via the aircraft's microwave link system to ground based receivers bringing new levels of data and information to commanders on the ground.



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As part of Skyquest's supply, each aircraft is also fitted with 4 video recorders and a host of other mission equipment including a comprehensive video management unit enabling aircraft installation to be simplified by only requiring one cable to be routed to each display. The single cable manages the total distribution of all signals on the aircraft and handles signal conversion and amplification to enable all displays to view the same image (if required) without any signal loss.

Skyquest's integration of ANPR (automatic number plate recognition) computers, external hoist cameras, and other mission management computers provides total flexibility to each user.

Skyquest have received multiple orders for their VMS system since its launch last year and the system is fast becoming the standard fit for many airborne surveillance users throughout Europe. [text and images Skyquest]

The arrival of the EC145 fleet has also brought about the settling of the operation into its Lippitts Hill base.

Last month plans were submitted to the local authority [Epping Forest District Council] seeking permission to undertake engineering operations to construct a 'clear area' for helicopters and provision of lights and wind direction indicator.

Ever since operations were set up on site there were CAA limitations on the performance of the helicopters operated primarily caused by the lack of a clear area. The aircraft were more than capable but the regulations prohibited the police operator to make best use of the available performance. In part this led to the early demise of the 1980's Bell 222 fleet.

The clear area works will seek to level an area of police owned land adjacent to the fenced off helipads on the south side of the main Lippitts Hill camp and provide a grassed rein-





forced 'runway' with IFR/night operation lighting. The runway will be laid out east-west on land previously used for resting police horses.

Not so long ago there was a fear that the police air unit would move out. Boundary changes had placed the site in the area of Essex Police and other sites – including RAF Northolt – were being mooted. Talk of moving out has dissipated and it looks likely that the latest enhancements to the base will ensure a long future through the 2012 Olympics. [EFDC/IPAR]

MERSEYSIDE: Last year there was talk of a non-aviation police unit in Liverpool operating UAV's. It was a proposal much scoffed at at the time. Quicker than expected Merseyside has been trialling such a craft.

Merseyside has demonstrated a 'spy drone' fitted with CCTV cameras intended to tackle anti-social behaviour, public disorder and other roles. The machine is 1m wide, weighs less than one kilogram [2.2 pounds] and can record images from a height of 500m. It is due to be operational for a full three-month trial this month - the first of its kind in the UK.

The machines, acquired from Germany, are flown by remote control or using pre-programmed GPS navigation systems, are silent and can be fitted with night-vision cameras.

The md4-200 is described as a high endurance 4-rotor VTOL craft constructed from carbon and comes with flight controller, navigation controller, gearless brushless motors, double-super FM-receiver, landing gear, antenna, attitude/altitude control, offering a flight duration of about 20 minutes. The images recorded are sent back to a police support vehicle or control room.

It is claimed that the drone is exempt from air-traffic restrictions in much the same way toy aircraft are. The autopilot can navigate GPS waypoints or hover autonomously, and is also capable of landing itself if the control signal is lost.

Ed: But not everyone believes the media hype that this craft is either anything but a toy or truly autonomous let alone that it can undertake the promised level of surveillance in a safe and efficient manner.





UNITED STATES

CALIFORNIA: Budget deficits in Long Beach Police Department at putting the existing Eurocopter EC130 helicopters operated by the unit under threat.

Acquired for about \$2.7M each using seized assets, mainly drug money, the EC130s cost from \$500 to \$600 an hour to operate, with the average flight time being about 2,800 hours per year. There is an opinion forming that the aircraft are over-capable for meeting local policing needs and might sensible be replaced with something smaller. [The Beachcomber]

FLORIDA: The Santa Rosa County Sheriff's Office, based in Milton a small town with a population of just over 7,000 is acquiring a helicopter. The helicopter currently is part of a fleet of four with the St. Lucie County Sheriff's Office. The thirty five years old Bell OH-58A+ Kiowa is being donated by St. Lucie County Sheriff Ken Mascara at no cost to the Santa Rosa County Sheriff's Office and will be used for drug eradication and special circumstances, such as searching for missing people and responding to natural disasters. It will not be flown on a regular basis for patrol functions.

St Lucie County operated four OH-58 helicopters but recently added a AgustaWestland A119 to its fleet.

Santa Rosa previously operated a 1981 Cessna 172P N52615 but that crashed on a drug eradication mission in September 2003. [Media]

MARYLAND: Back in April the Baltimore County Police Department's new helicopter hangar and three new helicopters were the focus of attention at the Martin State Airport in Middle River.

Replacing rented accommodation at the same airport the 10,000 square foot hangar and office facility, cost \$2.3M and lifts the BCPD aviation operation to equal the best in the state. The new facility will allow the BCPD to perform mid-level maintenance and improved accessibility to flight response.



The BCPD now operates three new Eurocopter AS350B3 helicopters: - N803CP c/n 4138, N804CP c/n 4133 and N808CP c/n 4151.

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NEW JERSEY: Keystone Helicopter recently delivered the newest addition to the New Jersey State Police aircraft fleet. The Sikorsky S-76B™ will perform medical evacuations and support the state's homeland security programs. Keystone is a subsidiary of Sikorsky Aircraft Corp., a United Technologies Corp. company.

Keystone has now completed and delivered three Sikorsky S-76 aircraft to the New Jersey State Police and also provides them with maintenance support. Keystone converted the latest helicopter from an executive transport to a full medical interior with sliding side cabin doors for patient transport. The aircraft also has full command and control capabilities including a FLIR infrared system with full microwave surveillance down linking. An AeroComputers mapping system and Technisonics FM systems round out the avionics suite. [Keystone Helicopter]

TENNESSEE: With revenue from the seizure of drug-related property on the decline, Hawkins County Sheriff Roger Christian has gone on record stating that the single Bell OH-58A helicopter [N129HC] operated by the Sheriff's Office will have to be withdrawn from service and placed in store.

Between insurance, storage and maintenance, the helicopter costs the Hawkins County Sheriff's Office about \$20,000 annually simply to possess before it even gets off the ground. Insurance is \$9,300 per year alone.

During the current fiscal year, the sheriff's department was anticipating \$75,000 in revenue from drug fines, court costs and seizures based on previous years. But instead that figure will come in at barely over \$41,000 this year.

The biggest revenue difference is in property seizures. Two years ago, the HCSO netted 138,906 in seized property. Last year, that figure dropped to \$49,147.

The HCSO began its marijuana eradication helicopter program in 1997. In the early years, the helicopter was responsible for the seizure of an average of 10,000 to 12,000 plants per

year. In recent years, that number began to decline annually. Last year the helicopter was responsible for about 1,300 marijuana plants being seized. It was widely assumed that the helicopter was so efficient at eliminating outdoor pot growing in Hawkins County that the growers simply stopped, or moved indoors.

If the operation does halt the Tennessee National Guard and Highway Patrol will still be patrolling Hawkins County. [Times]

Ed: A strange one that. On one hand they appear to be saying their efforts against drugs are being supremely successful [thanks in part to the helicopter] and then they are saying they complaining that the success is not cost effective so they are putting the helicopter to one side—perhaps until the situation worsens again!

AIR AMBULANCE

AUSTRALIA

ROYAL FLYING DOCTOR: The 80-years old Royal Flying Doctor Service is to upgrade its aircraft fleet and areas served under a \$250M package.

Under the Australian Government's new funding model the service will for the first time make emergency-rescue flights to areas such as Bass Strait.

Operating as a not-for-profit charity, the Royal Flying Doctor Service operates under eight different entities. These are co-ordinated by its head office in Sydney, which also distributes funding from governments.

In the past year, the service has overseen 237,000 patient visits and operated from 22 bases with more than 500 staff. The review of the service has exposed big problems with this unwieldy structure, with Canberra determined to drive reform -- in return for putting the service on a more sustainable financial footing. 400 doctors will be enticed to practice in rural and remote areas.

BOTSWANA

An Airborne Lifeline Foundation (ALF) flying medical service was launched in Gaborone last month, it will help transport medical specialists to remote parts of the country.

ALF has been created to transport healthcare professionals to regional and remote clinics on a fixed weekly schedule. he service would make it easier and faster for patients to get to the referral hospitals. [Media]

LIBYA

The Agusta A119 based air ambulance operation was inaugurated at Al-Zawia Educational Hospital on last month with the landing of the first helicopter ambulance, equipped with intensive care unit and supplied with the up-to-date medical technology. [Media]

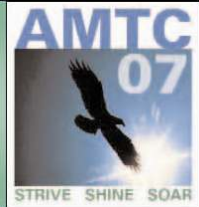
UNITED KINGDOM

COUNTY: County Air Ambulance recorded a 40% rise in activity for the first quarter of the year over the same period last year Operating from three sites in the Midlands their three helicopters flew 292 sorties in March of this year the busiest of the three months. The Air Ambulance control Centre has now been located at Brierley Hill home of the West Midlands Ambulance Service Operations Centre having moved from RAF Cosford last year. The three Eurocopter EC 135 helicopters are based at RAF Cosford (near Wolverhampton),



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Strensham North Services on the M5 motorway, and The East Midlands Airport at Castle Donnington (near the M1). It has been identified that the procedural changes and the tasking to a greater number of incidents has led to the increase in business for the Air Ambulance Service, which has seen the three helicopters flying 671 missions during the first three months of the year when compared to 473 in the corresponding period last year. [Dave Billinge]

HAMPSHIRE AND ISLE OF WIGHT: The new EMS operation will commence operations from July 1 flying a Bo105CBS/4 operated by Bond Air Services Limited [BASL]. The operation will initially operate out of Thruxton for one year making use of a hangar owned by the airfield operators Western Air Thruxton Ltd.

BASL has told Police Aviation News that the current operation will fly eight hours a day, five days a week with a view to extending operations when the income stream can support it. [JP]




SURREY: The new Surrey Air Ambulance operation will be officially launched by actress Penelope Keith CBE at Dunsfold Park near Cranleigh this month. The ceremony will be taking place during the afternoon of Friday June 8. [KAAT]

FIRE

UNITED STATES

CALIFORNIA: Kern County currently has one county-owned helicopter specifically designed to fight wild land fires. This is supplemented by contract aircraft when they are available.

Now County Fire Chief Dennis Thompson has unveiled plans to inject anything between \$9 and \$17M over six years to refurbish two helicopters and the county's air traffic control airplane, hire pilots and support crews to enhance the County's own capability. Although there has been a measure of support for the plan its final fate will be reviewed in more detail during budget hearings over the summer.



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SEARCH AND RESCUE

ICELAND

Field Aviation has signed a contract to supply the Icelandic Coast Guard (ICG) with a new Maritime Surveillance Aircraft based on the service proven Bombardier Aerospace Dash 8 Q 300 Series. This contract was awarded to Field after the Coast Guard ran an international tender process for an aircraft to replace the ageing Fokker F-27 maritime surveillance aircraft currently employed as the first-response vehicle on location.

The Dash 8 Q300 Maritime surveillance Aircraft (MSA) has factory equipped long-range fuel tanks giving more than 8 hours endurance, and Field will outfit the aircraft with a comprehensive sensor suite that includes a 360 degree maritime search radar, a side-looking radar and an electronic-optic/infra-red camera pod. All sensors will feed into an integrated data handling system from L-3 Communications - Integrated Systems.

UNITED KINGDOM

SKYWATCH: A Cessna 172 of the Sky Watch Moray Firth Unit on a training exercise with Kinloss Mountain Rescue Team was called by Aberdeen Coastguard to help locate an angler who had fallen into a small loch 5nm south of Elgin and was trapped in the water up to his neck.

The angler was located and the decision taken by Coastguard to breach the loch edge to lower the water level in order to rescue him. The Sky Watch aircraft was asked to stay on scene to monitor the flood water as it flowed toward Elgin heading north, in case of danger to people, property or livestock.

The angler was eventually released and taken to Inverness by the Helimed Scottish Air Ambulance helicopter where his condition was later reported as satisfactory.

Although some fields were flooded, no buildings were damaged and having monitored the situation, the Sky Watch aircraft returned to its base after 90 minutes.

UNITED STATES

COAST GUARD: EADS CASA are to supply Lockheed Martin another five HC-235A multi-mission aircraft for the US Coast Guard's Deepwater Program. The order was placed

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by Lockheed Martin last month to be delivered to them in 2008. With these five, the number of aircraft ordered to date is eight out of a projected Coast Guard plan for up to thirty six aircraft.

INDUSTRY

Specialist Aviation Services Ltd (SAS) has opened its doors to customers at its new Newcastle maintenance base.

As well as being a firmly established operator of air ambulances and police helicopters throughout the UK, the Gloucestershire based group specialises in Part 145 maintenance for private and commercial helicopter operators.

The group, which also specialises in twin rotary IR training, has taken on the lease of a newly approved hangar facility at Newcastle Heliport and will focus primarily on single and twin turbines. It can provide ad-hoc maintenance services for private owners as well as managed maintenance contracts for commercial operators.

Lockheed Martin unveiled its new, state-of-the-art pilotage sensor for cargo and utility aircraft during recent flight demonstrations on a UH-1H helicopter at Fort Belvoir, Virginia. The pilotage sensor, called Pathfinder, uses existing proven technology from the Lockheed Martin Modernised Target Acquisition Designation Sight/Pilot Night Vision Sensor (M-TADS/PNVS) system deployed on the AH-64D Apache. Pathfinder is a low-risk, best-value pilotage system for safe flight operations. It significantly increases situational awareness and reduces pilot workload through a head-up, eyes-out helmet-mounted display (HMD).



Pathfinder is the only forward-looking infrared (FLIR) system designed and developed specifically to support terrain-following flight and terminal operations in unimproved landing areas. Lockheed Martin is also evaluating alternate sensor and image processing techniques that would allow Pathfinder to show visible and near IR features such as cultural lighting. The advanced pilotage FLIR used in Pathfinder is the next generation in thermal imaging. Its long-wave, high-definition FLIR has 52-degree, wide field-of-view optics (an exceptionally wide field-of-view). The FLIR technology is based on a Standard Advanced Dewar As-

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sembly I (SADA I) integrated detector cooler assembly and electronics modules common with the M-TADS targeting FLIR. Pathfinder's high definition 1728 by 960 resolution allows pilots to fly at safer altitudes and airspeeds while providing necessary information to complete complex missions. Pathfinder is provisioned for image blending, and its advanced processing algorithms give pilots the best resolution possible to avoid obstacles such as wires and trees.

The Pathfinder turret is easily mounted on the helicopter's chin using a kit consisting of three line replaceable modules. Eleven of the 14 line replaceable modules are 100 percent common with the AH-64D Apache's M-PNVS system.

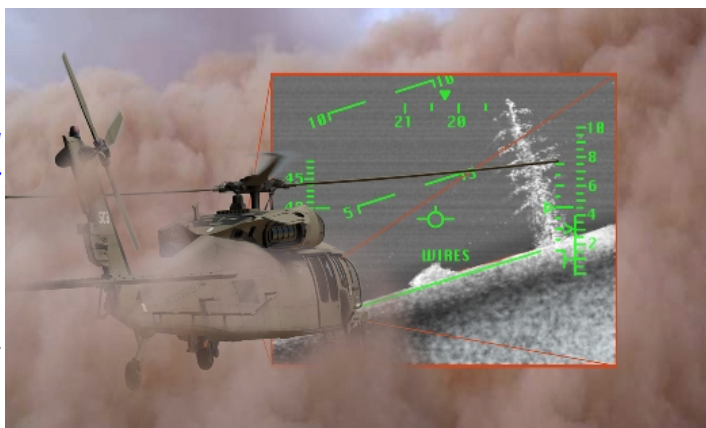
The Pathfinder FLIR can be adapted for use on rotary- and fixed-wing aircraft and is immediately available for military, search and rescue, and medical evacuation missions.

In a similar vein **BAE Systems** has completed flight testing of a prototype lightweight, all-weather cable and obstacle detection system. The system uses radar to identify cables and other obstacles and provides precise altimeter information to military helicopter pilots.

Cable and obstacles are common causes of helicopter accidents. BAE Systems has a lightweight, cost-effective all weather cable detection system that detects cables and other obstacles using low-probability-of-intercept, low-probability-of-detection radar technology. BAE developed the test programme with input from multiple government agencies and performed the evaluation in Arlington, Texas, using Bell Helicopter's new 430 test aircraft.

BAE Systems' prototype cable and obstacle detection system uses radar to identify cables and other obstacles and provides precise altimeter information to military helicopter pilots

Ed: Flight International the 29 May – 4 June edition carries an in-depth appraisal of both of these systems.



Meggitt PLC, a group of companies with leading expertise in the design and manufacture of high-performance components and systems for aerospace, sensing and defense applications, has announced the formation of a new Meggitt Sensing Systems division. The division has been formed by merging the Meggitt Aerospace Systems and Meggitt Electronics groups into a single entity that aligns some of the world's most notable companies in the



Gippsland Aeronautics have confirmed that they will have an example of the GA8 Airvan on display at next months ALEA Annual Conference & Exposition at the Orange County Convention Center, Hall A-2 Orlando, Florida.
www.alea.org

sensing industry with related products, services and applications.

Pratt & Whitney Canada Corp. (P&WC) has signed a new five-year contract with Air Methods Corporation to maintain engines for its fleet of helicopters and fixed wing aircraft.

This contract renews and extends a previous maintenance contract and covers some 100 P&WC engines with an expected growth to 200 engines as Air Methods expands its fleet of emergency air medical aircraft.

Under the contract, P&WC will provide engine maintenance and accessory coverage for P&WC engines powering Air Methods' helicopters and fixed wing aircraft. These include PT6T, PW206B, PW206B2 and PW207E engines for various models of Bell, Eurocopter and MD helicopters and PT6A-28, PT6A-42 and PT6-67B engines for Air Methods' Beech and Pilatus aircraft.

Deliveries of the US Army's newest rotary-wing aircraft are continuing ahead of schedule as **EADS** North America plans to increase production output of the twin-engine UH-72A Lakota Light Utility Helicopter.

Six UH-72As have been received by the Army to date, with the no. 6 helicopter displayed last month at the Army Aviation Association of America's annual meeting in Atlanta, Georgia.

Australia's unmanned surveillance aircraft [UAV] have been grounded in East Timor after one crashed into a house in Dili.

No one was hurt in the incident, thought to have been caused by a technical or operational failure, but the unoccupied house was damaged. All similar surveillance aircraft in East Timor had been grounded until an investigation into the crash was complete. Australian forces repaired the damaged house.



In April **Broadcast Microwave Systems** [BMS] closed on the acquisition of the **AVS** subsidiary of Tandberg Television for \$8.3M. AVS is located outside of Frankfurt Germany and manufactures COFDM transmitters and receivers and integrates them into larger systems. Amongst other things, they have developed high definition COFDM transmission products that will complement the existing BMS product line. AVS are strong in Europe, where BMS are looking to expand, and in return they will benefit from the BMS sales force selling their product line.

BMS-Europe, as they are now called, has 25 employees. The key management team, Reinhard Kuehn, Managing Director and Rainer Horn, Director of Operations remain intact. They outsource their board manufacturing to local assembly houses and then complete the final assembly and test themselves. They have a strong product development group and have established valuable relationships with COFDM technology suppliers. (COFDM was developed in Europe) www.bms-inc.com

BMS picked up a number of awards for its existing product line at an industry ceremony in Las Vegas. The awards were won for the Mini-Coder HDV transmitter and 2-way diversity receiver package. 2 of the 3 awards were won in conjunction with the JVC camera solution (ProHD Libre) that is packaged with the BMS microwave. The third award was for the Mini-Coder HDV transmitter as a stand alone product (BE Pick Hit Award).

Broadcast Engineering 2007 Pick Hit Award

TV Technology 2007 Star Award

Digital Television 2007 Top Innovation Award

The Mini-Coder HDV product won primarily for its compact size, lightweight and cost efficient attributes.

Pratt & Whitney Canada Corp.'s PT6A-52 engine, selected to power the new Beechcraft King Air B200GT aircraft, has been certified by Transport Canada.

A derivative of the popular PT6 family, the PT6A-52 engine is replacing the PT6A-42 on the latest King Air B200GT twin turboprop model. The PT6A-52 received both type certification and manufacturing approval from Transport Canada in April 2007. FAA certification is expected this quarter.

The PT6A-52, rated at 1,150 thermal shp and featuring a hydro-mechanical control, will enable the new King Air B200GT to cruise faster, in excess of 300 knots.

Over the last four decades, close to 35,000 PT6A turboprop engines have been delivered, 22,000 of which continue to fly today in corporate, utility and agricultural markets around the world.

In Belize **Astrum** Helicopters has announced the delivery of its new Bell 206 Long Ranger L4 helicopter. The helicopter was delivered from Bell Helicopter to undergo completion at Hillsboro Aviation, Oregon.

The new Bell will have a corporate 6 passenger configuration, sliding door, cargo hook, litter kit (2 stretchers), emergency floats, latest avionics package, and many other options that will allow the helicopter to accommodate a variety of missions.

Astrum Helicopters is expanding its fleet to accommodate the growing market in the tourism industry, specialised charter, SAR, Medevac & Evacuation Services.

An Atlas Helicopter's Twin Squirrel Eurocopter flies in at **Showcomms** to test out suitable headsets for the Motorola MTH650 radios on their way to the 100th Isle of Man TT races. Atlas are providing two AirMed helicopters for this year's races. G-OTSP and G-PASH.

An urgent call for same day delivery of a pair of headsets required for a pair of Motorola Tetra MTH650 radios resulted in the quickest delivery to date! McKay provides the answer over Squirrel noise! The mic capsule on the McKay 3 wire headset with Twin Squirrel engines on full throttle was word perfect. The pilot Mike Burns

tested the microphone and earpiece in the cab with the earpiece fitted under the crew's standard helmet and was able to hold conversation with MD Bruce Cocks of Showcomms a safe distance from the rotors.

The McKay 3 wire kits were not originally on the shopping list but the ability to place the mic alongside the existing boom mic and operate with the torpedo PTT switch were ideal for the Medics flying for the TT races. Showcomms were also able to provide Atlas helicopters with sturdy 4" Motorola belt clips and radio brackets so there were no loose radios in the back!

Showcomms supply wired and wireless intercom, walkie talkie radios, headsets, earpieces, radio batteries, spare parts, RTS beltpack and UHF radio accessories. They are a Member of A.P.P.S.S.



Apical Industries has received FAA approval for their *Emergency Float System* for Robinson model R44 II helicopters. EASA and Transport Canada approvals are pending.

The *Apical Emergency Float System* provides a light-weight and easy to install solution for R44 Raven operators who routinely or even occasionally fly over water, and want the added security of having emergency floats installed. The Apical system is also suitable for installation on R44 Clipper helicopters. In addition to the benefit

of increased personal safety in the event of an emergency water landing, the *Apical Emergency Float System* will allow the aircraft to be towed to safety after an emergency water landing.

The system consists of two cylindrical floats fore and aft, these are engineered to be mounted on float or standard skid tubes, and a mechanically activated inflation system, which includes a composite wrapped reservoir.

ITT Corporation has announced that it has been awarded the Forward Operating Location Base Operating Support (FOL-BOS) contract by the Headquarters Air Combat Command Acquisition Management and Integration Center, Langley AFB, Virginia. The phase-in and base period award is for \$7.9M, and with all options exercised, the contract has a potential value of \$194M. Work will be performed by ITT's Systems Division.

The FOL-BOS contract includes performing operations that support the aerial counter-drug surveillance mission of the US Southern Command. Multiple Government agencies and allied nations operate aircraft out of sites in the Netherlands Antilles and Ecuador. ITT will provide air traffic control, airfield operations, communications technical services, food service, billeting, civil engineering, emergency fire response and other support as necessary. Phase-in began April 1, and with options, the contract will extend to 2014.

L-3 Communications **WESCAM** has announced that it has established an International Service Centre Agreement with Indra Sistemas, SA a Spanish Information Technologies and Defence Systems company equipped with the latest-generation technology, this facility is scheduled to open next month.

Indra will be an authorised service centre for WESCAM's MX-15, MX-15i and MX-15HD electro-optical and infrared (EO/IR) imaging turrets, and will provide maintenance and support to turrets belonging to WESCAM's growing list of European customers located throughout Spain and the Iberian Peninsula.

Current MX-15 customers in Spain include the Spanish Navy, Fisheries, Direccion General

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de Trafico, Forest Fire Fighting services (SAETA), Emergency Forces and Eurocopter España.

To the dismay of some Welsh Assembly members **ParcAberporth** a multi-million pound UAV technology park developed by the Welsh Assembly Government, remains largely unoccupied more than 18 months after it was launched.

The state of the £34M ParcAberporth is being described as “shocking” by conservative members.

Launched in September 2005 on a quiet former RAF base as a centre of excellence for the aerospace industry primarily focussed on the UAV industry. The Assembly will continue to support the site - £3M being pledged – through to 2009.

The report comes in the wake of a visit that showed that all three of the high-specification buildings were unoccupied and the grounds of the technology centre were “obviously uncared for” in spite of it being meant to spearhead Wales’ input into the prestigious development of UAVs.

It is alleged that the vehicles currently benefiting from this site primarily belong to the numerous learner drivers who take advantage of its deserted roads. [Western Mail]

DART Helicopter Services has announced that affiliate **DART Aerospace Ltd**, a world leader in developing, engineering and manufacturing helicopter accessories, has received both FAA and EASA approval of their *Heli-Utility-Basket* for the Agusta A119 aircraft.

The DART A119 *Heli-Utility-Basket* offers a practical solution for operators looking to increase cargo capacity, without compromising cabin space. “Our focus on developing innovative products for every helicopter type is what makes DART different,” said DART CEO Jeff Shapiro. DART A119 *Heli-Utility-Baskets* ship complete with struts, hardware and clamps (or optional pip pin kit) for quick and easy installation and are designed to be LH/RH interchangeable. All baskets are constructed using stainless steel with a high gloss, scratch resistant finish, and are completed with a self locking handle.

Weighing only 110lbs, the DART A119 *Heli-Utility-Basket* has a load capacity of 220 lbs, and is ideal for operators servicing contracts for heliskiing and forestry services operations. (DART A119 *Heli-Utility-Baskets* are also compatible with DART *Heli-Access-Steps™*.) Additionally, the DART A119 *Heli-Utility Basket* does not have a VNE restriction.

With **Helitech 2007** being held near Cambridge it may be timely to highlight some of the specialist airline flights on offer to the business traveller from the USA. **MAXjet Airways** to announce a new service between London and Los Angeles. MAXjet will also be adding flight frequencies to Las Vegas and Washington as part of the growth of its All Business Class route network to and from London Stansted airport. London Stansted is the closest





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major airport to the location of Helitech at Duxford.

MAXjet will add a nonstop service four times weekly between London Stansted and Los Angeles (LAX) starting August 30 2007 with business class fares starting from just £349(\$699) each way plus tax. Los Angeles will be MAXjet's first West Coast destination.

MAXjet will now offer its unique combination of space, comfort, service, and value between London Stansted and four major cities across the United States. All transatlantic services are operated with Boeing 767 aircraft configured with deep-recline leather seats and 60-inch seat pitch.

The service will initially operate on Mondays, Thursdays, Fridays and Sundays. Flights are available for booking on www.maxjet.com

MAXjet also operate between London Stansted and Las Vegas McCarran (LAS), Washington Dulles and New York. [Maxjet/ABTN]

Ed: After the standard service Continental Airlines operation out of Stansted foundered in the wake of 9-11 all London Stansted – USA services were halted. Eos was the airline that restarted services into London's third airport. It was also the first airline out of the UK with a dedicated executive class only product and in November 2005, it launched a Stansted-New York JFK service, closely followed by Maxjet. Eos features the 757, single aisle and is the more expensive of the two, but offers a true flat bed and a superior service. Eos offers up to three flights in and out of New York daily.

Added to these London Stansted services Silverjet, a British carrier introduced flights to Newark, New York's alternative international airport, from 'London Luton' late last year. Silverjet services will grow to twice-daily from July. Silverjet Boeing 767 service prices lie between those of Eos and Maxjet.

In France L'Avion, operates a 90-seat Boeing 757 from Paris Orly to Newark.

In a web broadcast on May 24 the **Teal Group** forecast 'explosive growth' in all sectors of the aviation business. His pre-Paris Air Show: Predictions relate to what he expects to emerge at this months major international show, June 18-24.

The predictions included production of 44,364 aircraft between 2007 and 2016, in cost terms three quarters of the production will be civil sector. In comparison the last ten years (1997-2006) saw 32,103 aircraft delivered. [the web event was sponsored by Aviation Today]

Teal Group Corporation is an aerospace and defense consulting firm, providing market intelligence (including 10-year production forecasts) to industry and government. It is based in Fairfax, Virginia, USA. www.tealgroup.com

Aerospace Filtration Systems, Inc. (AFS) has received a Supplemental Type Certificate (STC) from Transport Canada (TC) for an Inlet Barrier Filter (IBF) system for Bell 205A1



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The advertisement features a large, detailed image of a military truck, likely an M1090, in a desert environment. The truck is olive green and has a license plate that reads 'VT 87 AA'. In the background, there are other vehicles and a clear sky. The text is overlaid on the image in a clean, sans-serif font.

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helicopters.

The approvals clear the way for Canadian operators of Bell 205A1s to maximize engine protection while reaping big performance and maintenance benefits from proven technology. The system also can be used by UH-1H operators and 205A1++ operators flying utility and fire fighting missions.

The IBF system for Bell 205A1s features flat filter assemblies and an integral bypass design. The filters can be replaced easily without removal of any other components in just 15 minutes. An integral maintenance aid allows for on-condition maintenance between established cleaning intervals, eliminating unnecessary service. No restrictions are imposed for flight in falling or blowing snow or with visible moisture in non icing conditions. The system is already being used in the harshest desert environments of Afghanistan by the US Department of State on its UH-1H Huey IIs.

DRF (Deutsche Rettungsflugwacht e.V./German Air Rescue) is now an approved Design Organisation. Germany's first air rescue organisation was approved as a design organisation according to EASA Part 21J allowing it to carry out and independently approve technical modifications and repairs of helicopters of the types EC135, BK117 and BO105.

The works include the modification of avionics and electrical systems, the implementation of new technologies, as for example the Flight-Following-System "Skytrack", as well as the installation of racks for the medical equipment. In addition, the DRF can independently carry out minor repairs for its fleet.

As an existing EASA Part 145-maintenance facility DRF has carried out maintenance of its fleet and undertaken modifications in the past. The new approval allows those modifications to be approved in house rather than calling in an outside 21J design organisation.

The **Christopher Columbus Fellowship Foundation**, a Federal government agency, has recently accepted the nominations for the 2007 \$25,000 Homeland Security Award to be presented by AgustaWestland, one of the largest helicopter companies in the world.

The award is available to a United States individual or company that is making a measurable and constructive contribution related to basic or advanced research in homeland secu-

city, which will result in a significant and positive benefit to society.

All nominations were accepted online at: www.columbusfoundationawards.org This year deadline expired on *May 25, 2007*.

AgustaWestland continues to make significant headway in its sales into China. The most recent sales announcement has been the sale of a locally assembled CA109 Power to CCTV of China. This is for a helicopter for electronic news gathering and aerial filming operations in Beijing. The aircraft, which will be delivered by AgustaWestland's Chinese joint venture company Jiangxi Changhe Agusta Helicopter Company, will enter service in early 2008. The aircraft will be used by CCTV to cover events at the 2008 Olympics that will be held in Beijing.

Many of you will have read about the Italian man who took his mistress to the beach and subsequently made the mistake of waving to a film crew on a helicopter covering Italy's bicycle race, the wave resulting in the camera zooming in and in him being discovered by his wife.

The brother of the man's wife thought it was his sister he was seeing on television and called her on her cell phone, sure that it was she on the beach with her husband. Well it wasn't!

Mike Smith the MD of **FlyingTV** has warned everyone attending this year's Derby at Epsom that his R44 Newscopters will be there beaming live images to the world via the BBC.

Don't look up. Don't wave. Be afraid!

ACCIDENTS

20 April 2007 Bell 206B N176P. Pennsylvania State Police. The aircraft received damage as it was taking off from a mobile trolley in Montoursville. No one was injured in the accident, but the helicopter was seriously damaged. Trooper James A. Shaw was piloting the helicopter and Cpl. Christopher W. Royles was the backup pilot. The helicopter was brought out of the hangar on a mobile landing pad and prepared for flight. As the helicopter lifted off it drifted to the right. Shaw tried to bring the helicopter back down onto the cart, but the helicopter tipped to the right and the main rotor blade hit the ground.

State police purchased the helicopter around 1990, and it is the department's oldest helicopter, Lewis said. It is used as a spare, with the other seven state police helicopters stationed around the state.

The helicopter is insured, and at the time of the incident, it was estimated to be worth about \$250,000. The insurance company will check the helicopter to see if repairs can be made or if it will be considered a total loss. [Patriot/FAA]

3 May 2007 Eurocopter AS350B1 OE-BXN. Austrian Interior Ministry [Police] Crashed whilst training in the alpine city of Innsbruck, injuring both of the crew aboard. The instructor received serious spinal injuries the other pilot was able to walk away from the wreck. The helicopter went down on the northern edge of Innsbruck's airport whilst undertaking a refresher course flight when the aircraft crashed upright onto level ground and was destroyed. The cabin collapsed but most of the other structure remained in situ. [Media/Hossli]

5 May 2007 Beech King Air C90 N977AA. Air ambulance Mayo Med Air Medical



Transport - AirMed International of Rochester, MN. Located south west of Sturgeon Bay, Wisconsin the aircraft was in cruise flight at 19,000 feet just prior to decent into Sturgeon Bay when the right engine began to loose power. The flight crew notified ATC of their intention to divert to Green Bay, WI, the closest appropriate airport. A single engine approach and landing was completed and the patient was transported by ground. [Concern]

7 May 2007 Eurocopter AS350B3 N911MT. Air ambulance of Life Flight, Missoula, Montana. Operated by Metro Aviation. The helicopter suffered a bird strike returning from an interfacility transport with a patient on board. There was a loud thump with the impact, and the crew elected to do a precautionary landing. Upon inspection it was found that the bird had struck near the center of the radome on the very front of the aircraft producing a dent and some damage to the composite material. The patient and medical crew completed the transport by ground ambulance. The aircraft was checked over by our mechanic then flown for repair. [Concern]

9 May 2007 Eurocopter BK117C2 N984ME. Air ambulance STAT MedEvac based Allegheny County Airport, West Mifflin, PA and operated by CJ Systems Aviation. STAT MedEvac 10 and the Johns Hopkins Hospital PICU Team landed at Howard County Hospital in Columbia, Maryland. The hospital pad was seen to be secure, free of debris and with hospital security in place. A STAT MedEvac safety officer assumed the tail guard position while the specialty team undertook a rotor running disembarkation of the aircraft stretcher. An individual rushed the helipad towards the tail rotor with what appeared to be an attempt at taking a picture with his camera phone. He was forcefully restrained for his own safety. The aircraft was shut down. He was taken away by the hospital security but unknown to the flight crew released. As the aircraft was departing the same individual was involved in another similar incident but this time the operation [departure] was not adversely affected. [Concern]

10 May 2007 Bell 430 N430UH. Air ambulance of AirMed based at the University Of Utah Hospital, Salt Lake City. Whilst en-route to an inter-facility transport the pilot noted a tail rotor chip light illuminate. No other indications of tail rotor failure was noted. It was decided to divert to Salt Lake International Airport which was in sight. An uneventful landing was performed, the tail rotor gear box removed, inspected, and replaced.

13 May 2007 Beech King Air 200 N888ZX. Air ambulance of AeroCare Medical Transport of Tulsa Oklahoma operated by Flight Concepts. While returning to base after dropping off a patient at Flagstaff, the pilot extended the landing gear and only 2 of 3 indicator lights illuminated green. The PIC tested the lights and they were all functioning. The gear was again cycled and this time there was only 1 indicator illuminated green. The aircraft re-routed to a larger airport let down the gear manually receiving 3 green light indications. The Beech landed without incident. A landing gear motor was replaced. [Concern]

14 May 2007 Eurocopter AS350B2 N229LA. Los Angeles Police. Suffered severe damage in an wire strike near Burbank, California. [FAA]



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The banner features a large silhouette of a helicopter against a blue sky background. The text is arranged in a structured layout with the event title at the top, a descriptive subtitle, dates and location in white boxes, and registration information at the bottom right.

14 May 2007 Aerospatiale Super Frelon Fire crews working on a fire in the Silvermine reserve near Cape Point, Cape Town were assisted by aerial support from a Super Frelon that experienced power loss and was forced to make an emergency landing near the dam where it was picking up water and burned. All four crew members survived the incident with burns and bruises. They were airlifted immediately to hospital in Wynberg by the Bell UH-1 Huey also on scene. [Media]

14 May 2007 Bombardier Lear Jet 25 N251AL. Air ambulance of AirLife Denver based Englewood, Colorado and operated by International Jet Aviation. While returning to Centennial Airport (APA), Englewood, CO from Rifle, CO with the neonatal team and a patient in the isolette on board the Lear Jet experienced a hydraulics failure. The take off was normal and then at between 100 and 200 feet off the ground, the pilot called for the gear up and the hydraulic light illuminated red for low hydraulics. They made an emergency landing. A post-incident maintenance inspection revealed a failed "T fitting" which connects the aircraft hydraulic reservoir to the main hydraulic routing lines. This is a single-piece aluminum die cast connector. When the connector failed (during or shortly after takeoff), hydraulic fluid from the hydraulic reservoir and connecting lines was exhausted into the aft accessory compartment in the tail of the aircraft. This left no hydraulic fluid to power the aircraft landing gear, flaps, spoilers, or brakes. The failed component has no moving parts and has no recommended replacement cycle or life expectation limit. It appears to be a random failure. [Concern]

18 May 2007 Westland Sea King. Royal Air Force SAR Force. The helicopter, from RAF Boulmer, made the unexpected descent at fields off Elemore Lane, close to Easington Village as a precautionary measure. [Media]

20 May 2007 Agusta A109K2 N129AL. Air ambulance of Air Idaho Rescue in Idaho Falls, Idaho operated by Airlink, Inc. While returning to base from Salmon, Idaho, approximately 25 miles out from base, Engine #1 chip light came on. This was immediately followed by a N-1 speed surge from 97 to 102. N-1 then stabilised at 97. Pilot performed precautionary landing at the Idaho Falls Airport utilising reduced power on engine #1 to make a single engine landing without incident. [Concern]

22 May 2007 Eurocopter AS350 N851BP. U.S. Customs and Border Protection. Crashed in a residential area during a routine patrol along the Mexican border killing the pilot and critically injuring the agent acting as observer. The helicopter slammed into a yard and hit a pickup truck. Robert F. Smith, a 16-year veteran with the agency's air unit, was pronounced dead at a local hospital. Steven Takacs, a Border Patrol observer who had been with that agency four years, was in the intensive care unit in stable condition. .

26 May 2007 Eurocopter AS350 N Los Angeles Police. The helicopter hit a metallicized nylon balloon that got caught on the main rotor, obliging the pilot to make a precautionary landing in a vacant lot in South Los Angeles. The balloon was hit in the dark and although deflated it stuck on the blade and was noisy. Officers on the ground could hear the flapping. The AStar landed in a vacant lot at 58th and Hoover streets, and when the rotor finally came to a stop, the remains of the balloon fell to the ground. No damage as found. [Media]



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PEOPLE

After 30 years of flying, the last 13 in Police Operations, the CAA have removed the Class One rating from the Chief Pilot of the North Wales Police Air Unit – **Wayne Taylor**. It has been found that Wayne has an irregular heart beat and the therapy for this is betablockers. These are not compatible with single pilot IFR operations. Although Wayne could fly multi crew but on balance he has decided the areas in which he might be able to operate – mainly support of the North Sea oil industry – are not compatible with his age. As a result he has commenced 3 months notice and expects to be out of the police as soon as August. It remains to be seen whether his pilotage skills are actually lost to the industry as a whole. Replacing him [as with any pilot these days] will not be easy.

Wayne's flying past is typical of many in UK police aviation in that he served 17 years in the Fleet Air Arm that saw him rise to an A2 helicopter instructor and fly from carriers, frigates and on exchange tours. He was a member of the RN Helicopter display team in 1983, 1990 and 1993. On leaving the RN Wayne joined the police fraternity in 1994 as a relief pilot working for the then OSS at Liverpool and Manchester before joining North Wales as Chief Pilot. He is the Aviation advisor for the North West consortium, sits on the BHAB emergency services sub committee and the Secretary and one of the founder members of the Police Eurocopter User Group (PEUG).

At the moment he is busy enough as he finalises the long predicted Cheshire and North Wales collaboration and looks at replacement aircraft programme for the EC135T1's that have to be replaced by 2010 (see last month).

From May, 3rd in accordance with the two yearly rotation of the Chairmanship of the Board, **Emeric d'Arcimoles** has replaced Scott Crislip as Chairman of Rolls Royce Turbomeca.

Funding for the Hertfordshire Air Ambulance project has been launched using a BO105 painted up in new representative markings



60 YEARS OF THE AIRBORNE LAW ENFORCEMENT HELICOPTER

In late May 1947 three Polish soldiers escaped from Norwich Prison during the and were on the run in East Anglia. The three, were Teodor Kutcz who was awaiting deportation, Władysław Bejcecki and 22 years old Stanisław Zobrowski a battle hardened young soldier who had recently been sentenced to 9 months imprisonment for theft of tobacco.

The following day it was reported that police officers keeping watch on an abandoned stolen car were fired at when they approached it. A Sten gun was thought to have been used. Kutcz was subsequently recaptured and arms were issued to officers engaged on the search. For officers unused to arming themselves for their civil policing duties these weapons were an ad-hoc range of country weapons, mainly shotguns, and war surplus revolvers. On June 11 two Norfolk police officers, including PC Walter Brown were fired at in Mundham. One man, Ronald Spalek, was arrested and taken to Methwold police station. He was remanded at Methwold Court on June 17, charged with shooting PC Brown with intent to murder. It appears that he joined up with the others at some stage after the break-out. On the same day as the shooting was taking place in Norfolk arrangements were set in train for the use of a Westland Sikorsky S-51 helicopter by the police. It is possible that this was also to be the first such event in the world.

The first Westland licence built example of the S51 was not to be airborne until 1948. Before the UK manufacturer built its own version they bought a total of six from the US production line as pattern aircraft. In June 1947 there were only two of these civil Sikorsky S-51s in the UK, one was G-AJHW and the other, G-AJOO. G-AJHW was delivered to England by sea, arriving at Westland's Yeovil factory on April 14th. It received its UK Certificate of Airworthiness [C of A] on the 24th. From that point on the it was used for manufacturers trials and as a demonstration aircraft.

Even as the police in Norfolk were under fire on that Wednesday June 11, Westland brought both of its new helicopters to land on the tennis courts of the Harrods Sports Club in Barnes, South London, to present them to the press. The first machine was flown by Squadron Leader Alan Bristow and the second by Squadron Leader LP "Pete" Garner, they were there for two days undertaking a number of trips over London for press photographers including those of the London based national the *Daily Express*. During this presentation Superintendent N Garner of the Norfolk Constabulary accompanied his son, Peter Garner, in being flown over London in the Sikorsky S-51 G-AJHW by Alan Bristow the Chief Pilot for Westland. The air experience flight was to have far reaching effects.

Soon made aware of dire twists involving the search taking place in his own police area and now aware of the potential capabilities of the helicopter, on June 14, Superintendent Garner broached the question of a possible loan of a helicopter by the Norfolk Police with Peter. The request was passed on to the aircraft company and Westland promptly agreed to the free loan of their new machine as a public service.

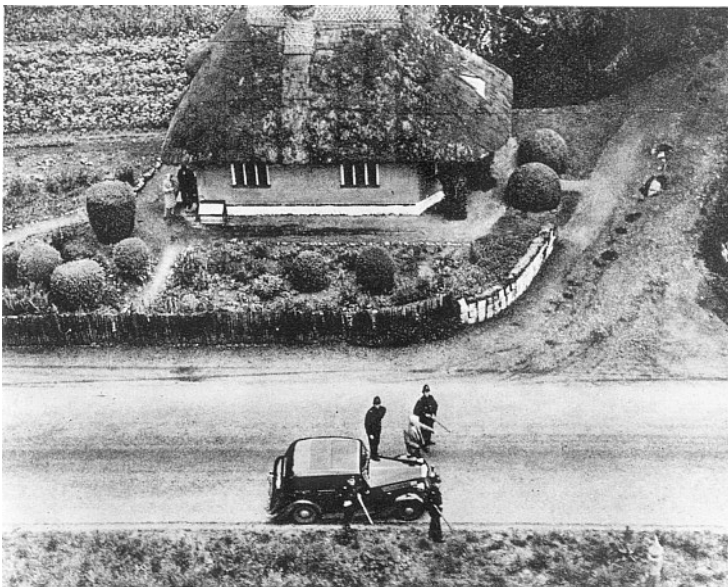
As Westland's senior pilot, Alan Bristow was sent to Feltwell in S-51 G-AJHW on June 15 1947. Following three years as a Fleet Air Arm pilot and nearly two years in the Westland test piloting post, in a period when rotary wing pilots were rare Bristow was an experienced helicopter pilot. He qualified on the novel type at the US Coastguard base at Floyd Bennett Field in June/July 1944 on the Sikorsky YR4. At the time Idlewild Airport [later JFK] was being built on a site immediately adjacent.

The novel police operation attracted the attention of *Daily Express* photographer Walter Bellamy and he accompanied Alan Bristow and Methwold based Inspector Brunson in the S-51 to search an area of East Anglia where the Poles were last reported. Brunson was armed with a .38 Webley revolver.

The search area decided, the trio flew a “creeping line ahead” flight pattern over the area. Alan Bristow saw smoke rising from a shack in a heavily wooded area. As it was unusual to see smoke coming from what appeared to be a gamekeepers shed in summer, the helicopter circled the site reducing altitude to about 150 feet above the shed until a suspect on the ground opened up with a 12 bore shotgun, fortunately without damaging the helicopter. The inspector called in ground support forces and the armed suspect, probably Beijecki, was captured shortly afterwards. The helicopter search lasted two and a half days, no further members of the band of renegade Poles were captured using it. Certainly the first use of a helicopter for criminal police work. Stanislaw Zabrowski remained on the run for a total of 23 days, when he was finally recaptured in Essex on June 22. Zobrowski was captured in Rochford, Southend-on-Sea, following an thwarted attempt at breaking into a



© Walter Bellamy



The contemporary images illustrate British police in a way that was unusual for them—fully armed, albeit with weapons apparently loaned by landowners in the region. ©Walter Bellamy

car. He had fired shots when disturbed attempting to steal a car at Southchurch and was later spotted by the local vicar in Rochford.

A few days after the Norfolk search, on June 19, Alan Bristow again accompanied the press photographer on a *Daily Express* chartered flight to a crime scene. On this occasion the pair set off from Croydon in G-AJHW in search of a man and a woman who were reported lying naked amongst the bracken and bushes somewhere unspecified on Epsom Downs. After two runs over the area they found the couple and directed members of the Metropolitan Police to the exact location. This incident, featured searching police officers on the front page of the following days *Daily Express*. The incident was quickly resolved as a suicide pact.

On August 12 1947 Bristow was again the pilot when the same Sikorsky helicopter G-AJHW was used in an abortive search for a prisoner reported to have escaped from Princetown Prison, Dartmoor in the west of England. Again Alan Bristow was accompanied in his task by a locally based police officer—Inspector Turner. They flew search patterns in a 20 mile radius around the prison before abandoning the task.

The full story of this first in policing can be read on-line in the history of police aviation on the on-line resources pages of the web site www.policeaviationnews.com

BOOK REVIEW

ARMED POLICE

The arrival for review of *'Armed Police – the police use of firearms since 1945.'* by Michael J Waldren QPM was like meeting an old friend after a long time apart. A decade ago Mike Waldren teamed up with Bob Gould to write the broadly similar *'London's Armed Police'* which effectively covered the history and development of arming the police in the Capital City. The title has been out of print for many years.

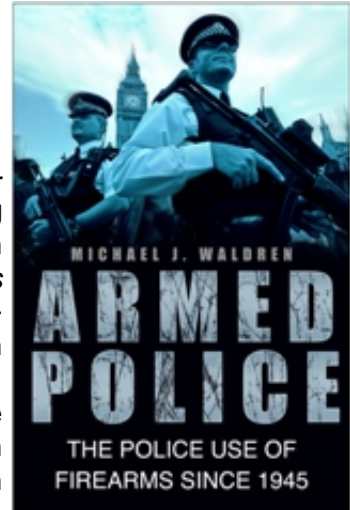
Like Bob Gould before him Waldren was a former head of the Metropolitan Police Firearms Unit and speaks with authority on the changes that have been seen in the arming of British police in the post-war years.

The new book effectively updates the same story as the earlier book detailing events since 1945. Although it appears to suggest a treatment in a far wider context it remains very much faithful to that original theme. There are stories from other parts of the UK but from the number omitted I would assume that the knowledge displayed of them is more autobiographical rather than based on wider research. They are a very selective bunch that serve to illustrate rather than being a comprehensive listing.

For my taste the later chapters appeared to have become bogged down in reciting too much detail on the reasons the Metropolitan Police pulled their firearms operations out of their main base of Lippitts Hill for the tastes of the average reader. In the main though it is a good factual read and a worthy update on the original.

Armed Police is published by Sutton ISBN: 9708 7509 4637 7 and is available in the UK at £19.99. It is expected to become available in the USA later this year and we hope to be able to announce details of that in a later edition.

The long out of print earlier book was *'London's Armed Police'* written by Robert W Gould and Michael J Waldren. Arms & Armour Press ISBN 0-85368-880-X



LAST MONTH EVENTS

A special edition covering Heli-Middle East [below], EBACE and other events will be published later this month.



A grip on reality ... finding the door and stepping out ...

FUTURE EVENTS

INTERNATIONAL MARITIME RESCUE FEDERATION

3-8 June 2007 International Maritime Rescue Federation, World Maritime Rescue Congress, Conference & Exhibition and the 20th International Lifeboat Conference. Quality Hotel 11, Gothenburg, Sweden. Since the 19th Conference in Cape Town, the eighty-year-old "International Lifeboat Federation" has been formally incorporated as the "International Maritime Rescue Federation" and the four-year re-development process, agreed in Cape Town, will be completed at the Conference in Gothenburg. The 20th Conference co-incides with the 100th anniversary of the event hosts, Swedish Sea Rescue Society (SSRS). Arranged and marketed in association with Shephard Conferences +44 1628 606980 hb@shephard.co.uk www.shephard.co.uk/events

AEROEXPO WYCOMBE AIR PARK JUNE

Very much a General Aviation Show but one which PAN has covered before. It remains primarily a meeting place as are most shows and conferences. In that it remains unbeatable. Held from June 8-10 Aeroexpo 2007 is at Wycombe Air Park. The venue offers easy access for International Exhibitors and Visitors to sample this exciting event.

Building on the successful footprint established in 2006 they are adding more indoor and outdoor exhibition area and an all new special section For Light Sport Aircraft

The organisers contact details: - Cowleaze House, 39 Cowleaze Road, Kingston, Surrey, KT2 6DZ, UK. Tel: +44 20 8255 4000, Fax: +44 20 8255 4300 Email: expo@avbuyer.com <http://www.expo.aero/>

One of the major exhibits will be the Australian **Gippsland Airvan**. Having got the basic airframe serving across the world Gippsland are currently expanding the capability of the type and looking to its future form.

They are currently going through the certification process of the Turbo Charged Airvan, hoping to have that certified later this year. Beyond that modest development they are also working on the Turbine Airvan using the Rolls Royce B17F Turbo Prop and talking with Thielert with a view to fit the new Centurion 4.0 V8 350Hp Diesel Engine that runs on JetA1. Each of these may fit in with plans to stretch the fuselage to produce a ten seat GA10 Airvan.

Last months edition mentioned other areas of type development that enhance the suitability of the Airvan in a low cost surveillance role making use of work stations and installing a FLIR.

The Airvan continues the hard sell marketing of the type having just returned from Friedrichshafen Aero2007 and Cannes Eur-Avia 2007. Along with Aeroexpo these shows represent the expected market for the type. Even with its success of sales into the US Civil Air Patrol pushing deeper into the law enforcement, surveillance and para-military utility market will be a challenge.

Adams Aviation Supply Co. Ltd. has recently taken over distribution of ACF50, a super Mil Spec corrosion preventative treatment used extensively in the US (by the US Coast Guard among others). It is not a new product to the UK but Adams believes that now is a good time to remind readers that it is available and to offer to show them it at the Aeroexpo show.

Bizarrely - and despite it's aviation approvals and origins in North America - the biggest market in the UK is among motor bikers, so we're tasked with taking it to the aviation community. The benefits are all about airframe life-cycle extension and asset protection.

There are currently 17 aviation application centres around the UK - and Adams are looking for others.

If you cannot get to the show and would like further information on ACF50 please contact either Dave Heppell, Sales Executive dheppell@adamsaviation.com or Stephen Gosling Sales and Marketing Director sgosling@adamsaviation.com at Adams.



UK BUSINESS & GENERAL AVIATION DAY

Another venue for meeting the industry. Aircraft manufacturers and support companies are lining up to take part in this year's **UK Business & General Day** (BGAD07), which takes place on Wednesday September 12th 2007.

The event - the UK's only dedicated one-day business aviation exhibition and conference with static

aircraft display this year - brings together aircraft manufacturers, service and support companies and a BBGA sponsored seminar programme in a unique one day event, hosted by Marshall Aerospace at Cambridge Airport.

Attracting an audience of aircraft owners, chief pilots, operations and fleet managers, as well as prospective business aviation users - drawn from the valuable Cambridge catchment area, BGAD is a productive, informative and above all enjoyable day.

At a time when business aviation in the UK is buoyant, there is a need for BGAD, which not only delivers a focused programme, it does so without asking attendees to commit more than a day of their valuable time.

This brings similar benefits to exhibitors. Booths are standard sized, turn up with the promotional material on the day and network with customers and colleagues. Booths are priced at £695, which includes carpet, electricity supply, table and chairs.

Displaying an aircraft, is easy. Flown direct into Cambridge Airport exhibit aircraft do not pay landing or parking fees but there is a display cost of £495.

To check latest availability, please go to www.ebanmagazine.com/bgad.html where there is a downloadable floor plan. Mark Ranger is the BGAD organiser, he can be contacted on +44 1279 714509, Fax: 714519, Skype: mark.ranger, Email: mark@ebanmagazine.com web: www.ebanmagazine.com/bgad.html

Ed: It is certainly worth a visit for its low key informal atmosphere. That alone leads to many chances to network among a whole range of industry leaders. As of last month eighteen of the projected fifty booth spaces had been taken and something like a dozen business jets had been promised for the static park. Signed up exhibitors include Inflight, Hayward, Marshall Aerospace, Headset Services, Honeywell and Grob Aerospace.

6-8 June 2007 Irish Heli-Expo, Punchestown. Eire. This will be Irelands 1st Helicopter Exhibition The organisation for it is being led by Dave Scully call +353 4587 7790, Fax: 7786 Cell: +353 86273 0949 Email: dave@irishheliexpo.com Web: www.irishheliexpo.com Skype:davescully1

13-15 June 2007 UV Europe 2007. Le Meridien Etoile Hotel, Paris, France. Over 3 days UV Europe will explore and discuss the latest in UV programmes taking in the communities of UAV's, UMV's and UGV's to bring you a fuller picture of Unmanned Vehicles in Europe. Alongside the conferences is the UV Europe 2007 2 day Exhibition where you can network within an industry focused environment. www.shephard.co.uk

15th June: Stansted Airport Ball. This Charity Dinner and Auction evening at the Manor Groves Hotel is being organised by the Stansted Airport Business Directory. There will be a Champagne Reception, 3 course meal and dancing. Look out for a couple more surprises to be announced!

18-24 June 2007 47th International Paris Air Show, Le Bourget Airport, Paris. Organised by PLBPE, a subsidiary of GIFAS. 8 rue Galilee, 75 116 Paris, France +33 153 2333 33 fax +33 147 20 00 86 exposants@salon-du-bourget.fr

20-21 June 2007 International Policing Exhibition, G-Mex, Manchester. This is the primary event for all policing professionals and aims to provide the latest information on cutting-edge technology and key policy developments that will meet the opportunities and challenges of 21st Century policing. The International Policing Exhibition will take place alongside the ACPO-APA Summer Conference. Visitor registration for the Policing Exhibition is open online at www.acpo-apa.co.uk or call 020 7973 4674

22 June 2007. Bubblegum Club Helicruise 2007. An air and activity day aimed at the sick children of Ireland. Sick children from twenty different hospitals around Ireland will be air lifted to the Lakes of Blessinton near Dublin for a great days events laid on by the Bubblegum Charity they will then fly them back to hospital again. The Helicruise is undertaken in cooperation with private helicopter owners in Ireland. This is the fifth year this has taken place with the helicopter count going up each year. Last year they attracted over forty helicopters and they expect over fifty this year [48 last count] ranging from R44, through the Bell 206, 222, 407, EC120, 135, A109 and S-76. [pprune.org]

11-14 July 2007 ALEA Annual Conference & Exposition at the Orange County Convention Center, Hall A-2 Orlando, Florida. www.alea.org

www.policeaviationnews.com

