The success of the December 2004 Tsunami disaster relief fundraising has had a serious detrimental effect on funding for many other charities. One air ambulance operation has had to temporarily close its operation through a lack of funds. [Story page 9]
LAW ENFORCEMENT AVIATION

INTERNATIONAL
A research project that started some years ago may be about to see fruition by posting on a web site page. A new attempt is being made to set up a memorial section on the Airborne Law Enforcement Association web site www.alea.org

Initially the pages will list the deceased’s name, agency, and date of death regardless of nationality. Many of these accidents – some date back into the 1930s - are already recorded. In many cases the identity of the deceased is not recorded. There are no hard and fast preconceived rules but at the moment it appears appropriate to include ALL deaths related to the pursuit of airborne law enforcement. Subject to clarification, simply being a member of the ALE community at the time of death may be insufficient. Perhaps down the road, on a case-by-case basis, there can be an expansion of the information into a one-page bio for those where additional information is known.

If anyone cares to ensure that the details of their own agency are inserted into this project and checked for accuracy please get in touch with the webmaster@alea.com

Ed: For the record it is believed that the first casualty may have been Corporal Gaines of the New York State Police 73 years ago.

In January 1932 a Fleet bi-plane of the New York State Police crashed near the town of Fenner, Madison County and killed Corporal Theophlius Gaines, a communications expert, while being transported for a teletypewriter system inspection. The plane struck an elm tree, crashed, and burst into flames. The pilot was trapped in the rear cockpit but Gaines was thrown clear of the wreck and killed instantly. [IPAR]

AUSTRALIA
NORTHERN TERRITORY: A Northern Territory policeman was dragged beside a speeding vehicle as he tried to arrest a suspected drug runner. Sergeant Peter Lindfield later used a helicopter to stop the man.

The police set up a routine traffic stop to catch alcohol and drug smugglers from entering the dry remote community of Ngukurr, about 300km east of Katherine. A four-wheel-drive was pulled over 12km from the community but after being told the purpose of the block he started the vehicle and set off with the officer trying to reach the ignition keys and then trying to snatch the steering.

The driver raced off with an Aboriginal Community Police Officer following his dust trail. Meanwhile Sgt Lindfield commandeered a Telstra helicopter parked at the police station and chased him by air.

The chopper hovered low in front of the 4WD about 40km from Numbulwar and the driver gave up and ended up facing the Katherine Magistrates Court.
GERMANY

BGS: The Flight services of the German Federal Border Police celebrate their 50th Anniversary on the May 22 with an Open Day in Sankt Augustin/Hangelar. Flight demonstrations are among the highlights among many other attractive events that will take place during the public open day.

The BGS Aviation section was founded in 1955 in Sankt Augustin/Hangelar. Other Squadrons bases were set up including:

- Squadron North in Braunschweig - nowadays Bad Bramstedt
- Squadron South in Rosenheim - nowadays Oberschleißheim near Munich
- Squadron Central in Fuldtal

In addition there is the Flying Training School and the Central Maintenance Squadron also based in Sankt Augustin/Hangelar.

The primary role of BGS-Helicopters is to undertake border surveillance over land and sea within the vicinity of North and East Sea [Baltic]. In addition the unit undertakes the transportation of police to areas of large-scale operations, supports the BKA - Federal Crime Investigations Office and carries government officials.

The BGS flies aid at home and abroad during disasters, catastrophes etc., HEMS rescue services.

During large scale Police operations, up to 50 Helicopters are operating at the same time.

The most historical and tragic supporting task carried out by the BGS-Flight Services, was during the XX Olympic Games in 1972 in Munich.

The BGS Helicopters have flown as far as Kaliningrad (Königsberg), Lvo (Ukraine) on duty, acting upon parliamentary and political requests.

The BGS flew His Holiness the Pope during visits to Germany but have also served in the same role supporting the Garda in Eire during one of his visits there at a time before they had air support.

Disaster aid and fire fighting flights have included many instances operations within Germany but also required flights in the South of France, Portugal and Mozambique.

Flight operations started using the Hiller UH-12 and developed through the Bell 47G2, the Bolkow BO 105 and Bell UH-1D into the modern fleet of one remaining SA 318C Alouette, 25 EC135, 14 EC155, 8 Bell 212, 18 SA330J Puma and 3 AS332L1 Super Puma.

Another 22 BO105CBS-5 and 2 Bell 212 which are used for Civil Defence and SAR.

It is planned to replace the SA330J Puma with twenty AS332L1 Super Puma, the Bell 212 with twenty EC 155 and the Alouette with 25 EC135. A replacement for BO105 CBS-5 has yet to be decided upon and a number of training helicopters has yet to be selected.
INDIA
The Jharkhand government has placed order on Hindustan Aeronautics (HAL) for supply of two Advanced Light Helicopters - Dhruv. Out of the two, helicopters one will be placed for utility role for Police and other for the use of VIPs.
According to a press release, Dhruv, the ALH indigenously designed and developed by HAL, covers comprehensively the entire spectrum of heli-services that are required for civil administration today.
It is a state-of-the-art twin engine helicopter with full capability for operations in all weathers by day and night. It incorporated advanced avionics, digital engine control, digital autopilot and redundancy in all major systems to ensure highly reliable and safe operations. (ANI)
Dhruv, the Advanced Light Helicopter, indigenously designed & developed by HAL, has once again established its excellent operational capabilities. Indian Army & Coast Guard in Nagapatinam, Kumbakonam & Chennai are extensively deploying these helicopters for tsunami relief operations.
The multi-role Dhruv helicopters are flying various missions to bring relief to the victims of the tragedy by moving medical teams, dropping medicines & food besides undertaking extensive aerial survey over the affected areas. This has reinforced the credibility of Dhruv’s in the utility version.
The Dhruv’s, through their wide range of civil applications, are providing enormous support to meet the mammoth challenge of tsunami faced by the nation.

LUXEMBOURG
As reported in the pages of recent editions of Police Aviation News, Heli-Dyne has now delivered the latest MD900 Explorer to the police in the Duchy. The new build Explorer, c/n 0106, is closely modelled on the three Belgian MD900 completions. The police in Luxembourg have been using a variety of leased early model MD900 helicopters [c/n 13, 33 and 37] in the past few years. These previous aircraft were leased from Luxembourg Air Rescue [LAR] but this one is said to be purchased.

On February 16th it was announced that LAR has just put in service its fourth MD 900 Explorer helicopter, c/n 900-00071, registration LX-HRC. LAR was one of the launching partners of the MD900 in the 1990’s and for them the type has proven to be the ideal helicopter for medical and rescue missions. [Heli-Dyne/RH]
UNITED KINGDOM

EAST MIDLANDS: On two separate occasions the police Eurocopter EC135T1 was targeted by high-powered green laser during January. In the first instance the helicopter was in the hover at 700 feet over Bulkington north of Coventry. The second occasion the aircraft was again at 700 feet overhead Northampton [nearly 30 miles away]. On the second occasion the aircraft was targeted for 5 seconds and the pilot was temporarily blinded in the left eye. In the same month a type of laser pointing device also struck an AS355N operated by the Metropolitan Police in London. The result was some blooming in the canopy glazing and the temporary distraction of the crew. [CAA]

HUMBERSIDE: Two months ago PAN revealed that Humberside Police were moving their helicopter from an RAF base to a civil airport. Since that time Assistant Chief Officer (Support) Phil Goatley of Humberside has clarified the situation.

‘The new base for the Humberside Helicopter Support Unit is being acquired on a long term lease from the Humberside Airport. The cost of this lease will be funded internally.’

‘The Home Office previously provided the Force with £170k in grant via the Air Support Reserve to procure the helicopter OSCAR 99. The Force subsequently acquired this aircraft on a lease which would have required repayment of the grant monies to the Home Office. However, the Home Office are allowing the Force to keep this grant funding to fit out and equip the new HSU base.

‘The MoD is currently progressing a wholesale review of defence training establishments including Leconfield. To date, this has been continuing for more than three years. The Force’s understanding is that potential outcomes for RAF Leconfield are anything between closure (which would also require the re-opening of the barracks at Driffield in East Yorkshire) and the delivery of all tri-service logistics training.

‘This continuing uncertainty has meant that the Force has been unable to convince the Home Office that Humberside Police has security of tenure for the HSU base at RAF Leconfield and therefore the Force has not been able to access funding for the development from the Air Support Reserve.

‘That aside, the hangar in which OSCAR 99 is currently housed needs to be demolished due to its condition. We attempted to engage with the RAF over a joint development. The RAF has the helicopters of E-Flight 202 SAR based at RAF Leconfield. However, the security of tenure issue and mounting costs referred to above effectively prevented this from progressing.

‘RAF Leconfield certainly has advantages in terms of its overall security. Nevertheless, it is not at the centre of operations for OSCAR 99, nor is it as near the geographical fulcrum of the Force area as Humberside Airport. We have made significant efforts to address security issues both in and around the HSU base at Humberside Airport. The new site clearly offers significant operational advantages given the proximity to, for example, long range weather forecasting facilities and airport safety services.’ [HP]

NORTH EAST: The new Eurocopter EC135T2 G-NEAU [c/n 333] for the unit is expected to be delivered from Oxford late this month. It will replace the current Britten-Norman BN-2 Islander G-NESU based at Teeside Airport and operate with an EC135T1 G-NESV based at Newcastle Airport. [IPAR]

UNITED STATES

ALEA: The first female member of the ALEA Board of Directors representing Affiliate members is to be Barbara Tweedt of Schweizer Aircraft. During the ALEA’s Affiliate Council meeting held in Anaheim in conjunction with Heli-Expo 2005, Barbara Tweedt, Manager of Law Enforcement Marketing for Schweizer Aircraft Corp., was elected as the Council’s nominee to fill the unexpired term of the former Affiliate Council Representative on the ALEA Board of Directors. This marks the first time in its 36-year history that a female will serve on the ALEA Board. ‘Barbara has been a long-time supporter of the ALEA,’ says President Dan Schwarzbach, ‘and we are looking forward to her participation in the governance of the Association.’ [ALEA]
CALIFORNIA: Also during the recent Heli-Expo in Anaheim, California, engine manufacturer Turbomeca presented an award to the California Highway Patrol marking their 300,000th mission at their Booth. The milestone mission was flown by one of the units eleven AS350B3 AStar helicopters in January.

UTAH: Salt Lake County Council members have now confirmed the Sheriff's Office using a helicopter owned by the CEO of a company from which it buys police equipment in an 8-0 vote on January 25. The council approved a request by the Sheriff's Office to use the Eurocopter TwinStar N885R owned by reserve deputy Don Skaggs. Skaggs - who is also CEO of the Salt Lake City-based Skaggs Companies, a retail chain that sells police and fire uniforms and surveillance and safety equipment - offered the use of his helicopter to the Salt Lake and Summit counties sheriff's offices.

The sheriff's request was reviewed by the council to determine if there was a conflict of interest in accepting the “helicopter flight services.” A council vote is required when accepting any gift valued at more than $50. Though Salt Lake County Sheriff's Office personnel will be allowed to ride in the new craft during SAR and crime search flights, they aren't authorised to pilot it. Skaggs has a CPL and 2500 hours of flight time. He is responsible for the helicopter's maintenance and the $800 to $1,000 an hour cost to fly it. To help offset fuel cost, however, the Sheriff's Office has authorised a fuel stipend of up to $50,000 a year from its budget. Summit County had already approved Skaggs' offer.

Additional images of the aircraft at the Heli-Expo Show in Anaheim can be found on page 23 of the Heli-Expo Report edition published on February 17.
**IOWA:** Last month there was a report that Cedar Rapids was facing cuts in the latest budgetary round. Even as the story was being published, on January 28, the matter was resolved with a budget being agreed for the year ahead.

The unit has also been allocated limited funding from the FY 06 budget to purchase a newer helicopter. The funding is not enough to buy new but should allow the acquisition of a good craft. [CRPD]

**TEXAS:** The Dallas Police Department recently completed an in-house review. Part of that review highlighted the air support division and their four Bell helicopters. That the helicopters are old and high in hours is not in dispute. Funding replacements is another thing.

'It's time for us to make a new purchase,' said Lt. Anthony Williams, the current commander of the unit. The two Bell 206B3 JetRanger's are both over 20 years old but the pair of DoD surplus OH58A+ is older still. They have been around for over 30 years.

It was the former Lieutenant, David Payne, who put together a very attractive 10-year lease purchase with Bell for three brand new Bell 407's last year. Unfortunately the money to make this happen was left out of the 2005 budget. When Lt. Williams transferred into the unit late last year he took up the mandate to keep the re-equipment issue to the forefront.

In a City plagued with a budget shortfalls, patrol vehicle issues (replacement of exploding Fords) and looming lawsuits related to false imprisonment there is little to be surprised at a lack of focus on helicopters – especially when the four are still out there operating.

It is hoped that focussed reports in the Dallas media [newspaper and television] will put the issue at the top of the agenda again.

The unit is still open to the type it might order when the money becomes available. Current favourites are the Bell 407 and Eurocopter AS350 B2 or B3 and meetings with both manufacturers have been a feature of the past several months.

The helicopter fleet is old and needs to be replaced but it remains safe and excellently maintained. The fact remains that because of the age of the fleet, and despite recent major overhauls, they are experiencing close to a 50% downtime due to unscheduled maintenance. It is estimated that maintenance is costing $733,000 annually, a total well in excess of the value of the aircraft [$450,000] [Dallas Morning News/IPAR]

**FINLAND**

Lifeport has been selected by Airfix Aviation of Vantaa, Finland to design, manufacture, and certify an air ambulance system for their new Citation 560XL. LifePort is completing the FAA (STC) process and anticipates final FAA & EASA approval by end of March 2005.

Airfix Aviation will be the first customer in the world to utilise the Citation 560XL as a medical transport aircraft with a LifePort interior. The aircraft will be operated out of Vantaa for global transports.

Air Ambulance interior will be for a single patient configuration. The system will include 1000-watt inverter and a 10-liter oxygen system, and LifePort's loading system, which allows the patient to be loaded without any lifting or tilting during the loading process. www.lifeport.com

**EUROPE**

The air rescue alliance TEAM DRF achieved an impressive result in 2004: Last year, the TEAM DRF helicopters and ambulance aircraft flew 32,844 missions.

In 22,851 emergency cases, the pilots, physicians, and paramedics brought fast medical help. In addition 9,217 intensive care patients were transported from hospital to hospital and 776 patients travelled on repatriation flights from 88 countries to their home countries.

DRF (Deutsche Rettungsflugwacht e.V.) and its partners in the air rescue alliance TEAM DRF operate 43 HEMS bases and 58 helicopters in Germany, Austria, and Italy.

**IRELAND**

When asked the progress she had made in the establishment of an all-Ireland helicopter emergency medical service the Minister for Health and Children Ms Harney reported that the
The report on the joint study had been published last year and is available on her Department’s website.

The study concluded that the introduction of a dedicated interhospital transfer service would be appropriate in an all-island context. The study estimated the cost at €12M capital and €4M revenue for a single helicopter. Rather than being a Government programme Ms Harney disclosed that plans are currently being developed within the private sector for the introduction of a HEMS service, primarily in an interhospital transfer role. Although she mentioned ‘an early date’ this was not enlarged upon. The number of missions to be performed was estimated at 400 to 600 annually.

Interhospital air ambulance services are currently provided by the Air Corps and the Coast Guard subject to a number of limiting criteria.

The Department’s of Health and Defence are finalising a service level agreement to formalise arrangements for the provision of an air ambulance service by the Air Corps. A significant helicopter fleet replacement programme has recently been approved and is being put in place for the Air Corps. Each of the new helicopters will have a specific air ambulance capability. The new fleet will also have a far greater flying capacity than is available. Meanwhile the Irish Coast Guard will continue to provide air ambulance services. [AD]

**SWEDEN**

SOS Helicopter Gotland AB, an EMS operator based on the Swedish island of Gotland, is the first Scandinavian operator to have ordered an EC 145. The contract was signed on February 1; delivery will take place in October 2005.

Sweden is a country that has been using helicopters for rescue and air ambulance services for more than half a century. EMS services on the island of Gotland, located in the Baltic Sea at a fair distance from the Scandinavian mainland, were launched with military aid in 1972. SOS Helicopter on Gotland was established in 1987 operating a leased BO105CB between the island and specialist hospitals on the mainland. In 1991, a BO105CBS was purchased and then in turn a BK 117.

Flying out of Visby, the island’s capital, almost 300 return transport missions are flown each year. SOS also provides incubator transports and more critical intensive care missions.
UNITED KINGDOM

CUMBRIA: The air ambulance that has flown over 200 missions since its launch last August – and been heavily involved in the recent flood operations - is to be grounded because of lack of cash.

The service has taken a huge hit in fund-raising since the Tsunami disaster and the Carlisle Floods and has lost £20,000 of income a month. Barbra Walton, the general manager of the Great North Air Ambulance, said the Pride of Cumbria would have to be grounded but she hoped it would be back in service in the near future.

However, she said this would entirely dependent on people and businesses in Cumbria now raising sustainable funds to keep the Pride of Cumbria in the sky. [Media]

Ed: Great North Air Ambulance who run the operation say they expect the operation to be unavailable for a limited period. This seems certain to be a matter of months as resources are gathered in to build up funds again in the wake of the diversion of charitable giving funds into the Tsunami disaster. Great North say that it is not only the general donations which have been affected but also their sustainable income which is raised from clothing collections and recycling initiatives. Nonetheless, based on the degree of media disquiet being exhibited in the region, there may well be a quick return to operations. A limited HEMS service will be available using the two other Great North helicopters.

Thankfully the wide range of charities severely affected by its ability to attract funds the main UK Tsunami appeal closed a few days ago after raising some £300M [$570M].

UNITED STATES

CALIFORNIA: Air Methods Corporation have announced that the Board of Directors of Memorial Hospitals Association, in Modesto have selected Air Methods to assume operation of its Medi-Flight air ambulance service, which has been serving the local area for 26 years. This represents the first expansion of Air Methods’ independent provider model into Central and Northern California.


Medi-Flight was the first helicopter EMS programme in Northern California and it achieved Commission on Accreditation of Medical Transport Systems (CAMTS) accreditation in 1993. More than 14,000 patients transported since inception.

OHIO: Heli-Dyne Systems delivered a fully reconfigured AS365N3 to Careflight Air Mobile of Miami-Valley Hospital, Dayton, Ohio in January. This latest addition increases the Miami Valley Dauphin fleet to three.

VIRGINIA: A new air ambulance promises to speed up response to accident victims on Interstate 77. To be based at Mountain Empire Airport in Groseclose, LifeGuard-11 is being added to the Carilion Patient Transportation Service fleet. The new Eurocopter EC135 will serve the I-77 corridor in western Virginia and go north into West Virginia and south into North Carolina.

With this new base, response time for “medevac” services for vehicle crashes and other medical emergencies are expected to be cut from 30 to 50 minutes to 10 to 20 minutes. It is expected to be in service from April.

Operated by LifeNet, a division of Air Methods, the helicopter will be staffed by Carilion Patient Transportation Service critical-care trained flight nurses and paramedics. [Wytheville Enterprise]
UNITED STATES

Aircraft manufacturer Air Tractor has reportedly been informed that approximately 50% of the Department of Interior Bureau of Land Management (BLM) contracts to fight wildfires in 2005 will be issued to the company’s AT-802 aircraft.

The popular AT-802F single engine air tanker (SEAT) is unique among air tanker aircraft used in wildfire fighting. It is the only American-made aircraft specifically designed for fighting and controlling wildfires.

Already a workhorse for the BLM and many western states the past several years, the turbine powered 800-gallon AT-802 is being called upon more often to defend against annual wildfires started by nature and man at the federal and state level.

Used throughout the world to fight wildfires, the Air Tractor AT-802F carry fire retardant, foam or water and is well suited to attack and control fires in increasingly populated "urban interface" areas, even in high altitudes and mountainous terrain.

HAI has reported that $100M in funds appropriated for 2005 firefighting emergencies went unspent during the last fire season.

With the sudden retirement of the vintage piston powered aircraft from fire-fighting duties in the US an urgent requirement for replacements exists. One seemingly unlikely contender has been proposed as 'ideal' for the task after a series of tests in the USA last summer. The BAe 146. The US Forestry Service has identified need for two types of aircraft totalling 35 airframes to meet its needs.

The idea of using the 146 originated from Tronos Canada Inc of Prince Edward Island. The company manages a fleet of 27 of the type and is the second largest lessor of the type. They have teamed up with a US partner - Minden Air Corp. to convert three 146 for fire fighting duties from this year.

Last year typical fire fighting profiles were flown over the Nevada desert using an ex-Air China BAe 146-100 with 30,000 [13,620kg] of sand simulating fire retardent loads and trials with a converted airframe are scheduled for this year.

In carrying between 2,500 and 3,000 gallons the 146 will match the capability of the retired C-130 fleet and yet offer faster transit speeds and enhanced STOL performance. [Aviation News/Speed News]

SEARCH AND RESCUE

BULGARIA

On January 28 the Bulgarian Defence Minister and Eurocopter signed a contract for the supply of twelve AS532AL Cougar helicopters and six AS565MB Panther helicopters.

The deliveries of the 18 helicopters are scheduled over a 3-year period. The first three Cougar aircraft will be delivered by the end of 2006.

Four of the Cougar helicopters will fly Combat SAR missions and the six Panthers for the Bulgarian Navy will perform sea surveillance and search and rescue missions; along with anti-submarine warfare and anti-surface operations.
INDIA

Embraer hope to sell EMB 145 AEW&C aircraft to India. A Memorandum of Understanding (MOU) has been signed with the Indian DRDO (Defence, Research and Development Organisation) to support the Indian Air Force new Airborne Early Warning & Control (AEW&C) system development.

Indian government analysts and Embraer engineers are working together to finish a study that should lead to an initial contract for three aircraft.

TURKEY

COAST GUARD: Turkey has awarded AgustaWestland a contract for the procurement of five additional AB-412EP to be delivered to Turkish Coast Guard Command. The new order is an addition to the contracts respectively awarded to Agusta on 20 March 1998 which covered five AB412 EPs and on 30 September 1998 to upgrade the first five helicopters and to order an additional four. All nine of these AB412 EPs have been delivered and taken into the inventory of Turkish Coast Guard Command, the last helicopter in late 2004. The additional five helicopters will be delivered between 2007 and 2008.

Turkey has also selected Alenia Aeronautica to fulfil its requirements for a maritime patrol and anti-submarine warfare (ASW) aircraft under the MELTEM 3 programme contract. Alenia will provide 10 ATR-72/500s in a dedicated ASW version equipped with a mission system chosen by the Turkish defence ministry under a separate and early contract awarded to Thales airborne systems business group in September 2002.

When signed the deal, valued around $220 million for the airframes alone, will make Turkey the military launch customer for the longer version of the ATR commercial transport aircraft, which faced the competition of EADS CASA C-295 and Bombardier Dash 8 proposed maritime versions.

Alenia has already delivered a maritime surveillance equipped version of the shorter version ATR-42 aircraft, called ATR-42MP to Italy’s Coast Guard and Custom services. Finmeccanica and Alenia Aeronautica held a briefing on their next-generation ATR72ASW Maritime Patrol and Anti Submarine Warfare airframe at the IDEX 2005 show in Abu Dhabi last month.
UAE
Bell/Agusta Aerospace Company has announced that the United Arab Emirates Air Force has awarded the Company a contract for eight AB139 medium-twin helicopters. This order raises the backlog to more than 100 helicopters for over 40 customers worldwide. Six aircraft will be configured for SAR operations, while the remaining two will be assigned to VIP transport. The UAE is the third country to choose the AB139 for SAR applications, following previous orders by the governments of Oman and Ireland.

UNITED KINGDOM
The Annual Report of the Ministry of Defence states that in 2004, there were 1,551 UK or overseas incidents resulting in 1,698 callouts of Royal Navy and RAF Helicopters, Nimrod aircraft and Mountain Rescue Teams, who moved 1,442 people. Incidents and callouts fell slightly compared with 2003; however the number of people moved increased by almost ten per cent, largely due to three major incidents in August. Viz. the moving of 35 cockle pickers to safety from rising tides in Morecambe Bay, 91 people from floods in Boscastle, Cornwall, and 53 people after landslides near Lochearnhead in Scotland. 96% of callouts in 2004 were in or around the UK. The others were in or around Cyprus or the Falkland Islands. 94% of UK callouts in 2004 were to civilian incidents. 60% of UK callouts in 2004 were to Scotland, the South West region or Wales. A further 16% of callouts were at sea.

INDUSTRY
As reported in the August edition of PAN the European Union continues to pursue the Italian government through the court’s for failing to respect EU open tendering. Chetan, the new helicopter of the Hindustan Aeronautics Limited (HAL), made its first flight successfully on Tuesday and is powered by the Turbomeca TM333 2M2 engine.

Bell Helicopter is offering a militarised version of its successful Bell 407 single engine light helicopter in response to a Request For Proposal (RFP) issued by the US Army in December for an Armed Reconnaissance Helicopter (ARH). The Army is expected to make a decision in June 2005 for a total of 368 aircraft to be delivered between fiscal years 2006 through 2011. A number of other manufacturers are vying for this contract and Boeing recently injected funds into the ailing MD Helicopters to ensure that the current favourite among the types on offer – the Little Bird variant of the MD500 – retains its production base.

A full-scale mock-up of the Bell ARH was on display at the recent HAI Heli-Expo Show in Anaheim.

Ed: Bell Helicopter has been able to announce the sale of 24 Huey II Upgrades to the US Air Force. The decision calls for the Huey II Upgrades to be delivered to the USAF over the next four years. The aircraft will be used at Fort Rucker, Alabama, to train helicopter pilots for the Air Force UH-1N helicopters in its inventory.

A full motion, six-axis Flying Training Device (FTD) simulator, to be brought into operation in the spring by Bond Air Services, is already attracting a high level of interest in the international aviation industry.
For use by helicopter crews, including third party pilots from Britain and overseas, Emergency Services personnel and Bond’s own pilots, the FTD Level 3 simulator will be fully representative of the latest Eurocopter EC 135 helicopters. A world first, it is being built in Bedford, England, by simulator specialists, cueSim, a subsidiary of QinetiQ, Europe’s largest science and technology organisation. The 2 million USD project includes a custom-built facility at Bond’s headquarters at Gloucestershire Airport, Staverton, to accommodate the simulator. The IFR, glass screen cockpit and dome are currently being integrated by cueSlm, with the FTD expected to be operational in April. Designed to meet UK CAA and new European JAA requirements, the applications will include Instrument Rating, Type Conversion, Recurrent Training, and the simulating of emergency procedures that cannot be practised in-flight. The visual database, with a screen display of $160^\circ \times 60^\circ$, will make extensive use of digital photo imagery from aerial photography, supporting low-level training tasks and visual navigation.

America continues to push forward with its ideas that might lead to US commercial passenger aircraft should be fitted with anti-missile systems. Industry sources remain of the opinion that such a system would be a costly and impractical defence against terrorists armed with shoulder-fired rockets. 

**Rand Corporation** Researchers say it could cost nearly $40 billion over 20 years to deploy defence technology on the country’s 6,800 passenger jets. The current Federal spend on airline security is a relatively meagre $4.4 billion. [ABTN]

**Cessna Aircraft Company** ended 2004 with deliveries totalling 897 aircraft: 179 Citations, 64 Caravans and 654 single engine piston aircraft. Cessna concluded the year with a remarkable 63 Citation deliveries in the fourth quarter compared to 48 one-year ago. In addition, over 330 Citation orders were received in 2004. Year-end sales revenues totalled $2.5 billion and the order backlog stood at $5.4 billion. [http://www.cessna.com](http://www.cessna.com)

The FALCO UAV, entirely designed and developed by **Galileo Avionica**, is a propeller driven UAV. Dedicated sensors include a multisensor (FLIR, Colour TV, TV Spotter) and surveillance radar. The FALCO is offered as a versatile and cost-effective solution for airborne surveillance, identification, maritime and border patrol, environmental monitoring and emergency control, as well as target identification and classification. Galileo Avionica is also fully involved in the ATOS (Airborne Tactical Observation and Surveillance System) an advanced and flexible airborne integrated observation and surveillance mission management system for border and maritime patrol duties. With its modular open architecture, ATOS easily supports multiple sensors and various operational console types, making this system suitable for both fixed and rotary wing aircraft. The system is being successfully operated by the Italian Customs and Coast Guard on the ATR 42 MP and on the Piaggio P166. [www.galileoavionica.it](http://www.galileoavionica.it)

A state-of-the-art radar surveillance centre operated by the Department of Homeland Security and powered by high-performance computing and storage technology from a number of industry providers is playing an integral role in protecting America. Equipment has been successfully installed at the Air Marine Operations Center (AMOC) in Riverside, California to assist detection, monitoring, and co-ordination securing US national airspace. The AMOC is linked to civilian and military radar sites, aerostats, airborne reconnaissance aircraft and other detection assets, which provide 24-hour radar surveillance over the United States and the Caribbean. This allows AMOC to identify, track, and support the interdiction and apprehension of violators attempting to enter US airspace with illegal drugs or terrorist objectives. Since September 11, 2001, AMOC has turned its surveillance and database capabilities toward protecting the people of the United States from further terrorist assaults while continuing to deter the smuggling of narcotics into the United States. Because of its extensive radar surveillance capability, AMOC is also providing airspace security coverage over
Washington, DC and has provided airspace security for a number of significant events, including the Summer Games, Winter Games and Super Bowl. Whether identifying and tracking suspects, providing 24-hour surveillance on high priority targets, or performing airspace security missions, AMOC is a vital link in the Homeland Security network. [Silicon Graphics, Inc]

**US Aerospace** industry jobs continued to exhibit an extraordinary turnaround during the final quarter of 2004, boosting employment from a 50-year low earlier in the year to solidify the sector as a lynchpin in the US economy. The industry added 8,000 jobs to round out the year, ending up with an increase of 27,400 from February through to December. [www.aia-aerospace.org]

Another new sensor system is in development. Even as *Police Aviation News* was preparing the Heli-Expo report item relating the progress with the Electron Multiplier [EMCCD] sensor [see page 16 of the Heli-Expo Report edition] news came to the editor of work in the Netherlands for a full colour night sensor. Full colour NVG and FLIR images. A Dutch company **TNO Defence**, Security and Safety [www2.tno.nl/] are working on this as a defence project designed to improve the effectiveness of night vision cameras. Trials are progressing well. TNO sees the equipment as of value to law enforcement as well as the military.

It employs a method giving single band intensified nightvision imagery a natural daytime colour appearance. For input, the method requires a true colour source image and a greyscale nightvision target image. The source and target images are both merged into one colour image. The only requirement of the method is that the compositions of the source and target scenes resemble each other.

![Original image + Colour reference = Final image](image)

TNO's new system works by sampling the colours in daytime scenes amplifies the visible colours and applies them to the original monotone image. The resultant ‘false colour’ rendition is designed to provide the viewer with an image that promises to enhance situational awareness. [New Scientist/TNO]

*Ed: The system can certainly exhibit that it works. Where difficulties might arise is when these images are presented in a court scenario. Clearly they are altered but whether the alteration is going to cause problems only time will tell. There are pdf files setting out the principles in some detail available to be bought/downloaded from the January 2005 edition of Displays at www.elsevier.com and a shorter article in the current edition of www.newscientist.com/article.ns?id=mg18524865.900*

**Evergreen Aviation** is benefiting from the success of the new movie, *The Aviator*. Tourism is up at the Evergreen Aviation Museum in McMinnville, Oregon, whose main exhibit is Howard Hughes' flying boat, the *Spruce Goose*. In January the number of visitors to the museum increased 50%.

The Evergreen Aviation Museum also provided technical consultation for the movie. Some of the museum's archival footage is used during the movie. Jack Real, Chairman Emeritus of the Evergreen Aviation Museum, was instrumental in relocating the Spruce Goose from its former home in Long Beach, California to the Evergreen Aviation Museum. Real, a friend of Howard Hughes and former president of Hughes Helicopters received the HAI Honorary Lifetime Member Award at HELI-EXPO 2005. For more information on the Spruce Goose and the Evergreen Aviation Museum, visit [www.sprucegoose.org](http://www.sprucegoose.org). [HAI]
A Texas jury has decided that Textron Lycoming were entirely to blame for crankshaft failures in high-horsepower engines between 2000 and 2002. The jury also decided that Lycoming’s investigation of the crankshaft failures was fraudulent and incorrectly put the blame on the manufacturer of the crankshaft forging.

Even though the FAA accepted Lycoming’s version that the parts had been improperly heat-treated by a supplier the jury found was that the crankshafts were under-designed for high-horsepower engines. They also decided that Lycoming changed the recipe for the steel alloy used in the cranks by adding vanadium (to make the metal easier and less expensive to work with) and that that weakened them.

The jury found that the sole cause of the crankshaft failures was Lycoming’s design. Lycoming will almost certainly appeal. [AvWeb]

Broadcast Microwave Services, Inc. (BMS) will be demonstrating the latest upgrades to their 2nd generation Truck-Coder II (TCII) at NAB 2005, Booth C1421. The two-unit system includes a rack-mounted control & IF unit and a mast-mounted up-converter & power amplifier that have been specifically designed to meet the rigors of ENG vehicle field use.

This product is an upgrade to the original Truck-Coder. The Truck Coder II touts several new features. Among them is the Bright Selector™ panel display for clear viewing and easy operation. Also, a front panel Ethernet port supports downloadable field upgrades and preset configurations. This ‘No-fuss’ feature enables firmware upgrades without having to crawl behind truck racks or unbolting and disassembling units from the rack.

The TCII will be launched at NAB 2005 in Las Vegas in co-ordination with the Nextel Frequency Relocation Plan Rollout. Operating either in the new digital mode that the standard requires, or in legacy analogue mode, BMS sees the Truck-Coder II transmitter as the perfect solution for the new requirements. The RF unit is configured to operate in the 2 GHz frequency plan band. As an option a second RF unit can be added allowing selectable operation at either 2 GHz or 7 GHz.

Enstrom Helicopter Corp. has announced an expansion in its dealer network. During 2004 the company added 3 new dealers and 10 sales representatives throughout the world bringing the total numbers to 15 dealers and 16 representatives.

The main growth areas in 2004 were Latin America, sub-Saharan Africa, the western United States and Asia. Twenty more territories have been identified for development in 2005. [www.enstromhelicopter.com]

PolyTech, the Swedish camera manufacturers, have launched a new sensor system designed for the law enforcement market. PolyTech have been on the edge of the market for some years quietly developing systems. Most previous sales have been into the powerline-survey market.

The Cobalt is a 6-axis passive and 4-axis active laser-gyro stabilised system employing all-digital electronics in a lightweight carbon-fibre composite turret. The video camera offers 100x E/O zoom and is low light capable. The FLIR camera options include single FOV and dual FOV QWIP, dual and triple FOV alternatives. Features include digital video tracking, searchlight slaving, laser illumination, pointing and rage-finding. [www.polytech.se]
ERA Aviation, a helicopter company that's been in business in southwest Louisiana for 30 years, is moving its national headquarters from Anchorage to Lake Charles. ERA's main business is providing helicopter services for oil and gas operations in the Gulf of Mexico and Alaska. (KPLC-TV)

Federal and provincial governments in Canada are putting up CAN$230M in loans to help develop and build a new line of helicopters for Bell Helicopter. Bell Helicopter is developing a line of four light helicopters, for mostly civilian use in the $700M project that will see them start repaying the loans once they have sold 51 of the helicopters. There have been similar government loans to Bombardier and in that case they got a full return and a degree of profit. One of the most important aspects of this project is that it guarantees the future of 600 jobs at the Bell plant over the next 15 years. [Bell]

On February 16, some months after its UK based launched the system associate [Tracker] the LoJack Corporation announced LoJack for Motorcycles, a tracking and recovery solution for stolen motorcycles. Motorcycle sales are booming, as is motorcycle theft, which rose a full 55 percent from 2002 to 2003. LoJack for Motorcycles addresses this escalating problem. LoJack for Motorcycles will be rolled out on a market-by-market basis in the United States, where motorcycle theft rates are highest. The product is available now at certified franchise dealers in Massachusetts and will be available in the greater Miami/Fort Lauderdale area by March 2005. LoJack for Motorcycles will also become available in Texas and California markets later in 2005. The product has a Manufacturer's Suggested Retail Price of $595 and one-time dealer installation fee.

UK Operators of Raytheon Beech King Airs now have the choice of a new CAA and FAA approved maintenance facility. MCA Aviation Ltd took over Jade Air at the former Beagle Aviation hangar at Shoreham Airport in November; they have now launched their King Air maintenance programme. The company holds EASA part 145 and FAA Repair Station approvals.

In just a few months, MCA has gained a substantial market share of G maintenance for all types of piston aircraft. The company also provides a fully comprehensive Prop Shop and component overhaul service to support a growing network of engineering operations. Tel +44 1273 464222 mcraft@mcaaviation.com

A major milestone was achieved on February 15th when the maiden flight of the Japanese EH101 was successfully completed at AgustaWestland’s Yeovil facility in the UK. The helicopter, designated KHI-01, is the first of 14 aircraft ordered by the Japanese Defence Agency to meet its Transportation, Airborne Anti Mine Counter Measures (AMCM) and Antarctic survey requirements.

Following an acceptance phase in the UK, the first aircraft will support KHI Pilot training prior to being shipped to Japan later this year. The aircraft will then undergo completion work by Kawasaki Heavy Industries (KHI), which will include the installation of radio equipment, defensive aids suite and other customer-specific equipment.

Essex Police have sold their AS355F2 G-EPOL. The police role equipped helicopter has now reverted to its original registration G-BMTC and transferred to Sterling Helicopters who operate some police contract work. Built as an AS355F1 it was first registered as G-BMTC for the Marley Tile Co. before moving to police work as G-SASU for a Surrey contract. [Comp]

Another move has seen EC135T2 c/n 375 registered as G-HWAA to Bond Helicopters. When completed in April it will be based with the County Air Ambulance at its Strensham [M5] base. [Comp]

US based ground handling equipment manufacturer ‘Chopper Spotter’ has developed a new larger helicopter lift and tow machine with a more robust lifting mechanism for their product range. The equipment addresses the lifting of larger helicopters. The new machine slides between the landing skids and the four extending arms are clamped onto the skids before the lift.
Airfield and aircraft operators requiring a self-contained diesel-driven ground power unit (GPU) for either short- or a long-term demonstration, maintenance or ramp operations can now hire them directly from Powervamp Ltd, the leading UK-based specialist in engine starting and aviation ground power.

The company’s ground support division, which already supplies its own range of battery- and mains-operated ground power units to a wide range of customers in the aviation industry, has now built up its own fleet of road-legal Mawdsley diesel-powered GPU’s. Three of these compact Lister-engined units are already available for hire, and the first has been supplied to a major UK helicopter operator. More will be added to the fleet as and when required.

The initial units are 115-volt 400Hz models delivering up to 20Kva, with 28 volt DC capability. They are notable for their quietness, compactness and operating economy, and are seen as ideal for operators of large helicopters and commuter/regional airlines who have a short-term ground power requirements.

Unlike most conventional diesel GPUs, which cannot be towed on public roads, these units are fully road-legal. This means they can be delivered and collected by an ordinary four-wheel drive vehicle, speeding up and simplifying delivery and reducing transport costs, as well as offering users greater flexibility to move them around.

The GPUs are bright red – a colour not normally associated with airfield support equipment. Powervamp managing director Richard Roller comments: “We chose the colour intentionally so that the units would stand out on crowded airfield aprons. The idea is that personnel will be able to locate them easily, for instance when collecting them after hire. Even if they don’t know the difference between an air start, GPU and other airfield equipment, they can find them just by asking for ‘the red unit on wheels’.”

Powervamp has been steadily building up its ground power support division, which now provides an important resource at major air shows such as Farnborough and Paris. At the last Farnborough show, for instance, the company provided 33 of its well-proven PS80 28-volt DC power supply units to nearly a dozen aircraft exhibitors, as well as its Coolspool 130® 28-volt power cart, which was connected to the new Bombardier Challenger 300. Powervamp regularly hires in diesel generators for use by its customers at such events. [www.powervamp.com]

**ACCIDENTS and Incidents**

10 January 2005 Sikorsky S76C JA6903 Japan Coast Guard. Operating on a training mission, experienced a loss of engine power while hovering over a ship located 28 nautical miles west southwest of Niigata Airport. The helicopter collided with the ship before hitting the water and sinking. The helicopter was destroyed and the two pilots, and two of the four crewmembers were not injured. The other two crewmembers received serious and minor injuries. [NTSB SEA05WA041]

29 January 2005 Eurocopter AS350B3 N351LG. Air ambulance Lifeguard Air Emergency Services operated by PHI from Albuquerque, New Mexico. Lifeguard 2 was involved in a hard landing northwest of Pilar, New Mexico while repositioning the aircraft. There were no other passengers in the aircraft and the pilot was uninjured. This is a confirmation of a brief entry in last months edition. [Concern]

2 February 2005 LearJet. Air ambulance. Aircraft en route to Vienna, Austria, from Karachi, Pakistan, via Iranian corridor crashed in Tabriz International Airport. The plane with six passengers and crew had landed in Tabriz airport for refueling but crashed upon take off. None of the passengers and the crew were hurt. An Iranian official said the
plane, of the LearJet model, belonged to the German-based International Air Ambulance Service, carrying two crew, the representative of the International Committee of the Red Cross and an Australian girl patient as well as two accompanying passengers. The group was flown to Romania by another plane of the International Air Ambulance Services. Tabriz International Airport, the oldest airport in Iran, is located northwest of the country, conducting 16 domestic and overseas flights a day. [Media]

8 February 2005 Beech King Air 100 N3076W Air ambulance. Vanderbilt Life Flight operated by Colemill Enterprizes out of the Vanderbilt Medical Center in Nashville, Tennessee. While at altitude, in cruise flight, the aircraft experienced a sudden onset of porpoising. An emergency landing was made without incident. Arrangements were made to transfer the patient to another aircraft and the flight was completed.

9 February 2005 Helicopter. Air ambulance. County Air Ambulance. An investigation has been launched into a reported near miss between an air ambulance helicopter and an RAF Harrier jump jet. The two aircraft came close to colliding over the heliport base of the helicopter at Strensham off the M5 Motorway in Worcestershire. It is thought the ambulance was returning from a call and coming into land when the incident occurred. Strensham variously operates BO105 and EC135 helicopters. [media]

10 February 2005 MD900 Explorer B-2116 [900-00109] Shanhai Marine Pilot Service. One person was killed and two others were missing after the helicopter collided with a cargo ship in China's eastern port city of Shanghai. The helicopter carrying two Chinese and two foreigners crashed into the mouth of the Yangtze River after colliding with a Singaporean cargo ship. The captain of the helicopter, a Canadian, was rescued. Not airborne emergency services. Included for interest only. [Media]

11 February 2005 Marshal-Grumman S-2 Tracker N442DF. Public use, fire tanker, aircraft suffered a wheels up landing at Coolidge, Arizona whilst undertaking a test flight. [FAA]

16 February 2005 Helicopter [Bell 206L?] Public use, Drug Enforcement Agency aircraft reported out of Hobby Airport suffered engine problems and made a 'hard landing' in a field near Fondren and the Beltway. The pilot was not injured and was back in the air within a couple of hours. [Media]

16 February 2005 Helicopter. Nova Scotia Health Services emergency airlift helicopter was forced to make a precautionary landing at an airport in Pictou county [Media].

17 February 2005 MD500 N600TP Tulsa Police. Two police officers were involved in an incident 700 feet above Tulsa, Oklahoma, when their helicopter suffered a bird strike. The TPD Air One helicopter, one of the first to be fitted with Nordam's seamless True Vision windshield, lost the screen in the impact. A brown duck crashed through the windshield, creating a 12 inch-by-18 inch hole in front of observer Byron Barnhart. Pilot Tim Smith was flying 115 miles an hour on a call when the impact took place. The helicopter spun hard to the right. After considering making an emergency landing the pilot continued the flight as all the gauges and indicator lights gave positive readings. [Media]

18 February 2005 Eurocopter AS350B3 N???HP. California Highway Patrol. A helicopter based in Redding was grounded to allow its electrical system to be checked after flying into power lines near Willow Creek while responding to a medical emergency. Within minutes of taking off with the patient on board, the helicopter hit power lines while flying over a gorge, about 150 feet above ground. The cutter worked well and the aircraft was apparently undamaged. None of the three people on board -- pilot, paramedic, or patient -- was injured, but the power lines were snapped and the aircraft made a precautionary landing. A tow truck returned the helicopter to Redding. The helicopter will be out of service for two weeks.
Pacific Gas and Electric said three lines were snapped resulting in a power outage to 120 customers in the Willow Creek area. [Redding Media]

21 February 2005 Bell 206L N107AE. Air ambulance. Air Evac Lifeteam based in Claremore, Oklahoma. A 71-year-old Texas man, being airlifted from a one-car accident, was killed and three crew members were injured when the helicopter went down about three miles north of Cherokee City in western Benton County. The helicopter was reported to have just left the ground with the patient when it fell back to the ground. Pilot Dennis Enders, 53, was taken to Springdale, and lead flight nurse DeeAnn Miller, 40, was taken to Siloam Springs Memorial Hospital in two other Air Evac helicopters. Lead flight paramedic Clayton Bratt, 56, was taken by ground ambulance. Enders and Bratt were in a serious condition. [Concern/Media]

22 February 2005 CASA 212-200 Aviocar PK-2032. Indonesian National Police. Fifteen of the eighteen people aboard were killed when the aircraft flying from Jayapura to Sarmi crashed into the ocean off Sarmi while on approach, 3 miles from the runway. It was reported one of the plane's engines was malfunctioning.

FLIGHT SAFETY
According to a media report, the February 18 incident involving a CHP AS350B3 was not of interest to the FAA and will be dealt with internally. Accordingly no FAA report on this has yet appeared.
Meanwhile the Helicopter Association International [HAI] is up in arms because the National Transportation Safety Board (NTSB) has issued a Notice of Proposed Rulemaking (NPRM) to amend Federal regulations governing notification and reporting of aircraft accidents, incidents, overdue aircraft, and additional requirements governing the preservation of aircraft wreckage.
The change? Well it seems that the NTSB wants to include ground damage to helicopter main and tail rotor blades in reportable incidents. Currently damage to these is excluded. NTSB now says the main rotor blades of a helicopter are the lifting surfaces of the aircraft and are considered to be equivalent to the wings of an aeroplane. Further, tail rotor blades of a helicopter provide yaw control and are analogous to the rudder control surface of an aeroplane.
So, if it goes ahead, helicopters with substantial damage to main or tail rotor blades on the ground would become a Reportable Events that would require that the event be reported as an accident instead of an incident.

*Ed: So does that mean that the level of accidents reported in the US is artificially lowered because I believe each of these has been notifiable over in Europe for as long as I can remember. I often wondered why I picked up media stories in the past, put them in the accident section of PAN and never subsequently found a report on them. There were not many, just the odd one, just enough to make me think ‘strange’... until the media put the CHP intent in print this month.*

*I am checking whether the NTSB move is associated with an attempt to bring US standards up to meet European standards so they can each meet a common flight safety standard. It seems likely.*

PEOPLE
The founder and CEO of the world's busiest producer of civil helicopters, Frank Robinson, received the Southern California Aeronautic Association’s (SCAA) annual Howard Hughes Memorial Award (HHMA) on January 27, 2005 at a banquet in Los Angeles, California. Robinson received the award medallion at a dinner event held at the Jonathan Club in downtown Los Angeles.

Mike Cox has been appointed Vice President of Communications for Bell Helicopter, a Textron Company. Mr. Cox replaces Carl Harris who retired recently after 38 years with the company. Mr. Cox joined Bell from the USAF as Media Relations Manager in 1998.
R&D Design Services Limited of Broadstairs in Kent which produces monitors and video enhancement systems for the airborne and ground surveillance market has made senior appointments and expanded both its Engineering and Sales Administration teams. **Frank Kraft** has joined the company taking up the role of Global Sales Manager. He brings the benefit of his many years of experience in avionics surveillance systems and technology to R&D. Frank’s deep understanding of military and civilian groups’ video surveillance technology requirements makes him a strong addition to the R&D Design Services Ltd team. The company has created a newly defined role of Sales Administrator and **Tom Morrison** has been recruited to the post.

Retiring Commissioner **Sir John Stevens** who joined the Metropolitan Police Service in October 1962 retired as Commissioner at the end of January. Sir John rose from his early days of patrolling the Tottenham Court Road area of London to become a senior detective. Most recent was the enquiry into the deaths of Diana, Princess of Wales and Dodi Al Fayed. Sir John is a pilot and is reported to be seeking to finalise his CPL in order that he can undertake flying for an air ambulance organisation in Eastern Europe. It was during his period of office that the first moves to replace the current helicopter fleet were made. He is replaced by a new Commissioner **Sir Ian Blair** who is not a pilot.

The Essex Air Ambulance has announced the appointment of **Jean Twin** as Community Fundraising Co-ordinator for the charity. Jean will be working with community groups and individuals across the county who raises much-needed funds for the Essex Air Ambulance.
From January 28 to February 13 the 2005 FIS Alpine World Ski Championships in Bormio and Santa Caterina Valfurva, in the Lombardy Alps attracted thousands. In Bormio alone the athletes numbered 358 drawn from 62 different countries. The thousands of people drawn to the region, athletes, managers, technicians, reporters, tourists and more attracted a major safety and security effort.

So in the beautiful and cold scenery of Alps was possible see many helicopters deployed there for various activities.

**Air ambulance support.**

Throughout the year the Lombardia Region Sanitary Service (the local HEMS or 118 service) maintain an Elilario AgustaBell AB-412EP ready to take-off from the airfield in Caiolo, near Sondrio. This HEMS station (one of the first in Italy) is busy in winter and summer, due the level of tourism in the valley. Covering the Ski event necessitated the allocation of additional resources. Elilario deployed their latest Agusta A109E Power [I-NIGI] close to the ski-track in
the initial intervention role. The helicopter carried a rescue team comprising members drawn from the 118 Sanitary Service and the National Alpine and Fluvial Rescue Corps (CNSAS).
An additional AB-412 helicopter, ready to intervene in support of the A109, operated from a small airfield on the edge of the city of Bormio. This 412 was from the Venegono Air Section fleet of the Guardia di Finanza (Treasury Police).

Security helicopter support.
The Italian State Police 2nd Air Unit deployed to Caiolo airfield an Agusta-Bell AB-212 usually based at their base at Milan-Malpensa. He primary role was public order and traffic control in the valley.

Other helicopters.
During the course of the ski event a number of civil and military helicopters were present engaged in aerial work, VIP transport and support. Although not directly involved in official event support an AB-412 in the green colours of the Roma-Urbe Corpo Forestale dello Stato Air Service, and a red A109 Power from Milan-Malpensa Vigili del Fuoco Air Unit [Fire].

All the images below were taken on January 29, when the temperature was well under 0 centigrade, at Caiolo airfield the temperature was minus 10 – cold enough to seize one of the cameras.

Recent attempts by the UK based Shephard Group to raise interest in running a Police or Emergency Services conference appear to have failed.
Shephard ran a series of Police Aviation Conferences in association with the Helitech event in the 1990s but after the last one in London nearly a decade ago declared them no longer valid. At that time they were successfully courting ALEA’s aspirations to get a foot into the European market. They turned instead to the more militaristic SAR conference formula and effectively thwarted ALEA’s line of entry. SAR – the Americas this year is March 8-10 in Miami, Florida, USA.
Now it seems that Shephard’s own ideas of renewing the idea of a UK police conference have received a set back. Sections of UK industry, PACE and the ALEA have rejected endorsing such an event and it appears to have been quietly dropped without ever receiving much of a public airing.

Meanwhile the Airborne Response event scheduled to be held at Oxford Airport in May has updated details of its conference programme to include a case study on the co-ordination of the Tsunami relief efforts. The speakers include Barry Johns, Chief Executive of the West Midlands Ambulance Service & Chief Executive of the Confederation of Helicopter Ambulance Services (CHAS) and Alastair McWhirter, Chief Constable of Suffolk Police & Head of the ACPO Air Operations Working Group.
The event organisers have now secured the support of the Maritime & Coastguard Agency (MCA), the Chief Fire Officers Association (CFOA), the Association of Chief Police Officers (ACPO), CHAS, the Institution of Fire Engineers (IFE) and the Ambulance Service Association (ASA). Members of these and other supporting organisations will be able to take advantage of special rates to attend the conference.
The event is organised by International Heli Trade Limited which also organises International Heli Trade and Emergency Response Helicopter, Geneva. Visit www.internationalhelitrade.com or www.airborneresponse.com

There must be a moral there somewhere.
ACPO 2005 *International exhibition and conference*. The exhibition and conference, launched in 2001, has grown into a well-respected and essential annual event for the police and public security community in the UK and beyond. As in previous years there are other complementary exhibitions in adjoining halls with interesting items.

ACPO 2005 is claimed to be the definitive event for police and public security professionals to meet suppliers, view the latest technology and make informed purchasing decisions. Products on display range from body armour, clothing, crime prevention and protection equipment, right through to the latest surveillance products, information systems and hi-tech communications innovations.

A new dedicated area for hands on practical demonstrations of the latest products and technology makes its debut at ACPO 2005. Participating companies that have launched new products during the last year have been invited to showcase their products in the new area.

A new area focusing on Special Operations will also be launched this year. With several key players having already confirmed their support, the Specialist Operations Zone will showcase the latest specialist equipment providing police and crime fighters with a much-needed outlet for making such important purchasing decisions.

The free seminar programme features a day dedicated to serious and organised crime hosted by The National Criminal Intelligence Service (NCIS) and the National Crime Squad (NCS) on Tuesday 17th. On Wednesday 18th The Police Information Technology Organisation (PITO) will be presenting a series of sessions covering developments in technology. A forensics-themed seminar day completes the line-up on Thursday 19th.

The full programme will appear on the event website [www.acpo-expo.co.uk](http://www.acpo-expo.co.uk) as sessions are confirmed.
Attended every year by over 4,100 visitors, the exhibition is further enhanced by its link with the Association of Chief Police Officers' Conference, which is attended by the UK’s leading Chief Police Officers, Home Office representatives and Police Authority members. The conference regularly receives extensive media coverage due to the complexities of modern policing under discussion and the attendance of the Home Secretary and government ministers, who use the conference to make important announcements.

Among the exhibitors scheduled to display at this years’ ACPO are CAM GmbH-TEL the European agent for the San Diego based Broadcast Microwave Systems, Helimedia representing L3 Wescam in the UK and McAlpine Helicopters the Eurocopter Agent promoting the EC135 and EC145. Others, including Ovation Systems and QinetiQ will be in the adjoining exhibit hall housing the IFSEC exhibition.

Three exhibitions situated in adjoining halls are freely accessible, they are IFSEC www.ifsec.co.uk a security industry exhibition, International Fire Expo www.fire-expo.co.uk and the Safety & Health Expo www.safety-health-expo.co.uk

International Fire Expo is one of the industry’s best-supported fire events, with virtually every key UK fire body involved for 2005. The event now spans all aspects of fire fighting, including fleet management and fire rescue, through to fire prevention and protection. This year more companies are exhibiting than in previous years.

The Emergency Action Zone features a series of live demonstrations, road traffic incident simulations, fire rescue and outdoor extinguishing practices outside the NEC hall.

As Europe’s largest dedicated annual event for the health & safety sector, Safety & Health Expo focuses on educating and informing Health and Safety professionals on the key changes affecting their market.

8-10 April 2005. Fly! The London Air Show, Earls Court Exhibition Centre.

The 2005 London Air Show, which is only in its second year, promises to be a magnet for aviation enthusiasts of all ages and will feature everything from the latest fixed-wing aircraft and helicopters to clothing and accessories.

Among the aircraft on show will be the 2005 model Cessna 172S Skyhawk SP, making its UK debut after being shipped from America especially for the show by the Wycombe Air Centre. The Show will be the first time Senate Aviation Ltd has represented New Piper Aircraft at a trade exhibition as they were awarded the UK, Ireland and Spanish distributorship in June last year. Senate have chosen to display the first Piper Aircraft in the UK to be equipped with the Avidyne’s FlightMax Entegra Integrated Flight Deck – a Piper Arrow.

Senate Aviation’s own Piper Cub, the aircraft that launched the American manufacturer in 1931, will be the centrepiece display for the Vintage Piper Aircraft Club.

The world of miniature aviation will also provide visitors with a thrilling spectacle with expert model flyers racing radio-controlled helicopters around a specially constructed model-flying aerodrome. The three-foot-long helicopters cost up to £4,000 each and are capable of speeds up to 70mph.

At the other end of the spectrum, air sports such as gliding, hang-gliding and free-fall parachuting will be looking to recruit new participants, with experts on hand to explain how to get started.

Visitors will also be able to enjoy a mix of information, education and fun in the seminar theatre. A variety of topics ranging from the history of flight and its heroes to more serious aspects of aviation such as the role of the Civil Aviation Authority (CAA) will be under
The world’s fastest piston-engined production aircraft, the new Lancair Columbia 400, will be seen for the first time in the UK.

Ticket Booking Line: 0870 143 2206 Ticket Prices: Preview Day (Friday) £20 on the door, £18 in advance. Standard Adult (Sat and Sun) £14 on the door, £11 in advance. Child £9 on the door, £8 in advance. Family Ticket (2 adults and 2 children, Sat and Sun only) £38 on the door, £32 in advance. www.londonairshow.co.uk

Registration is now open to attend the **27-29 September 2005 Helitech** Imperial War Museum Duxford, near Cambridge, UK. Helitech is a 3-day exhibition which regularly attracts more than 250 exhibitors from around the world representing every tier of the supply chain with strong OEM representation. In 2003 over 6,500+ commercial and military trade visitors and private owners viewed the latest helicopters and newest systems and equipment on display. www.helitech.co.uk

A date has been announced for the next **China Police Exhibition**. Between 24-27 May 2006 ‘China Police 2006’ will be held at the Beijing Exhibition Centre Beijing, P. R. China

**DIARY**

- 8 - 10 March 2005, SAR – the Americas. The Hyatt Regency Hotel, Miami, Florida, USA. This marks a return to the USA for Shephard’s successful series of Search and Rescue events. Saving lives in today’s complex and multi-threat environment places new and unique demands on SAR and CSAR forces. This calls for greater co-ordination, co-operation, innovative thinking and better SAR technology, than ever before.

- 31 March, 1-2 April 2005. LABACE Sao Paulo, Brazil. Offering a highly cost and time efficient opportunity to examine state-of-the-art equipment first hand. This is Latin America’s only annual ‘must attend’ event. +55 5032 2727 fax 5031 1900 E-mail info-br@labace.aero or +1 202 783 9000 fax 862 5552 info-us@labace.aero www.labace.aero

- 5 - 6 April 2005 The British Business and General Aviation Association [BBGA] 26TH Annual Conference and [April 6] the BBGA golf day. Conference to be held at Sopwell House, St. Albans. Details from ga@gamta.org Web: www.gamta.org

www.ebanmagazine.com/bgad05
World Congress Air Medical Assistance
Barcelona, 20-24 June 2005

The wings of care

A must for 2005. From June 20 to 24 of next year, the eighth edition of the Airmed Congress, devoted completely to air medical assistance, will be held in Barcelona. The event will attract the industry’s decision-makers and is a unique occasion to make contacts, analyse the latest trends in the sector and invest in the main emerging markets all over the world. Don’t miss it. We’ll be waiting for you at Airmed 2005.

Information and registrations: www.airmed2005.org

www.PoliceAviationNews.com

A wealth of on-line resources