

# Police Aviation News

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# PAvCon 2010 Preview

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# POLICE AVIATION

## BRAZIL

ALAGOAS: The State and federal governments are getting together to increase law enforcement air support across Brazil and the State of Alagoas is one of the latest to announce its intentions. They are financing what is believed to be the first role equipped helicopter in Alagoas. Equipment level expected should include such as a searchlight, winch and sliding door. The choice has yet to be made with the leading contenders being the Bell 407 and the AS350. The budget is around \$6.5M. The state has previously operated aircraft, including a Bell LongRanger and Beech 95, but these were not role equipped. [Helihub/PAR]

## EUROPE

For nearly a week it was so quiet here in the office. Normally the stack of jets waiting to let into Heathrow hangs outside my window, the flight path to and from London City is over the office, as is both the east London helicopter route and the favourite navigation aid the M25. All in all a pretty good basis for mechanical noise pollution.

For a period the only noise pollution was the M25, although a rare piston engine aircraft intruded. It seemed that for a while at least the feathered birds were winning the noise war. And who didn't miss the contrails in the sky?

From the middle of April an Icelandic volcanic ash plume progressively caused chaos for travellers' plans, grounded most airlines in the UK and northern areas of mainland Europe and Scandinavia. The prime targets were jet powered machines or anything wishing to fly at medium or high levels. The majority of air ambulances were grounded for long periods as a variety of opinions was sought on the advisability of flight. Even police aviation operations were affected but in the majority of cases it was just the level of call-out urgency that was raised.

The greatest losers were people wishing to use airlines for business or leisure. All faced long delays.

Ash from the previously unheard of and still unpronounceable Eyjafjalljokull volcano drifted into UK IFR airspace at high altitude leading to airports from Scotland to the south coast of England progressively closing. It was not that the aircraft could not fly it was just that it was considered that they could not fly the normal straight to altitude flight profile that allows them to reach their destination.

Only class A airspace was closed due to no IFR clearances being allowed; all other airspace classifications are still available to VFR traffic.

The Thames Valley Police EC135 was still to be found hovering over the remains of the Cherwell Valley motorway services area which unfortunately set to generating its own plume of fire that destroyed it. Although the UK was an IFR shut down the Isle of Man [in the Irish Sea] closed its airspace to ALL aircraft both VFR and IFR with a 12 mile radius of the coast. Similarly in Norway they closed the entire Norwegian airspace, even the SAR and HEMS were grounded.

An air ambulance with a Danish woman with heart problems, on the way from Thailand to Denmark had to make an emergency landing in Frankfurt because of the ash cloud over northern Europe. SOS International were trying to get her home but the situation precluded it. It was reported that forty sick Scandinavians were stranded around the world unable to return home.

A similar repatriation mission from Italy to Scandinavia by REGA was beset by difficulties with the invisible dust cloud. Invisible it may have been but the effect was as if it were a high wall of stone—even if it was later seen as an over reaction.

If individuals thought to brave the problem alone the manufacturers were there to trip them up. Turbomeca, Rolls-Royce and P&W all put out advice not to fly. As a direct result of the Turbomeca statement the Merseyside Police unit closed down. The Essex and Hertfordshire Air Ambulances joined the grounded majority under obligation by the aircraft operators; Bond Air Services and Medical Aviation Services but the Bond Aircraft returned to service leaving the MAS MD fleet grounded. Confusion and differences of opinion abounded but the insurance companies effectively called the shots.

Nonetheless, even during the initial total closedown, emergencies were serviced. A Sikorsky S-92 rescue helicopter was flown through areas suffering low level poor visibility caused by rain and mist under the ash pollution to help a woman on Shetland who was in a life or death situation. The woman was seriously ill in the Out Skerries, and it was feared ferry travel might take too long. She was taken to Bain Hospital in Lerwick. After every operational trip the helicopter is given a thorough clean thereby removing any debris that has built up.

Others were dismissive of the whole shut down of the air space and, despite the debatable insurance position, carried on much as usual – albeit at low level.

## GERMANY

LOWER SAXONY: The limited introduction of mini-UAV craft to police service appear to be bringing to the fore a whole range of difficulties [see also under United Kingdom].

In Lower Saxony confusion is said to reign regarding their use of a small drone helicopters



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[believed to be the Air Robot model] with the police. The device has been tested by police several times but now a Data Protection problem has arisen.

Someone in a position of influence has raised the spectre of visual intrusion. Flights over populated areas could result in the camera carried filming in the window of a house by mistake and thereby invade the [privacy of innocent occupants](#) – an aspect subject to protection under the German Constitution and similar to the difficulties being put in the way of US operations of [like](#) craft. There is now a suggestion that [the](#) German police would have to inform 'data protection officials' before undertaking flights therefore [potentially](#) negating the whole project. [Rotorblatt/PAR]

## MALTA

FRONTEX: After five years of anti-migration patrols by Frontex nations in the seas around Malta the nation pulled out of the planned operation Chronos, that was to have started last month.

Malta pulled out after deciding that the level of migration had fallen sufficiently in recent years for it to be no longer necessary.

After the Maltese decision Frontex cancelled the €9M project on the clear understanding that it would restart surveillance operations on the central Mediterranean route if Malta changed its position and made a fresh request.

The decision is said to be based on the success of the multi-national operations that brought in resources from across the EU including Finland and Germany. Since the introduction of joint patrols by Libya and Italy last year, the number of illegal immigrants reaching Malta has dropped significantly. The number of illegal immigrants reaching Malta in 2009 dropped by more than half over the previous year. [Times]

## PARAGUAY

The Policia Nacional Paraguay took delivery of its first helicopters last month. They are expected to be operational across the whole 157,037 sq ml/406,630 sq km of Paraguay from July.

The police took delivery of the first of three Robinson R44 Police with FLIR 8500 sensors fitted in the middle of April 2010. Two further examples were being delivered by sea. Operations commenced at Silvio Petrossi airport. Police Force Special operations has 15 staff in training to fly the helicopters. The operation will have one storage hangar and another set aside for maintenance.

## UNITED KINGDOM

NATIONAL: Last month the UK Civil Aviation Authority (CAA) issued updated guidance on the use of unmanned aircraft, following recent legislative changes. The advice includes the new regulations affecting small, unmanned aircraft used for surveillance work.

Small, unmanned aircraft are increasingly being used for commercial aerial work such as surveillance and data gathering, as well as aerial photography and survey work. These new activities could bring unmanned aircraft into much closer proximity to built up areas and large groups of people. Unlike manned aircraft,



or even model aircraft used for recreational purposes, there have been few established guidelines for operators, some of whom may not be aware of the potential hazards involved. Therefore, operators of unmanned aircraft weighing less than 7 kg and undertaking aerial work, now require permission from the CAA. Unmanned aircraft being used within 150 metres of a congested area, or 50m of a person or vehicle, also now have to be authorised by the CAA. The new rules are intended to ensure public safety by applying appropriate operational constraints.

Expanded guidance regarding the reporting of incidents and occurrences involving the use of unmanned aircraft is also included in the revised CAA publication. Such reporting is viewed as being a vital element in the successful development of the emerging civilian unmanned aircraft industry.

A copy of the document, *CAP 722: Unmanned Aircraft System Operations in UK Airspace – Guidance*, is available at <http://www.caa.co.uk/docs/33/CAP722.pdf>

*Ed: This important 'must read' document is a tortuous 96 pages long fortunately it was written by civil servants so they have no wish to save space or trees and you will find that anyone in the real world could easily have written it on a dozen sheets of paper.*

*Readers may recall that Merseyside Police were recently criticised for failing to comply with the new regulations brought in during January this year. See page 9 PAN March 2010 edition. That criticism may be difficult to support in view that this important alteration in a very important piece of legislation was not only published subsequently but by a significant margin.*

*Previously published as DAP Unmanned Aerial Vehicle Operations in UK Airspace – Guidance: June 2001, the first edition of CAP 722 appeared on 29 May 2002, the second in November 2004, a third in April 2008 and the latest is the fourth edition – 6 April 2010.*

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CHESHIRE: Although they were somewhat reticent about admitting it the Cheshire Police have taken delivery of their first helicopter, a Eurocopter EC135P2+, at their Hawarden base. The aircraft is a low skid specification variant and identical to a number of others recently delivered. The Cheshire aircraft is the third of the batch after the Suffolk and Air Support Units. The remaining four are to be taken on by Chiltern, North Wales, Cleveland and West Midlands.



Central Counties

Cheshire commenced operations sharing the Merseyside Police AS355F helicopter until it took up with a Britten-Norman Islander and they have now disposed of a similar aircraft with the arrival of their helicopter. [CP]

*Ed: PAN understands that the aircraft most recently operated by Cheshire Police, Islander G-CHEZ has been sold into Europe. Currently the parties involved do not wish the sale to be disclosed. We hope to carry the full story next month.*

ESSEX: The consortium comprising Cambridgeshire, Essex and Suffolk is seeking a new Aviation Manager who will attract a salary between £45,597 and £49,404. Applications for the post being advertised in Flight International and on-line have to be in by May 7 and interviews will commence later this month.

The current Aviation Manager and Unit Executive Officer for the consortium is Inspector Paul Marrion who is due for retirement shortly. His replacement will be based at the Essex Police Air Support Unit, Boreham, Chelmsford but the task requires that he or she be required to travel throughout the consortium area.

Since it was set up in 1999 this consortium agreement has been extended to include pilot

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provision in all three forces and an approved maintenance facility based in Suffolk to provide both line and base maintenance and repair for the consortium aircraft. The consortium now operates under a single Police Air Operations Certificate [PAOC].

The task facing any new Aviation Manager is considerable. The current post holder learned his tasks over many years but any replacement from outside police air support will not be afforded that luxury. Full details of the duties are available on the Essex Police web site.

## UNITED STATES

**CALIFORNIA:** The Santa Barbara County Sheriff's Office, has been operating for 70 years over the 2,700 square mile county area. It currently flies light singles and forty-years-old DoD surplus Bell OH58 Kiowa helicopters with access to role equipment including an Inframetrics FLIR. Not that long ago, in 2002, there were plans to set up a non-profit foundation to raise funds in order to purchase a light-medium twin-engine helicopter, an EC135 was the stated preference, to replace the OH58s.

We are now in a wholly different situation and the story last month was not that they were buying a new state-of-the-art aircraft but that FLIR Systems Inc., had donated one of their systems to the unit. The equipment, valued at more than \$100,000, features a dual sensor camera with thermal imaging technology, an improvement over the department's current infrared camera. The SBC Board of Supervisors voted to accept the donation, required by policy for gifts valued at more than \$10,000. The gift comes as the sheriff's department faces the possibility of significant budget cuts.

**CALIFORNIA:** The City of Anaheim has recently purchased new Eurocopter AS350B2 helicopters for patrol duties. Last month the most recent, AS350 N326PD c/n 4555 acquired in 2008 was being used to revise the STC on the Meeker searchlight mount.

When completed the new revision will cover both the XP and Trakka 800. [Meeker]



**MARYLAND:** Montgomery County Police Dept. in Silver Spring Maryland has obtained two helicopters and even agreed how much to pay its pilots. Unfortunately the squabbling of politicians means that all this is unlikely to lead to an aviation unit anytime soon.

Montgomery County took delivery of the former Princess Ann PD OH-58 in August 2009. At the time of the transfer the recipients were ready to put their aviation division in the air and Princess Anne was not. There was an expectation that they would have been up and flying by the end of last year using \$250,000 in Federal grants and the \$2.5M police drug fund as primary sources of funding for what was expected to be a \$500,00 a year operation.

Now the majority of the County Council appears opposed to an aviation unit, an idea that was proposed informally by a Democrat County Executive Isiah Leggett last year.

The Fraternal Order of Police Lodge No. 35 contract for fiscal 2011 calls for pilots and co-pilots to receive an additional \$3,500 annually and for observers and flight officers to receive an additional \$1,500.

TEXAS: Metro Aviation, Inc. has taken delivery of two new 'green' AS350B3 AStar airframes from Eurocopter. The pair will emerge as fully role equipped completions for the Texas and the Department of Public Safety (DPS) Aviation Section. Delivery to the customer is scheduled to take place by mid-year. These latest airframes will provide additional capability to the Texas DPS with added hot and high altitude performance as well as external hoist capability.

The new airframes will be equipped with NVG capability, external hoist, extensive law enforcement avionics, a gyro-stabilised colour and TI camera, Geneva Digital Audio System and a tactical flight officer suite for law enforcement systems management and operations. The custom paint and interior appointments for the two aircraft will also be undertaken in-house.

Metro Aviation most recently completed five new AStars and one new EC145 for the Texas Department of Public Safety Aviation Section after receiving a previous competitive bid award in 2008.

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# AIR AMBULANCE

## PAKISTAN

**KARACHI:** The chief executive of Galaxy aviation company who launched country's first boat ambulance service for poor residents is proposing to the federal and local government the provision of a Mil Mi-2 helicopter free of cost to set up a "City Hawks Rescue Operation."

The problem with the offer is that the authorities would have to provide the most costly element of the operation - technical assistance and the salaries of both pilot and crew. The first time the offer was delayed and bureaucratic hurdles were created by some elements to ensure it failed.



## SOUTH AFRICA

**NETCARE 911:** Last month Netcare 911 became South Africa's first aero-medical emergency evacuation specialist to be accredited by the European Air Medical Institute (EURAMI).

EURAMI approved the level of Full Accreditation - Special Care for the fixed and rotor wing operations of Netcare 911 after a thorough three-day on site audit of its operations in Johannesburg and Durban performed in February. Netcare 911 is only the second aero-medical emergency evacuation specialist to receive this endorsement of quality within Africa. This status is also held by Kenya's AM-REF Flying Doctor Service, the first Non-European, Non-US air rescue provider to receive EURAMI accreditation.

## SWITZERLAND

**REGA:** In 2009, at 14,000 sorties, the number of missions undertaken by REGA matched that of 2008 - of salvage is almost the same as the one of the preceding year.

The year saw the introduction of the Da Vinci variant of the AW109 and opening of a new Lausanne base.

The introduction of the new AW109 requires a total investment of about 112.5M Swiss Francs, the type undertook its first mission on October 29, 2009.

## UNITED KINGDOM

**ESSEX:** In a month's time the Essex Air Ambulance will be relaunched on an MD902 Explorer at an event in Grays, Essex. The Bond Air Services Limited [BASL] contract for the EC135T2 is drawing to a close and there will be a new provider and airframe introduced to service for the coming year.

It is planned to give up the current base at Boreham near Chelmsford in the near future and all the facilities [fuel and hangar] currently on site are owned by BASL and likely to be summarily denied to the air ambulance. The Earl's Colne site is not yet thought to be ready for the helicopter; a temporary move may therefore be on the cards.

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**GREAT NORTH – EMS BY NUMBERS:** The Third Sector, the mouthpiece of the charity sector ran an article on the performance of one of the air ambulances in the UK last month. It gives some insight into the fundraising sector

Great North operates medical support in Cumbria, Durham, North Yorkshire and Northumberland. Despite suggestions to the contrary the charity has held its own in fundraising from 2008-2009 and raised £5.54M to 31 March 2009. This compares with £5.27M the previous year

The cost of generating its income was £581,000. The charity raised £2.86M, giving it a fundraising ratio of 20% in the pound. The previous year's ratio was 24%. In contrast the RNLI (Lifeboats) reports a ratio of 16%, but that may be unduly assisted by its longevity, much greater size and image.

The charity was able to meet its reserves target - £959,000. The figure is equal to six months' administration support costs. The amount of the income that was spent on front-line services during the year was 74%. [Third Sector]

**NORTHERN IRELAND:** The air ambulance charity, Alpha 5 collected more than £750,000 but produced nothing more than a PR related demonstration flight and a dire spreadsheet. It has now been wound up without ever flying an operation.

Last year media reports spoke of 90% of the money collected by the Ireland Air Ambulance [IAA] charity in its first year being swallowed up by wages and overheads. Of some £700,000 collected around £65,000 was left.

The existing trustees and some of the staff of IAA have been stood down and a new charitable company has been formed which will retain the old IAA name.

It is almost five years since Booz Allen Hamilton undertook a feasibility study on the provision of a HEMS service in Ireland for government departments in Belfast and Dublin. Prompted by these terms of reference [the report was little more] a measure of progress has been made south of the border but the situation in the north remains dire thanks to the negative publicity generated over the wasted donations.

Over recent years the UK air ambulance fraternity, currently under Chairman Hayden Newton of the Association of Air Ambulances [AAA], have wanted to help out in Ireland but their terms of reference effectively ruled this out. The AAA membership is for existing air ambulances and health authorities not the wannabe variety. But where there is a will there is a way and PAN understands that the intended saviour of IAA is closely associated with the successful North West Air Ambulance serving the area of England nearest to the intended operational area of IAA. [BBC/Herald/PAR]

*Ed: It is interesting to note that yet again The Charity Commission, the supposed overseeing authority for charities has been prominently absent from keeping an eye out for wayward charities. This toothless 'stay at home' government organisation has failed to adequately govern a body handling public money and has left the rest of industry to find a remedy. This follows on from The Children's Air Ambulance and London HEMS – both of which were investigated by way of nothing more than a telephone call.*

**Reims F406 Land & Sea Surveillance**



*Sikorsky Global Helicopters Engineering Division has teamed up with Air Methods Corp to introduce its first aircraft with a new state-of-the-art Emergency Medical Services interior. The new interior incorporates the Articulating Patient Loading System (APLS) into the S-76 helicopter and seeks to eliminate back strain while loading patients and allow access to the cabin floor for more storage. It also provides a lowered platform to perform CPR. There is no longer a struggle to load a patient due to the high lifting requirement previously faced by operators. The sliding door is a big improvement for patient loading.*

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## UNITED STATES

MAINE: EraMED and LifeFlight of Maine have announced the renewal of their contract naming EraMED as LifeFlight of Maine's provider of aviation management services. The two companies have worked together providing air emergency medical services since July 1998.

LifeFlight of Maine owns two Agusta 109E helicopters; one based at Central Maine Medical Center in Lewiston, Maine, and the other based at Eastern Maine Medical Center in Bangor, Maine, which cover all of Maine and its offshore islands. The aircraft transport patients primarily to the three trauma centres in Maine: Eastern Maine, Central Maine and Maine Medical. Patients are also transported to hospitals in New Hampshire, Vermont and specialty centres' located in Boston, Massachusetts.

LifeFlight of Maine is a non profit, state-wide critical care helicopter service. Since 1998, Maine's only such service has safely transported more than 10,000 critically ill and injured patients from nearly all of the state's communities and offshore islands, on call 24 hours a day, 365 days a year.

OHIO: American Eurocopter ("AEC") announced today that Cleveland Metro Life Flight has taken delivery of another EC145. This helicopter will be the third EC145 in the Metro Life Flight fleet and the completion was undertaken by Metro Aviation Inc.

Metro Life Flight is one of the largest critical care transport operations in Ohio and part of The MetroHealth System. Metro Life Flight has long maintained a strong focus on safety. All of the program's EC145s feature the latest in aviation safety technology, including Terrain Awareness and Warning System (TAWS), satellite tracking, cockpit data and voice recording, XM satellite weather reporting, and Doppler weather radar. The crew will begin Night Vision Goggle training soon.

Metro Life Flight has flown more than 66,500 accident-free missions in its nearly three decades of service to Northeast Ohio. The crew consists of two pilots, and a combination of critical care-trained physicians and nurses and has used dual pilot operations since 1984.



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# FIRE

## CANADA

Bombardier Aerospace has confirmed that the Government of Manitoba is the previously announced undisclosed customer that had purchased four Bombardier 415 amphibious aircraft in February 2010. Deliveries of the aircraft will begin during the fourth quarter of 2010 and will continue until 2012.

The Government of Manitoba currently operates seven CL-215 aircraft. With this firm order, a portion of its ageing fleet will be replaced by the Bombardier 415 aircraft.



## CYPRUS



**FORESTRY:** The Cyprus Forestry Service Air Tractor AT-802 FD-1 [c/n 802-0335] delivered recently is seen here at RAF Akrotiri, Cyprus last month when it visited from its base at Larnaca to conduct familiarisation training with the RAF fire section. [words and image Dave Hedges]

## MALAYSIA

**BOMBA:** AgustaWestland has announced that the Malaysian Fire and Rescue Department (Bomba) has taken delivery of two AW139 medium twin helicopters. The aircraft were accepted by the customer at AgustaWestland's Vergiate facility in Italy at the end of March and was briefly used for training before being shipped to Malaysia last month.

Soon after arrival in Malaysia the aircraft will enter service with the Bomba and will be used



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to perform fire fighting, search and rescue, land reconnaissance and general support duties. The contract signed in January 2009 also included conversion training for aircrew and maintenance staff.

The AW139s will supplement the two AgustaWestland AW109 Power helicopters that have been successfully operating with the Bomba since 2004. This delivery marks further success for the AW139 in the fire fighting market with aircraft already in service with the Los Angeles Fire Department in the USA and the Gangwon Fire Department of Korea.

The order book for the AW139 has now reached nearly 460 aircraft with orders from over 120 customers located in almost 50 countries to perform a large number of roles including SAR, air ambulance, fire fighting, offshore transport, VIP/corporate transport, law enforcement, scheduled passenger transport and military missions.

## VENEZUELA

A Russian Beriev BE-200 fire-fighting plane made a demonstration flight in Venezuela, putting out a forest fire. The demonstration took place on the eve of a visit by Russian Prime Minister Putin to discuss military and economic cooperation, including a major loan to buy Russian arms.

The BE-200 amphibious aircraft, used by Russia's emergencies services, flew to Venezuela from Chile, where it took part in the International Air and Space Fair — FIDAE 2010 on March 23-28.



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# SEARCH & RESCUE

## UNITED STATES

**CIVIL AIR PATROL:** Cessna Aircraft Company, has received an order for 12 Skylane singles from the Civil Air Patrol (CAP), Cessna's largest fleet operator. The Skylane's will be delivered before the end of the year.

Cessna's line of four-seat pistons is the best selling family in the world with six models ranging from the 172 Skyhawk, the best-selling civil aircraft in history, to the Corvalis TT, one of the world's fastest fixed-gear single-engine piston aircraft. Cessna also produces a six-seat model, the 206 Stationair.

The Civil Air Patrol, a volunteer force of 59,000 members of the U.S. Air Force Auxiliary, operates one of the largest fleets of single-engine piston aircraft in the world with 550 currently in the fleet. These aircraft fly approximately 112,000 hours annually across the country primarily in search and rescue and disaster relief missions.



**OREGON:** The Klamath County Sheriff's Office in Klamath Falls, Oregon is full of praise for the Civil Air Patrol. In March they wrote to Captain Bakker of the CAP in Oregon extolling the virtues of the Power Sonix aircraft mounted speaker system in aiding search and rescue.

Members of Klamath County had experienced the system during training last year in Josephine County Oregon. The device and could clearly hear the spoken words within the canyons they were working from.

More recently a live search looking for a four-year old girl, Zoey, lost in the woods outside the City of Brookings underlined the capability of the system under operational conditions.

When she was found after two days of searching the little girl was at death's door. It is claimed that a recording played from the aircraft speaker, which had Zoey's grandmother reassuring Zoey, made a difference. Zoey's body core temperature was a dangerous 83 degrees that evening at the hospital. She was in a state of shock and likely had been that way since the first cold night she spent in the woods alone.

The Power Sonix speaker on the aircraft that orbited overhead was loud and clear and searchers firmly believe that it was the primary comfort that kept Zoey hanging on to hope that she was not alone and would be found. [OCAP]



## INDUSTRY

A new glass cockpit option for the MD500 single-engine helicopter is nearing US FAA certification, expected by the end of this month, following the recent first flight of the new configuration at Texas completions and maintenance centre United Rotorcraft Solutions [URS]. The cockpit replaces standard instruments with an integrated cockpit display system, featuring two 8in (20mm) flight displays, supplied by **Sagem Avionics**. Texas-based United Rotorcraft Solutions designed and integrated the new cockpit and is overseeing the flight-test programme.

United president and owner David Brigham says flight testing began using a 500E. He expected the FAA to fly the aircraft and issue a supplemental type certificate late last month. The STC will initially cover the 500E but Brigham says it can easily and quickly be modified to also include the 500F and 520N as all three models are similar.

MD says it will begin offering the glass cockpit as an option on new MD 500 series helicopters as soon as the STC is secured. Deliveries are expected to begin later this year and the US owner-operator that loaned its helicopter for the certification programme will be able to begin using the new cockpit immediately.

Sagem has supplied similar glass cockpits for more than 10 other helicopter types, including the Robinson R44, Bell 206 and Eurocopter AS350, but this is the first time it has partnered a manufacturer to offer the cockpit as an option on factory-delivered helicopters. Initially the avionics will need to be installed on a post-production basis.

URS, which has been working on the project for nearly a year, will offer the new cockpit as a retrofit to existing MD 500 operators. Work on a similar cockpit for the MD 902 Explorer will begin later this year.

**Spider Tracks Ltd** announced the international launch of its iSpiderViewer, available as a free download from the iTunes app store iSpiderViewer allows people to track their aircraft or vehicles on their iPhone, making it even easier and more convenient to watch over peo-

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ple and assets when on the go.

The application enables users to track multiple aircraft or vehicles. It not only shows the most recently updated position of the aircraft or vehicle in real-time but also the full track, including information showing where it took off and when it landed. If the user has multiple spiders, they are ordered based on the date or time of their last track.

Symbols indicate the spider's status and whether the aircraft is moving, is being monitored or if it has generated an emergency alert.

There is no charge to download the application from the store. Search for spidertracks on iTunes to find the download.

Tracking-based safety systems provider spidertracks today announced that it meets the criteria to provide tracking services for aerial fire fighting operations in Australia.

The New Zealand-based company is already providing tracking services for many fire fighting operators across Australia and will continue to do so under the Australian National Aerial Fire fighting Centre's (NAFC) initiative to standardise tracking of fire fighting and related operations across the eight states.

**Aurora Flight Sciences** designs and builds robotic aircraft and other advanced aerospace vehicles for scientific and military applications. The company has selected the Diamond DA42M aircraft to serve as its Optionally Piloted Vehicle (OPV) prototype and the airframe has now arrived at its Virginia facility.

The DA42M they have was originally used by Diamond as a prototype for the DA42 Multi-Purpose Platform (MPP) development programme. The aircraft has been upgraded with Austro E300 heavy fuel engines.

Aurora's DA42M-OPV, named "Centaur", adds an extensive suite of propriety electronics and software that retains all of the manned mission capability while also enabling the capability to conduct missions with no pilot onboard. This optionally piloted configuration is unique to the Aurora version of the DA42M.

The Centaur has roughly the same payload and range performance as the MQ-1 Predator UAV but offers the option of having a pilot onboard, thereby facilitating operation in the National Airspace System. Having two engines gives greater reliability and safety and fits in with it having IFR capabilities – something that the Predator does not offer. The Centaur is easily reconfigurable to carry a variety of payloads and offers low operating costs.

Development of the Centaur began in August of 2009 and is expected to make its first flight this summer and to begin deliveries in 2011. In its manned aircraft mode, the Centaur retains its FAA certification but unmanned it is expected to fly under an Experimental certification.

*Ed: There seems to be a lack of people in the market that are promoting the truth about unmanned aircraft. Only rarely do we hear just how many 'no option' unmanned airframes are falling out of the sky. It seems there are a ridiculous number being lost.*

*A well trained pilot sitting in his safe control room in the south of the USA busy flying his Cessna 150 sized Predator around the mountains of Afghanistan equipped with aids no better than a standard VFR trainer and virtually unable to detect – let alone remedy - icing conditions that are prevalent in the region. See and avoid is the panacea for the future but it does not exist and this is here and now. The controller has not actually got any eyes on board to see and avoid even the clouds with and as a result the Predator and its ilk regularly fly into cloud and icing conditions.*

*Problem is that sitting back there in the US of A he cannot see or even feel the ice building up on the wings. The EO/IR turret looks down towards the enemy not up at the wings and often the performance deteriorates unseen until the great block of ice just drops from the sky.*

*Still no-one got killed... it is a UAV... build another one....*

## COVER STORY

In January the Gold Coast city council argued over their commitment to a three-month trial of a **Seabird Aviation** Seeker light plane for Marine Watch. The trial cost \$115,000 and was faced by criticism from Surf Life Saving Queensland believes the service is a double-up of what they do with a helicopter.

The Surf Life Saving Westpac emergency helicopter service run by the organisation operates up for two hours a day during peak periods and weekends, while the trial Marine Watch service was a seven-day, four-hour-a-day operation.

The Marine Watch Seeker has now completed the first 3 months of operation (390hrs) and its future is now to be decided.

Currently the Seeker carries Power Sonix voice projection public address speakers [illustrated] and a FLIR Systems U8500 sensor [see cover image]. The manufacturer has been working with L3 Wescam to have one their MX-10 sensors fitted to a Seeker in time for it to undertake demonstrations at the forthcoming May 25-27 2010 HeliUAV-Pacific show on Australia's Gold Coast. The Shephard Conferences events, Heli-Pacific 2010 and UV Pacific are co-located at RACV Royal Pines Resort, Queensland, Australia.

The Seeker is manufactured by Seabird Aviation Australia Pty Ltd at Hervey Bay, Queensland and can be contacted by e-mailing [peter@seabirdaviation.com.au](mailto:peter@seabirdaviation.com.au)



All things to all men has a somewhat greater meaning the further east you travel in Europe. Over in Bucharest on April 12 the local air show was considerably spiced up by the delivery of two aircraft that are nominally freighters in any other region. 'Needs must' applies in this case.

**Alenia Aeronautica** ferried the first two of seven C-27J tactical transport aircraft ordered by the Romanian Air Force in December 2007. The C-27J will replace existing Antonov aircraft and it seems a whole lot more. The ceremonial handed the aircraft over to the 90<sup>th</sup> Transport Air Base at Bucharest-Otopeni Airport, operations to commence as soon as possible in line with training.

These transports have a wide set of tasks ahead of them including additional aid to the civil power tasking medical evacuations, search and rescue and humanitarian assistance.

The aircraft has been ordered by Italy, Greece, Bulgaria, Lithuania, Morocco (the first non-NATO customer) and the US. It has also been selected by Slovakia. Its predecessor the G.222 that is still operational within many Air Forces including those in Nigeria, Thailand, Argentina, Italy and the US Department of State.



**Geneva Aviation** has received Brazilian approval of their P112 Dome Light and air vent assembly for AS350 Series helicopters. FAA, Transport Canada and EASA approvals have been previously received.

Increase cabin air flow and lighting with a system that is more reliable than the factory original. The Dome Light / Air Vent Assembly has swivelling and adjustable lights with air vents that are larger (1.25" opening) allowing more air flow capacity. The unit also include a highly durable light dimmer that provides greater reliability than standard factory units. The Dome Light / Air Vent Assembly is made from high quality components and is quick and simple to install with existing hardware.

**Cessna Aircraft Company** celebrated the 25<sup>th</sup> anniversary of the Caravan at the Sun 'n Fun Fly-In in Lakeland, Florida. A Grand Caravan with a special anniversary paint scheme was on static display at the Cessna exhibit during the event.

Cessna will deliver its 2,000th Caravan, a Grand Caravan, later this year to a retail customer through Cessna authorised sales representative, Africair, Inc., in Florida.

The Caravan is certified in 100 countries and the fleet has amassed more than 12.5M flight hours.

**Aerospace Filtration Systems, Inc. (AFS)**, a wholly owned subsidiary of Donaldson Company, Inc. has received a Supplemental Type Certificate (STC) approval from Brazil's National Civil Aviation Authority (ANAC) for an Inlet Barrier Filter (IBF) system for the Eurocopter EC130 B4 and Eurocopter AS350B3 helicopters with dual hydraulic systems.

Donaldson Inlet Barrier Filter systems are already in use on Eurocopter AS350 and EC130 models worldwide, providing reliable performance to operators worldwide, performing law enforcement, air medical, fire fighting, news gathering and utility missions.

The Donaldson system features a sealed intake plenum that replaces the inlet screens, sand filter/particle separator or alternate barrier filter. Design of the IBF allows easy installation, utilizing the existing cowl with top surface modification only. The filter and aft-facing bypass system are flush with the upper surface of the EC130 or B3 dual hydraulic cowling, utilizing an internal bypass plenum. The bypass capability is an important IBF safety feature that is lacking in most traditional sand filters and particle separators.

**Tyler Technologies Inc.** has received FAA and Transport Canada approval of their A-Star Straight Tube.

For over 40 years Tyler Camera Systems has been a leader in the design and manufacturing of equipment for aerial cinematography. Tyler Camera Systems has been honoured by the Motion Picture Industry 4 times with Academy Awards for Technical Achievement. Tyler has designed a line of frameworks to support popular video gimbal camera systems such as: Flir Ultramedia®, Axsys / Cineflex V14, Polytech, Wescam.

The Tyler Nose Video Gimbal (NVG) Support Framework uses 4130 chrome moly steel for its framework and 7075-T6 aluminium for the clamping system. After initial set up time of 2 hours, the Straight Tube goes on & off in under 5 minutes. Tyler's Straight Tube Framework can be mounted on either right or left side of the aircraft and does not require a counter balance weight.

**DART Aerospace Ltd.**, has received Transport Canada approval for their Vertical Reference Bubble Window and Replacement Crew Door Flat Window for the AW119Mark II. FAA approval has been previously received. EASA certification is currently pending.

Installation of these kits involves removing the existing OEM window and installing a replacement window using a locking seal. The Replacement Window Kits require no permanent modification to the crew door.

The Crew Door Window Kit fits either LH or RH and can be swapped in/out and replaced with either bubble window kit or OEM window.

The Vertical Reference Bubble Window enhances viewing capability by adding approximately 11.0" of head-space and installs with a locking seal. This can be swapped in/out and replaced with either DART or OEM crew window. No VNE restriction with bubble window installed.





*Last month PAN ran an image of the new Devon & Cornwall Eurocopter EC145 that looked suspiciously like a Photoshop implant on a post card so this month we will go with something a bit more down to earth and including the old with the new in a typically wet setting. In the background is the BK117C1 G-DCPA. Foreground the BK117C2 G-DCPB. The older machine is for sale fully equipped [see page 31].*

*Thanks to Dan Smith of UK Emergency Services Aviation for the image*

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**Sikorsky Aircraft** Corporation and Lockheed Martin announced the signing of a teaming agreement to compete jointly for the US Navy's revived VXX Presidential Helicopter programme.

The agreement formally positions global helicopter manufacturer Sikorsky as the prime contractor offering its H-92™ medium-lift helicopter for the presidential transport mission with Lockheed Martin, a leading rotary wing systems integrator, as the major subsystems supplier.

Additionally, the two companies jointly submitted a response today to the US Navy's VXX request for information. The document details how a Sikorsky/Lockheed Martin team would design and manufacture the H-92 helicopter with integrated systems for the "Marine One" mission.

*Ed: Completely unbelievable. This same company [Lockheed Martin] has the poorest record in each of the programmes it has been involved in. Here they are promoting the very aircraft they were dismissing as not up to the job when they were promoting the EH101 against it. They lost that contract because it went out of control and now they are acting as 'Chief Albatross' in the new VXX competition.*

**SELEX Galileo's** team in Edinburgh has won a Queen's Award for Enterprise in the International Trade category. The honour, which is presented each year on the Queen's birthday, is the highest that can be awarded to business in the UK.

The award for the International Trade category was presented to SELEX Galileo for having made significant gains in export orders over the last three years; increasing its overseas revenues by 48% and exporting 60% of its production.

**Porvair Filtration** Group (Wrexham, UK) has starting manufacturing its high quality Vyon™ sintered porous plastics range at its US facility in Ashland, Virginia. The expansion of Vyon production is in response to increased demand and in order to enhance supply and support for OEM users in North America and Asia.

Available in sheet, tube, and almost any 3 dimensional moulding in a range of pore sizes (10-100 micron) - Porvair Filtration Group offers a range of Vyon plastics that are FDA and WRAS approved, easily cleanable, strong, rigid and self-supporting with a long life expectancy and high resistance to chemicals. These materials can be purchased for OEM products or can be integrated and packaged into finished products. Typical applications for these sintered porous plastics include filtration, solids handling, sound attenuation, battery venting and vacuum tables in markets that range from general engineering, aerospace and electronics to pharmaceuticals and food and beverages.

Porvair Filtration Group is committed to continued investment in research and development to provide innovative new sintered porous plastic materials that exceed the expectations of its customers in solving the challenges they face. Manufacturing of these specialist, high performance materials for OEM customers is underpinned by an ISO 9001-2000 quality assurance program, Further information is available by contacting Porvair Filtration Group on +44-1489-864330 / +1-804-550-1600 or email [info@porvairfiltration.com](mailto:info@porvairfiltration.com).



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Wincanton Logistics, a major haulage and distribution company based in the Somerset town of the same name, has secured two major aerospace industry contracts with BAE Systems and **AgustaWestland** in Yeovil, Somerset. The contract, to manage the company's production stores and logistics operations in and around Yeovil, has a value of approximately £27M over five years.

AgustaWestland's production stores distribute helicopter components to clients around the globe, handling an inventory of over 40,000 parts that ranges from washers and bolts to rotor blades. Under the agreement 130 AgustaWestland employees will transfer to Wincanton.

The move is good news for Wincanton and the AW management but the union representatives of the former AW people are less happy with the outcome due to pension and other matters.

The BAE contract is similarly good business for the haulier except that its primary purpose is the supply, repair, maintenance and secure transport of crucial armoured vehicle components for BAE Systems Global Combat Systems Vehicles. [Wincanton]

## ACCIDENTS & INCIDENTS

**25 February 2010 Eurocopter BK117 N711FC.** Air Ambulance of FlightCare, Saginaw, Michigan. Operated by Omniflight. Whilst en-route to a referring hospital at 1500 feet 130knots, the local tower alerted the crew to possible fast [300 knots] conflicting traffic to the side and behind. Visual contact was obtained with the traffic and avoiding action taken so they passed at approximately 150 feet distance. [Concern]

**21 March 2010 Eurocopter EC135T2 [2].** Bond Air Services Limited [BASL]. A 17 year old male scaled the perimeter fence which surrounds the BASL heliport at the SECC Glasgow and entered a parked and unattended air ambulance. No damage was caused or property stolen from air ambulance. The same person made his way across the pad and entered the police helicopter. While inside the aircraft he jettisoned both the front doors which fell to the ground causing 'minor damage' to both doors, then took a life jacket and associated systems [STASS bottle, PLB and flare] the pilot had left in the aircraft. The male subsequently left the site set off the distress flare and was attempting to activate the PLB when arrested. He was said to be under the influence of drink and drugs and appeared at Glasgow Sheriff Court the next day pleading guilty to vandalism. [Pprune]

*Ed: It looked as if the spate of criminal attacks on UK police aircraft had stopped but not it seems it has become the sport of drunks. This instance was different in that the police aircraft was nominally in the care of the owners [BASL] at the time. Meanwhile there are reports that one of the major losers in this war of attrition West Midlands at Birmingham Airport has finally invested in a hangar for its aircraft.*

**25 March 2010 Beechcraft B200 King Air N901SH.** Air ambulance of Sanford Intensive Air, Sioux Falls, South Dakota. On the take-off roll out of Gregory, SD, a moderate vibration was noticed on lift off. The vibration ceased after 1-2 minutes. There were no other indications of trouble. As a precaution the pilots had Sioux Falls Airport Rescue on standby in the event the nose wheel had been damaged or was flat. The aircraft landed in Sioux Falls without incident. The problem was traced to a patch weight inside the nose wheel tyre had de-bonded, causing the tyre to be out of balance and hence the vibration. [Concern]

**26 March 2010 Bell 407 N407UH** Air ambulance of the University of Utah AirMed, Salt Lake City, UT operated by Air Methods. The aircraft departed a satellite base returning to Salt Lake City. Around two minutes after takeoff while in level cruise at 5,500 feet (approx 1000' AGL) the aircraft flew through a flock of small birds. The windscreen shattered. There were no obvious injuries to pilot or crew. [Concern]

**27 March 2010 Bell 206L3 N712M.** Air ambulance of SkyLife Fresno, California operated by Rogers Helicopters. Ten minutes into flight, while making a power change, resistance was noted in the collective. The decision was made by the crew to divert to an airport. Landing was made without incident and the patient was ground transported to the hospital. No mechanical problems were found but a small plastic bottle was located on the co-pilot's floor with indentations and was believed to have been lodged in between the flight controls prior to landing. [Concern]

**2 April 2010 Eurocopter EC135 N135LG.** Air ambulance of Carilion Clinic Life-Guard, Roanoke Virginia operated by Air Methods. Crew had completed a transport flight to Wake Forest University Baptist Medical Center. During their start-up to leave the hospital, the flight nurse stated that she thought she noted a flash in the rear of the aircraft. It was later determined that the likely cause was the pilot's lip-light reflecting in the window as he turned his head.

A few moments after lift off the paramedic (located in the co-pilot seat) noted a flicker in the instrument panel, This was called out to the pilot and the pilot confirmed seeing the same flicker. Within the next minute or two all three crew noted a smell consistent with hot electrical cord insulation. All crewmembers experienced a burning sensation to their eyes. No abnormal readings, no alarms, or lights were noted. A precautionary landing was made at Mt Airy Airport. The exact fault was not found but is similar to reports from other EC135 operators and the air conditioner blower was suspected. [Concern]

**9 April 2010 Sikosky S-76 C-\*\*\*\*.** Air ambulance of Ornge, Canada. The helicopter taking off on a medical call nearly collided with a small training aircraft over the Ottawa airport as it departed from taxiway E, on the south side of the main terminal. It set a northwest heading to pick up a patient at a Pembroke hospital. At the same time, on the north side of the airport near the general aviation terminal, an Ottawa Flying Club Cessna 172M on a training flight was taking off on runway 22, heading southwest on an intersecting course. A preliminary Transport Canada report says both aircraft were operating VFR and that both the Cessna pilot and the chopper flight crew acknowledged, "having their respective traffic in sight." For some reason, however, as the helicopter climbed out, it was forced to take, "evasive actions as both aircraft converged and nearly collided. [Media]

**11 April 2010 Lockheed C-130 CG\*\*\*\*** United States Coast Guard. A Coast Guard plane aborted a takeoff after the aircraft began filling with smoke while taxiing to the runway at McLellan Airfield, Sacramento, California. All 11 Coast Guard members on board exited the aircraft safely. [Media]

**17 April 2010 Helicopter.** Air ambulance Life Link III Minnesota. A boy was lucky to avoid a laptop computer that fell off a medical helicopter leaving a hospital helipad in St. Cloud, Minnesota. The ten-year old was at a family barbecue when a laptop landed only inches from him. Hospital officials said Life Link III had just landed with a patient and was leaving the helipad when the crew's computer was left on the helicopter's skid. [Media]

**20 April 2010 Eurocopter HH-65C Dolphin CG???** US Coast Guard. crashed into southern Lake Huron during a training mission The helicopter and its three person crew crashed the water about 9 miles north of Port Huron. The Detroit based HH-65 was conducting a training exercise with a small boat crew from Coast Guard Station Port Huron when the incident occurred. The crew was able to escape the wreckage before it sank. The HH-65C's pilot was identified as 39-year-old Lt. Vincent Bukowski of Chicago. Twenty-seven-year-old Lt. Tasha Hood of Bell County, Texas was co-pilot and 24-year-old Aviation Electronics Technician 3rd Class Samuel Downie of Tyler, Texas was flight mechanic. [Media]



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## PEOPLE

### PASSING OF A PIONEER

Former Chief Inspector John George (Jack) Blair who died on March 29 was a UK police aviation pioneer. Jack joined Durham Constabulary in March 1947 and served at Sunderland, Traffic & Communications and Motor Patrols based at Meadowfield and North section. In 1963 when holding the rank of sergeant Jack was the primary observer in an operation which was the first substantive police air support helicopter.

Jack was born in 1925 and served in the RAF. After he left the R.A.F. he spent 4 years as an ordinary policeman at Washington and then went on to Hutton Henry and covered the Shotton and Blackhall areas. He worked as a traffic policeman, then in C.I.D. then ended up at the police Headquarters in a research department. After being a lecturer for a while at the training college and was involved in the introduction of the first police helicopter.

Jack retired with the rank of Chief Inspector on the last day of 1976. The funeral was on April 12<sup>th</sup> at 2pm at St Mary and St Cuthbert's Church in Chester-le-Street. Jack, 85 years, leaves a widow Jenny.

PAN created a concise file dedicated to the 1962-64 Durham operation ten years ago, this is no longer available for download from the website but will be supplied on request to the editorial office. Alternatively a Google search on 'police Jack Blair Durham' will usually find it on the web. The story features in Chapter 7 of Police Aviation the history which is available in the Resources pages of the web site.



### JM AIRCREW

The former chief pilot with the Great North Air Ambulance forced to retire after two life-threatening accidents damaged his eyesight is now sharing his experience by training emergency aircrews worldwide. Jim Martin, who helped set up the helicopters' Northumberland and Cumbria bases and was responsible for flying the aircraft, launched JM Air-Crew Training in Wylam last year to train specialist police, air ambulance, aerial surveyors and freelance pilots.

Mr Martin, who has 18 years' flying experience, spent a year and a half regaining fitness after suffering serious injuries in a rock fall on Ben Nevis in January 2006. But just a month after returning to work, he was flying a microlight near Morpeth when the tail broke and the plane fell more than 800ft at 170mph, leaving him with broken limbs and massive internal injuries. He was flown to Newcastle General Hospital by the same air ambulance crew he had trained himself.

Mr Martin spent another 18 months recuperating from 12 operations, but his vision was no longer good enough to pass the pilot's medical and he lost his flying licence.

His business has now taken him to Abu Dhabi, where he is training eight aircrews for the United Arab Emirates country's Police Air Support unit, which patrols the whole of the UAE.



### PHILPOTT BOUNCES BACK

Months on from his difficulties with the London Air Ambulance the former CEO is doing very well thank you as a self-employed entity called David Philpott and Associates [DPA]. Far from the initial shock horror of being marched out of the Royal London Hospital the principal at DPA feels all that is behind him and he has turned a corner.

David is now going well, after slow beginnings and works two days a week on



a six month duration air ambulance related project and another day a week with a regional children's charity.

Meanwhile he is working with the private ambulance industry to help them form into a respected national self regulating body. This work is being done in conjunction with the insurance industry.

For the future his field of expertise in the helicopter world- albeit narrow - might still be of interest to others outside the UK and he is currently developing that option. Unexpectedly thrust into new ways of channeling his abilities David is experimenting with all the obvious options including the usual networking tools – Plaxo and Linked in – and finds he is getting some interest from such as Google Adwords and existing contacts.

He has a useful role with the Institute of Directors [IOD]. This has been a fascinating ride, not only is he chairing Kent IOD but he is on the Southern Region Committee which meets in Pall Mall. The role has opened up a whole new world and introduced a whole new set of people. Within Kent there seems to be a great appetite to use him – he has a monthly newspaper column now which is syndicated, has been asked by Kent County Council to be a Kent Ambassador (a high honour indeed since there are only about 50 and they all appear to be Lords and Ladies) and he is in line to present an award at the prestigious Kent Excellence in Business Awards [KEIBA] Gala Dinner in July. This awards scheme is staged and produced by Kent County Council and The Kent Messenger news Group to recognise and reward excellence.

Thanks to putting behind him the self interest of his previous employers David feels that there are no longer any secrets or confidentialitys to be avoided, his is now an open book. As he told PAN "... say what you think might interest your readers," and that is a massive move from having to look over shoulders to see if 'the board' approve.

All this positive information came to light as David sought my opinion on whether he should advertise the capabilities of DPA in PAN; and in fairness we have not resolved that question yet!. There is then only a couple of additional items of information to add and these are a link to the DPA website and perhaps an attractive eye catching title to the item!  
[www.davidphilpottandassociates.com](http://www.davidphilpottandassociates.com)

#### NORWICH RETIREMENT

A former RAF search and rescue pilot who helped set up and fly the region's air ambulance and Norfolk police's helicopter has retired. Gerry Hermer founded and ran Sterling Aviation for just over 20 years following a career which saw him awarded the Air Force Cross as a pilot in the RAF. Under his leadership, the Norwich airport-based firm was instrumental in setting up Norfolk's first police helicopter in 1990 and the East Anglian air Ambulance nine years ago, both of which he also acted as a pilot for.



Simplex Manufacturing Co. announces the appointment of Mark Zimmerman as President & CEO succeeding Steven Daniels, who recently resigned his position with the company. During the past nine years, Mr. Zimmerman has served as Simplex's Chief Operating and Chief Financial Officer.





Dear Editor

I am a former police officer. A number of years ago two of our officers with Costa Mesa Police were killed in a helicopter crash while pursuing a stolen vehicle. They were Dave Ketchum and Mike Libolt - good men and good friends to all.

On May 10th I have the honor in being able to ride in their memory along with thousands of other police officers with the Police Unity Tour. The ride will be about 300 miles over three days from New Jersey to Washington D.C. ending at the National Law Enforcement Memorial. We will have a candlelight vigil at the memorial on that final night.

I am asking for support on this ride. All proceeds go to the memorial and for families of officers who have died. I don't know if you have a mailing list or postings, but we sure could use support in memory of our fallen for this ride.

The link is: [www.firstgiving.com/bruceross](http://www.firstgiving.com/bruceross)

Thank you,  
Bruce Ross

Dear Mr. Elliott

First of all congratulations to your publication in general that is well known to us.

In der Coverage for Heli-Expo 2010 on page 22 there are comments relative to the coming launch of our THOMMEN TSL1600IR that we do not happy with. (see PDF with comments attached)

We feel that there may be a lack of information that we would like to solve in the next weeks. We had not the chance to meet you until now in person.

The THOMMEN TSL1600IR that currently is in the redesign for the EASA/FAA version produced in Switzerland is a little more than just one more Searchlight in the market.

It will be the only in the market certified to aerospace standards. This means the unit will be qualified like EASA/FAA Avionics to much higher levels than any other Searchlight including the Trakka 800.

The THOMMEN TSL1600IR is the only one with integrated electronics for :

-Power Management (external power supply boxes in Spectrolab and Trakka products)

-FLIR Camera Integration (external interface boxes in Spectrolab and Trakka products) -Moving Map

Integration (external interface boxes in Spectrolab and Trakka products) -Helmet Sight System Integration (new) -High End LED NVIS Illuminator (without US ITAR Export restriction, Operator does not need to apply and maintain the licence DSP83 for NVIS in the USA like for the Spectrolab SX16IFCO)

Note : External boxes increase the complexity of installations with third party equipment and are the common root cause of the EMI, interfacing and recalibration problems.

On top the operator flies the weight of these external installations every day, even the Searchlight is off the aircraft since they are in the aircraft in many helicopter types.

Our product will offer 3 times (3X) the performance of the Trakka 800.

Trakka 800	22,500 lumen
------------	--------------

THOMMEN TSL 1600IR	70,000 lumen
--------------------	--------------

Thank you for your feedback

Best regards

Rudolf Iten

Director Marketing & Sales

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E-Mail: [rudolf.iten@thommen.aero](mailto:rudolf.iten@thommen.aero) [www.thommen.aero](http://www.thommen.aero)

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# EVENTS

## HARD TIMES

PAN's Italian Correspondent based in Turin reports that the April 8-11 AERO-2010 General Aviation show and conferences at Friedrichshafen, Germany, drew a sizeable number of exhibitors. Despite the time of crisis there were 497 exhibitors from 26 Countries, and there were a good number of visitors for an event which started as an annual calendar date from this year.

A number of the display aircraft present included some interesting machines dedicated to Police / Civil Protection market. These complemented examples from operational machines from the Federal Police, DRF [HEMS] and military.

The Italian Firm "Alpi Aviation" displayed an little UAV named Strix, an electric aircraft, with a maximum take-off weight of 8,65 Kg. Strix can be operated by a single person by day and by night, and it has been successful tested by military forces. It is thought that there will be interest from police and civil protection operators.

Another Italian Firm, Tecnam from Caserta, are working in collaboration with the Austrian Airborne Technologies the MMA, a Multi Mission Aircraft, developed from the civil P2006T. In keeping with intentions to sell it into the emergency services market the aircraft is scheduled to appear at the forthcoming PAVCon in Prague.

It appeared for the first time at AERO-2010 and a contract for one similar example has been signed. During the four days of the show 28 further examples of the civil version were also sold, a great success for the model.

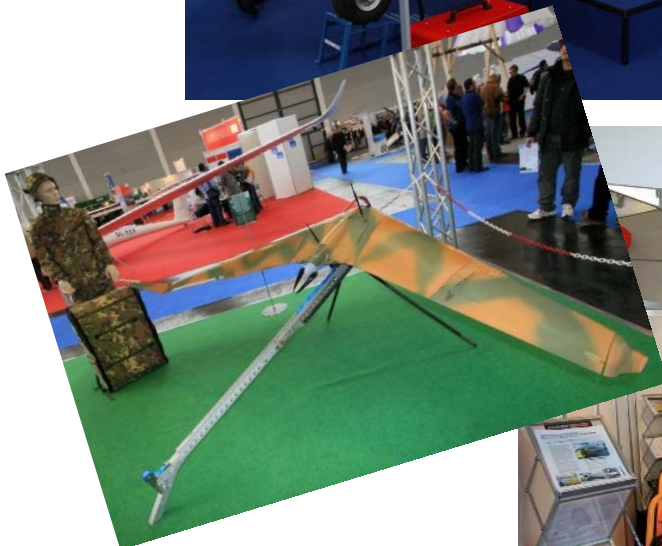
AERO-2010 also included the 1<sup>st</sup> European Air Ambulance Meeting amongst a line up of meeting and conferences on site.



*The Airborne Technologies Tecnam MMA twin will feature at the forthcoming PAVCon and Aeroexpo Europe event in the Czech Republic.*

*Other exhibitors were showing a light UAV and APU options at the show.*

*Powervamp is also scheduled to be at Pribram.*



# NOT SO TERRIBLE

Back in London a few days later more than 6,900 attendees are reported to have passed through Olympia's National Hall doors for **Counter Terror Expo 2010** on April 14 and 15. The organisers point to this as demonstrating that the threat from terrorism remains acute and demand for solutions to the issues high.

It is the title that does it... Counter Terror gets the blood boiling and on this occasion the Loony Left were at the doors chanting away about this covert war mongering gathering. 'Expose the Expo' had the flavour of the DSEi defence expo at Excel but if they had rushed the doors they would surely have died of embarrassment! For this is currently little more than a security exhibition... a few crash barriers, lots of locks, Peli cases, command and control, hardened laptops, and a little bit of equipment from 'Spooks' but never the full blown scenario that the 'Terror' title clearly suggested to the demonstrators outside the doors! One man selling a gun does not a war make!

Perhaps the conference had a bit of spice with it but the titles were not inspiring. Most of us cringe as soon as we see a title containing words like 'Diversity' 'Alliance' or 'Dilemma' [or we should do if we don't] so the gathering was of the great and the good [well MP's and the like] but I suspect that the unwashed would really have a real bad hair day with this show at the moment.

So, the 'world beating high level conference programme and multiple specialist workshops' sit as a backdrop to some 327 brand leaders in the counter terrorism sector exhibiting in what is a first class venue and far better than the Queen Elizabeth venue used last time in Westminster.

Despite my negative comments the show continues to show promise and may yet develop into something the Loony Left can get their teeth into without unduly embarrassing themselves. That very high attendance figure does indicate that there was some good stuff in the hall but not perhaps that it was TERROR orientated.

There was a dearth of directly aerospace related exhibitors on site this time, those that were there included BN Aircraft, DO Systems and BAE were actually sitting on material which will come out in the fullness of time but not for this report!

More public domain were the products of ECS [Enterprise Control Systems], a company that has pretty much stitched up the European downlink market and Ovation Systems who were and still are acknowledged leaders in the solid state recording market place and Scotty offering surveillance platforms. No Terror here then.

The organizers believe that demand for space at the show continues to grow and as a result Counter Terror Expo will move to the much larger Grand Hall of London's Olympia Exhibition and Conference Centre in 2011. The move provides additional exhibition space, enhanced conference facilities and improved services for those attending or visiting the event including fast track registration. Next year around 500 of the world's leading solutions providers expected to attend between 19-20 April.



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Last month's 6 day ash problems were not kind to the exhibition and conference industry, of two events scheduled to commence on the last day of the general grounding of airlines, one failed completely and the other was obliged to revise its schedules.

The outright loser was the bi-annual UK presence of the Shephard Group Search and Rescue conference. A regular, and highly popular, event on the English south coast [Brighton or Bournemouth] this years foray to Aberdeen, Scotland was apparently crippled by the ash closure. It was also the 13<sup>th</sup> of these events – for those that believe such numbers are significant! An international line up high ranking speakers simply could not get there and Aberdeen was to far away from anywhere else to rustle up alternatives in time. Unfortunately we may have to wait until September now before we know whether it was the wrong location anyway as that is when the event has been rescheduled to. 15-16 September Aberdeen Exhibition & Conference Centre.

In contrast the annual BAPCO communications exhibition, based in London at its regular location in Islington was equally faced with people not turning up but simply drew on a far larger reservoir of alternative speakers to maintain the semblance of the planned conference programme.

For me, as an aviation correspondent, there is very little that BAPCO can offer – and I have reported that many times before. Equally I have reported that every show offers a few kernels of wisdom that might otherwise go unseen.

This time I am afraid that I have to report that although there was information to be gained there was not enough worthy of an article.

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## PAvCon POLICE AVIATION CONFERENCE 28-29 May 2010

The PAvCon Police Aviation Conference in Prague, Czech Republic is turning out to be a major draw for this years AeroExpo Europe.

Currently the event will be opened by a welcoming message from the Czech Police and they will also add another presentation by a second Czech Police speaker. Thomas Helbig the commander of the German Federal police will provide the Keynote on day 1 of the conference.

The line up includes speakers from across Europe and the United States and includes subjects on High Rise Rescue, Ice Rescue, National Air Support Strategy, Counter-Terrorism, EO/IR Sensors, Surveillance [both fixed and rotary wing] and Command and Control. A broad swath of industry support has been forthcoming and as a result the following commercial organisations will be present and available for specific briefings/networking aimed at the Delegates: -

*Airborne Technologies*  
*Tecnam Aircraft [right]*  
*Bell Helicopter*  
*Bendix King / Honeywell*  
*Carl Zeiss Optronics*  
*Cobham Avionics*  
*Diamond Aircraft*  
*DSA*  
*L 3- Wescam*  
*Glasmann Systems GmbH*  
*Gippsland Aerospace*  
*LD Aviation*  
*Phoenix Avionics*



A number of other companies have yet to confirm – these include Goodrich, Vulcanair/ Partenavia, FLIR Systems,

Event specific aircraft already confirmed to be at the **Aeroexpo** in support of the PAvCon conference include:-

*Tecnam P2006 MMA operated by Airborne Technologies [see page 25].*  
*Diamond DA 42*  
*Gippsland Airvan*  
*Arrow Gyrocopter*  
*Bell 412 [Czech Police]*  
*Bell 429*  
*Eurocopter EC135 [Czech Police and Austrian Police]*

On current returns the police presence will see speakers and delegates of all ranks from Austria, Belgium, Czech Republic, France, Germany, Romania, Spain, UK, and the USA. In addition there are likely to be three delegates from the Abu Dhabi Police Air Wing.

Details of how to register are on the PAvCon web site.

The conference will be held in the conference suite Pibram Airfield near Prague. Organised by Police Aviation Research. Contact and information at [admin@pavcon.org](mailto:admin@pavcon.org) [www.pavcon.org](http://www.pavcon.org)



## EBAN

European Business Air News (EBAN) and Marshall Business Aviation have announced that the UK Business & General Aviation Day - BGAD10 - will take place at Marshall Cambridge Airport on Tuesday September 21st.

This will be the sixth time that the two companies have worked together to stage BGAD, the only dedicated business aviation exhibition in the UK. The successful formula of low cost all inclusive booths, excellent static aircraft display will be strengthened with more seminars, presenting hot topics of real interest to show visitors.

Around 600 people attended the last BGAD day in 2009 which has developed into a 'must attend' event for many in UK business aviation.

To register interest in exhibiting at BGAD10, or for any other questions, please contact Mark Ranger on +44 (0) 1279 714509 email: [mark@bgad.aero](mailto:mark@bgad.aero)

AgustaWestland and EADS's Defence and Security division are the latest big names from the helicopter industry to sign up for Helitech 2010, which is taking place, at Airport Cascais near Estoril in Portugal from 5 – 7 October.



Providing the Southern European helicopter community with a dedicated face to face networking platform for industry professionals to meet and do business



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### HELITECH PORTUGAL

As one of the industry's key players, AgustaWestland is a powerful addition to the exhibition floor as visitors are always keen to see the latest airframes and their interior configurations.

EADS's Defence and Security division has also signed up to exhibit for the first time at Airport Cascais. Sited alongside Eurocopter, the company will be demonstrating activities from its business units including communications systems and electronics.

Other first time exhibitors include: LITE FLITE from Denmark which develops and supplies a wide range of helicopter rescue equipment including rescue harnesses and stretchers; Kannad which specialises in the design of positioning, measuring and data transmission systems for hostile environments; and ARS (Air Rescue Systems) which offers training and equipment for rescue missions.

In addition to the products and services being showcased in the exhibition hall and the external static displays, Helitech is organising its own two-day conference on site. Topics that are planned to be covered include safety management systems (SMS) for the smaller operator, the latest training issues and aerial firefighting

### DIARY

4-6 May 2010 GPEC 2010 6th edition of the General Police Equipment Exhibition & Conference GPEC® Central Europe's leading exhibition for police and special equipment as interdepartmental platform for internal

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and external security takes place in Leipzig, Germany under the patronage of Dr. Wolfgang Schäuble, Federal Minister of the Interior. This is a closed specialised trade fair exclusively for members of authorities for the business with police equipment, security technology and services. [www.police-exhibition.eu](http://www.police-exhibition.eu) [www.gpec.de](http://www.gpec.de)

4 – 6 May 2010 EBACE 2010, Geneva

10-13 May 2010 IFSEC 2010. NEC Birmingham. The BSIA's events programme aims to provide information on key issues both to members and their customers and to provide essential networking opportunities. A mixture of informative seminars and more social events seek to keep BSIA members and end-users at the forefront of developments within the security industry, whilst providing a forum for making contacts and building business relationships. [www.ifsec.co.uk](http://www.ifsec.co.uk).

20-21 May 2010 Stanford Hospital and Clinics 21<sup>st</sup> Annual Trauma Symposium: From the Scene to Survival. Quadrus Conference Center, 2400 Sand Hill Road, Menlo Park, CA 94025 USA Call +1 650 723 6366 or visit [www.cecenter.stanfordhospital.com](http://www.cecenter.stanfordhospital.com)

25-27 May 2010 Heli-Pacific 2010 and UV Pacific co-located at RACV Royal Pines Resort, Queensland, Australia [www.shephard.co.uk](http://www.shephard.co.uk)

15-16 September 2010 UAV Show Europe an air show focused on military and civilian UAVs, which is going to take place at Merignac Airport, near Bordeaux. There will be a day dedicated to flights. The organisers have a partnership with French Civil & military air authorities to allow flight demonstrations. Details next month.

17-20 November 2010 Sicurezza Milan, Italy. Sicurezza, now in its 15th edition, keeps on being the only international exhibition in the security industry taking place in Italy, and confirms its position among the top world events dedicated to security. The Italian Chamber of Commerce for the UK are currently organizing a delegation of British firms interested in exhibiting. The Chamber of Commerce provides discounted rates and a full support during your stay in Milan. Should you need further information please contact [Alessandro Giacalone](mailto:Alessandro Giacalone) or [Giuseppe Paoletti](mailto:Giuseppe Paoletti) by email or telephone +44 (0)207 495 8191

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