

Police Aviation News

©Police Aviation Research

Number 127 November 2006

IPAR



Elisoccorso Sanitario -

Bergamo, Italy *Page 18*

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

Bob Crowe
Digital Downlink
L3 Wescam
Radio Communications
Power in a box
Skyforce
Turning the blades
Airborne Law Enforcement Association
European Law Enforcement Association
Sindacato Personale Aeronavigante Della Polizia

www.bobcroweaircraft.com
www.bms-inc.com
www.wescam.com
www.mrcbroadcast.com/
www.powervamp.com
www.skyforceobserver.com
www.turbomeca.com
www.alea.org
www.pacenet.info
www.uppolizia.it

LAW ENFORCEMENT

AUSTRIA

Schiebel's Camcopter® S-100 VTOL UAV successfully completed a two-week border patrol exercise for the Austrian Ministry of Interior (Bundesministerium für Inneres - BMI) from September 18 - 28. The S-100 completed a total of 9 routine night flights along a 70 km (43 mile) stretch of the Austrian/Slovakian border, a mission normally performed by manned helicopters.

Flying at night at an altitude of 1,500 ft (450 m) the S-100 detected targets at ranges of over 3,000 m (3,300 yards), using the thermal imager on the installed IAI/Tamam POP200 stabilised EO/IR gimbal system. The payload itself was operated by the same police officers that normally operate similar payloads aboard the BMI's manned helicopters.

This is the first known integration of a UAV system in live border patrol operations along the European Union (Schengen area) border. Further UAV employments along the border are set for 2007.

Ed: It is noteworthy that this experimental deployment relates to a relatively small craft operating at a low altitude with a basic sensor pod where other craft such as the Predator soon to return to operations with the US Border Patrol offer surveillance using high-end or military cameras operating at an altitude in excess of 10,000 feet. With the term UAV also encompassing craft significantly smaller than even the Camcopter this is not a simple subject.



Extreme Tactical Surveillance ...

www.mrcbroadcast.com

Click here
to become the leader in your field ...





www.turbomeca.com



Sharing the same drive. That's how we turn the blades.

CANADA

VANCOUVER: Police helicopter noise is an increasing problem in Vancouver. Over the past few weeks, downtown and West End residents have issued a number of complaints about the RCMP helicopter. The helicopter was commissioned in March of this year for all Lower Mainland police forces, but only became fully operational in July.

Insp. Derek Cooke, the RCMP officer in charge of Lower Mainland district traffic, confirms that the helicopter is now being used more frequently by the Vancouver Police Department. It seems that many residents don't feel that current crime problems warrant the use of a noisy helicopter. [Vancouver Westender]

ABBOTSFORD: The future of the privately owned Abbotsford Police Robinson R44 helicopter is assured for the foreseeable future following a decision by the police board to assist Special Constable Dean Russell in fundraising efforts for the programme.

Preliminary approval for Russell's proposal to create a private, non-profit entity that would raise funds to purchase and sustain a police helicopter was given in January this year. It was contingent on the private entity raising sufficient funds to sustain all capital, operating and training costs for a minimum of three years.

Russell was able to show that funding has been obtained for most of the costs but that it was still \$1,925 short per month – representing a few hours of flying time. Russell is currently making up the shortfall.

Russell is now working to raise funds for a police owned Robinson R-44 helicopter to free his own machine from the task. With around half of the money raised it is expected that the police department will have its own helicopter in 2007.

The helicopter program first began as a pilot project in Abbotsford in May 2005, after Russell offered his helicopter for use by police. [Abbotsford News]

CHINA

Police aviation in China continues to grow as the nation finds its feet with the technology. With major events such as the 2008 Beijing Olympics looming some operations are having to increase their understanding at the trot. Soon it will have to be at a run.

Meanwhile there are reports of units undertaking the sort of play acting staged scenarios that the Western operators indulged in 40 years ago...

A white taxi, commandeered by a 'criminal suspect', roars down a side street, as two police helicopters take to the sky to pursue it.

Soon one helicopter opens fire on the criminals vehicle and the taxi stops. The helicopters land disgorging policemen who surround the taxi and catch the criminal.

The event was reported as the country's first comprehensive police helicopter drill, which was held in Zhengzhou, capital of central China's Henan Province. The report claims that five police helicopter fleets, including eight helicopters from Guandong Provincial Police department and police bureaus of Nanjing, Zhengzhou, Shenzhen and Sanmenxia, attended the drill. [Xinhua]

CZECH REPUBLIC

The Czech police air unit which has operated examples of the Bell 412 since 1993 has re

Building a
secure world

5th-6th December 2006

www.counterterrorworld.com

cently taken delivery of another example. Bell C-FIRX c/n 36409 was airfreighted via KLM Cargo (minus tailboom) from Canada to Amsterdam minus its tailboom but wearing Politie markings and a future registration of OK-BYP. After arrival in the Netherlands on October 16 it was roaded out, presumably direct to the Czech Republic. [Web/Pim Hesse]



EUROPE

The long-awaited border patrols against illegal immigration in the Mediterranean finally got operational for two-weeks last month. They involve units from five EU member states including Malta.

The operation was originally called Jason 1 but the name was changed to Nautilus after the original plans were heavily modified due to Libya's lack of support. Plans to start the operation at the beginning of summer were held back by political and diplomatic resistance from Tripoli with a number of postponements being forced upon the Commission.

Maltese and Italian military boats will be the key players, supported by French planes and vessels, Greek planes and German helicopters. The two-week mission was expected to cost the EU over €1.2M.

Meanwhile the existing Frontex operations around the Canary Islands, HERA II, were extended – potentially until year end.

The Hera II operation, launched in mid-August, was initially due to last nine weeks and Frontex had only deployed enough manpower and equipment for that length of time.

Italian and Spanish craft are patrolling the coast of Senegal as part of Hera II, which is

aimed at preventing “cayucos” – small wooden boats carrying African migrants – reaching the Canaries. A Finnish Dornier 228 aircraft will be deployed during the prolongation. The Frontex operation appears to be having an effect, with figures in October showing a drastic decrease in the flow of illegal immigrants through the area. [Gulf Times]

IRAN

Bell Helicopter is suing Iran, accusing the Islamic republic and two state-owned companies of making counterfeit helicopters. Bell says the Iranian government, Iran Aircraft Manufacturing Co. and Iran Helicopter Support & Renewal Co. are using trade secrets, trademarks and patented designs to make helicopters that resemble six Bell models.

The copies are being manufactured as the Shahed 276 and Shabaviz 275 names, and fake parts trade on Bell's reputation, according to the suit filed in a Washington court. Bell asked the court to order the Tehran-based companies to stop making the helicopters and award damages.

The dispute traces back more than 30 years. Textron agreed to help develop Iran's helicopter industry in 1975, four years before the overthrow of the US-backed Shah.

Bell agreed in 1994 to send five commercial helicopters to Iran and provide spare parts and training to settle a lawsuit in which Iran claimed that the company owed more than \$200 million in equipment and services for payments made in the 1970s.

A number of these helicopters are believed to be in use with that countries law-enforcement agencies.

KUWAIT

An AS355F2 G-CAMB c/n 5416 has been bought from Cambridgeshire police by Tiger Helicopters Ltd to train Kuwaiti police officers.

The trainees are started on the Robinson R22, move on to the Bell 206 JetRanger and complete their training on ogress onto the JetRanger and finally onto the former UK police machine which still has all of the police equipment, including the sensor pod with FLIR and daylight camera, downlink, radio systems and searchlight.

While Tiger Helicopters were awaiting the Kuwaiti pilots to reach the appropriate standard the AS355 was leased out to UK police forces to act as a spare – the Metropolitan Police to cover a two week period when all their AS355Ns were unavailable when each of their gear-boxes ‘made metal’ in succession and Dyfed Powys police in Wales to cover maintenance.

The 18 month Kuwait training contract started at the end of January. Previously the contact has been run by others including Oxford Air Training, and PAS. [EBAN]

WEST AFRICA

The Royal Navy has seized more than two tonnes of cocaine during a major drugs haul off the coast of West Africa.

The Lynx helicopter from HMS Argyll during the operation off the coast of West Africa.

The illegal drugs, which were found in an unregistered vessel, with a UK street value of some £60 million.

The operation included the Royal Navy frigate HMS Argyll, the Royal Fleet Auxiliary support ship RFA Gold Rover and Royal Marines from 40 Commando. They were working with colleagues from the Serious Organised Crime Agency and officials from the Spanish, French and US law enforcement authorities.

The ships are part of a Royal Navy amphibious task group, the VELA Deployment 06, on route to Sierra Leone where they are taking part in a major amphibious exercise this month.

Whilst on the way to West Africa the task group is contributing to the global fight against terrorism and the Royal Navy's maritime security operations activity.



UNITED KINGDOM

NATIONAL: With Max Kenworthy the Home Office Aviation Advisor about to retire and be replaced by Ollie Dismore who was formerly the Head of Police & Utility with PremiAir his former post is being advertised by the company. The job requires just the sort of thorough knowledge and understanding of the Police Air Support market that undoubtedly led to Ollie Dismore getting the Home Office job in the first place.

Flying qualifications required of his replacement include the preference for a type rating on the AS355, EC135, MD902 or A109E. Very much the line up of the current UK police air market. Applications for the post close on November 14. www.premi-air-aviation.com

Max Kenworthy meanwhile bows out of his job with a presentation on setting up a police air unit at the revived Police Aviation Conference in London later this month. By the time he gives his presentation he will be out of post but will be able to reflect upon a lengthy period

in post – including speaking at the last UK Police Aviation Conference in London during 1996. Last time Max' presentation was on flight safety.

POLICE AVIATION CONFERENCE: Speakers from UK, USA, Middle East and Europe will come to Olympia, London to discuss the nature of today's international terrorist threat and the vital role of police aviation in support of ground units attempting to counter and respond to this threat.

Based upon the comments expressed to him at the last Police Aviation Conference in London ten years ago the Editor has played a major part bringing together what he expects is an interesting programme of subjects for this new event. Subjects across the spectrum of police aviation will be aired

A decade ago one of the attendees at the last event bemoaned the fact that he had 'heard it all before'. With the growth in information lines and the Internet the situation is likely to be even worse today. He will be there again so the success or otherwise of the plan will be severely tested!

Giving industry a free reign to promote their own subject may not be the best way to go in all cases but there is little point in what are the leading exponents of existing technology talking to each other about the tools they use today – it is already out of date no matter how good it is.

Bringing together the wide range of disciplines that make up police aviation is no mean feat and it is hoped that using industry sponsorship to place the police operators in the conference hall without charge and the insertion of a range of International user experiences will strike a good enough balance to overcome any tendency to decry industry lectures.

With the impending introduction of the EC145/BK117C2 into UK Police service the core of the programme surrounds the number of new technologies that the helicopter type is expected to introduce into the UK – winch and rope work and of course the airframe itself. Presentations will be a balance of the police who expressed to industry what they wanted and the industry answers.

Another new airframe that has yet to break into police air support is the Bell 429 and the type will be at the core of a presentation from Neil Marshall the Bell Helicopter Design Engineer. He will be giving the latest information on a type last looked at in the HAI issue of PAN.

Further down the line in ownership of an airframe is the mid-life upgrade and I hope that Dieter John, Manager Civil Systems, Business Area Aviation, ESG Elektroniksystem-und Logistik-GmbH, Germany will provide an interesting viewpoint in this field with his background in designing the Alan Mann completions of BK117s for German police.

An unresolved International problem still festering in the background is Cross Border Pursuit in Europe. Europe should have no borders as far as instant pursuit is concerned but that has not turned out to be the case. Superintendent Herman Perdu with the Federal Police Air Support Service in Belgium will provide an update.

Other police specific presentations will look at homeland security, terrorism, operational and training issues.

Technology is at the heart of air observation and a range of sensor manufacturers will provide the latest updates and their hopes and aspirations for the future; this will sit alongside a presentation on the first real technological departure from the line of searchlights that have held sway in the emergency services since the year dot.

Whether this light will ever make the break into the industry time alone



will tell, but at least it will never be able to claim it never had a chance to shine!

The UAV remains another unknown – particularly in the crowded European airspace. The UK CAA's opinions and options will be aired in the hall by Lieutenant Commander Geoff Bowker RN, of the Directorate Airspace Policy, Civil Aviation Authority UK. How controversial this presentation will be remains one of the unknowns but on hand to counter this the industry has its say through Andrew Chadwick, Business Development Manager UAV Services at QinetiQ.

The Conference will be a meeting of experts in the field of aviation law enforcement debating airframe selection and purchase, the latest in airborne technology and the best tactics for maximising those technological advancements.

The dynamic environment of Police Aviation 2006 will be attended by police forces from UK, Europe, Middle East and USA and will be at Olympia, London from November 14-15. There is still time to be there - www.shephard.co.uk/Events

ESSEX: The Eastern Counties Police air consortium comprising Essex, Cambridgeshire and Suffolk is to set up its own maintenance organisation from next April. Adverts have appeared in Flight International intended to attract the necessary personnel to set up the operation at Wattisham base of Suffolk Constabulary.

An Aircraft Maintenance Manager [£45,288 + £2,733 supplement] is being sought to set up the operation at the Wattisham base in Suffolk.

The closing date for applications closed on October 20. [Flight]

Ed: When the Essex Police ASU was originally set up they were maintained by Stapleford based Aeromega who provided pilotage and JAR145 maintenance for a successive fleet of Bell 206, AS355 and EC135 aircraft. Eventually Aeromega pulled out of maintenance as they like the rest of the industry were facing difficulties in sourcing engineers in the face of newer types coming on-line. After going to industry the consortium chose to have maintenance undertaken by Specialist Aviation Services [PAS/MAS] at Staverton.

They are now seeking to go it alone maintaining two different models of the EC135 [T1 classic and a T2] and an MD900. It has been suggested that the latter – still under manufacturers warranty – will be added to the scheme at a later date. Taking the MD away from Staverton is no easy task, it was tried before by Humberside Police using Cardiff based Veritair but they eventually halted what was an unhappy move.

MD900 operator South Yorkshire Police has an independent maintainer but the number of certified engineers on the type is clearly restricted and even PAS are advertising for more.

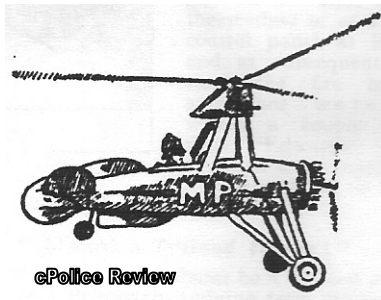
KENT: It is not a new story but again the media in the county of Kent is speculating that they could be seeking their own helicopter next year.

Kent officers are said to be working on a project - 'Phoenix' - developing a business case for a machine. It will include looking into a range of venues for a helicopter base, costs and deployment times. On current plans the Phoenix report is set to be presented for a local decision next spring. This would suggest an aircraft being on-line some time after April 2008.

Currently Kent pays some £1,500 an hour for air support when it is needed, in the past air support has been called in from neighbouring police air units including Metropolitan London, Suffolk, Sussex and Essex.

Kent is one of the least likely areas not to have its own air support but under a previous administrations the incumbent chief constable was set against adopting meaningful air support and as a result the budget for aviation was around £25,000 – only enough to support occasional leases of a Cessna 172 and reimburse occasional helicopter support from neighbours.

At the end of last month the bids went into the Home Office for central funding for air projects – up to £5M is granted in cash or credits each financial year – and initial information suggests that there are few applications expected to be put in for new aircraft in this round. That may not be the case in 12 months time when Kent might be expected to put in their bid. [News Shopper/IPAR]



LONDON - HISTORY: Just over 60 years ago, on Sunday afternoon, October 4 1936, the East End of London erupted into rioting. The occasion was the predicted head to head clash between Communist Party activists and the right wing Blackshirts led by Sir Oswald Mosley on the streets – The Battle of Cable Street.

The Metropolitan Police had been experimenting with Cierva Autogiros for four years and put them to good – if occasional – use in surveying public gatherings just as they do today.

Senior officers in the county police also showed great interest although they were unable to sustain an active part financially. Although constrained financially the Chief Constable of Leicestershire Captain C E Lynch-Blosse kept himself abreast of all developments in police flying. In September 1936, when the Metropolitan Police started to plan a renewed trial following a car into and around Central London, he was regularly in touch with the London team. The result of this contact was that when Lynch-Blosse visited the capital he became the willing target for the aerial search crew.

On October 3, the Cierva then used by the Metropolitan Police was sent aloft to look for Lynch-Blosse' car. There were no special markings applied to the car, the only assistance was the supply of a rough route and a description of the vehicle - "a black Rover with a sun roof". This description did little to assist the searchers, Lynch-Blosse was well known for always driving a dark blue, 14 hp. Riley. Fortunately the two cars were similar.

At 1145hrs, not long after the car left St. Albans for the south, in the vicinity of the Hatfield by-pass, from a height of 100-150 feet the police air unit found the car and directed in an intercepting ground unit. It had been easy, even though the traffic and the target had created some problems during the search and intercept. Lynch-Blosse had instructed his driver to do his best to make the event a challenge. After realising that his vehicle had been spotted by the Cierva crew, the chief constables attempts to duck into side streets and put on speed were all to no avail.

The exercise with Lynch-Blosse was merely a preamble to the real business of the month. The following day, October 4 1936, the Cierva Autogiro was on duty over the East End of London as part of a massive police presence guarding the right to march of about 3,000 of Oswald Mosley's Blackshirt Fascists. Set against the Fascists was a mixed gathering of left wing activists and minority communities, primarily Jews. Some 7,000 police, including virtually the whole of the Metropolitan Police Mounted Branch, were embroiled in street fighting in and around Cable Street, Bethnal Green.

There were few reports of the presence of the Cierva over the rioting, indeed the first clear evidence of its presence only came last month on October 4, 2006 when Mosley's son complained in a BBC news report marking the event that the noise of the 'police helicopter' almost drowned out his fathers oratory.

Police helicopter? Most certainly, other reports of the period tended to call Cierva's helicopters for they were the only vertical lift machines then available.

More of this story—and much of the history of police aviation—is available free in the online resources section of the PAN website.

MERSEYSIDE: UAV's have been proposed to patrol troubled streets in a new crack-down on anti-social behaviour in the City of Liverpool.

Merseyside Police stress it is only one of a number of ideas being considered by a new Anti-Social Behaviour Task Force comprising police, fire service and lawyers. It will use any lawful means to beat crime - with the drones one initiative being considered. Perhaps unfortunately it was the drones that caught the attention of the Nation's media.

The task force is the first of its kind in Britain to bring together officers from all policing departments alongside fire officers and investigators, advocates and the Crown Prosecution Service, using both civil and criminal legislation.

With a £1M budget, a combined team of more than 137 officers will be led by Superintendent John Myles and Mr Case at a new HQ in south Liverpool.

On the subject of the UAV's Chris Case, group manager of Merseyside Fire Service, was quoted as stating the UAV's had 'been used to great effect in the US.'

Echoing his thoughts Supt John Myles, the joint head of the task force admitted that the CAA may put up some hurdles but US experiences were suggesting otherwise. They quote the instance in April where a the remote-control plane, circling at 250ft and travelling at 30mph, monitored a large gathering of bikers in Charles County, Maryland and the police use in Los Angeles.

Ed: As in many instances of the proposed police use of UAV's, this is not a project associated with conventional air support and in these days of cross charging appears to be more the wistful hopes of cheap air support on the part of street police.

Charles County Maryland is undoubtedly a little more rural than Liverpool and it is therefore unlikely that the CAA would smile benignly upon any machine flying at 30mph at only 250 feet – less than the height of the famous Liver Building [at 295 feet the first skyscraper to be built in the UK]. The other example of success quoted was of course Los Angeles where a group of unqualified street police attracted the ire of the FAA for flying without the required permissions and were promptly grounded.

Meanwhile, as if to underscore the reticence of the UK CAA to yet embrace the technology, the aerospace news links continue to report a steady number of accidents involving UAV's.

Last month a Belgian unmanned surveillance aircraft being used by an EU force crashed in the Congolese capital, Kinshasa, killing one woman and injuring two other people, not the best PR for the genre.

SOUTH & EAST WALES: Following an open tender process where all currently available light twin airframes were considered a contract has been signed between Bond Air Services Limited [BASL] and the two force police consortium operating out of the Cardiff Heliport as SAEW to wet-lease a new Eurocopter EC135T2i with full night vision [NVIS] capability. For a period of seven years, with an option to extend for three years, BASL will have full engineering, support and pilotage responsibility commencing early in 2008. The new aircraft will be delivered to McAlpine Helicopters next year for role equipping prior to completion by BASL.

The two forces [South Wales and Gwent] currently lease an AS355F2 G-SEWP from Cardiff City Heliport based Veritair Helicopters. This long standing arrangement will be terminated and the operation will move to a new facility to be built by BASL at RAF St. Athan near Barry to the west of Cardiff.

Opting to lease means that there will be no need for SAEW to bid for major funding from the Home Office in the current round.

STRATHCLYDE: Strathclyde Police based in Glasgow, Scotland are to have their current airframe upgraded to a new EC135T2i next summer. Strathclyde wet-lease their aircraft from Bond Air Services and took delivery of their first EC135T1 G-SPAU four years ago, they currently operate an EC135T2 G-SPHU.

For a renewal of the contract Strathclyde has opted for the operation of a fully NVIS capable airframe. The marginal cost differences between undertaking a major rebuild of their existing EC135T2 and buying a new NVIS capable airframe has led to the police electing to opt for the new airframe. The decision will also mean they will not have a period without an aircraft while G-SPHU it is upgraded. [BASL]

Ed: With the increasing pace of technology it would appear that leasing rather than buying airframes is finding some favour. With an owned airframe it is incumbent on the police force to finance an upgrade to the highly favoured NVIS capable standard. With leases such a leap in technology the high costs can be placed in the hands of the supplier



on track on target on time



'Sentinel' mission managed

Sentinel, a cost effective navigator with tasking and global asset management integrated into one package. It provides Maps, Charts, SATCOM link, XM Weather (USA), Terrain Data and a wealth of user database configurations. With NVG and Monitor only options, whether you operate single pilot day VFR or multi-crew night operations, Sentinel puts the pilot's needs first. What's more, crew awareness is assured with our legendary intuitive operating systems. For more details call us today or visit our website.

Honeywell



Skyforce Avionics Limited 5 The Old Granary, Boxgrove, Chichester, West Sussex PO18 0ES, UK
Tel: +44 (0) 1243 783763 Fax: +44 (0) 1243 783992 email: sales@skyforce.co.uk www.skyforceobserver.com

who is best placed to re-allocate the old airframe to other duties. The high cost of mid-life upgrades and falling airframe values are other areas of aggravation avoided by resorting to a lease.

It is expected that the growing fleet at BASL will lead to the former Strathclyde helicopter [G-SPHU] being used in the engineering support role alongside an existing machine [G-BZRS]. Although no decision has been made of which airframe will be involved, one of the two will be upgraded to NVIS standard to allow it to support the two police contracts now held by BASL from 2008

WEST MIDLANDS: Last months edition carried the announcement that West Midlands had selected the PWC engine over the Turbomeca for their new EC135P2i helicopter. Some readers thought that because of its reference to the MD900 helicopter the script did not make the reasoning behind their selection of PWC clear.

To clarify the point the Editor reiterates that West Midlands Police bought the PWC engine because from past experience they considered it the best engine offering the best support.

UNITED STATES

FEDERAL: Notwithstanding past problems with their UAV US Customs and Border Protection [USCBP] are happy that the future of UAV's for border patrol is assured. They expect to have a Predator B unmanned aerial vehicle flying along the US-Mexico border again later this month and already more are on order.

The return of the Predator will mark the return to flight of the agency's unmanned aircraft systems programme following the April 24 crash of the first Predator B vehicle in the Arizona desert. A preliminary investigation by the National Transportation Safety Board cited error by the ground pilot navigating the UAV as the probable cause.

The Predator drones fly surveillance missions along the border to support patrol activities. From October 2005, to April 2006, the Predator B flew 959 hours, and contributed to 2,309 arrests. The second Predator B was delivered in September and then entered a period of

testing and evaluation.

General Atomics Aeronautical Systems Inc. of San Diego, maker of the Predator B, has received a \$33.9M contract from USCBP for two more Predator B aircraft, to be delivered late next year. [Washington Technology]

Editor: The prime difference in operations between this operation and others mooted for Europe is that the sensor equipped US machines operate at very high altitude over a remote area where technical failures of these single-engine craft are unlikely to cause severe problems. He craft are another layer of surveillance above USCBP helicopters flying at very low level.

USCBP Air and Marine Agents arrested 28 people and six wild birds of the Cuban Finches variety trying to enter the USA when they beached their boat on Fisher Island in the early hours of a mid-October day.

A Citation jet, based out of Homestead, Florida, spotted a go-fast, running at a high rate of speed and without navigational lights, approximately three miles east of Key Biscayne, Florida. Within moments a USCBP Black Hawk helicopter was scrambled to the area to effect the interdiction of the go-fast. On the arrival of the helicopter the go-fast abruptly altered its course and headed for the eastern shoreline of Fisher Island, an exclusive enclave of multi-million dollar condominiums. The go-fast was beached after nearly slamming into a rock jetty and 28 persons were seen to jump boat and run towards the adjacent buildings.

In a matter of hours all 28 people had been taken into custody and found them to be illegal aliens. The vessel and an investigation have been turned over to the US Immigration and Customs Enforcement.

The six Cuban Finches have been turned over to the Department of Agriculture for observation. The birds will undergo quarantine for 45 days and be tested for viral diseases, including Avian Influenza. [USCBP]

ARIZONA: The Third Annual Tucson Police Air Support Unit's Safety Day and BBQ will take place on November 7 at the AZ DPS Hangar located at Tucson International Airport. The event will take place from 0900-1300 and will feature Dr. Tania Glenn. Please contact Jeff Dollar with Tucson Police Air Support Unit.

CALIFORNIA: Hard on the heels of the delivery of the first helicopter San Diego's new police department air support base that will house its four new AS350B3 helicopters was dedicated by police and city officials last month.

The new home of the helicopters, which is roughly three times the size of the original – 12,500 square feet of offices and hangar – replaces the old unit at Montgomery Field, which was only 4,500 square feet.



CALIFORNIA: The Los Angeles Interagency Metropolitan Police Apprehension Crime Task Force (LA IMPACT) has placed on order an Enstrom 480B Guardian helicopter. The helicopter will be outfitted with an SX-5 searchlight, camera mounting system, and an oversized vertical sliding window. Its missions address a myriad of law enforcement challenges including organised crime, drug enforcement, and homeland security. The helicopter will be

operated for L.A. IMPACT by the Pasadena Police Department's Air Operations Section based out of Pasadena, California, and scheduled for delivery in December. LA IMPACT has been a customer of Enstrom's for over 12 years when it purchased the first of 3 piston aircraft for its missions. [Enstrom]

DELAWARE: According to State records, in 2005 the Delaware State Police aviation unit handled 1,846 medical calls, up 29 percent from 1,434 medical calls in 2000. Homeland security missions between 2000 and 2005 rose a whopping 75 percent to 1,006.

In September 2004 the unit moved up from a 16 hour day to full 24-hour coverage of the state. As the demand for the unit's services continues to rise, costs are increasing, too. The state is preparing to spend \$8- 10M to add a larger helicopter Bell 412 to its fleet of four Bell 407 and three airplanes. The 412 is due by the end of next summer and will be bigger, better, winch equipped and feature a high-end sensor pod.

The current aviation unit has been operating from bases in Middletown and Georgetown for 36 years and currently has 13 pilots and 13 medics who are capable of flying the helicopter. The unit spends about \$70,000 a year on fuel, an average of \$19.50 per mission, based on 3,582 missions last year.

Of the medical calls, up to 55% are called off - a helicopter is automatically dispatched to any scene where someone has been seriously injured and needs immediate medical attention. Often patient evaluation at the scene will result in the aircraft being cancelled. [Delaware online]

INDIANA: The Lake County sheriff wants to sell his fleet of ageing helicopters and buy a nearly new, twin-engine model. The move would save in storage, upkeep and fuel costs.

The county uses a 1960s-vintage Bell Huey helicopter for fire-fighting and that consumes 90 gallons of jet fuel for every hour where the proposed newer, twin-engine model would use only 60 gallons per hour.

They are now seeking a Department of Homeland Security grant to be used to make the roughly \$1.6M purchase. The federal grant could be possible because Lake County offers assistance to several Indiana counties and Cook County in Illinois.

Two of the existing Lake County helicopters had hard landings in the past six months. One helicopter made an emergency landing in Griffith in February after an engine malfunctioned. No one was injured, and the chopper wasn't damaged. In July, two officers walked away with only one cut between them after a Schweizer S300 suffered a tail rotor failure and crashed in a cornfield just south of the Griffith-Merrillville Airport. The sheriff retired the aircraft.

In addition to seeking federal money, the sheriff said he would look for state and private funding – pointing out that a local BP refinery and the Port of Indiana -- both considered possible terrorist targets – would benefit from having such a helicopter available.

KANSAS: The Wichita Police Department, a charter member of the "Operation Sky Knight" police helicopter patrol program, has logged nearly 3,000 accident-free flight hours in its MD 500E since the Department took delivery of the aircraft in May 2003.

The Department's helicopter patrol unit was formed in 1970 and selected the MD 500E as its first turbine-powered helicopter. The unit serves the Wichita city population of more than 350,000 and has consistently averaged monthly and annual "First Unit On Scene Response" rates of nearly 100% since taking delivery of the MD 500E [MD Helicopters]

LOUISIANA: Livingstone Parish Sheriff's Office took delivery of two military surplus Bell OH-58 helicopters in October, they cost \$12,000 in transfer fees. One of the pair will remain military green and be used as a backup, while the other will be repainted and used for most operations. The Sheriff's Office and Denham Springs Police Department are signing an intergovernmental agreement in which the Police Department will supply one of its detectives,

who is a licensed pilot, to fly the main helicopter. Detective Sgt. Chad West will be paid by City Police if he is on duty while flying a chopper for the Sheriff's Office and has agreed to donate his time piloting the aircraft if he is off duty. [WBRZ]

MISSISSIPPI: A new role equipped Robinson Raven II police helicopter might be ready to patrol Jackson, the Cities of Ridgeland and Madison and Hinds County this month if legal concerns can be clarified.

Mercury Aviation, a private company based in Flowood has drafted a contract for shared use of a helicopter. Mercury is asking the Jackson and Hinds County to pay \$25,000 for 300 hours of service a year. Ridgeland and Madison would pay \$10,000 pa.

Andy Robinson, director of law enforcement services for Mercury Aviation, said some of the outstanding concerns are about liability. [Clarion Ledger]

OHIO: The Cleveland Police Dept, air unit grounded by budget cuts in 2004 returned to flight status last month. The unit was formed in 1989 with two S300C helicopters and had moved on to operating a pair of MD500Es by 1999.

The Aviation Unit's four pilots have spent the last two weeks reacquainting themselves with the first of the machines and navigating over the city with operations due to be started this month. It is not clear when the second MD will be operational but it has now gone in for a major overhaul. Before either machine could return to the air, they each need some \$60,000 in work undertaken by contracted engineers to get ready.

The helicopter, which originally cost about \$1.3M fully equipped, will initially be used 20 hours a week, primarily during the night hours that have the highest number of emergency calls. The DOC's of the helicopter are given as \$150 an hour.

Former Mayor Jane Campbell's administration cut the air unit out of the budget and eliminated 250 police positions in 2004. In 2005 city officials directed the air unit to look to restart operations. It was hoped to use grants from the US Department of Homeland Security to provide funding but the federal agency made it clear that their funding line would only apply to existing units, not pay to create a new one or even reinstate an old one. Now that the unit is back, the city plans to reapply for grants.

Current finance uses money granted to the city by courts from drug, cash and property seizures. [Plain Dealer]

OREGON: Hillsboro Aviation, Inc., recently upgraded a Cessna 182T belonging to the Portland Police Bureau's Air Support Unit. The aircraft equipment alteration was performed at their facility in Hillsboro, Oregon.

The retrofit included a pair of Paravion 10.4" LCD monitors and one Rosen 6.5" LCD monitor, which display information from an AeroComputers LE-5000 Moving Map System, a

FLIR Ultra 8500FW Thermal Imager/Camera and the Police Bureau's own dispatch Software. Additional equipment included a microwave radio downlink system by Microwave Radio Communications, a Sony digital video recorder, a Lo-Jack Auto-Recovery System as well as other safety enhancing equipment such as Terrain Awareness and Traffic Avoidance by Bendix-King.

Hillsboro Aviation provides modifications for all segments of fixed wing and helicopter op-





operations including Airborne Law Enforcement, Emergency Medical Services, Fire-Fighting, Electronic News Gathering and Corporate Transport. Originally founded as Hillsboro Helicopters in 1980, Hillsboro Aviation, an authorised Cessna and Bell service facility, maintains a fleet of 60 aircraft and employs over 150 people.
Hillsboro Aviation, Inc. Tel: (800) 345-0949 or +1 (503) 648-2831
www.hillsboroaviation.com





WASHINGTON: The Federal Aviation Administration has fined the Chelan County sheriff's office \$5,000 for operating 'Homeland Defense' helicopter flights over dams and power lines. Although the US Government is promoting such flights in its efforts to deter terrorist attacks the federal agency says the flights operated by Chelan County last year violated regulations because the sheriff's office was reimbursed for them by the utility operators. That was seen as an illegal commercial operation unless there was a significant, imminent threat.

Forty-eight flights, commenced in June 2004, were paid for by the Chelan Public Utility District at a DOC rate of just \$250 an hour.

The use of Public Use DoD surplus helicopters is strictly regulated and they cannot be used for profit or to transport other than emergency services personnel. When the FAA looked into the wrongdoing by Chelan they also found that the operator had undertaken a helicopter trip to Stehekin last November in which Chelan County Commissioner Buell Hawkins was a passenger in contravention of federal regulations. (Wenatchee World)

Ed: Chelan Sheriff's Office should be well versed in the use of DoD surplus machines, it acquired its first helicopter, a Bell 47, in 1974 and has since operated Bell UH-1H Huey helicopters and Bell OH-58s.

In early 1994, Chelan was involved with FAA regulators after they decided a multi-agency agreement Chelan operated with the fire service was illegal because different government agencies could not share costs.

Building a **secure** world

5-6 December 2006
National Hall, Olympia
London, UK

"Flying into the Future"

Air Ambulance 2006

CHAS Welcomes You To The
2nd National Air Ambulance Conference & Exhibition

Conference Dinner
 13th November 2006

Conference & Exhibition
 14th November 2006

Chateau Impney Hotel
Droitwich Spa Worcestershire

Confederation of Helicopter Ambulance Services

EIRE

The new Air Corps EC135 helicopters have already flown eight air ambulance missions in 2006 but are set to expand operations in the New Year with a view to offering a 24-hour service in early 2007.

The new fleet is fully operational but restricted to providing a daylight air ambulance service. The expansion to a 24 hour service will get underway as soon as the AgustaWestland AW139 helicopters arrive in service with No 3 Operations Wing. The first of these arrives this month. [Irish Medical]

EUROPE

DRF: (Deutsche Rettungsflugwacht/German Air Rescue) relaunched its internet site last month. The website www.drf.de invites visitors to a diversified and informative journey around the DRF – in English and German.

A highlight is the interactive tour, with 360-degree panoramic pictures, allowing a glance into a DRF-emergency rescue helicopter and a DRF-ambulance aircraft and providing information about medical devices. Visitors also can have a look around the Operation-Center at Baden-Baden/Karlsruhe Airport and an air rescue centre. [DRF]

DRF TRAINING: From September 24-29, DRF conducted simulator training for South Tyrol's emergency physicians and paramedics in Meran. Sixty five participants trained for realistic emergency situations with mobile simulator units called SIM-Man and SIM-Baby. The mobile high-tech simulator patients can imitate ECG rhythms, heart and breathing sounds and further clinical symptoms. Infusions, syringes, and medicaments as well as drainages can also be applied. The course was organized by the White Cross.

As one of the first air rescue organisations in Europe the non-profit air rescue organization DRF has been offering training courses with mobile simulator units to their doctors and paramedics since 2004. [DRF]

INDIA

BANGALORE: Hindustan Aeronautics Limited has launched a modified HAL Chetak [Alouette III] helicopter for emergency medical evacuation and air charter services.

At a function at Bangalore Airport the HAL Chairman Ashok K Baweja inaugurated the operations of 'Vayu Vahan' at the Rotary Wing Academy – the only helicopter flying school in India.

The helicopter is designed to undertake emergency evacuation of patients from areas around Bangalore to the main hospitals in the city which are equipped with a helipad at a cost of 25,000 Rupees per flying hour, less than half the price charged by a private helicopter operator.

Presently, there are helipads at Bangalore Airport, Jakkur, in addition to Manipal Hospital, Infosys campus and one at Ramanagaram.

It was also announced that the HAL Dhruv ALH will soon be pressed into service as part of the helicopter emergency medical services. HAL chief test pilot Wing Commander (Retd) C D Upadhyay said, 'HAL has set up a control room to receive SOS/charter calls to undertake the operations.' [Hindu/Times]



Evolving Homeland Security...



12DS200 MX-15 MX-POD WISARD™ HandHeld AzTrack

1.800.668.4355 www.wescam.com **enhancing your tactical capabilities.**

L3 communications WESCAM

ITALY

BERGAMO: With its operations having started in January 2000 the Bergamo Elisoccorso HEMS operation is a relative newcomer.

Doctors Oliviero Valoti (Bergamo Medical Service Manager) and Doctor Angelo Giupponi (Bergamo HEMS director) are constantly striving to expand the service. To promote growth they organised the first International HEMS Meeting in Bergamo city, being convinced that meeting up with others from similar organisations is an ideal way to understand and face problems, improve safety and readiness. The meeting - "Elisoccorso Sanitario tra prospettive e realtà" (Medical Heli rescue between reality and prospects) took place from October 5-7.

The three day event commenced with a two day convention in Bergamo city, with speakers from various Italian HEMS services, and managers from French (Proteus) – Spanish (Helisureste) – Swiss (REGA) and Austrian' (OMTC) HEMS services and industry presentations from AgustaWestland and Eurocopter. In addition members of local CNAS Alpine rescue corps, medical and paramedic staff sat in on the proceedings.

Topics covered by Italian industry pilots, technicians, doctors, rescuers, legal advisers, industry managers included: -

- Helicopter performance in HEMS missions
- Training for Medical Staff
- The impact of HEMS rules on operations
- Judicial orders
- HEMS costs and benefits
- Safety
- Night operations

The third day was devoted to flight demonstrations with personnel and helicopters detached to Gandino, a Alpine locality around Bergamo at 1,400 metres asl.

AgustaWestland, Eurocopter and some HEMS services demonstrated typical rescue missions with various helicopter models including the new Air Green AW-139, Elilario EC-145 and BK117, EliFriulia EC135 and the A109 Grand.

Most of the Italian State Air Services sent their representatives, the Guardia di Finanza with a AB-412, the State Police and Navy with a AB-212 each and the Army with a AB-205.

The local air unit, the "Bergamo Elisoccorso" operating A Eurocopter BK117C-1 is currently based at Orio Al Serio Airport (Bergamo International airport). A new base is being constructed in the area of the new hospital and probably will be ready at the end of 2007.

Costing €1.320.000 annually the operation flew 852 missions in 2004 and 758 in 2005. So far this year 620 flight missions had been recorded by mid September.

[Dino Marcellino extends special thanks to Doctor Angelo Giupponi and Mr. Massimo Doneda for their assistance and help in compiling this report].



POLAND

Three companies have applied to take part in a new tender to deliver helicopters for State financed medical services across the country. The contract is worth PLN 500M (€128.5M).

Jaroslav Pinkas, the deputy Minister of Health responsible for the tender has stated that three applications have been received from Agusta, Eurocopter and PZL Swidnik. Although Swidnik is a surprise bidder they will also deliver the Agusta bid so have an increased chance of success. The helicopters must be delivered before 2010.

QATAR

The UK based Yorkshire Air Ambulance [YAA] has been asked to help set up an air ambulance service in the Middle Eastern emirate.

The approach came about in the wake of the story featured last month of YAA transporting a major UK television star to hospital following injury in a 280mph crash at Elvington Airfield.

The crash, transportation and consequent rapid recovery appeared on Qarari television.

The publicity generated by the Hammond rescue has led to several inquiries from Yorkshire businesses interested in sponsoring the service and getting their logo on the airframe. The appeal total stands at £212,000.

UNITED KINGDOM

COUNTY: The County Air Ambulance control centre at RAF Cosford is said to be under threat from as yet unclear plans for the RAF base.

Voted 'Best Air Ambulance' for the second year running, County operates helicopters based at Cosford, Strensam North and the East Midlands Airport and they have a control room at the Cosford base – their first. The move could see the two operators based at Cosford moved out – potentially to the ambulance service headquarters at Brierley Hill.

The future of the helicopter base at the RAF station depends on the future of Cosford and its bid to become a top defence training centre. If RAF Cosford loses its bid to St Athan, South Wales, ambulance bosses could be forced to move the helicopter to a new site.

[SalopStar]

EAST ANGLIA AIR AMBULANCE: The report carried last month from a source purporting to be direct from the EAAA contained flaws. More up-to-date information now available to PAN states that the statement that EAAA are actively considering moving its headquarters and maintenance operations from Norwich Airport are incorrect, as too is a suggestion that the primary base in Thetford is now closed.

EAAA now state that when they started flying 5 years ago they looked to park the helicopter in a place central to the three counties served. They used to base it at Red Lodge, near Newmarket, but a year ago they changed to using RAF Honington. [EAAA/JF]

ESSEX: The air ambulance flew its 1,000th mission this year responding to an air crash at Langford near Maldon, Essex. The occupants of a Yak 52 two-seater activated emergency drill procedures when the engine quit on them. The Yak, G-YKYK, was part of a Formation Training School being held at North Weald.

The pilot made a distress call to North Weald Airfield, made an emergency landing and the ambulance service were alerted but no-one needed treatment.

GREAT NORTH: GNAA has now taken delivery of G-HEMS the former London HEMS Eurocopter AS365 Dauphin to undertake its services in Cumbria in the north-west of England.

The PDG Helicopters owned craft will be based at Penrith, Cumbria, but will be able to reach Newcastle or the Yorkshire Dales within 15 minutes. No information is currently available on what is to be done with the existing leased BO105 serving the region.

Meanwhile there are news reports that three workers have been suspended on suspicion of defrauding the air ambulance charity.

The paid employees of the Great North Air Ambulance Trading Company were suspended pending an internal investigation into deception and fraud at the company.

The trio worked for the clothing recycling part of the trading company - separate from the air ambulance charity, but its profits go to support the helicopters. Great North Air Ambulance has said that the matter is an internal disciplinary procedure.

LINCOLNSHIRE & NOTTINGHAMSHIRE: All manner of pressures effect the all important fund-raising needed to keep the various charity air ambulances in the air. Donations to keep the MD900 G-LNAA flying dropped after a rumour started that it no longer flew to Grantham Hospital. The story came out of an inaccurate speech given by a local Councillor at a heavily attended hospital cuts protest rally on September 9. He said the helicopter no longer flew to Grantham – incorrect information and donations fell away.

The charity is now trying to turn around the adverse publicity.

SURREY: The appeal to provide an air ambulance for Surrey residents has been given a massive lift by Surrey County Council.

The quarter of a million pound fundraising initiative is very close to getting off the ground thanks to the Council's contribution of £50,000, taking the total pledged so far to over £200,000. Meanwhile there are signs that potential operators of the service are recruiting additional staff in the area.

WALES: Trustees at Wales Air Ambulance Charitable Trust have decided to extend the third air ambulance helicopter – based in Welshpool until the end of November.

This is the absolute final extension the service will make for what was originally a three month 'summer only' arrangement. It was partly due to the enormous support received from the people of Mid Wales that were able to squeeze out an extra two months.

The third air ambulance has proved a major success, providing 999 cover to remote and isolated parts of the region in responding to 194 missions since it went on-line on June 15th. The Welsh Air Ambulance Charitable Trust is a registered charity working in partnership with the Welsh Ambulance Services NHS Trust. The service was officially launched on 1st March 2001 - St. David's Day and currently costs £210,000 a month - £2.5M annually – to provide. [WAACT]

Wales Air Ambulance is again pursuing Lottery funding to secure the long-term future of the temporary air ambulance service in Mid Wales.

Montgomeryshire MP Lembit Öpik raised the issue during Tony Blair's Prime Minister's Questions last month and it received a positive reply. Blair agreed to facilitate a meeting between representatives from the air ambulance service and ministerial colleagues.

Although the approach related to funding Mid Wales any positive outcome might overcome a long standing impasse in UK air ambulances gaining this line of funding. Lisa Francis, Welsh Conservative representative for Mid & West Wales, has called on the Welsh Assembly to commit permanent funding for Wales' third air ambulance. [Salop Star]

WARWICKSHIRE & NORTHAMPTONSHIRE: The Unit now has access to a new Agusta 109E Power G-MEDS, registered to UK importer/agent Sloane Helicopters in late September. Unlike the previous Power the new airframe features a blue rear fuselage – the earlier machine G-WNAA was yellow overall.

www.PoliceAviationNews.com
A wealth of on-line resources



UNITED STATES

INDIANA: The Indiana chapter of the Association of Air Medical Services (INAAMS) in cooperation with Indiana's Project Hosier SAFE-T has announced a new 800 MHz State wide talk group for air medical operations. This new mutual aid talk group will help improve interoperability between the 18 air medical helicopters currently operating in Indiana and the States first responders. Indiana air medical programs will continue to utilize current VHF and UHF communication systems but will slowly integrate the new 800 MHz talk group to help complement the current communications system. The new talk group is called "Flight watch" (800315) and is currently on line for operations.

MICHIGAN: Sikorsky Aircraft Corp. has signed a contract to provide a new S-76C++™ helicopter equipped for critical care transport to Aero Med Spectrum Health of Grand Rapids, Mich., the company announced today at the National Business Aviation Association convention. Sikorsky Aircraft is a subsidiary of United Technologies Corp. (NYSE:UTX), of Hartford, Connecticut, USA.

Spectrum Health is a not-for-profit health system in west Michigan that offers a full continuum of care through its seven hospitals, more than 140 service sites and 470,000-member health plan, Priority Health. Aero Med provides flight physicians and nurses for critical care transport needs for the system.

"Aero Med flies sophisticated single-pilot Instrument Flight Rules lifesaving missions with a physician and nurse team," said Jeanne Connor-Osborn, Sikorsky's regional sales manager. "Aero Med's new S-76C++ aircraft will be state-of-the-art with safety features such as Enhanced Ground Proximity Warning system and Health and Usage Monitoring System. Sikorsky Aircraft is honored to have been chosen by such a leader in the industry."

The dual patient medical interior will be designed and completed by Keystone Helicopter, a Sikorsky subsidiary.

The S-76C++, which first entered service in 2005, includes new more powerful Turbomeca Arriel 2S2 Engines, an inlet barrier filter to protect the engine against erosion and environmental contaminants, new HUMS, and a quiet main gearbox utilizing Quiet Zone Technology that will significantly reduce interior noise levels without any weight, maintenance or TBO (time between overhaul) penalties. The S-76C++ engines provide approximately 350 lbs of additional payload capacity on hot days at high altitude compared to an S-76C+.

NORTH CAROLINA: Airborne Critical Care has started flying a fixed wing air ambulance service out of the Johnston County Airport. Airborne is the second fixed-wing air ambulance approved by the N.C. Office of Emergency Medical Services. The other is in Charlotte.

Airborne flies a Mitsubishi MU300 Diamond Jet that has been configured into an intensive care unit. It features cardiac monitors, defibrillators, pacemakers, mechanical ventilators, intravenous pumps and a complete critical-care pharmacy. Also, the jet aircraft has an on-board laboratory. The flight team is made up of two pilots, one nurse and one respiratory practitioner. [The Smithfield Herald]





FISHERY

UNITED KINGDOM

SCOTLAND: The Disposal Services Agency are offering for sale a Reims F406 currently in use with Scottish Fisheries. G-SFPA c/n 64 and SFPB each with some 13,000 airframe hours being replaced by c/n 94 [above] and 95 currently under construction at Reims. The aircraft for disposal is being offered for use in a variety of roles such as pilot and operator training, maritime surveillance, land and sea pollution surveillance, anti-drug control surveillance, freight transport missions and medical evacuation. The Aircraft will be available in 2007 but declarations of interest are being requested to Alistair McHardy at the DSA E-mail: dlodsaops1a1b@deso.mod.uk

A Picture is Worth a Thousand Words!

Complete Air to Ground Microwave Systems to Suit your Needs

The Downlink Experts



Tel: +1-858-391-3050 • Fax: +1-858-391-3049 Email • dept500@bms-inc.com • [Broadcast Microwave Services](#)

SEARCH AND RESCUE

CANADA

Defence scientists are spending \$430,000 to develop a vibrating vest that is designed to give SAR helicopter pilots tactile cues about their aircraft's position in the sky.

The two-year project will design vests that deliver vibrations pilots can sense on their skin. The little vibrators introduce a pattern that moved up the trunk, so it started down near your waist and you felt that wave of activity moving up indicating that the aircraft is climbing, Similarly a pattern of sensation starting near the neck and moving down the chest might suggest descent.

Scientists hope the vests will be useful for whiteout landings and hovering above rescue victims in the water or on the ground. It should keep them from running into the ground and allow a pilot to keep his helicopter localized over one spot.

This is an interim technology that might be seen coming into aircraft over the next decade as a potential alternative to automatic operation or head-up displays. [Chronicle Herald]

JAPAN

COAST GUARD: Last month AgustaWestland and Mitsui Bussan Aerospace announced that the Japanese Coast Guard has selected the AW139 helicopter to replace ageing Bell 212's for deployment at SAR bases throughout Japan.



Three helicopters have been ordered this year as the initial phase of a replacement programme for up to 24 helicopters. The AW139 will be fully capable of all-weather, day and night operation, and ship-based operations, and will be equipped with state-of-the-art mission equipment including a rescue hoist and a high definition FLIR to maximise operational effectiveness.

This contract increases the number of firm orders for the AW139 to over 200, making it the best selling medium-twin helicopter today. By mid-2006 nearly 50 aircraft had been delivered to customers in Europe, North America, Africa, Asia and the Middle East.

UNITED KINGDOM

SKYWATCH: An aircraft from the new No.23 Sky Watch Unit at Kinloss spotted pollution off Hopeman in the Moray Firth and called it into HM Coastguard at Aberdeen.

The pollution spread twenty five miles from Kinloss to Lossiemouth but the early report enabled the incident to be dealt with before it could contaminate the coast.

The new unit has some pretty significant aircrew among its pilots – including retired Red Arrow display pilot and current aerobatics judge Peter Macintosh the person in charge of No.23. Peter has 3,500 flying hours and the other three pilots on the Unit have over 30,000 hours between them. Mick Dry is an ex-RAF Avro Shackleton SAR pilot with 11,000 hours, Trevor Thrale is ex-RAF and now pilots the Highland Airways Fisheries Protection Reims F406. Peter Brooks is both ex-RAF and an ex-Highland Airways Captain, he is currently a CFI with 12,000 hours.

The spokesman for RAF Lossiemouth, Terry Cowan, said he was confident that Sky Watch would prove to be a worthwhile service to the area. [SW]

FROM THE FACTORY FLOOR - INDUSTRY

Dart Helicopter Services has announced that Apical Industries, their affiliated partner, has received an amendment to their FAA STC for the A109 Emergency Float Systems to include Agusta's latest variant of the 109 series, the A109S Grand model. An application has also been made for EASA approval and Agusta has agreed to collaborate in expediting the certification due to high European demand for the Apical system.

The Apical float system for the A109E/S consists of 4 cylindrical floats and reservoir installation assemblies and, optionally, 2 integrated 6 man liferafts. The system is designed to interface with Agusta structural and electrical float provisions. Both the floats and liferafts are electrically deployed from the cockpit. Additionally, the aft floats are specifically designed to reduce the chance of a tail rotor strike during autorotation water landing.

Rotortech, once a part of the original Bond Group, and based at Bourn Airfield near Cambridge, is in Administrative Receivership.

In the past Rotortech role equipped a number of police and air ambulance aircraft for the International market – they specialised in the BO105 and undertook work on this type for Bond and for the Argentine and Humberside Police. After splitting from Bond the company moved into composite structures for aerospace. They briefly returned to servicing the emergency services when they undertook the initial digital downlink fit into the Metropolitan Police AS355N's.

Dallas Airmotive (DAI) has moved its Bournemouth, England Regional Turbine Centre to Portsmouth where it is now co-located with H+S Aviation, DAI's UK affiliate.

The relocation will benefit the company by making better use of the overhaul shops at H+S Aviation and allow the cross-utilisation of resources for a growing service offering to European general aviation."

The Portsmouth Regional Turbine Center (RTC) specializes in repair and Hot Section Inspection for PT6A and JT15D engines. It is adding these same services for the PW500 and will have these available by January 1, 2007. At the same location is H+S Aviation that is a Pratt and Whitney Canada Designated Overhaul Facility for the JT15D, the Rolls_Royce 250 and a series of larger engine types.

A **London Assembly** report published last month estimates the past four years have seen a 20 percent increase in the level of helicopter movements within the capital over the past 4 years.

The report, 'London in a spin: a review of helicopter noise', is the first time the issue of helicopter movements and noise in London has been addressed, for this reason this publication does not provide substantive answers to a perceived problem. No one has kept records on the rate of helicopter traffic in London-wide so it seems the report is very much based on localised information and perception rather than true fact.

Although billed as being a London-wide review it centres primarily on the noise emitting from London's only heliport at Battersea on the River Thames and its effect on new neighbours. Previously a wholly industrial area the old commercial structures overlooking the heliport have started being replaced by dwellings.

Other areas under scrutiny include the designated heli-routes feeding Battersea primarily along the line of the River Thames, another area where commercial areas have given way to homes. Although the Metropolitan Police helicopter operations receive many mentions in the report these are primarily due to the high quality of the Mets record keeping of their operations, as such they tend to give undue credence to the scholarship of the report.

Whilst it is potentially accurate the generalised claim that helicopter noise has risen by 20% in recent years is not substantiated by the Assembly, the CAA, who have no figures, or the police whose hours have been pretty static for years. That said the inexorable rise in the

number of users of the heliport may be the basis for the assertion. There is no attempt at correlating the rise in helicopter traffic and the clear rise in fixed wing traffic into London's conventional airports. The helicopter is simply the villain of the piece!

The report recommends a number of ways to reduce the alleged problem, ranging from proper monitoring of helicopter movements to charging for using the capital's airspace. Taxing helicopters in the same way as the London Assembly taxes vehicles in vast swathes of the City. The report belatedly asks the Department for Transport and Civil Aviation Authority to undertake monitoring but this is somewhat negated by a call for them to take immediate action to reduce an wholly unquantified level of noise pollution!

The group held a public hearing and took evidence from almost 150 Londoner's said to have been disturbed by the increasing levels of noise. The population of London is around 7 million so, although the report does not admit it, this is very much a minority issue.

The 44-page report - not too daunting as much of it is blank pages and white space - 'London in a spin: a review of helicopter noise' can be downloaded in a choice of PDF or RTF at www.london.gov.uk/assembly

Under terms of the Federal Communications Commission's (FCC) 800 MHz Order, the FCC has licensed **Sprint Nextel** to effectively buy out each of the existing 2 GHz Broadcast Auxiliary Service (BAS) licensees. The relocations to new spectrum assignments must be completed by September 2007. Sprint Nextel is responsible for reimbursing BAS licensees for the cost of relocating to comparable facilities within the 2 GHz spectrum band. BAS licensees use this spectrum to transmit local news from remote locations back to the studio. www.2ghzrelocation.com

The story earlier this year that ex UK Police AS355s N325SC & N326SC (ex G-BOOV & G-GMPA) were being prepared by **Patriot Aviation** for use in a security support role in Jordan appears to have come to nothing.

The two machines arrived at Bournemouth on the in late July and appear to have remained grounded ever since stored in the Airtime Aviation North hangar. Airtime has connections with GT Aviation, who buy & sell aircraft from their base a few miles away in Weymouth. GT are offering the pair of helicopters for sale.

Also at Bournemouth is a single Pilatus PC.XII N324SC registered in the same series and with links to Amman Jordan. The status of this aircraft is unknown. [A-B]

SELEX Communications announced that its Laser Obstacle Avoidance and Monitoring system (LOAM®) has been accepted by the Danish Air Force for its EH101 Search and Rescue Helicopter, and is now entering service. The announcement was made after the successful completion of the qualification and flight test program, making the EH101 the first military platform to host this innovative solution.

LOAM® is the first 2nd generation laser Obstacle Warning System specifically designed for military and professional (public safety agencies, emergency services, government, transportation, etc.) applications.

It is claimed to be the lightest and smallest laser obstacle warning system on the market able to guarantee a significant increase in situational awareness and platform safety. It has flown on AB212, Lynx and EC130 helicopters, has been selected for the NH90-TTH helicopter and for other platforms and it is now under evaluation for other helicopter programs.

[Selex]

During the Air Medical Transport Conference in Phoenix, Arizona, Larry Pietropaulo, President and Chief Operating Officer of CJ Systems Aviation Group, signed a formal agreement with Russ Spray, President and Chief Executive Officer of **Turbomeca USA** (SAFRAN Group), confirming their decision to choose the Arrius 2B2 engine to power their latest order of ten EC135 helicopters.

CJ Systems Aviation Group placed their order of ten EC135's earlier this year during Heli-Expo in Dallas, Texas. Their decision to choose Turbomeca's Arrius 2B2 over the competi-

tor's engine was based on engine performance, reliability, and lower operating costs in high cycle operations. Deliveries are scheduled to start in summer 2007.

CJ Systems Aviation Group is a leading provider of air medical services in the United States. They operate a fleet of approximately 130 helicopters and fixed-wing aircraft of which, 53 helicopters are powered by Turbomeca engines.

The Arrius 2B2 engine has been redesigned to allow for an optimal take off weight in category A. It offers unequalled performance at high altitude and temperatures.

Moreover, the engine TBO is 3,500 hours since its certification and the life cycles have been improved

Galileo Avionica will supply ATOS LW systems for six P166-DP1 aircraft ordered by Guardia di Finanza the Italian Treasury Police. The contract follows a successful prototype of the P166-DP1 aircraft used by the department of Pratica di Mare of the Italian Treasury Police.

The contract includes the refit of the basic configuration of the aircraft, including motors and basic avionics as well as the installation of the new ATOS LW surveillance system. The system is the compact version of the highly regarded surveillance system used by both the Italian Treasury Police and the Coast Guard on board the ATR 42 MP. The ATOS LW can perform EEZ protection roles, including fisheries control, anti smuggling, immigration control and Search & Rescue missions. The ATOS LW systems features, for the first time, a satellite Data Link powered by the Immarsat network.

The first production order will supply six aircraft within about 30 months with production due to start in October 2006. There is also a contract option for a second order of four aircraft and the relative logistical support during 2007.

The US Department of Homeland Security (DHS) will evaluate the capabilities of Skyguard, a high-energy laser proposed by **Northrop Grumman Corporation** to defeat the perceived threat of man-portable air defence systems (MANPADS) to commercial aviation under a newly awarded contract.

The company's Space Technology sector received a \$1.9M, 18-month contract from DHS to evaluate emerging solutions to counter the MANPADS threat. Northrop Grumman will develop a detailed operational concept for using ground-based high-energy laser systems in the civil aviation environment, perform component-level testing and assess life-cycle costs.

Britten-Norman now offers factory refurbished aircraft alongside their new aircraft sales and upgrades. This new initiative is kicked off with the acquisition of five Islander aircraft which will be available for onward sale. These were aircraft formerly operated by the Belgian Army.

Fly BN's expertise extends to specialist maintenance, repair and overhaul for a variety of aircraft types including the Cirrus SR20 & 22. FBN maintains large inventories of aircraft spares which it distributes globally through BN Logistics and a network of strategic partners and subsidiaries.

The company has just settled a labour dispute with its workers with a new pay package.

www.britten-norman.com

Late October marked an important milestone for **Turbomeca** as they inaugurated their newly expanded facilities at Turbomeca USA in Grand Prairie, Texas. This expansion helps to meet the growing demand for Turbomeca engines. The additional 67,000 square feet encompasses office space, a shipping and receiving area, warehouse, new production, and a Turbo Support Center.

Thanks to this new site, Turbomeca USA will double its staff, as well as assembly and test capacity, achieving 500 engines a year by the end of 2007. In addition to Turbomeca USA's



expansion, Turbomeca Canada expanded their facility in Mirabel, Quebec by 2,200 square feet to further respond to the growing demand and make way for additional offerings. By year end, Turbomeca Canada will have completed approximately 220 engines and by 2008/2009 they project to complete over 300 engines per year.

To further augment resources to the North American market, Turbomeca has set into motion the development of a US-based manufacturing facility to produce parts specifically for the LUH mission and to further contribute to the increase of commercial and military support needs. It is envisioned that the new manufacturing facility will rival the dimensions and staffing of Turbomeca USA and will be fully operational by 2009. [TM]

Jet-Care International has added Pratt & Whitney International and Williams International to its Honeywell and General Electric engine trend monitoring programme portfolio.

Jet-Care, based in Hampshire, UK and Cedar Knolls, NJ monitor the health of more than 14,000 engines, in over 80 countries, 24/7. Over 30-years Jet-Care claims to have built up an incomparable amount of experience, providing the technology, data quality, timely response and cost effectiveness necessary for today's competitive engine business environment.

In addition to engine condition trend monitoring (ECTM) services, Jet-Care and sister-company Spectro offer oil analysis programs at laboratories based in the US, UK and Switzerland.

For more information visit the websites at www.jet-care.com and www.spectro-oil.com

Astronics Corporation a leader in advanced, high performance lighting, electrical power generation, control and distribution systems for the aerospace industry, announced that it recently signed an agreement with Piaggio Aero Industries. Over the next three years Astronics will supply a complete suite of integrated cockpit panel assemblies and lighting controllers for the Piaggio P180 Avanti II.

Astronics were able to integrate advanced functionality into the updated avionics systems of the aircraft while preserving the pilot functionality of the legacy cockpit design.

The P180 Avanti II combines the speed of a light jet with a more comfortable nine passenger cabin offering fuel efficiency better than other business aircraft available on the market today. The first Avanti II was delivered into Europe during December 2005, it received FAA certification in March 2006. Piaggio expects to deliver 20 aircraft this year, 30 in 2007 and approximately 40 aircraft in 2008.

PinPoint has become probably the most widely used PCB diagnostic system in the world. PinPoint provides an efficient, cost effective solution to PCB troubleshooting and test. At present the PinPoint II is a self contained diagnostic and test solution. PinPoint-UDA allows companies that want to take advantage of PinPoint's benefits to integrate it directly into their own environment.

PinPoint-UDA eliminates many hardware constraints and has unlimited potential.

System Integrators and Test Departments responsible for maintaining assets have access to capable test systems. Most test systems lack good diagnostic tools. If they currently have good diagnostic tools, chances are they are very complex to use or implementing them takes months of programming. PinPoint -UDA provides a way to reduce TPS diagnostic development time and offers diagnostic solutions to systems that lack the capability.

Enabling System Integrators and Test Departments to take advantage of the worlds leading Diagnostic system, DiagnoSYS will be showing the recently launched PinPoint UDA at Electronica 2006.

Designed to be both flexible and scalable, the PinPoint Universal Design Architecture (UDA) provides powerful fault finding diagnostic capabilities that can be integrated into third party functional test systems.

You can visit them at Electronica Munich, November 14-17, Stand A1.667 and view Pipoint, ScanPoint DT, and AutoPoint 550, together with a range of Advanced Fine Pitch Test Clip Adapters.

EADS has been cleared to resume work on a US Army light helicopter contract with a variant of the EC145 now that the US Government Accountability Office (GAO) rejected protests from other bidders – AgustaWestland and MD Helicopters Inc.

EADS teamed with Sikorsky Aircraft to win the competition, which includes an initial order of 322 helicopters and an option for 30 additional aircraft. [EADS]

Keystone Helicopter Corporation has reached an agreement with Seacor Holdings LLC for the purchase of Keystone's Flight Services Division – its air medical aircraft operation that currently flies 35 aircraft on air medical flying in the Eastern United States and Puerto Rico. Keystone Helicopter seeks to concentrate on its other aerospace sectors, full-service maintenance and completion centre. Keystone is a factory-authorized service centre for Bell, Eurocopter, MD Helicopter, Rolls-Royce, Turbomeca, Pratt & Whitney, and Sikorsky products and was acquired by Sikorsky Aircraft Corporation in 2005.

United Technologies Corp. reported double-digit net income and revenue growth for the third quarter of 2006, but noted problems in some sectors – including that of its Sikorsky aerospace segment.

Revenues at Stratford-based Sikorsky rose 36%, from \$639M in the comparable quarter last year to \$867M, but operating profits only rose from \$64 million to \$70 million. [CT Post]

Ten years ago **Motorola** signed the world's first commercial contract to deploy Terrestrial Trunked Radio (TETRA), the standard for professional mobile radio (PMR). From that single contract in 1996 with Oslo's Gardermoen Airport in Norway, Motorola's TETRA technology has been deployed around the world, delivering mission and business-critical capability to government and commercial customers. For more information please visit <http://www.motorola.com/tetra>

Sky Connect has announced sales to three Emergency Medical Providers. Recent sales to Airlift Northwest Cook Children's Medical Center/Teddy Bear Transport, and Life Lion underscore how Sky Connect products enhance the safety and effectiveness of emergency medical missions while delivering reliable, affordable performance. The sales were packaged with AeroMed Software, a critical care management product by Innovative Engineering one of many solutions providers Sky Connect works with.

Airlift Northwest, in Seattle, Washington has purchased 10 Sky Connect TRACKER systems to provide voice and tracking capability for its diverse fleet of rotorcraft and fixed-wing aircraft.

In Texas, Teddy Bear Transport will equip one King Air and one Bell 222 helicopter with Sky Connect's TRACKER-MMU (Mission Management Unit), which delivers two-way satellite text messaging and voice calls. The MMU will enable Teddy Bear Air to exchange standard or user-defined text messages and conduct phone calls between their crews and dispatch communicators.

Life Lion is purchasing 13 Sky Connect systems to equip 11 ground ambulances and two helicopters. The ambulances will utilise the Sky Connect MOBILE system, which offers a simple, lightweight, one-box solution with full global tracking, voice and data service.

More than 2,000 aircraft around the world are flying with Sky Connect equipment.

Galileo Avionica, the Italian unit of SELEX Sensors and Airborne Systems and part of the Finmeccanica group, took its UAV systems and targets to the American market at the annual AUSA meeting (Association of the United States Army) held in Washington, DC. October 9-11.

The Falco UAV tactical surveillance remote controlled system, the first UAV to have obtained the permit to fly, a civil certificate from the Italian Aeronautic Authority. Falco has also flown in Britain at ParcAberporth, thanks to the endorsement by the British CAA, and is now involved in flight activities and demonstrations for customers at the Bulgarian runway of Chesnegirovo. The UAV can carry a 70 kg [154 lbs] payload and operate for 14 hours.

Soloy Aviation Solutions has received FAA certification for a new and innovative Inlet Barrier Filtration (IBF) system from Aerospace Filtration Systems, Inc. (AFS) for its recently certified AS350 Super SD2 helicopter installation with the LTS101-700D-2 engine.

The approval clears the way for operators of the SD2 to maximize engine protection while reaping the performance and maintenance benefits of the LTS101-700D-2 engine. The AFS IBF is available directly from Soloy as an option for its Honeywell engine installation, providing customers an alternative method for superior engine protection. The system will also be certified for existing Soloy installations in the AS350 with the LTS101-600A-3 and LTS101-60-3A in the near future.

The AFS design for the AS350 features a large, durable, flat filter assembly with an integral bypass system. The entire IBF assembly is self contained and installed on top of the existing AS350 engine cowling, allowing for a simple installation without significantly reworking or modifying the cowling.

On October 11 **Eurocopter** Executive Vice-President Bert Stegkemper was at the La Courneuve Plant to inaugurate the new Blade Finishing Workshop (AFP). AFP performs finishing operations on helicopter main rotor blades.

The workshop boasts high-performance facilities, including booths for painting, sealing and sanding, and ovens. Designed with built-in growth potential for new workloads, the Workshop can quickly build up its production rate to meet the challenges posed by the NH90 and Super Puma programs.

AMI Semiconductor, a designer and manufacturer of state-of-the-art integrated mixed-signal and structured digital products, and FLIR Systems have announced an agreement for high volume manufacturing of uncooled microbolometer infrared detectors. Under the agreement, FLIR will install its proprietary microbolometer detector process at AMI Semiconductor's Class 1, eight-inch fabrication facility in Pocatello, Idaho. The agreement will expand current detector manufacturing capability and will also provide an opportunity to improve sensor yield by installing the process in a Class 1 fabrication facility.

AMI Semiconductor (AMIS) is a leader in the design and manufacture of silicon solutions. The company operates from headquarters in Pocatello, Idaho, European corporate offices in Oudenaarde, Belgium, and a network of sales and design centres located in the key markets of the North America, Europe and the Asia Pacific region.

Set up in 2003 the **Powervamp** event power supply operation undertook another test last month when Bombardier called them in to support a short one-off event in France.

Bombardier's requirement was to support the Canadian company's need to mount a 24-hour visit at Le Bourget airport, Paris, to promote its record-breaking Global 5000 and Learjet 40 aircraft. Bombardier chose UK-based Powervamp Ltd, which has recently expanded its ground support service for British and continental air shows; and Powervamp demonstrated that it can now apply similar skills to the one-off events mounted by air frame manufacturers.

Powervamp took over the whole organisational process. It managed the entire logistics of coordinating aircraft arrival and positioning in the hangar, and laid on everything from furniture and carpeting to food and drink. And it was all accomplished in a very tight time frame. Powervamp's recently-appointed European manager, Paul Landelle, was able to bring his experience and local knowledge to bear to smooth the process. He is Paris-based, and for many years was the station manager at Charles De Gaulle airport for American Airlines.

MD Helicopters (MDHI) has announced it is now providing commercial Rotorcraft Flight Manual revisions, free of charge, to registered owners for the life of the helicopter. An electronic form is provided on the MDHI web site to allow owners of MD helicopters to register for the subscription revision service for these manuals. If a helicopter is sold or transferred, the new owner need only register on-line to continue receiving Rotorcraft Flight Manual revisions free of charge.

MDHI is now also providing an FTP site for free downloading of the MDHI commercial technical manuals and revisions, in Adobe® Acrobat® PDF format allowing for local printing of

COOLSPPOOL

The latest 28.5 volt GPU range

Faster, cooler starts. Perfect for shaft or free turbines. Essential for FADEC aircraft.

NEW Mini 17 A/Hr portable GPU.
Built-in charger, digital voltmeter,
protective padded jacket.

Massive performance, true portability, amazingly low weight.

Models from Mini 17 A/Hr to 260 A/Hr Ramp Cart

CALL NOW!

+44 (0)1934 643000

email: info@powervamp.com



POWERVAMP

Powervamp Ltd, Weston-Super-Mare, England

www.powervamp.com

these publication. Free downloads will be provided by registering and accessing the existing on-line Electronic Technical Manuals (ETM) website. The on-line ETM website provides web access to all MDHI commercial technical and flight manuals. On-line Electronic Technical Manuals (ETM) is a free service for our owners, operators and maintainers and has been available since 2003.

ACCIDENTS & INCIDENTS

1 October 2006 Sikorsky S64E Skycrane N189AC. Air tanker. The crew suffered minor injuries after the helicopter crashed whilst operating in support of fire suppression operations in Rose Valley, eastern Ventura County, California. [Media/Fire]

1 October 2006 Helicopter. Air ambulance REACH Air Medical Services. A communication error led to the landing of a helicopter ambulance in front of Tulare District Hospital for a patient transport. The pilot landed the helicopter perfectly on a cross, but it transpired that the cross was the symbol of the hospital, not a heliport spot.

After the helicopter landed, hospital security personnel closed Cherry Street between Merritt Avenue and Terrace Lane.

1 October 2006 Piper Cheyenne N716WA. Air ambulance of Cal-Ore Life Flight, Brookings, Oregon. Upon descent into the destination, the right engine (PT6-28) began to lose power. The pilot elected to shutdown the engine and made an uneventful landing.

6 October 2006 Bell 206L3 LongRanger N4846. Air ambulance of Carolina Life Care, Conway South Carolina. Omni-Flight. During descent into a motor vehicle accident location at Conway, South Carolina, the rear fin of the aircraft struck a powerline wire. No injuries were reported from the helicopter. The incident caused a blackout that lasted about 30 minutes for over 400 customers. [Myrtle Beach Sun News/Concern]

11 October 2006 Eurocopter BO105 N31RX. Air ambulance of REACH Air Medical Services in Santa Rosa, California. The EMS flight was en-route to home base in Redding, California, after a cancelled scene call 20 miles to the northeast. The pilot noticed the illumination of the #2 Transmission Oil Pressure Caution Light in the cockpit. There were no secondary indications of a malfunction but No2 engine was shut down and continued to the nearest airport, Redding Municipal. They made an uneventful landing. Post-flight inspection revealed a faulty transmission oil pressure transmitter switch.

22 October 2006 Helicopter. Ontario Police Department. The helicopter made a precautionary landing on the streets of Upland after experiencing mechanical problems that made it difficult to control. [San Jose Mercury]

27 October 2006 helicopter. Thailand Agriculture and Cooperatives Ministry crashed into Bueng Borapet, Nakhon Sawan province during a flood-relief mission, killing the pilot Lt -Col Apai Poonuchapai and injuring the technician Lt Narong Posawat aboard. It was transporting goods and clean water to assist flood victims in the province. Early reports suggest that the crash was a technical failure possible associated with the intensity of operations and the level of support. [Bangkok Post]

FLIGHT SAFETY

In the wake of 10/11 crash of a light aircraft into a high rise tower in New York a review of operations and procedures in the Visual Flight Rules Corridor over the East River in New York City has led the Federal Aviation Administration (FAA) to announced that it is excluding fixed-wing aircraft from the corridor for safety considerations, unless they obtain authorization from and are being controlled by air traffic control.

The announcement, which came in the form of a NOTAM, noted that the restriction is effective immediately and will remain in place pending further review of current guidelines by the FAA and its government and industry partners.

Seaplanes operating in and out of the New York Skyports Seaplane Base will continue to be permitted to operate in the corridor, which extends from the southwestern tip of Governor's Island to the North tip of Roosevelt Island, below an altitude of 1,100 feet. Helicopter operations in the East River corridor are not affected by this change.

Ed: Cory Lidle, a pitcher for the New York Yankees, was killed when a plane crashed into a residential high-rise building on the Upper East Side of New York City.

PEOPLE

AerCorp Aviation Ltd a provider of comprehensive mission-specific turnkey air support services to the law enforcement aviation sector announced at the 113th Annual IACP Conference that Jim Di Giovanna has joined AerCorp as Director of Technical Consulting. Jim will be overseeing all of AerCorp's professional services and technical consulting programs.

Jim will be offering his services to agencies who are either looking to start a new aviation unit or may be hoping to expand or enhance their existing operation.

Prior to joining AerCorp, Jim was a Captain with the Los Angeles County Sheriff's Department. He was assigned to the Aero Bureau from 1989 until his retirement earlier this year. During that period he was responsible for managing the flight activities of the largest Sheriff's Department in the United States.



SHOW NEWS

NBAA

The 59th Annual Meeting & Convention (NBAA2006) was the biggest and best in the Association's history, breaking attendance records and selling out exhibit space earlier than ever before. At the close of the three-day event in Orlando, the attendance total was 33,088, which was a 14-percent increase over the final total for 2005, also in Orlando, and higher than the previous record of 31,665 set in Las Vegas in 1998.

During the Convention, NBAA's web site - through the NBAA2006 Online Convention News Bureau - was updated frequently with Association news as it happened in Orlando. Now after the event, the News Bureau serves as an archive for NBAA2006, with articles, photos, video clips, podcasts, and more. Visit the NBAA2006 Online Convention News Bureau at <http://www.nbaa.org/2006>

SECURITY

Under the umbrella of *'Building a Secure World'* an exhibition being held in association with conferences at Olympia, London December 5-6 might attract a wide audience. The event consists of four co-located events covering Airport, Port & Transport Security, Event and Venue Security, Infrastructure Security and Counter Terror World.

This is a pay entry conference and free entry exhibition offering [free seminars and demos](#) directed at the whole security market from public safety to CCTV.

The 5th Annual APTS, 2nd Annual Event & Venue Security, Counter Terror World and Infrastructure Security encompass the entire security sector including transport, infrastructure, venues and critical facilities. Each of these will be under the spotlight at London's largest security event this December.

Building a Secure World will have 150 companies displaying new security solutions and technological innovation, a forum for police, law enforcement and emergency response specialists to see and source new products, meet suppliers and learn about new solutions. There will be free seminars, workshops and demonstrations.

The conference programme addresses the key markets within the security sector, as well as the wider themes of national security and resilience.

Building a Secure World has received major backing from the industry, and counts ACPO, Association of Police Authorities, APPSS, BorderPol, DMA, The Security Institute, Security Industry Authority and UK Trade & Investment amongst its supporters.

The pay conference is normally £600 but there is a £200 discount on that figure available to *Police Aviation News* readers. There has already been a good take up from police paying to attend.

FREE exhibition event visitor ticket available at www.counterterrorworld.com/panvis

£200 discount conference ticket at www.counterterrorworld.com/pan

For further information visit the event websites at www.counterterrorworld.com/visit.

2007

Helitech is set to launch a major expansion next October. Exhibition director Sue Bradshaw reports that as well as an expanded exhibition area, its conference programme – successfully launched off site on one day of the 2005 event – is moving to the main Duxford site and being expanded to cover all three days.

Individual one-day conferences focussing on the battlefield helicopter, SAR support and rotary-wing UAVs, will be held in a brand-new lecture theatre within the £25M AirSpace hangar, which is currently being renovated only 50 yards from the exhibition halls and chalets. Bradshaw is confident that



this will broaden the event to visitors from other sectors within the rotorcraft community. They also plan a flying programme for light rotary UAV and a dedicated UAV pavilion within the exhibition hall."

The conferences are again being organised by Tangent Link, which hosted the highly successful inaugural 2005 conference on COMR (commercially owned, military registered) helicopter contracts. Since then,

the young company has been building its reputation by organising defence and aerospace conferences around the world. Helitech will take place at the Imperial War Museum Duxford, near Cambridge from 2 to 4 October 2007.



1-2 November 2006. Night Vision 2006, Olympia Conference Centre, London, UK. Shephard Conferences & Exhibitions rw@shephard.co.uk www.shephard.co.uk/nightvision

31 October – 3 November 2006 The Emergency Response Aviation Safety Management Certificate Program Aviation Health Management. To enrol or request information visit UC Davis Extension's Web site at www.extension.ucdavis.edu/aviation/.

13-14 November 2006 Emergency Response Aviation Safety Management Certificate Program Aviation Health Management Communications: Program Management. To enrol or request more information visit UC Davis Extension's Web site at www.extension.ucdavis.edu/aviation/. If you have any questions, comments or concerns please contact info@unexmail.ucdavis.edu or 1-800-752-0881

13-14 November 2006 Air Ambulance 2006 and AGM at the Chateau Impney Hotel. Driotwich Spa, Worcestershire. The conference will provide an opportunity to discuss the latest issues facing Air Ambulance Services. A pre-conference gala dinner and guest speaker follows the AGM on 13th November. Television personality Jenny Bond will be the guest speaker at the Dinner. The Conference and Showcase Exhibition takes place on 14th November and provides a forum to discuss the latest issues facing EMS and will be of particular interest to healthcare professionals, pilots, fundraisers and HEMS crewmembers. The Exhibition Showcase arena will provide delegates the opportunity to sample leading initiatives available to Air Ambulances. Over 25 top companies have been invited to showcase at the event. www.chasuk.co.uk +44 1452 716348

13 November 2006 Heli-MRO Conference, Olympia, London. www.shephard.co.uk

14-15 November 2006. 8th Heli-Power and Police Aviation – Effectiveness of Air Support. Co-located in adjoining halls in Olympia, London. Heli-Power is a military and paramilitary helicopter event. This year, running in parallel with this conference the organisers are running their 4th Police Aviation event. The previous event was held in London in 1997. www.shephard.co.uk

15-16 November 2006. PACE annual conference, Dublin, Ireland. A closed meeting for European police aviation units.

15-17 November 2006 The Emergency Response Aviation Safety Management Certificate Program Aviation Health Management Communications: Operations Management. To enrol or request more information, call +1 800 752-0881 ext. 2403 or visit UC Davis Extension's Web site at www.extension.ucdavis.edu/aviation/.

15-17 November 2006. ALEA Central Region Safety Seminar, Holiday Inn, Riverwalk, San Antonio, Texas. A record attendance of members and 40-50 vendor/exhibitors is expected at this ALEA event. It will cover a range of subjects including Helicopter "Loss of Control" accident review, Risk Management, Survival, SAR, Fixed Wing Enforcement Operations, Over-Water Ditching and the Airborne Use of Force. Includes a tour of the USAF 433rd Airlift Wing, C5A Unit – tour the aircraft and ride in the Full-Motion Simulators. This optional tour departs the hotel lobby at 1:00 pm, Wednesday and will return at 4:00 PM (one hour before the opening cocktail reception with the exhibitors). Detailed information at www.alea.org Being organised by Greg D. Bourland, ALEA Central Region Director, Sergeant/Pilot, Texas Department of Public Safety, gbourland@alea.org


5-7 December 2006 Dubai Helishow. Dubai Airport Expo, UAE. Tangent Link Ltd will provide a military and civil helicopter one-day conference during the event. Mediac Communications & Exhibitions LLC, PO Box 5196, Dubai UAE. +971 4 2692004 fax 1296. kgriffith@tangent.link.com www.tangentlink.com Mediac@emirates.net.ae www.dubaihelishow.com



HELI-EXPO ORLANDO 2007

World's Largest
Helicopter
Exposition

MARCH 1-3, 2007
ORANGE COUNTY CONVENTION CENTER




avionics
www.avionics-event.com

**Take a closer look at
the world of avionics**

The only major exhibition dedicated PURELY to AVIONICS.
In just 2 Days, over 70 exhibitors will demonstrate the very
latest technologies and solutions from across the globe.
The 5th year will feature a major exhibition and 3 conferences:

Civil Conference **Military Conference** **COTS/Embedded Conference**

7-8 March 2007 | Expo XXI Amsterdam

www.avionics-event.com

Contact: Gareth Watkins
gwatkins@simplygrouppltd.com
Tel: +44 (0)208 542 9090
Fax: +44 (0)208 542 9191

Police lookalike—Launched at the 2005 Helitech Show at the IWM Duxford near Cambridge, the fleet of conspicuity painted Schweizer S333's are now hard at work undertaking low-level patrolling of the UK's utility lines for Transco Gas. Seen here at a North Weald, Essex — lunchtime refuelling stop [©Arthur Moreton]

