

# Police Aviation News

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Previews:  
**HELITECH PORTUGAL  
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## EDITORIAL

150

Police Aviation News 150. I guess no-one including myself was ever expecting that and yet here we are 150 monthly issues and over 12 years down the road [and that discounts the special issues], millions of words and a handful of typewriters, printers and computers later. And I hope that it has been a worthwhile service for a good many people.

It has been a journey where many, many friends have been made and a few of the opposite persuasion encountered—they of course will not be reading these words, or will they!

The experience has been a real pleasure but although I somehow doubt that any of us will be around for another 150 I will not be giving up soon!

*Bryn Elliott*

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## LAW ENFORCEMENT

### AUSTRALIA

**VICTORIA:** The future of the airport at Essendon, currently the home for police, fire and air ambulance aircraft is in danger. A campaign to overthrow plans began when the Victorian Government confirmed its policy to close the site in the medium to long term because its future growth is being constrained by residential development.

### AUSTRIA

**INTERIOR MINISTRY:** With four of the new EC135's now delivered an indication of the medium term composition of the police fleet is which airframes are receiving the new paint scheme. Currently painted are the two long standing AS355N's also two AS350B1 OE-BXH and OE-BXL. The latter is shown here at Graz last month. Note that beyond this helicopter are Bell 206 of the fleet and they still carry the old scheme. [GH]



**COVER IMAGE:** Los Angeles Fire coordinated the response to a major fatal accident between a crowded commuter train and a freight train. This image is from the helicopter back-up operation involving a number of US West Coast agencies. [p19]



## CANADA

**ROYAL CANADIAN MOUNTED POLICE:** According to reports in the *Globe* newspaper the RCMP's fleet of four aircraft based in Vancouver - the largest among Mountie divisions in Canada - has been grounded for unacceptable periods of time so they have put out a tender for an aviation consultancy to assist them in a review that will hopefully propose solutions for managing the fleet of four aircraft - one fixed-wing transport plane and three helicopters.

There are six other aircraft in British Columbia: two in Prince George and one each in Prince Rupert, Comox, Kamloops and Kelowna.

The tender is posted on the MERX Canadian Public Tenders service website and it mentions several incidents that have raised questions about the overall performance of the Vancouver Air Services Section including an unacceptable nine-week grounding of one of the helicopters.

Some of the issues appear to be beyond the control of the RCMP – believed to be a result of supplier parts shortages but this may be the in-house use of an outdated air maintenance computer scheduling system.

There is also concern about whether the base manager, who is both an RCMP member and a full-time pilot, can efficiently undertake both roles.

Although the RCMP spokeswoman assured the *Globe* that the efficiency of the service had not been compromised by the litany of problems clearly losing an airframe for nine weeks is inefficient enough for someone to consider spending over \$25,000 on the problem.

The 12-week contract intended to commence on October 1 and complete early in the New Year will be undertaken by Ottawa based Jacobs Consultancy Canada Inc., unless an alternative bids for the task before September 22. It is currently assumed that there is no other body able to meet the somewhat strict requirements set out by the RCMP. [The *Globe*/MERX]

## SAUDI ARABIA

**MINISTRY OF INTERIOR:** Sikorsky Aerospace Services has announced a five-year contract to provide Saudi Arabia's Ministry of Interior (MOI) with Operations and Maintenance Support for the S-92, S-76, and S-434 helicopters purchased by the MOI in 2007. Sikorsky Aerospace Services is the worldwide aftermarket division of Sikorsky Aircraft Corp. In 2007, the Saudi MOI and Sikorsky signed contracts for 16 S-92 multi-mission helicopters, 15 S-76 multi-mission helicopters and nine S-434 training helicopters, as part of a major expansion and modernization of the MOI helicopter fleet. The first two S-92 helicopters and mission equipment packages were delivered recently.

## UNITED KINGDOM

**ESSEX:** The force has announced that their Eurocopter EC135T2 helicopter is to be used in a crackdown on dangerous driving in the county.

In a special pilot scheme by the Essex Casualty Reduction Board (ECRB), of which Essex Police is a member, the helicopter will fly over designated areas to monitor drivers' speed when travelling back to base following operational activity.

New distinctive signs have been put up to warn motorists of the possibility of detection of offences from the air. The initiative is particularly aimed at reducing the numbers of motorcyclists killed or seriously injured in the county. They warn of the possible detection by the helicopter, which is equipped with an Automatic Number Plate Recognition



(ANPR) device which can read a number plate from 700 feet and provide a measure of speed indication.

In all 26 signs will be placed by the road by the Essex County Council highways department in areas designated as high risk accident spots. The initiative is being piloted in three areas: the B184 Ongar to Dunmow road [image]; the B1012 Lower Burnham Road; and the B1057 Dunmow to Finchingfield road in the northern section of the county.

Knowing the high cost of the police helicopter there has been some criticism from residents concerned that tax payers' money is being wasted on the scheme but much of this is being countered by these being promoted [like numerous other high profile crime prevention schemes] as activities to be undertaken only when the aircraft is returning to base and already in the vicinity.

*Ed: Although there are currently no trial areas in Kent the local media have been running stories about use in that area also.*

*Overall the storyline has been well received in the media coverage even if some residents have been less than enthusiastic. That said there was one report from a correspondent to an on-line motoring magazine seems to be suffering from colour blindness – describing UK police helicopters as being 'orange and black' and then illustrated the item with [the wrong] blue and yellow helicopter to boot.*

GREATER MANCHESTER: The new MD 902 Explorer helicopter was launched officially, with a handing over of keys, at an event at the Barton Airport base of the unit in the middle of last month.

The Chairman of the Greater Manchester Police Authority (GMPA), Councillor Paul Murphy unveiled the new GMP Force helicopter on September 16.

The helicopter has introduced two new technologies to the UK police market place in the form of the Trakkabeam searchlight mentioned in PAN last month and the Powersonix public address system. Although the searchlight and PA system are new to the UK market they were introduced to operational service in other parts of the world at least a year ago and both have been tried and tested with both the military and the law enforcement industry in the US.

The £4.3 million purchase price of the new aircraft has been greatly offset by the sale of the old helicopter for £1.45 million and a capital grant of another £1.28 million from the Home Office. This, coupled with the increasing unscheduled maintenance costs on the previous ageing aircraft, which had completed more than 8,000 hours flying time, means that it makes good financial sense to replace it. It is predicted that significant savings will be made through reduced maintenance costs and the warranty on the new aircraft.



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As the last edition of PAN went to press the new EC135T2i operating for two of south Wales police forces was officially declared operational. When suitably role fitted the aircraft - Eurocopter EC 135T2i c/n 597 G-WONN - offers up to seven passenger seats, a single casualty stretcher and has a dog carrier.

In truth the operation gave up its previous AS355F helicopter G-SEWP and the supplier Veritair months ago and moved from Cardiff Heliport to take up a new base within the secure confines of RAF St. Athan close to Barry, west of Cardiff. The high profile 'official' launch remains an important milestone in that it marks a point at which the base, the aircraft and most importantly the crew can be seen as working in harmony before an audience of bean counters who will ultimately ensure that the finance stream for the unit remains constant.

The helicopter was unveiled at the new South and East Wales Air Support Unit base that is located on the south side of the RAF base and on the area formerly occupied by a contingent of RAF Police. The new hangar is sited on the area where dog kennels were previously located. The office, crew rooms and meeting rooms are in a refurbished two storey building previously used by the RAF Police dog section.

The official element of the proceedings commenced with an address from Chief Constable Barbara Wilding of South Wales Police acknowledging the massive increase in capability that the new aircraft provides the unit. A '... quantum leap into the next generation ...' she called it. A commemorative plaque was unveiled by the Lord Lt., Sir Norman Lloyd-Edwards. Further speeches came from Peter Bond of Bond Air Services [BASL] the aircraft supplier and Mike Tonge the Chief Constable of the partner force in the consortium Gwent Police.

The equipment level on the new arrival is 'far superior to the last helicopter' the FLIR Systems Star Sapphire camera includes a spotter scope facility.

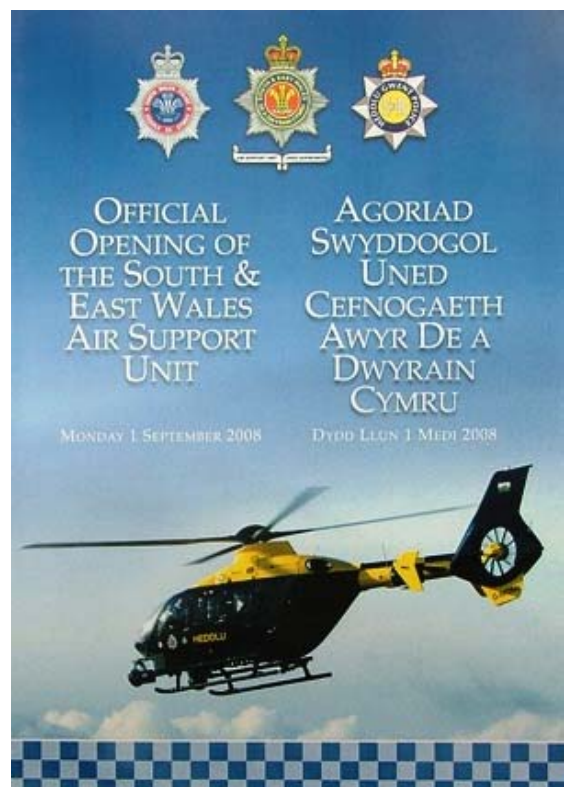


The helicopter will primarily be shared by the South Wales and Gwent police forces but has agreements in place with both Dyfed-Powys police to the west and north and Western Counties [WCAOU] to the east. Dyfed is equipped with the only UK police AgustaWestland A109E Power and WCAOU an EC135T2.

As part of the annual £1.8M aircraft lease agreement BASL have set up the facilities on the MoD land and provides pilotage and on-site engineering as well as access to spare aircraft. During the event BASL provided a police role-equipped EC135T2 on site to undertake operational calls.

In keeping with BASL policy the aircraft operates on low skids rather than the generally favoured high skids and role pod of the rest of the UK fleet. This has no real detrimental effect on the aircraft but it does result in the reduction of some rear cabin space in police role aircraft. From BASL's point of view it allows variation in the back-up fleet to be minimised and capable of serving both the police and air ambulance contracts with a minimum of role change. Importantly, it does allow the fitment of overwater emergency floatation equipment. Both specifications are available for completion through Eurocopter UK at a similar price so it remains customer choice as to the specification delivered.

This part of Wales does have weather problems that affect helicopter operation and if anything conditions at St Athan is predicted to be worse than the previous Cardiff Heliport base. Just how bad things can be at times was graphically illustrated on the day. The Editor left





London in sunshine in the morning, hit rain on entry into Wales via the Severn Bridge and barring a few clear spells did not clear rain until crossing back into England across the same bridge in near what appeared to be premature darkness hours later. A few miles later it got a whole heap lighter and well before London it was clear and dry.

*The Eurocopter EC135T2 configured on low skids does lose a significant area of its rear storage area to equipment otherwise placed in the role pod favoured by many UK police.*



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## UNITED STATES

**FEDERAL USCG:** US Coast Guard authorities seized four smugglers and seven tons of cocaine with an estimated street value of \$8.4M from a semi-submersible vessel about 350 miles west of Guatemala in the waters of the Eastern Pacific Ocean last month. A Coast Guard law enforcement detachment launched the operation from the USS McInerney after the craft was spotted from a patrolling US Navy aircraft.

These operations are exceptionally dangerous because the vessels are very small, with little deck area to board them and tend to be scuttled by their crews when boarded.

On this occasion the boarding party managed to get aboard and in control of the craft before the crew were sufficiently aware of them and able to destroy the 59 foot long steel and fibreglass craft. When the smugglers detected the boarding team on the deck they reversed the engines at high speed in an attempt to throw the Coast Guard members off into the sea but that failed to dislodge them.



*In the first of this series of images issued by the US Coast Guard, a self-propelled, semi-submersible vessel seized by the US Coast Guard with 7 tons of cocaine aboard waits to be taken in tow by the USS McInerney in the Eastern Pacific Ocean (USN photo/PO 1st Class Nico Figueroa) Other images show details and part of the load.*

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NATIONAL: New safety concerns have been highlighted in a report by the General Accountability Office [GAO] on the potential of unmanned aircraft use by police departments around the US. There is nothing particularly new in the report, it is just that all the potential problems have been put into one place for a public airing. It highlights concerns such as losing control of the aircraft and it crashing into the ground or another aircraft. According to the report around a dozen police departments have talked to FAA about the possibility of using UAV's.

The GAO report worries about some of the stated reasons for using unmanned craft – including the intention in Houston to specifically fly the craft where the police air unit has been grounded. The report states that turbulence and other dangerous conditions that would keep pilots from flying manned aircraft for their own safety may not deter police from launching unmanned aircraft. If you are in the aircraft you can tell that you're into turbulence and you can get the plane or aircraft out of the turbulence but it looks as if there is a danger of the craft flying on regardless and losing control or communication links leading inevitably to a crash.

The report gives data from the DoD and NASA that states that of 199 crashes of unmanned aircraft on battlefields in Iraq and Afghanistan, 65% were caused by mechanical failures, 17% by operator error and 12% by unknown causes. Unmanned aircraft crash twice as often as manned military aircraft, but the rates get better as operators get more experience.

Over the next year or so the FAA has a modest \$4.7M budget to research drones for police and private use where the military expects to spend \$7 billion on drone testing through 2013.

The report was highlighted by the media group 'Local 2 Investigates' that clashed with the Houston Police Department over being excluded from their trials last year. They watched from afar as the police gathered around to watch an unmanned aircraft launched and flown around a rural area of Waller County, some 70 miles away from Houston.

Meanwhile Houston police say drones are still being studied but that they are far from beginning regular patrols with any unmanned aircraft.

Even the recent wanderings of Hurricane Ike did not pressure any plans Houston PD had to use an unmanned craft to replace withdrawn air assets in watching over any evacuations [see Special ALEA report edition, page 5]. The company providing their trial airframe – Persistent Surveillance – were reportedly able to support as needed but they were not called in this time. Even they say that getting the substantial ground station on site is problematical and time consuming and would perhaps need more time to plan than a wandering and unpredictable Ike offered. This time they were approached by the Department Home Security in a different area about attending but it seems they too simply got overtaken by events.

The 73 page report, which includes an opportunity to offer feedback, is at [www.gao.gov/new.items/d08511.pdf](http://www.gao.gov/new.items/d08511.pdf)



*Thanks to Hurricane Ike these buildings in Fannin Street, Houston [and probably the flags] were seriously damaged last month. Fitting flags in view of the current World financial crisis.*

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**CALIFORNIA:** The San Bernardino City Council has backed down on an earlier decision to terminate its half-million dollar contract for a Robinson R44 police helicopter. The reversal decision was made in closed session when they realised that they were facing the possibility of a lawsuit. They made savings in other areas of the budget.

It appears that the contract with the aircraft supplier California Aviation Services, had failed to include the usual 30-day termination clause when the council awarded the contract in January 2007. City officials will seek to renegotiate the contract, which expires June 30, the end of the current fiscal year.

**CALIFORNIA:** A Bell Huey II helicopter is being delivered to the Kern County Sheriff's Department based in Bakersfield. The Huey II Modernisation is the only OEM approved UH-1H performance up-grade available today. The Huey II combines all new commercial dynamic components with the reliable Honeywell T53-L-703 engine, leading to an increase in hover performance of nearly 275% in hot conditions. In addition, the Huey II up-grade increases the max gross weight to 10,500 lbs, while lowering direct operating cost by nearly 30%.

The helicopter will significantly enhance the ability of the Sheriff's department to perform its wide ranging responsibilities throughout the county and increase Kern's capability to transport law enforcement personnel (SWAT), conduct search and rescue operations and aid in environmental disaster operations across the wide spectrum of terrain in the county.

The Huey II was chosen for the value and capabilities it delivers for the price. With a fielded fleet of over 150 aircraft operating in more than 10 countries, it becomes apparent that the Huey II is the preferred multi-mission, utility platform. BellAero's US Helicopter facility in Ozark, Alabama has become the Centre of Excellence for the rebuild and has installed over 90% of all Huey II kits to date. In addition to the kit installation, US Helicopter completely refurbishes the UH-1H basic airframe, provides a complete re-wire package, updates the Avionics, and offers a comprehensive selection of mission-specific kits and customising.

*Ed: Kern CSO agreed the funding for this Huey last October. The existing helicopter fleet operated is a mix of Bell OH58 and MD OH-6s.*



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**CALIFORNIA:** Near Los Angeles the Pomona Police Aviation Unit received a new MD 500E helicopter to update their current operation using a DoD surplus Hughes OH-6A helicopter. They had been looking to replace the old aircraft since 2006.

The unit provides airborne patrol service in support of ground units by providing aerial observations and information regarding criminal activity and potential suspects at a crime scene. The Aero Bureau deploys one 1967 vintage helicopter [N77000] to assist in apprehending criminals. The old airframe was equipped with an airborne public address system, searchlight, FLIR and Lojack.

The Pomona Air Support Unit has been in existence since 1969 when it operated the Bell 47G and since then has owned a pair of Hughes OH-6A's [the other being N98593].[MDH/IPAR]

**KANSAS:** After releasing the quarterly crime statistics to the city council last month the Topeka Police Chief Ron Miller went on to speak about Topeka's currently grounded R44 Police helicopter operation. With crime significantly down there seems to be no rush to return the R44 to service although there has been a small rise in burglaries through the rooftops – and area nominally thwarted by air patrols. Burglaries went up from 644 in the first-half of last year to 704 but the rooftop decrease was tiny – two in the 6 months before the helicopter went down and four since.

Miller says the air operation will be inspected by an aviation company and that will hopefully lead to sufficient changes in operation to warrant a return of the R44 – what Miller calls 'a useful tool for the police department.' The process could take several more months.

**NEW YORK:** Westchester County police officers briefed local emergency service and police officials on the capabilities of the Westchester County Department of Public Safety's 2006 Bell 407 helicopter to local emergency service and police officials at the New York State Division of Military and Naval Affairs Camp Smith Training Site last month.

The Bell helicopter has an FSI multi-sensor turret with a downlink capability, a searchlight, rescue hoist and can carry Bambi buckets when employed in fire-fighting operations.

Camp Smith is a New York State owned and operated training facility which is controlled by the New York State Division of Military and Naval Affairs, the state agency responsible for the operations of the New York Army and Air National Guard.

Funding for the 407 was from the county and assisted by a Homeland Security grant secured in 2005. Total cost was around \$4M.

Prior to the delivery of the Bell Westchester relied on a DoD surplus Hughes OH-6 helicopter.



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OHIO: Although they are a relatively small part of any budget, rising fuel costs are affecting airborne emergency services operations and numerous air units have cited the rise in costs as a reason to cut back or [in the case of charity EMS units] step up the appeal to raise more funds.

In Columbus the perceived shortfall in funds is being addressed by drawing on money seized from drug dealers to assist the six MD500E police helicopters flying at least into February next year. Rising fuel costs had cut flight hours in half – from 16 to 8 hours daily.

Police Chief James Jackson has approved \$200,000 from the division's drug seizure fund, the first time money has been spent on operations. Money from drug seizures is usually used to buy items that aren't funded by the city's general fund.

Thanks to lower fuel costs in the US it costs a little more than \$100 to keep a helicopter in the air for an hour.

VIRGINIA: The police in Virginia Beach took official delivery of a new Bell 407 helicopter N911VB c/n 53781 on September 17. The craft will operate a primary law enforcement role but also undertake a secondary air ambulance mission. The helicopter air ambulance is the only one of its kind in the region owned and operated by a municipality and the only air ambulance in Virginia that has volunteer paramedics as part of its flight team.

The Helicopter Unit began operations in December of 1974 after the acquisition of two (2) government surplus Bell 47 helicopters. These helicopters were replaced in 1989 with a Bell 206B3. In 1991 a second Bell 206B3 was acquired.

In October 2005 an unexpected \$10.4M budget surplus set the Virginia City Council considering a new police helicopter. The City set aside \$1.9M and added it to an additional \$1M coming from federal drug asset seizure funds.



## AIR AMBULANCE

### INTERNATIONAL

Mid-November looks to be a particularly busy period in the air medical conferences and exhibitions field. It is tempting to wonder whether the industry will be the loser rather than the winner when faced with all the options available. A series of fairly important events in widely separated countries taking place in the same timeframe surely cannot assist the great and the good in the industry to meet up with their counterparts from other countries and learn about each other.

On the November 10-11 the Association of Air Ambulance Charities (AAAC) is holding its Annual Conference in the West Midlands. The AAAC is a national umbrella organisation that exists to support the work of the UK's Independent Air Ambulance Charities and is therefore important to the UK industry. [www.airambulancecharities.co.uk](http://www.airambulancecharities.co.uk)

In the same timeframe there is an Air Ambulance Forum being held as part of an event being held in Budapest November 11-14 by the International Travel Insurance Journal (ITIJ). ITIJ has announced the reader nominations for its Air Ambulance Provider of the Year award. The three finalists include US-based AirMed International, and Canadian operators SkyService, and Lifeflight International. The winner will be announced on November 14<sup>th</sup>, at the gala dinner and awards evening marking the climax of the International Travel Insurance Conference (ITIC).



And then over in Dubai – by no means a short aircraft ride – November 11-13 marks the start of the third Dubai Heli-Show. The show incorporates the first Air Medical & Rescue Show 2008 an air ambulance related conference that will be attracting local Middle East air ambulance practitioners that might surely have been greatly assisted by the availability of the tied up in the UK and Hungary events. It all tends to underline the apparently ever growing number of conferences being thrust upon the industry [www.dubaihelicoptershow.com](http://www.dubaihelicoptershow.com)

## EUROPE

On the occasion of its general meeting of members last month Germany's first civil air rescue organisation presented its new branding.

Introduced on September 23, 2008, the DRF (Deutsche Rettungsflugwacht e.V.) now has a new name and logo:

**DRF Luftrettung**

The reason behind the decision was the order the board of the DRF Luftrettung received last year from the general meeting of members: restructure the 36-year old association and give it a contemporary structure.

## UNITED KINGDOM

GENERAL: PAN understands that the Bristol based Voyageur Group is to set up an air rescue event in Oxford. The Waypoint Airshow, named after an air medical magazine the group publish it is to be at Oxford Airport May 21-22, 2009. The organisers, apparently making the most of the availability of existing repatriation air ambulance operations, including AirMed, at Oxford, will provide an exhibition and conference for air medical and air rescue professionals from around the world, with static displays, exhibition stands and networking functions. [www.waypointmagazine.com/](http://www.waypointmagazine.com/)

*Ed: The placing of the event in this timescale does put it pretty much in competition with existing scheduled events. The most long term clash is undoubtedly going to be the AirMed World Congress event scheduled for Brighton UK in May 2011. The Congress is the next scheduled reappearance of an event that took place in Prague this year and will want to be drawing on those same resources to make its prestigious event worthwhile.*

COUNTY: Miss Worcester, Rosabella Styles, officially opened the annual County Air Ambulance Open Day at the Strensham helicopter base in Worcestershire last month.

Hundreds visited the air ambulance and a variety of visiting organisations, including the local police with their helicopter and the Hereford & Worcester Fire Service.

The day saw thousands of pounds raised for the life-saving service, contributing to a fantastic day. County Air Ambulance operates across the Midlands and Welsh border region and receives no government or lottery funding. The Charity needs to fundraise £5.6M each year to ensure the life saving three-helicopter service continues to fly across the region.

[www.countyairambulance.com](http://www.countyairambulance.com)





DEVON: Although it was not due to enter operational service until this month, on September 26—I guess it was no coincidence it was also National Air Ambulance Day—The Devon Air Ambulance Trust [DAAT] launched its new Eurocopter EC135T2 helicopter G-DVAA to the world at The Lord Haldon Hotel, Dunchideock west of Exeter in England's south west.



The aircraft sports an eye-catching new colour scheme and offers the Trust many features previously unavailable to them on the aircraft leased from Bond Air Services Limited [BASL]. During this event the aircraft was not fully operational and to that end the arrival at the Lord Haldon included an escort of its stablemates at the joint police air ambulance base in the police HQ at Middlemoor in Exeter—the police BK117C1 G-D CPA and the existing leased EC135T2 G-DAAT. The police aircraft undertook a fly-by and DAAT landed with a view of providing the possibility of comparing like with like. Unfortunately that did not last as within minutes they had received a call-out to an incident and they remained absent throughout.

The new colours included the addition of the name 'Jennie' above the cabin—thereby marking the significant financial input and personal support of Jennie Bond a TV star and former BBC News Court Correspondent.

This was the first public opportunity to see the new EC135T2 helicopter, bought by the charity, in action. Although other air ambulance charities have bought rather than leased their aircraft [Yorkshire is an instance of a charity buying two pre-owned MD902s] this is the first instance of an off

the drawing board new direct purchase rather than a lease and it is fair to say the development has caused to reverberations throughout the industry.

Some assumed that the popular lease option was here to stay and Devon's move towards teaming up with other airborne emergency services for basing, maintenance and pilotage may yet signify a major seed change in how the industry at large operates.





Left: Having recently arrived in post as the Managing Director of Eurocopter UK from overseeing the development of the EC135 within Eurocopter as the project manager for the type Markus Steinke was keen to attend the hand-over of the latest example of the type in the UK to the DAAT.

Here he is seen being interviewed by a local BBC correspondent.

Below: Jennie Bond



The selection of the EC135 underlines the confidence in the airframe by both BASL and DAAT but there was a measure of pressure on DAAT in that their operating partner [Devon & Cornwall Police] were set up to operate Eurocopter now and in the future. The police will change their BK117C1 for an EC145 [aka BK117C2] in a year or so.

For the time being the The Devon Air Ambulance Trust has a further three years of lease to run on its existing BASL EC135T2 so they have time enough to consider how successful ownership proves. If in a year or so they find the model works they will need to be ordering another airframe and at that point [if not before] we can expect to see a significant shake-up in just how UK air ambulance acquires its aircraft.



**The Devon Air Ambulance Team with Jennie Bond**

**EAST ANGLIA:** The fundraising team of the East Anglian Air Ambulance (EAAA) has been shortlisted for a national award for its work to extend the charity's operations into Bedfordshire in 2007. The Awards are run by Charity Times, the UK's leading charity magazine, and the EAAA team is one of three finalists in the category for Fundraising Team of the Year. The other finalists are Ryde Inshore Rescue and St Martin-in-the-Fields Church in London and the Awards will be presented in London on 17 September 2008.

In early 2007, the charity's fundraising team set itself the target of funding expansion plans which would almost double its costs, taking them to £3 million per annum. The plans necessitated increased income to enable the charity to take on a second aircraft to provide a dedicated service to Cambridgeshire and Bedfordshire, a county which, at that stage, had no access to an air ambulance service. The charity's existing aircraft, Anglia One, would then be freed up to provide a dedicated service to Norfolk and Suffolk.

The Bedfordshire appeal proved so successful that only four months from the start of the fundraising campaign, the charity was able to bring into service Anglia Two, a dedicated air ambulance covering Bedfordshire and Cambridgeshire five days a week. This was earlier than expected and engineers had to work round the clock to equip the aircraft for active service.

One of the East Anglian Air Ambulance's two BK117C1s has had a new Safeflight powerline detection system fitted thanks to a £17,000 donation from EDF Energy Networks - which owns and operates the largest power distribution network in the UK.

The unit emits a pulsing, audible sound along with a visual indicator - which flashes on a small cockpit display.

Steve Norris flies for Norwich Airport based Sterling Helicopters, which operates the air ambulance for East Anglian and is the UK market representative for the device told PAN "It is not an intrusive device and during the summer months you might have the audible warning turned right down but when the weather is bad it can be a lifesaver at low altitude.'

In winter when flying at low level it will show up power lines from a mile or so away. It is useful when you're coming in to land at a remote location in bad weather. The wire detection covers all types of power cables but it is less likely to flag up smaller wires including telephones.

In a ceremony to honour the work of the charity, keen helicopter pilot Sir David Jason flew his R44 in to Norwich Airport to meet the pilots and crews last month.

About the equipment

The American sources powerline detector incorporates an Extra Low Frequency (ELF) receiver sensitive to power line electromagnetic fields, a level detector, and visual and audio alerts in a small, lightweight (14 oz) package.

The system detects the electromagnetic field radiated by the power line. System sensitivity is adjustable and a self test feature is also provided. All worldwide power frequencies are accommodated.

A red warning light illuminates and remains on as long as a power line is sensed. An unmistakable audio alert, which clicks like a Geiger counter, is heard through the audio system and increases in frequency as the power line gets closer. The audio output can be muted if desired, but the warning lamp will remain illuminated as long as the power line is sensed.

With Safe Flight's Powerline Detection system installed, the pilot gains an invaluable aid with



*Sir David Jason, the actor famous for his roles in the UK television programmes *Only Fools and Horses* and *A Touch of Frost*, flew into Norwich Airport in August on a visit to the East Anglian Air Ambulance.*

*Sir David, a keen pilot, requested the opportunity to take a close up look at Anglia One, the air ambulance serving Norfolk and Suffolk and to find out more about the new powerline detector. [image: EDF Energy Networks].*



the potential to reduce accidents and save lives.

The Safe Flight system was installed and successfully flight tested on the BK117 by Sterling Helicopters earlier this year. European Aviation Safety Agency (EASA) issued the STC on the 27<sup>th</sup> of February 2008.

Safe Flight Instrument Corporation, a leader in aviation safety and flight performance systems, was founded in 1946. Headquartered in White Plains, New York, the company pioneered the development of Stall Warning, Automatic Throttles, Wind Shear Warning, and many other innovations in aircraft instrumentation and control systems for fixed- and rotary-winged aircraft. Safe Flight products are installed on over two-thirds of the world's aircraft - in the general aviation, commercial, and military sectors.

The EAAA operates two Eurocopter BK117C1 helicopters across Bedfordshire, Cambridgeshire, Norfolk and Suffolk. [www.eaaa.org.uk](http://www.eaaa.org.uk)

Sales of a documentary DVD giving a dramatic insight into the day to day lives of the region's air ambulance clinicians have so far raised almost £2,000 to help the charity. The DVDs, produced by Diamond Eye, have been on sale through selected outlets across the region.

The hour long DVD, launched at the end of 2007, includes spectacular footage of the air ambulance crews attending incidents and emergencies across the region, as well as rare aerial footage of the air ambulance in action.

The DVD costs £14.95 and is still available in Co-op outlets across the region. It can also be ordered from the charity. Cheques for £14.95 should be made payable to East Anglian Air Ambulance and sent to the charity at Hangar D, Gambling Close, Norwich Airport, Norwich, Norfolk NR6 6EG. For more information, please contact the East Anglian Air Ambulance on 0845 066 9999 or check out [www.eaaa.org.uk](http://www.eaaa.org.uk).



Left to right: David Preston, Store Manager at the Felixstowe Co-op, with Nichola Wright, Suffolk Fund-raising Co-ordinator for the East Anglian Air Ambulance. Credit [www.chpv.co.uk](http://www.chpv.co.uk)

**KENT:** Kent Air Ambulance and the British Red Cross have launched a new initiative to give support and comfort to people who are involved in a medical emergency. The crew of the Air Ambulance will carry a special card with an emergency number to call where practical advice and assistance and counselling will be available through the British Red Cross. David Philpott, Chief Executive of Kent Air Ambulance said: "Our own crews and the emergency services at the scene do a fantastic job of taking care of the injured. However, it is often after the event, when people are shocked and confused, that they need help. This new initiative will ensure that through the British Red Cross they get the support that they need."

**SCOTLAND:** The only UK air ambulance operated by the National Health Service [rather than a stand-alone charity] is to alter its air operations in the future. The changes are expected to see the helicopters operate 'hundreds' of additional sorties to meet a new 20% of all ambulance missions target. The driving factor is a new eight minute response target due to come into operation next March. Because of the vast and remote area that all Scottish ambulances operate over the new targets are particularly difficult to meet but air ambulances can assist in meeting targets.

Beyond the increased use of its air fleet might be an increase in its size beyond the two Eurocopter EC135T2's and two Beechcraft fixed wing.

The current cost of each of the 3,500 air ambulance emergency callouts which take place every year has already risen to £4,000. By way of contrast the average cost of sending out a road ambulance is far cheaper, at under £180 an hour, but picking up patients in remote locations can take so long that emergency cover for the area is lost for long periods. Sourcing additional crew and vehicles in multiple locations to overcome what are occasional difficulties may not be as cost effective as using the aircraft. [SAS/Herald]



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**WALES:** The desire of the Principality to get new generation air ambulances remains through a special £1M appeal to revamp the existing fleet of BO105 helicopters based at three Welsh air bases. Wales Air Ambulance must replace its existing fleet of helicopters next year to comply with aviation legislation.

Faced with an unprecedented requirement to source and fund three new generation helicopters in a short timescale the charity continues to seek opportunities to demonstrate new generation helicopters to the public. Last month the event with the highest profile was held in the Cardiff Millenium Stadium.

No details of the new type to be selected for this operation have yet been made public. All of the demonstrations hitherto have made use of the EC135T2 wholly because their current supplier of their BO105 fleet is BASL. The charity have said that this is an open competition and that all helicopter types are to be able to win. With time moving on the 'window' for ordering any new aircraft is inexorably closing.

**WILTSHIRE:** A retired former Metropolitan Police officer, Phillip Selwood, may be able to resolve the still outstndng matter of ensuring the financial future of the Wiltshire Police & Air Ambulance from his new position as the interim chairman of the Wiltshire Air Ambulance Appeal Sub Committee. Mr Selwood was a former Chief Superintendent who moved on to spend nine years working in the NHS Ambulance in London, Gloucestershire and Wiltshire. He replaced Karl Henderson, director of finance for Great Western Ambulance Service, who has acted as chairman of the Appeal Sub Committee since the trust was created.



The helicopter continues to be blighted by the wishes of the Great Western Ambulance Service NHS Trust not to sign up to a five-year continuation of an original 10-year contract to jointly fund the helicopter with Wiltshire Police. GWAS only wants a two-year deal but neither the police or the contractor, Police Aviation Services, want that outcome.

The Wiltshire air ambulance has some money but previously funds were found in a 'no pressure' manner and never set up with a view to fundraising in the grand scale now required – it has yet to appoint a dedicated fundraiser. With this situation having to be resolved by December the problems being faced by Phillip Selwood and his team should not be under-estimated. Thanks to the ever growing networks within the air ambulance charity world there is help out there and it seems unlikely that fundraising to a stand-alone level will not be achieved in time to support signing up to a five year contract. [IPAR/Swindon Advertiser]

## UNITED STATES

**NATIONAL:** Birmingham, Alabama based Birmingham-based AirMed International said Friday it has signed an agreement to provide global air ambulance service to people covered by American International Group, the largest US insurer, and that more planes will be needed to handle the growth.



**Reims F406 Land & Sea Surveillance**



AIG's Travel Assist program has just established a customer assistance center in Kuala Lumpur, Malaysia, AirMed said, and will rely on the air ambulance company's medical aircraft based in Hong Kong.

The deal is the latest in a string of them for AirMed, which has exclusive contracts for hospital-to-hospital air transport with the Mayo Clinic and the Cleveland Clinic. The company, founded in 2003 by Oneonta native Jeff Tolbert, has about \$50 million in annual revenue, 45 pilots and bases in Birmingham, Hong Kong, Honolulu and Minnesota.

New York-based AIG provides travel-related insurance to 6 million people each year. It is the largest overall insurer in the country, by [www.airmed.com](http://www.airmed.com)

*Ed: Since this story broke difficulties have affected this market but there has been no news that this deal is affected..*

LifeFlight of Maine, the only air ambulance service in Maine, has been named the best emergency medical program in the USA. The Association of Air Medical Services [AAMS] will present the award in Minneapolis on October 20. The operator currently flies two helicopters in the state and recently celebrated its 10<sup>th</sup> Anniversary.

The Association of Air Medical Services (AAMS) will hold its annual Air Medical Transport Conference (AMTC) in the Minneapolis Convention Center on October 20 – 22<sup>nd</sup>. The AMTC is an internationally recognised educational conference and trade show that provides air medical transport professionals a venue to present and exchange information on the latest developments and advancements in the air medical transport industry. [Sun]

**CALIFORNIA:** A new plan that makes greater use of helicopters to distribute the seriously injured to hospitals across Los Angeles County got high marks last month in the wake of the worst mass casualty tragedy since the 1994 Northridge earthquake – the Chatsworth railroad crash.

Under the plan, victims were airlifted from the crash site to distant emergency rooms in Westwood, West Hollywood and Boyle Heights. At least 86 of the 135 injured passengers were hospitalised, nearly half said to be critical. The level of injury far exceeded the last rail crash, the 2005 Metrolink crash near Glendale that killed 11 and put 140 in hospital.

The new system to reduce pressure on local medical facilities by flying the injured out of area was developed after Glendale and another major incident in the last few years and this was its first major test. The nearest medical facility at Mission Hills, eight miles from the site, treated fourteen victims, five of them critical but the highly praised emergency plan siphoned off around the same number of serious patients to the other hospitals that were easily able to deal with the load.

Initial reports state that the collision between a crowded commuter train and a freight train is said to have resulted in the commuter train coming to a sudden halt from 40mph.

The LA Fire Department requested 'mutual aid' assistance from the LA County Fire and Sheriff's Departments air ambulance helicopters. All six of LAFD's helicopters were involved as well as five from LA County Fire and the LA Sheriff's Sikorsky H-3 to lift around four dozen patients from the 'Chatsworth Incident'. The types operated were seven Bell 412's, one Bell 206L-3, two Sikorsky S-70's, an AugustaWestland 139 the Sikorsky H-3.

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TEXAS: The Travis County STARFlight helicopters based in Austin will begin carrying blood on board from this month. The arrangement will allow flight nurses the ability to give patients blood sooner than before.

Flight nurses and paramedics will have blood storage coolers at both Brackenridge Hospital and its hangar on Old Manor Road, offering the possibility of helping to salvage organs before organ damage takes place.

The arrangement has gone through various stages of testing to make sure blood will be stored at a proper temperature at each facility and in the air. While in the air, the blood can stay within a safe temperature range for an hour and a half.

[KXAN]

Ed: After PAN contacted STAR Flight Howard Polden of the Austin, Texas based company was able to clarify the detail. The company will be carrying two units of O negative (universal donor) packed cells.



## FIRE

### BULGARIA

France and Spain have sent two Canadair CL-415 aircraft each to help Bulgaria's Ministry of Emergency Situations (MES) fight a fire that had been burning for five years in the Rila National Park. The Spanish team consists of 11 people.

The fire was in itself a cause for concern, official sources have put the cause down to 'natural causes' - a lightning strike - but this does not fit in with the views of Bulgarian environmentalists. They claim the fire is intentional, started and burning in the area where a local businessman plans to build a controversial winter resort.

While local and foreign firefighters have been trying to overcome the fires in the steep inclines of Rila National Park, between September 11 and 13, the Interior Ministry was organising the IV World Championship of Firefighters and Rescuers Sofia 2008. Although considered the sport based championships was not re-scheduled due to emergency in Rila.

During the championships, 150 fire fighters from 15 countries competed under the auspices of Bulgarian Prime Minister Sergei Stanishev in a range of events. Anyone can attend the event at Vassil Levski Stadium in Sofia. [Sophia Echo/media]

### PAKISTAN

TERRORISM: Last months terrorist attack on a well protected Marriott Hotel has left the media and fire departments contemplating the failings that came out of dousing the fire that followed the giant explosion. Fifty-three people died when a hotel scheduled to host a government meeting was attacked.

The Capital Development Authority's (CDA) alleged failure to rush its fire engines to the

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burning Marriott Hotel in the aftermath of the suicide bombing is claimed to have caused a greatly extended loss of life and property. It is believed that 150 CDA firemen with 16 appliances took part in the operation but even with the assistance of a number of bowzers and nine fire fighting vehicles from other agencies they were unable to control the fire.

There are suggestions that this was partly an administrative failure. Plans set in train back in 2005 after an earthquake to set up an emergency control system were still to be put in place. Reports state that the fire fighters had new equipment but that it simply did not get to the site in good time.

The failings in the field of conventional fire fighting have led others to suggest that the use of helicopters to extinguish fire could be a future option. At the same time questions were being asked as to why helicopters were not made operational in this case of emergency despite their availability at a helipad near Pakistan Sports Complex on Garden Avenue. In the past helicopters had been used to control fire but not this time. [The News/Daily Times]

## UNITED STATES

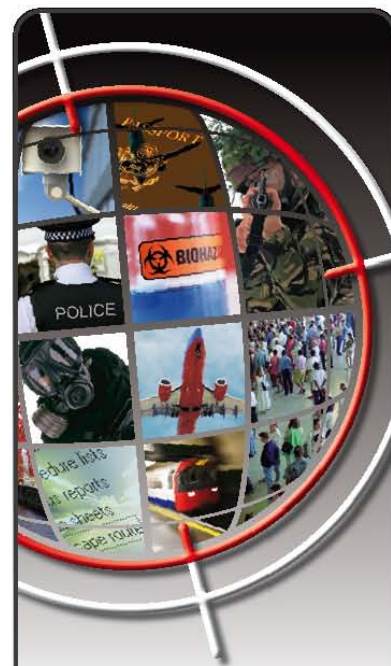
**CALIFORNIA:** Bell Helicopter announced the delivery of a 412EP model medium lift helicopter to the San Diego Fire-Rescue Department last month. It joins Copter One, a model 212 Bell helicopter currently operated by the air support division. This new 412 will significantly enhance the citizens of San Diego access to 24 hour, seven days a week emergency response capability. It is fitted with a Simplex Fire Attack water drop system.

The 412 remains a popular model in a wide range of market segments. With its outstanding range and payload, the 412 has proven to be highly sought after for not only fire fighting, but missions supporting law enforcement, off shore oil exploration, emergency medical transport and corporate transport.

San Diego Fire Chief Tracy Jarman announced that the city has reached an agreement with Cal Fire to allow its two firefighting helicopters to fly at night. The detail of the agreement, due to come into effect on October 1, still needs to be worked out, but the ability to fly at night will be part of the deal.



*The new helicopter N807JS c/n 36466 for San Diego Fire & Rescue newest helicopter. The completion was done by Edwards and Associates of Bristol, Tennessee. [Kelly A Brownell]*



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The lack of locally-controlled firefighting aircraft and the inability to operate helicopters at night have been identified as the two primary issues after the devastating wildfires last year. This season San Diego has leased three aircraft from the Quebec government at a cost of \$3M to help protect against fires and they arrived last month for three months of standby and operations.

## SEARCH AND RESCUE

### MALAYSIA

The long standing requirement to replace the Sikorsky S61 Nuri in military SAR service is now resolved with the Eurocopter EC 725 Cougar having been selected over the Sikorsky S-92, Agusta Westland EH101 and Mil Mi-17 Hip. The contract has yet to be signed but a letter of intent is in place. Some of the fleet will be configured for CSAR.

*Ed: Back in July there were local newspaper reports suggesting that the award of this contract was not to be disassociated from the offer by Eurocopter of certain industrial sweeteners including the setting up of a 'simulator factory.'*



### UNITED KINGDOM

The competition to gain the contract for the future UK SAR operations is now without one of the competitors after UK Air Rescue withdrew from the project.

The consortium, formed by Bristow, FBHservices, AgustaWestland and Serco officially announced their withdrawal on 19 September but have refused to say why. The withdrawal of UK Air Rescue now leaves just two other bidders, AirKnight made up of Lockheed Martin UK, VT Aerospace and helicopter operator British International and Soteria, made up of CHC, Thales and Royal Bank of Scotland.

### UNITED STATES

NEVADA: The Nevada Department of Motor Vehicles started to issue new style license plate for motor vehicles on September 15.

The new design recognises search and rescue volunteers. The plate has the words "Search and Rescue," and a picture of a search and rescue member rappelling with a rescue litter from a precipice via a tethered rope. It will include the search and rescue logo and motto, "So that others may live."

A portion of the revenue generated from the sale and registration of the license plates will go to Nevada search and rescue units. The plates can be purchased in

the Minden DMV office on County Road near Highway 88.



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## FEATURE

### XXV TRIANGOLARE DI SOCCORSO ALPINO

*by Dino Marcelino in Italy*

Last month the Valle d'Aosta Mountain Rescue Organization (Soccorso Alpino Valdostano) organised the 25<sup>th</sup> mountain rescue exercise 'Triangolare' (Triangulate)

The exercise took place for the first time at Zermatt on 1983, and the name Triangulaire well symbolize the structure of the event, being three the organization involved: the mountain rescue teams from Chamonix/France (Gendarmerie-PGHM), from Aosta/Italy (Soccorso Alpino Valdostano) and from Zermatt/Switzerland (Rettungstation Zermatt).

The meeting is hosted and organised annually on rotational basis by each participant team, often also other organizations take part in the event as observers.

Mr. Adriano Favre, chief of Aosta Team, explained that the target of Triangulaire is the exchange of experiences between the three organisations, comparison of rescue techniques, compare new equipment, and to give those involved an opportunity to network - all important aspects for rescue teams asked to operate together.

This year the team showed new techniques for rescuers, both for searches in avalanches (an improved radar system by Recco for search in snow)

and for traversing cliff faces (an improved tripod for entering crevasses and new brakes for descending on a face).

The Soccorso Alpino Valdostano performed a demonstration of a new prototype system able to control the rotation of the stretcher during winch operations. This is based on a small rotor equipped with electric motor and a gyroscope. The device is fixed to the litter and when operating it counteracts the tendency of the litter to spin.

The demonstration of the prototype has proven convincing enough to move on to the next stage which will reduce the size and weight of the finished item.

The location of the meeting was the refuge Monzino, at altitude of 2,590 metres, the site offers a landing zone for helicopters. During the three days the Aosta Team helicopter, an AW139, undertook the training mission whilst still being at readiness for any real rescue needs.

Note: more than 800 SAR mission are flown annually in the Aosta Region, above 2,000 metres.

*The Aosta Team preparing for demo of new anti-rotation system visible fixed at the litter*



*All the teams at work. In the background the refuge Monzino and AW139 [images Dino Marcelino]*



## UNITED STATES

**SOUTHERN STATES:** It is Hurricane season and all the states facing the Gulf of Mexico have been facing up to the worst of the weather. After a near miss visitation on New Orleans by an earlier storm it fell to Houston and the surrounding cities to take the brunt of the worst that Hurricane Ike sought to dish out.

Although not as bad as some earlier storms in the region Ike caused some significant damage in Galveston on the coast and 60 miles further north into Downtown Houston smashing and destroying areas so recently hosting both the 2008 Heli-Expo and ALEA Conference. Downtown was closed to the public, as work crews worked to clear shards of broken glass from many skyscrapers, uprooted trees and downed powerlines.

Members of Civil Air Patrol's Texas Wing braced for Hurricane Ike and moved CAP aircraft and equipment away from coastal communities. Relocating the aircraft and other CAP assets like vehicles and communication equipment wasn't easy because of the uncertainty of the path of the storm. The path of Hurricane Ike continued to be erratic with several major changes of direction in the days before landfall.

*Houston - Air Station Houston crewmembers refuel the ready helicopter before flying on a search and rescue mission near Bolivar Peninsula.*

*USCG photo/PA3 Stephen Lehmann*



*Aviation Survival Technician 2nd Class Shannon Brugh, from Air Station New Orleans, scans over flooded areas in Houma, La., from Hurricane Ike through the window of a HH-65C rescue helicopter.*

*USCG photo/Petty Officer 3rd Class Jaclyn Young*



## PRODUCTS

**NAASCO** has announced the latest FAA approvals for the Patented "Mercury Mod" Starter generator improvement covering the MD 500, MD600 and MD902 series helicopters, adding to the already popular approvals for the Eurocopter, Bell, Sikorsky, Agusta and Schweizer aircraft. These improvements allow operators to reach the 1000 hour TBO without a brush change.

**Spectrum Aeromed**, a designer and manufacturer of air medical equipment, relocated its air medical and air ambulance equipment services to Fargo, N.D., this summer. Any aircraft that can fly into Hector International Airport now has direct access to the company offices and hangar for air medical fits at the airport. Spectrum was founded in Fargo in 1991 but moved to Wheaton, Minneapolis in 1993 by former owners.

Spectrum Aeromed delivered a reconfigured Agusta 109 helicopter to Twin Cities-based North Memorial Medical Center recently.

North Memorial had a need for a right-hand loading system so medical crews can load the patient in view of the pilot while minimising the lift required for patient loading and egress. The contract specifications include an innovative and functional articulating stretcher that allows the crew – with one-hand movement – to easily load and unload a critically injured patient and eliminate the need for heavy lifting; a self-contained medical oxygen and vacuum system; electrical power and radio mounting capabilities; a wall mount (Medwall) for efficient storage and access to commonly-needed auxiliary equipment. With the new upgrades, North Memorial's Agusta 109 can provide basic transport to fully advanced life support.



Spectrum Aeromed won the contract from North Memorial Medical Center in December 2007 and Minneapolis-based Aerovation completed the installation, bringing North Memorial's helicopter inventory up to eight. The Agusta 109 began service in July 2008 for North Memorial.

Since its 2007 acquisition by Dean Atchison, Spectrum Aeromed is increasingly meeting the health and aviation industries' demands for highly customised air medical equipment. Sales increased nearly 200% during the first nine months following new ownership.

Another high-ranking **Bell Helicopter** executive has left. Bell officials decline to comment on the sudden departure of Mike Blake, executive vice president of customer solutions, who was widely seen within the industry as the top assistant to Chief Executive Dick Millman.

Blake had overseen development of Bell's new 429 civil helicopter and other steps to upgrade the commercial-helicopter product line, and oversaw the company's highly regarded customer support and service operations.

Bell still expects to win FAA certification and begin deliveries early next year, about 18 months behind the original schedule.

DART Helicopter has acquired **Canam Aerospace** Inc., and purchased a 50% interest in Cargo Net Innovations. Canam and Cargo Net Innovations offer an array of products, including: long line cargo hooks, bag automated transporters, primary hooks, carousels, long line nubbins, swivels, shock absorbers, logging grapples, synthetic long lines, and cargo nets for a variety of helicopter models. The equipment is used in applications ranging from logging and construction to seismic exploration.

**Curtiss-Wright** Controls Inc. has received a \$2.4M supply contract with the US Coast Guard to provide helicopter-probe and aircraft-tracking equipment to be used on the Coast Guard's HH-65C helicopter. The equipment will be used with Curtiss-Wright Controls' Aircraft Ship Integrated Secure and Traverse system that secures helicopters safely on a ship's deck upon landing in severe sea conditions.

Great Yarmouth-based Perenco, one of the world's leading oil and natural gas exploration and production companies, has presented the **East Anglian Air Ambulance's** fundraising coordinator for Suffolk, Nicky Wright, with a brand new Astra van. The company's generous gesture ensures that Nicky has the transport she needs to get herself and the merchandise and equipment she carries to the many fundraising engagements she attends on the charity's behalf across the county.

Typically, fundraisers for the East Anglian Air Ambulance, which provides a 365 day air ambulance service across the region, notch up around 20,000 miles a year travelling to and from the many engagements, talks and events held in support of the charity. A reliable and safe form of transport is therefore vital.

Perenco UK employs 520 people in its SNS operation which incorporates its main operational office in Great Yarmouth, the Bacton gas terminal and the 31 offshore platforms.

**MD Helicopters**, Inc. (MDHI) has earned a 2<sup>nd</sup> place overall ranking in the Aviation International News 2008 Product Support Survey. The annual survey is based solely on customer input and is widely recognized as the barometer of aviation industry.

MD Helicopters second place ranking this year shows continued overall improvement and staying power after having jumped to 2<sup>nd</sup> place in the 2007 survey.



The banner features a central image of a blue and yellow police helicopter with 'POLICE' written on its side. To the left is the 'Shepherd POLICE AVIATION' logo. To the right, text reads 'Conference and Exhibition 5-6 November 2008 Olympia Conference Centre, London, UK'. At the bottom right are logos for 'Official Media Rotorhub.com', 'ROTORHUB', and 'Media Partner POLICE'.

As exclusively reported in last months edition of Police Aviation News MD has made a delivery of the first of two MD902 helicopters to Gulf Helicopters in support of a partnership agreement with the National Health Authority of Qatar HEMS requirement.

Nine organisations and individuals from the Emergency Services Sector have reached the finals of this year's **National Training Awards**. The awards are the premier accolade for training in the UK, celebrating the outstanding success of individuals and organisations. This year's Awards have shown a 28% increase in entries with 727 entries received. They have now been whittled down to just 232 finalists.

The Emergency Service organisations finalists are:

**POLICE**

- Cumbria Police, Penrith
- Kent Police Force Communication Centre, Maidstone
- Metropolitan Police, London
- Staffordshire Police, Stafford *in partnership with Centre for Professional Management, Stoke-on-Trent*

**FIRE AND RESCUE**

- The Fire Service College, Moreton-in-Marsh (training to manage natural and terrorist disasters)
- The Fire Service College, Moreton-in-Marsh *in partnership with Communities and Local Government, London and The Fire and Rescue Service, Mansfield*

**SEARCH AND RESCUE**

- RNLI, Poole

In addition, the following individuals working in the Emergency Services sector have also made the shortlist:

- Dave R Wright, Middlesbrough (Fire Engineer Career Development)
- Robert Rea, Reading (Search and Rescue)

For more information about the awards visit [www.nationaltrainingawards.com](http://www.nationaltrainingawards.com).

**Flight Management Systems** are supplying the moving map system fitted to the Robinson R44 Raven helicopter [N7527G] now being operated by the Merced County Sheriffs Office Aviation Unit.

Deputy Sheriff Jonathan McKnight realised the importance of a high quality moving map system in today's environment and understood the value of Geographic Information Systems (GIS) data. The high resolution ortho photo layer is used very often to provide reference and situational awareness that can be passed along to ground crews.

Merced took delivery of the R44 N7526G earlier this year and it was featured at the HAI Heli-Expo in Houston. Another R44 featured at the ALEA Conference in Houston during the summer—that for the Hanover Police [N911SG right] is also to receive an FMS mapping system.

FMS has been producing GIS (Geographic Information Systems) based, GPS coupled, Moving Map Systems since 1999. Since inception, FMS has been using GIS data for their systems exclusively because they recognise the power and the increasing availability of data.





There may be a recession on but it seems that additional facilities are regularly being added to **Oxford Airport**. The latest new addition is **oxfordjet**, the airport's brand new business aviation centre opened for business in July but only officially 'welcomed' last month. All business charter passengers and private jet crew travelling through Oxford Airport now experience the very best that business aviation has to offer.

Add this to the recently carried news that **PremiAir's** fixed wing maintenance operation will move to its new facilities at Oxford Airport during this month and you will get the idea that this is the airport for expansion. PremiAir's newly refurbished 20,000 sq ft hangar, representing an investment of £1M and will be the new home of its fixed wing business and a new centre of excellence for Beechcraft MRO.

The new facility is being refurbished to PremiAir's specifications with new electrics, lighting, heating and modern insulation. The facility, which will be home to some 25 to 30 personnel by year end, includes new workshops, customer reception areas, office space and dedicated car parking. PremiAir Group Managing Director David McRobert and Director Maintenance Barry Stone will also have offices at the Oxford base.

Although the main focus at Oxford will be fixed wing maintenance, PremiAir will also be hoping to attract new executive helicopter owners who may look to them to manage their aircraft from Oxford and generate charter revenue from PremiAir's leading position in the UK executive helicopter charter market. Historically PremiAir was McAlpine, as was Eurocopter UK, now they are both seeking the same Oxford market and both were invited and speaking guests at the launch event.

PremiAir has stated their intention to be clearly identified with this airport [whilst retaining interests elsewhere] and the same message came from Markus Steinke the recently appointed Managing Director of **Eurocopter UK**.

One year on from buying that last 90% of the old McAlpine Helicopters the helicopter manufacturer has yet to show its hand, but it was fitting that Eurocopter UK, the existing main executive helicopter support operation at Oxford, was on site to voice its support of the new venture and effectively underline its intention to stay on the airport into the future. Markus Steinke said:

'The Oxford area is a key location for British technology and innovation, bringing together cutting edge research from local Universities, research facilities and Science Parks with local state of the art manufacturing know-how. Oxford is an ideal location for Eurocopter - the world's largest helicopter manufacturer - to significantly expand its helicopter business in the UK within the coming years. We aim to double turnover by 2010 and then double again by 2013. The new oxfordjet terminal which brings together fixed wing and rotorcraft operations for the benefit of travellers and also to help develop a high value high tech aviation cluster in the area will be an invaluable facility for us.'

*Ed: There will be a need to expand, they have already taken on a third hangar at Oxford but it may not be enough for a company that has stated its intention to undertake significant business in the military and oil industry sectors—areas never attractive to the old company. Eurocopter UK is currently the leading supplier in the UK Civil and Parapublic helicopter market, with 42% market share and 344 helicopters currently operating in the UK. Based on the former McAlpine Helicopters operation it continues to provide full ongoing maintenance support services to its customers.*

The Optica fixed wing pusher aircraft has come full circle. The latest owner of rights to the project is one John Edgley the founder and designer of this unique British aircraft design. The aircraft was originally the **Edgley OA-7 Optica**. The latest demonstrator machine is



The banner features the TranSec World Expo logo on the left, which includes the text 'Transport Security Expo & Conference' and the website 'www.transec.com'. To the right of the logo is a circular emblem with a globe and the words 'MANUFACTURER', 'INTEGRATOR', 'END-USER', and 'SERVICE'. Further right are four circular images: a blue truck, a white cargo plane, a high-speed train, and a ship. On the far right is a large, stylized image of a security camera. Below these elements, the text '3-4 June 2009 | Amsterdam RAI' is displayed.

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number 21 nominally built by FLS one of the later owners of the project. Now registered as G-BOPO the 1993 built Lycoming powered aircraft was previously in Spain as EC-FVM. The last owner of the type in Waco, Texas appeared to be doing particularly well until they reportedly fell out and allowed Edgley to step in. He is now looking to find some financial backing for the Optica and the now associated SAH-1 Sprint aerobatic trainer.

**Turbomeca** opened a new site in North America – Turbomeca Manufacturing. This is the first production site outside of France, dedicated to manufacturing turbine parts and established to better meet the growing market demands and better serve their customers.

The SAFRAN Group is now represented by 42 facilities and offices in the United States including three Turbomeca sites. With Turbomeca USA and Turbomeca Canada, Turbomeca Manufacturing is the third Turbomeca site on the North-American continent. Turbomeca's decision to base itself in Monroe is in line with SAFRAN Group's continuous strategy to reinforce its presence on the North-American continent.

## ACCIDENTS & INCIDENTS

**19 August 2008 Bell 430 N431UM.** Air ambulance of University of Michigan Survival Flight, Ann Arbor, Michigan operated by Air Methods Corp. After returning from a patient flight, a post flight walk-around inspection revealed oil leaking from the aircraft's panels. A large amount of transmission oil had exited the transmission housing. There had been no indication of oil loss during shutdown. An inspection revealed that around 7 quarts [14 pints/8 litres] exited the transmission housing. The lower case was leaking at a stud relief hole. Assessed to be a manufacturing defect. This case had just 157.7 hours total service. [Concern]

**29 August 2008 Eurocopter EC135 N** Air ambulance of Carilion Clinic Life Guard 10, at Roanoke Virginia. Operated by Air Methods. Helicopter en-route to scene on a 20 minute transit flight. Around 15 minutes after take-off the crew noticed a smell of burning in the medical treatment area. Shortly afterwards the pilot and second medical crew member smelled the odor in the cockpit. There was no visible smoke inside the aircraft. The pilot executed a precautionary landing on a paved private airstrip in their immediate vicinity. The helicopter lifted and returned to their ground base and landed without incident or reproducing the odor. Upon additional inspection of the aircraft, there was no evidence of damage and the condition was not repeated. Aircraft was placed back in service. [Concern]

**30 August 2008 Fixed wing.** Rural Aircraft Corporation. The aircraft crashed soon after take-off from Melmoth, 200km northeast of Durban, South Africa killing the pilot, Donald Ussher, 68, an "icon" of agricultural aviation in New Zealand. The aircraft was en-route to fight a fire in the heavily forested area of Babanango, in northern KwaZulu-Natal, when the plane crashed into trees.



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**31 August 2008 Bell 206L1 N37AE.** Air ambulance of Air Evac Lifeteam based at Rushville. The helicopter lifted from a static display in association with an Indiana Fire Department PR event Burney, about 40 miles from Indianapolis Indiana en-route to its base in Rushville when it crashed into a field killing all on-board. First reports suggest that the main rotor blade detached from the airframe, it was found some 320 yards from the main crash site. The dead were Roger Warren, Pilot, Sandra Pearson, flight nurse and Wade Weston, flight paramedic. [Media/FAA/Concern]

**2 September 2008. Beechcraft 1900 N.** Owned by Air Serv International, Warrenton, Virginia and operating a United Nations humanitarian flight when it crashed in the eastern Democratic Republic of Congo with 17 people on board. Air-traffic controllers lost contact with the aircraft about 10 minutes before it was scheduled to land in Bukavu. The weather was bad. One of the pilots of the plane was South African and the other was British. The Beechcraft was found on a steep ridge 8 miles (13 km) northwest of Bukavu, the capital of South Province. [Media]

**2 September 2008 Lockheed SP-2H P2V Neptune N4235T 'Tanker 09'.** Public Use Fire fighting aircraft owned Neptune Aviation of Missoula, Montana. The air tanker making one last run to drop retardant on a blaze in the Sierra Nevada crashed on takeoff from an airfield just north of Reno, Nevada, killing all three crew members on board. The three victims were Calvin Gene Wahlstrom, 61, Gregory Gonsioroski, 41, and Zachary Jake VanderGriend, 25. The aircraft had been fighting fires in California's Alpine County near Hope Valley south of Lake Tahoe, Reno. Preliminary reports from witnesses suggested the 1962 build tanker lost a piece of its engine or a wing after takeoff from Reno-Stead Airport. There were also reports of a jet engine fire that preceded the crash, there's been no known similar incident before in that type of aircraft. The aircraft type is powered by two piston engines but has a pair of auxiliary jet engines fitted outboard. This is the third time a P2V owned by Neptune suffered a fatal crash while fighting wildfires over the past 15 years. Two men were killed when one crashed near Missoula in 1994 and two other men died in a crash near Reserve, N.M., in 1998. The previous crashes were found to be caused by pilot error. [Media/FAA]

**4 September 2008 Eurocopter HH-65 Dolphin 6505** US Coast Guard based at Barbers Point, Honolulu. Crashed during a training exercise six miles off Sand Island, killing three of four crewmembers aboard.

The helicopter's four-member crew was conducting search-and-rescue drills with a 47-foot motor lifeboat from Station Honolulu when it went down. The Coast Guard was notified of the crash by the Federal Aviation Administration and launched a C-130 search plane from Air Station Barbers Point. A crew on board an inbound Air Force C-17 to Honolulu International Airport saw the Coast Guard helicopter go down and circled the site until a rescue boat from the Honolulu Fire Department could get on scene. Those killed were identified as Lt. Cmdr. Andrew Wischmeier, a co-pilot; Petty Officer 1st Class David Skimin, a rescue swimmer; and Petty Officer 2nd Class Joshua Nichols, a flight mechanic. The name of the missing crew member was not released.

**5 September 2008 Eurocopter BK117B2 N217MC.** Air ambulance of Mayo Clinic Medical Transport Rochester, MN operated by Omniflight Helicopters. The helicopter landed at a scene approximately 10 miles SE of base airport when the 4 main rotor blades impacted the wire strike cutter located above the cockpit. This was caused by cyclic input just after landing causing the rotor disc to droop and impact the wire strike cutter. [Concern]

**8 September 2008 Agusta A109E Power N1UM.** Air ambulance of Airlift Northwest, Seattle, Washington operated by Air Methods. Whilst operating on a training mission undertaking a local area familiarisation flight into the Providence Hospital in Everett, Washington, for a new pilot, the tail rotor made contact with an air conditioning control unit adjacent to the helipad. The aircraft was safely landed without further incident or injury. A replacement tail rotor was installed. [Concern]

**9 September 2008 Lear 35 N351PJ.** Air ambulance of LifeGuard Air Ambulance, Hillsboro, Oregon. On a flight from Sacramento California to Portland Oregon. Prior to engine start and after the patient was loaded on the aircraft, a burning smell was recognised by



the flight and medical crew. A quick evacuation of the aircraft was initiated, and the patient was carried on the aerosled to the FBO, accompanied by a family member. The cause was determined to be exhaust fumes from the GPU, and the aircraft was checked out and placed back into service. The flight was then successfully completed. [Concern]

**12 September 2008 Sikorsky S-76B N1NJ.** Air ambulance. An ambulance rammed a helicopter while responding to a South Jersey car accident that killed four people. The helicopter was damaged but still was able to fly after the incident but none of the victims was flown to hospital. The accident occurred on Route 55 in Elk Township, Gloucester County. The medevac helicopter was dispatched to the scene from Cooper University Hospital in Camden and landed near the accident. As it was driven past the rear of the helicopter the roof of an ambulance from nearby Franklin Township, Gloucester County, struck the rear rotor of the helicopter, which was still running. The pilot inspected the rotor, flew back to the hangar and fixed a few blades on the rotor. [Media/FAA]

**12 September 2008 Helicopter.** Manatee County Sheriff's Office, Florida. Two deputies flying a Sheriff's Office helicopter were involved in a birdstrike with what was described as a turkey buzzard whilst returning to their base from a patrol over Port Manatee. The bird smashed into the helicopter's windshield, shattering the glass, and struck a deputy in his chest as it passed through the cockpit. The crew performed an emergency landing near Interstate 275 and US 41 in Palmetto. Neither deputy was injured. The windshield and some damage to the instrument panel can be repaired. Manatee CSO operates an Eurocopter EC120 and a Bell OH598. [Media]

**27 September 2008 Eurocopter AS365N1 N92MD.** Maryland State Police Air Ambulance. Four of five people aboard a medevac helicopter were killed in the crash that occurred in a wooded area of the Walker Mill Regional Park, off of Berry Lane and Ritchie Road in Forestville, Prince George's County. The fatalities include the State Police civilian pilot, Steven Bunker, 59 and flight paramedic, Trooper Mickey Lippy, 34, a fire/rescue paramedic Tanya Mallard, 39 and a 17 years old female patient. A second patient on-board survived the crash. The helicopter Trooper 2 was dispatched to a traffic accident in the Waldorf area from its base at Andrews Air Force Base. It picked up two female patients and a medic. En-route to hospital the helicopter called in to say it was diverting to base as there was bad weather across the route to the hospital. Arrangements were put in hand to send land ambulances to meet it at Andrews but it disappeared from radar. A search team found the wreck about three miles from base. [MSP/NTSB]

## FLIGHT SAFETY

On August 1 a Lifenet Eurocopter EC135 responding to a night scene request identified the location of the scene by the lights coming from the emergency response vehicles on the road in the vicinity of the scene. Upon arrival, the Flight Team had difficulty identifying the exact location of the LZ, due to it not being set up. After orbiting the scene for approximately ten minutes and communicating the location and description of the LZ with the



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ground personnel, the LZ was identified. The LZ was marked with flashlights and described as an open field (horse pasture) surrounded by trees with wires running east to west along the main road and wires over a fence that ran along a drive coming off of the main road. During the high reconnaissance of the LZ, the main road and drive were identified but the wires could not be seen. With the crew briefed, the pilot began the approach into the LZ. As the aircraft approached the LZ, the pilot identified the wires along the road and along the drive. The flight nurse, who was sitting behind the pilot continued to search for the wires, remembering that one of the sets were described as being over a fence. When the flight nurse identified a fence that ran through the corner of the field that was under the approach path of the aircraft, he began to look for the wires and identified a set of wires directly under the rotor system of the aircraft. The Flight Nurse immediately announced "Stop" three times, at which time the Pilot stopped his descent. The Flight Nurse then announced the wires under the rotor system, the Pilot sitting in the Co Pilot seat verified that the wires were under the tail boom of the aircraft, then the Pilot In Command cleared the wires and continued the approach into the LZ without incident. After landing, there was a discussion between the Pilot In Command and the Pilot who was conducting the local area orientation if any limitations were exceeded during the approach. Maintenance was then notified and the patient was taken to the hospital by ground. Maintenance arrived, inspected the aircraft, no damage was found, and the aircraft was then returned to duty. A Post Flight Debrief was conducted when the crew and pilot returned to Base and it was discovered that the flight nurse had identified an additional set of wires that were not found by the fire department during the set up of the LZ. It was also discovered that the fire department had never walked the LZ prior to setting it up, they had conducted their reconnaissance from the main road with flash lights. The results of this debrief found that there was an excellent use of positive communication and AMRM among the flight team, specifically the flight nurse which prevented a possible catastrophic event. It was also determined that the fire department that set up the LZ required additional training or refresher training on setting up LZ's, which was set up the following week.

The European Helicopter Safety Team (EHST) says a lack of safety data is hindering its efforts to gather the information that would allow it to develop a strategy for improving industry-wide helicopter safety performance.

A class of lightweight, low-cost flight data monitoring systems that might improve the level of post-incident data is expected to be available soon but they are not currently expected to be mandatory equipment in the short-term. There is no requirement for the fitting of such a device to any helicopter with less than 10 seats but Alan Barclay an engineer at Aberdeen University has developed two devices that weigh less than 1kg (2lb) and cost less than \$500 that may fit the need. One is a FDR capable of storing more than 1,000hrs of data, the other a cockpit video recorder that would record all the visual data on the instrument panel and cost less to install.

EHST is Europe's regional contribution to the International Helicopter Safety Team set up in 2005 to improve helicopter safety by 80% by 2016. A report on its progress is expected to be made public at the Helitech conference and exhibition in Portugal this month. [Fight]

## PEOPLE

Eric Cardinali has been named president of Bell Helicopter Canada. He replaces Jacques St-Laurent who is moving to a new position as president of Bell Helicopter's European operations.

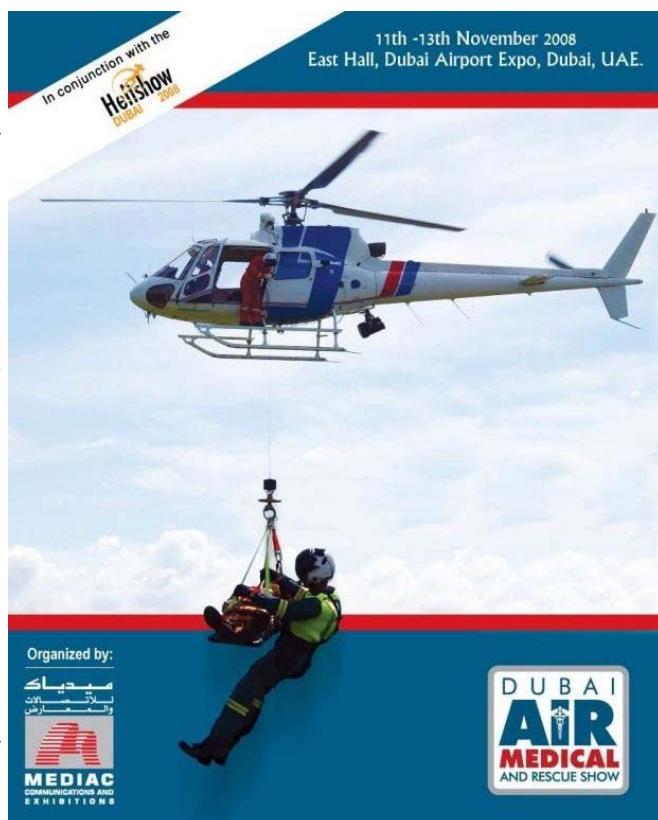
Cardinali comes from E-Z-GO, a Textron company and a leading manufacturer of golf cars and utility vehicles. He has over 20 years experience in domestic and international manufacturing and sales.

Jacques St-Laurent leaves Bell Helicopter Canada after a six year term as president. During his tenure there St-Laurent oversaw the growth of the workforce from 1,200 to 2,400 people and a production rate that improved from 100 helicopters per year to about 200. He also was instrumental in the development of Bell's new light twin helicopter, the Bell 429.

Vector Aerospace has appointed Tim Rice as Managing Director of Vector Aerospace, UK. Tim joins Vector from Messier-Dowty, part of the Safran Group, where he was Managing Director Messier Services and Group Vice President, Airbus and European Programmes Business Unit. Prior to that, Tim worked at Spirent Systems (formerly Penny & Giles Aerospace) as Executive Vice President and Commercial Director, and at Dowty Aerospace Wolverhampton as Commercial and Product Support Manager. He is a Fellow of the Royal Aeronautical Society, a Member of the Institution of Mechanical Engineers and a Chartered Engineer.

Having acquired a wealth of experience in general management in the aerospace industry, Tim has a reputation for building high performance teams. He will be accountable for all aspects and operations of Vector Aerospace in the UK. This covers Vector Aerospace Engine Services UK Limited (formerly Sigma Aerospace), Vector Aerospace Component Services Almondbank and Vector Aerospace Helicopter Services Fleetlands.

The appointment is part of Vector Aerospace's strategy to strengthen the company's management structure within the UK since acquiring the former DARA businesses at Fleetlands and Almondbank from the MoD.



## FORTHCOMING EVENTS

This month Helitech is getting ready for its first outing in Portugal. With just over 100 exhibiting companies taking part – representing 18 different countries – the scene is set for a busy three days. The show is taking place from 14 to 16 October at Airport Cascais, near Estoril, and is very much a reflection of Europe truly becoming a common market as far as the rotorcraft industry is concerned.

This has been particularly transparent in the efforts to deal with the annual and growing menace of forest fire-fighting across Europe. Modern western helicopter types have been making inroads into Eastern Europe and Russia, while aircraft that have been developed in those regions are continuing to exploit niche markets in areas such as southern Europe where the firefighting talents of the likes of Helitech exhibitor Kamov have been in much demand in recent years.

The west may still have the edge in technology and certified safety but, for rugged reliability and maximum “bang for the buck”, Russian and Polish types offer clear benefits.

The most obvious evidence for this comes from the ever-increasing requirement for airborne firefighting assets in the southern part of the continent. One of Spain's biggest operators, Helitech exhibitor Helicopteros del Sur-



este, dedicates a fleet of 50 helicopters – more than double its commitment of only three years ago – to this nationwide task.

One of the most potent weapons in this fleet comes from Russia. Around 10 Kamov Ka-32s, each equipped with a huge 4,500kg Bambi bucket, have been in service in the Spanish provinces this summer. Kamovs are particularly popular for such tasks because their contra-rotating rotors mean they can fly in wind conditions that would defeat a conventional helicopter. Empresa de Meios Aereos will be showing a Kamov KA/32 A11BC on the exhibition's static display area while Heliportugal will have a KA311BC that has been configured for firefighting purposes on display. Kamov itself is also showcasing its credentials in the exhibition hall.

Other aircraft on display in the static display area at Airport Cascais will include Poland's PZL Swidnik, which will have one of its W-3 Sokol types on show, Aeronorte which will have a Bell 205 and a Bell Jet Ranger, and Heliportugal will also be bringing an AW139 (offshore configuration) as well as a Dauphin VIP and EC135 EMS. Helibravo, Eurocopter and Helicopteros del Sureste will also be displaying aircraft.

To enable Helitech visitors to see the latest firefighting techniques in action, the airport authority at Cascais is to temporarily stop all commercial flying in and out of the airport on the first two afternoons to allow the displays to take place.

Timings for the displays are currently scheduled for 17:00 hours on Tuesday 14 and 15:30 on Wednesday 15 October. Both displays are being organised and staged by Helibravo.

Aerial firefighting is also the subject of a one-day conference being held on the first day of the show at Hotel Quinta da Marinha in Estoril near Airport Cascais. Organised by The Shephard Group, the conference is free to attend and will cover helicopter firefighting technology and techniques. [www.shephard.co.uk/AerialFire](http://www.shephard.co.uk/AerialFire)



Hard on the heels of the Shephard event Later this month there will be another new conference event called **Aerial Firefighting** held in an Athens hotel from October 21-22 in Greece.

Tangent Link, in partnership with BDAerospace have developed an aerial firefighting event that addresses the global issues and aerial technologies and techniques necessary to attack both low-populated forest and agricultural wildfires and the highly-populated urban and high-rise environments. This conference will bring together experts and focus on aerial firefighting technologies and operations, including the cooperation and collaboration experiences and lessons learned in ground-to-air firefighting management.

The Hellenic Air Force have made available Elefsis Air Force Base for live demonstrations of aerial firefighting. These displays will take place on Monday 20<sup>th</sup> October. On display will be both fixed and rotary-winged aircraft including the Canadair CL-415. Military transport will be provided to and from the Royal Olympic Hotel.

From November 19-20, 2008, the third **Emergency Services Show** will arrive at Stoneleigh Park in Warwickshire, the Midlands region of the UK.

The organisers claim that 2008 will be double the size of the 2007 event now that the Exhibition and Conference has seemingly established itself as the key annual industry event for promoting multi agency collaboration.

The Exhibition is free to attend, including the Emergency Response Zone, an area uniting Category 1 and 2 Responders, NGOs, government, support and recovery organisations, and the new Blue Light Zone, an area dedicated to police, fire and rescue and ambulance services. To find out more about the Exhibition and for the Conference programme, visit [www.theemergencyservicesshow2008.com](http://www.theemergencyservicesshow2008.com).

The Editor attended the last edition of The Emergency Services Show in 2007 and it is fair to say that this event above all tries to represent all sectors of the industry, from the blue light services to small voluntary organisations but in fairness it remains very much a fire department orientated take on the market. It, above all others, can be said to be trying to bring together equipment suppliers and end users, providing a unique, unmissable event for operational officers, emergency planning officers and buyers and specifiers of equipment and services.

Just four days after the publication of last issue of PAN in which an item on **Tariq Gaffur** and the 2012 Olympics appeared in association with a conference event called ISNR the organizers Reed Exhibitions, cancelled the event following a strategic review. The event was due to take place at Olympia, London, December 2<sup>nd</sup> & 3<sup>rd</sup>.

And then – apparently supporting the collapse of this particular 'House of Cards' - **Tariq Gaffur** was stripped of his role in the 2012 Olympics and put on 'Gardening Leave' primarily because he decided to sue his employer

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for various aspects of racial discrimination and then to make matters considerably worse decided to go public about the dispute. The police regulations state quite clearly that you can have an argument if you must but do not do it in the public domain. Still I reckon he will undoubtedly come out of this one with a massive payout that will make the compensation paid to war veterans look like small change. Readers should be aware that Tariq Gaffur has been mentioned as a principal speaker at a number of events and it must be assumed that all of these are now suspended.

And another event bit the dust last month. The organisers of the Asia Pacific Defence and Security Exhibition (**APDS 2008**) held discussions with the South Australian State Government over the event scheduled to take place in Adelaide, on November 11-13, with the result of the exhibition being called off.

This event being called off was not about the credit crunch, it seems that the major issues revolved around the exhibition being targeted by a highly organised and violent protestor campaign, with a history of focusing on similar high profile events. Public safety issues and security risk levels eventually persuaded the organisers to decide not to proceed with this year's event.

Late in November this year's **Sicrezza – Sicurtech Expo** one of the largest safety and security exhibitions in the world, will include two new exciting events: The Security & Safety Awards 2008, a competition in innovation and friendly products and security and safety ideas – and The Social Corporate Responsibility Award. The 25-28 November event is being held in Milan, Italy. Details from [www.sicurezza.it](http://www.sicurezza.it) or contact +39 02 3264415 - Fax. 4284. [piera.fagioli@fieramilanotech.it](mailto:piera.fagioli@fieramilanotech.it)

The mammoth that will be next years **Heli-Expo in Anaheim**, California [February 22-24] is on the road and last month hotel bookings started. The Anaheim Marriott and the Hilton Anaheim are the HELI-EXPO 2009 co-headquarter hotels. There are also 21 other hotels to choose from that offer discounted rates along with various amenities. [www.heliexpo.com](http://www.heliexpo.com)



The decision to hold the **Dubai Air Medical & Rescue Show 2008**

alongside Dubai Helishow 2008 from 11-13 November has been welcomed by Dr Fatih Mehmet Gul a flight physician, project manager for Saudi HEMS and founder of Air Ambulance Arabia.

Exhibitors this year show include: AgustaWestland; Italy Aviator & Aviation; Boeing; Emirates-CAE Flight Training; Eurocopter; Falcon Aviation; Hawker Pacific Air Services; Horizon International Training Academy; Aerolite Max Bucher; Avicorp; Bristow Helicopters; GENA Systems; Pall Corporation and RFD Beaufort.

The next **ACPO-APA** International Policing Exhibition will be held from the 8-9 July 2009 with the closed conference for ACPO and APA officials running alongside it from 7-9 July. The events are being held in the same venue at Manchester Central (formerly Manchester G-Mex) in the heart of Manchester.

## OTHERS

- 6-8 October 2008 NBAA 61<sup>st</sup> Annual Meeting & Convention in Orlando.
- 20-22 October 2008 Association of Air Medical Services [AAMS] Annual Conference and Exposition. Minneapolis, Minnesota The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). [www.aams.org](http://www.aams.org)
- 22-23 October 2008 Night Vision 2008 Olympia Conference Centre, London [www.shephard.co.uk/nightvision](http://www.shephard.co.uk/nightvision)
- 10-11 November 2008 The Association of Air Ambulance Charities (AAAC) Annual Conference. The AAAC is a national umbrella organisation that exists to support the work of the UK's Independent Air Ambulance Charities. [www.airambulanchearities.co.uk](http://www.airambulanchearities.co.uk)
- 12-14 November 2008 London Trauma Conference, Royal Geographic Society, Knightsbridge, London. [www.londontraumaconference.com](http://www.londontraumaconference.com)
- 14-15 November 2008 4<sup>th</sup> Annual HPSN [Medical Education & Simulation] Europe Conference Schloss Waldthausen Meeting Center, Mainz, Germany. This is a free conference for educators interested in medical simulation. The two-day event includes educational workshops, meetings and hands-on events. Pre-conference courses will be held from November 13. HPSN Europe, c/o AQAI GmbH, Wörrstädter Straße 31, D-55283 Nierstein Tel: +49 6131 3807520 Fax: +49 6133 61216 E-Mail: [info@hpsn.de](mailto:info@hpsn.de) [www.hpsn.de](http://www.hpsn.de)



## NEW DEPARTURE FOR EUROCOPTER

It was an unusual sight at sea, a wind-driven Eurocopter craft. The explanation was that Eurocopter UK sponsored a Thames Valley Police team to compete in the Cape Gemini Isle of Wight Sailing Challenge in aid of Crimestoppers, marking the charity's 20<sup>th</sup> Anniversary. The aim is to raise over £100,000 for national initiatives such as the creation of a toolkit for Neighbourhood Policing Teams and further development of the successful Crimestoppers youth website which is doing so much to help to combat the gun and knife culture affecting parts of the UK at the moment. It also has an e-mail facility, enabling young people to contact Crimestoppers anonymously.

A seven strong team, lead by Thames Valley Police's Chief Constable Sarah Thornton, started off from Cowes to race against 20 other Police crew boats around the Isle of Wight. The Thames Valley Police boat was somewhat 'top heavy' as far as ranks were concerned, the crew mustered also included the Deputy Chief Constable and four assistants. Despite a slight mishap that required a short tow off Bembridge Ledge the crew finished the challenge in third position, after a hard fought race in less than generous winds.

To mark this occasion and support the important work being carried out by Crimestoppers, a cheque was presented to Sarah Thornton, on behalf of Crimestoppers, by Dick Richardson, Eurocopter UK Director of Commercial Business, during the Gala Dinner held at the Cowes Yacht Haven. The Gala Dinner was attended by senior officers from all 20 Forces who took part in the event. Of those, 14 already operate Eurocopter helicopters.

Eurocopter have supplied more than 40 police role equipped helicopters to UK police most recently three new EC145 helicopters recently delivered to London's Metropolitan Police. Other orders include a new EC145 for the Devon & Cornwall Police and 6 EC135 helicopters for the Police Consortium. The Thames Valley Police operate two Eurocopter EC135 helicopters in their region.

Founded in 1988 as the "Community Action Trust" and renamed in 1995, Crimestoppers is an independent Charity which operates across the UK, helping to find criminals and solve crime. The Charity is responsible for running the anonymous Crimestoppers telephone line and for several youth related projects to raise awareness of crime.



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