

# Police Aviation News

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IPAR



## **Montana, Idaho and Oregon and California fires in September.**

Over the Labor Day weekend, early September, photographer, Craig Dyer, had a 'SkyCrane adventure' in the skies of Montana, Idaho and Oregon flying as co-pilot to Chris Anderson for a few days on the Heavy Lift ship. He states that it is awesome to fly a crane – not many people are able to say that. There are only about 30 SkyCranes flyable in the world and about 100 pilot's that fly them. On September 29 Craig flew over a fire at Topanga, California. The morning activity was not very intense, but once the winds shifted about 1500-1600hrs, it 'got very crazy.' A lot of resources were thrown at this fire before sunset in attempt to protect homes. Once again the photographer was flying one of the Heavy Lift helicopters capable of carrying 2,600 gallons of water. [More images inside Page 12]



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## LAW ENFORCEMENT

### CHINA

China's first self-designed helicopter, Series Z-11, has been developed for the public security market with the maiden flight of the latest variant the Z-11J.

Offering up to six seats and role equipped with a searchlight and electric winch, the Z11J helicopter is China's answer to all those foreign helicopters waiting to swoop on the police market in the country.

Manufactured by Changhe Aircraft Industries Group Ltd., one of China's major helicopter manufacturers located in Jingdezhen, Jiangxi, the Z11 series are being marketed as the first independently designed Chinese helicopter.

Modified from a civilian model, the Z11J offers a maximum take-off weight of 2,200 kg and a normal cruising speed of 220 km/h.

Currently, 4,000 helicopters are operated for police purposes worldwide, only 17 of which are in China. In 2001, China began to use helicopters for police. It is predicted that in the coming three years, the number of helicopters serving Chinese police will reach more than 30. [Xinhua]

*Ed: The Z11 just happens to look identical to the Eurocopter AS350 from Europe. By way of comparison with the Eurocopter model the Z11J MTO of 2,200 kg compares well with the AS350B2 figure of 2,250kg and a normal cruising speed of 220 km/h is only slightly behind the B2s 226km/h.*

A group of officers selected to become China's first six certified police pilots has entered training in Southwest China.

The start of training marks a new stage in the country's fledgling airborne police force in the lead up to the 2008 Olympics – surely expected to be the watershed for this fledgling force.

The 20-day class opened recently at the Guanghan Sub-college of the Civil Aviation Flight University of China, in Sichuan Province.

Trainees, youngest among them 23-year-old woman Wang Nan, will study helicopter mechanics, air traffic management, navigation and meteorology, the report said.

"This shows air police will become a new type of policing staff' amid China's 1.7-million-strong police force, Wang Wenyi, a division chief of the Police Aviation Management Office under the Ministry of Public Security, was quoted as saying.

Wang added that the air police will be mobilised by the Ministry of Public Security to deal with emergencies. The number of police helicopters will be expanded to around 50 over the next five years.

The flight university has provided 12 full-skilled flying coaches for the six trainees, who come from public security bureau in Zhengzhou, Wuhan, and Nanjing.

The US Bell Helicopter Textron Inc has also sent a police pilot to help with instruction. Currently, police helicopters operate in nearly 10 Chinese cities, including Zhengzhou, Wuhan, Guangzhou and Dalian.



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A Chinese manufactured helicopter for police use will cost between 20M yuan (US\$2.46M) and 30M yuan (US\$3.7M), where an imported machine costs 40M yuan (US\$4.9M).

Taking into account fuel, wear and tear, and manpower, it costs 3,000 yuan (US\$370) to keep a police helicopter in the air for one hour. (China Daily)

Last month it was reported that AgustaWestland had sold three additional 119 Koala helicopters into the Chinese market. The sale to China's Jianshu General Aviation in Nanjing follows a sale to the Zengzhou Police last year. All is not as it seems, the police A119 has not been delivered and as yet no date has been set for delivery. As yet the A119 is not certified in China and the three new orders are expected to be delivered before the police machine. [Flight International]

## INDONESIA

**BALI:** Police searching for the suspected masterminds of the October 1 Bali terror bombings, used a helicopter to scatter pictures of the fugitives on another island where at least one of them was thought to be hiding. The helicopter flew low over the city of Solo and released 10,000 fliers with photographs of two Malaysian suspects Noordin and Azahari and a warning that they are "dangerous terrorists." The two fugitives have dodged police for years, hiding out in this nation of 220 million people that sprawls over more than 10,000 islands that stretch across 3,000 miles.

Although they expressed confidence in the first days after the October 1 bombings, Indonesian investigators have not announced any major breakthrough.

While pictures of the bombers' severed heads had been circulated in newspapers nationwide, authorities have so far been unable to identify them. Interviews with witnesses have produced few hard leads.

The suicide attack on three tourist-packed Bali restaurants, killed 23 people, including the bombers, and wounded about 100.



## UNITED KINGDOM

**CAMBRIDGE:** At the Helitech Show in September broker Michael Wheatley Helicopters were already advertising the sale of the Eurocopter AS355F2 on behalf of the Cambridgeshire Constabulary. The fully police role equipped 1989 helicopter G-CAMB had accrued 5,848 hours. At the time of going to press no news has been received announcing the delivery of the new MD900 Explorer for this police force to the UK for role conversion.



DORSET: The unit recently trialed and purchased a DMS Technologies RF1500 portable power unit. The RF1500 is a High Rate Aviation Portable Power Pack providing up to 3000 Amps DC starting power. After an extended trial the loaned unit was purchased from the manufacturer. DMS technologies are a leading supplier of batteries, assembled battery packs and portable power systems. They specialise in sealed lead acid, nickel cadmium, and nickel metal hydride battery technologies, suitable for most standby and cyclic applications.

UK based DMS technologies is located in Romsey, Hampshire [+44 1794 525463]. DMS provide custom built battery solutions, designed to satisfy the most stringent specifications within the industrial, telecommunications, military and transport markets.

SUSSEX: Sussex Police are seeking a Chief Training Captain & Flight Safety Officer for their Air Operations Unit, which flies an MD Explorer on police and HEMS operations.

The minimum qualifications are: Current UK ATPL(H) or JAA CPL(H) JAA Class One Medical 2000 hours rotary wing pilot in command, to include: 500 hours PIC, overland, VMC, low level 50 hours night including 20 hours PIC Current TRE/TRI Qualification on type Current Instrument Rating on type 50 hours on type 6 months/100 flying hours experience on relevant air operations Currency in the Police/HEMS roles Applicants not meeting these minima will not be considered.

Type Ratings on our relief Bo 105 aircraft and the EC135 are desirable but not essential, as is previous experience in the role of Flight Safety Officer. The closing date for applications in November 4, 2005. [Flight Int.]

## UNITED STATES

**FEDERAL - US Customs and Border Protection:** General Atomics Aeronautical Systems, Inc., a manufacturer of unmanned aircraft and high resolution surveillance and radar imaging systems and the US Customs and Border Protection (CBP) have unveiled the CBP's first unmanned aircraft system (UAV) to be a Predator B.

The Predator B system, which will provide long-endurance surveillance and communications relay in support of the CBP's Arizona Control Initiative, will be operated and maintained by General Atomics personnel in cooperation with the CBP.

Real-time images from the aircraft will enable proper assessment of intrusions and eliminate false alarm responses by agents, thereby increasing their patrolling effectiveness. The UAV is also expected to provide agents with a detailed birds eye view, particularly in remote portions of the border where CBP Border Patrol agents cannot travel easily or safely and infrastructure is difficult or impossible to build.

The new House Homeland Security Chairman Peter King believes UAV's remain underutilised by the Department of Homeland Security and should play a larger role in border security operations.

King says UAVs should play much more of a role along borders, where they could track immigrants coming into the country as well as possible illicit activities, such as drug smuggling.

And maybe he is right...

*Forecast International, Inc.*, think he is. Five years ago few would have imagined the US Air Force would enthusiastically announce that it was expanding the number of Predator unmanned air vehicle (UAV) squadrons from three to 15. The global war on terrorism has prompted the United States to pump significant amounts of money into its UAV's.

The Market for UAV Reconnaissance Systems – including air vehicles, ground control equipment and payloads – is expected to be worth \$13.6 billion by 2014.

Demand for UAVs has been growing in Europe with France and the UK intent on expanding their UAV fleets – subject to funding. [Media/FI]





Following the signing of the 2006 Homeland Security Appropriations Bill last month Senator Pete Domenici urged the Department of Homeland Security to replace antiquated helicopters used on the New Mexico-Mexico Border.

He was referring to the continued use of Vietnam-era MD helicopters for patrol in the face of a schedule to buy just twelve single engine helicopters in the coming year at a cost of \$20M.

The bill includes border construction money for the Deming-Columbus area. It funds 12,449 Border Patrol agents and funds additional numbers to be recruited. This year's funding represents \$883M increase over FY2005 for border security and immigration/customs enforcement.

**FEDERAL – USCG:** American Eurocopter has received a subcontract from Lockheed Martin to re-engine and upgrade the U.S. Coast Guard's HH-65 Dolphin helicopter fleet under the Integrated Deepwater System program.

Under terms of the contract, American Eurocopter will manage the conversion of 11 HH-65B helicopters to the upgraded HH-65C version at the company's Columbus, Miss., facility, with the work planned for completion in late 2006. The contract also contains an option for upgrading six additional HH-65s.

This work will assist the Coast Guard's ongoing conversion of its entire HH-65 fleet to the improved-performance HH-65C model, which is already underway at the Coast Guard Aircraft and Supply Center in North Carolina. Opening the second re-engining line at American Eurocopter's Columbus facility will provide additional capacity to accelerate the rate at which HH-65Cs can be upgraded.

The HH-65C conversion involves the use of new Arriel 2C2 turboshaft engines that offer increased power and fully digital controls.

Coast Guard HH-65s played a key role in the rescue operations after Hurricane Katrina, with the increased-performance HH-65Cs becoming a helicopter of choice by crews in the recovery of victims along the Gulf Coast. A total of 25 HH-65 (22 HH-65Bs and three HH-65Cs) flew approximately 1,480 hours of operational missions after the hurricane's passage, rescuing 4,400 people.

American Eurocopter is a subcontractor to Lockheed Martin, a partner in Integrated Coast Guard Systems a joint venture between Lockheed Martin and Northrop Grumman and was awarded the Deepwater contract in June 2002 by the Coast Guard.

[AEC]

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ARIZONA: For more than 20 years, the Tucson Police Department has been using Bell Helicopter's 206B JetRanger's to patrol.

More than 50,000 accident free flight hours later, the Tucson Police Department took delivery of their fifth 206B-3 last month, the first delivery in an order of two helicopters for the department.



CALIFORNIA: In Riverside the Sheriff's Department is expanding its aviation operation by purchasing a new role-equipped \$3.1M Eurocopter AS350B3 helicopter. The Riverside County Board of Supervisors approved the Sheriff's request for a Desert Aviation Programme.

The board's approval includes money for the new helicopter, a crew, a mechanic, fuel and airport space be at the Jacqueline Cochran Regional Airport in Thermal. The overall operating costs will be \$455,600 for 2006-'07.

Currently, helicopters based at the Hemet-Ryan Airport provide coverage for the rapidly growing eastern desert area. They spend 25 percent of their patrol time over the region.

Growth and more police calls make the new move necessary, over the last five years, the population has jumped 19% for the region covered by Palm Desert and Indio sheriff's stations. Air patrol time over the Coachella Valley will double to about 40 hours a week.

The new helicopter should be delivered in April. It will also serve areas ranging from Cabazon to the Colorado River. Air coverage of west county areas will improve because sheriff's flight crews at the Hemet-Ryan Airport will rarely be diverted to the desert, officials said. [The Press-Enterprise]

*Ed: Riverside first bought in examples of the AS350B3 in 2001. They replaced DoD surplus types.*

MARYLAND: Howard Police are promoting the acquisition of a replacement helicopter. A local bill introduced in mid-October and for voting on November 7 seeks to confirm the council's approval of a lease agreement and requests \$1M in financing over seven years for the purchase of a \$2.5M Bell 407 helicopter.

Police Chief Wayne Livesay said that the base cost of the Model 407 is \$1.5M but the cost to install role equipment boosted this by more than \$900,000. The county's current police helicopter is a 35-year-old Bell OH-58A military surplus model on loan from Anne Arundel County since 1999.

The current aircraft '.... is getting to a point where maintenance is very, very expensive and ... is not capable of taking some of the new technologies ... needed on an aircraft such as mapping systems'

After the helicopter is purchased, it will take close to a year to come off of the assembly line at the Bell factory in Hurst, Texas. The Bell 407 will go to Edward and Associates in Tennessee for 12 to 14 weeks for the role equipment fit. [The View]

MICHIGAN: Oakland County Sheriff's Aviation Unit, based in Pontiac, are fitting a new Gyrocam sensor suite to their AS350 AStar helicopter.

The Gyrocam IR combines thermal imaging with a high resolution color camera in a single, lightweight gimbal. The 800-line, 3-chip color camera provides clear, crisp images, recording every detail in all weather conditions. The integrated 3 to 5 micron infrared sensor can capture differences in heat signatures in either traditional black and white, or as color enhanced images.

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UTAH: Hurricane Airport Board members came to the rescue when one of just two Utah Highway Patrol AS350B2 helicopter's broke down while providing assistance during the Washington County Fair on August 13. The helicopter was grounded due to an engine problem when the helicopter's warning-indication system alerted the crew of a malfunction.

When the helicopter broke down, the St. George Airport could not house it or lend the support needed to repair the aircraft. That is where Hurricane PD and the local airport came in. The \$4M helicopter was housed in hangar space provided at the Hurricane Airport for about five weeks, free of charge.

A maintenance crew from Classic Helicopter Services of Salt Lake arrived in Hurricane to work on the helicopter. They pulled out the engine, which was shipped to the manufacturer, and the gearbox was re-plugged. The cost of repair was about \$70,000. The crew was very appreciative of everybody who helped them out, they came forward and no one was asking for money. They just wanted to help. They also helped by providing manpower and equipment to get the engines in and out.

When the Eurocopter AStar returned to the area to cover the St. George Marathon October 1, en route, the crew stopped in Hurricane for an hour or two. As a thank you, they gave a ride on the helicopter to some of the Hurricane Airport people who assisted in the helicopter's repair. The ride gave the men an opportunity to see what the aircraft can do.

Although the AStar primarily worked with the Hurricane Police Department to provide patrol and traffic surveillance during the Washington County Fair it also flew sorties in

support of the Washington County Sheriff's Drug Task Force, searching for suspected marijuana sites, and flew members of the Ivins Police Department and Fire District to inspect damage from recent burns. [Media]

*Ed: This local story was included primarily to reflect the vast differences in operational capabilities and operational expectations between Utah and say England.*

*I often wonder what the US reaction to some UK stories is. With a number of high population areas complaining about failing to keep their single helicopter flying 97% of the time and yet dismissing maintenance downtime as being acceptable there clearly are many different levels of 'acceptable standards' in the industry. Only last month there was a report on the months Robinson expect to keep R44s for rebuilds after just 2,200 flight hours – this contrasting with Eurocopter's claim to undertake an annual [typically 1,000 hours] in under a week.*

*Having just two helicopters to cover 84,900 square miles - the 11<sup>th</sup> largest state in the US – clearly takes off the pressure off Utah to perform to European standards. This AS350 was grounded for weeks to change an engine. On the same continent the LA County Sheriff's operation went to great lengths to ensure that its large fleet had a spare engine sitting in the hangar in case of need. An engine change can be performed overnight, but only if the will, the spares and the finance are on tap. Renting a spare engine for the Utah helicopter would undoubtedly be out of the question.*

*Faced with similar financial pressures and large but elderly fleets across the World law enforcement operations see having 90% of their fleet in bits as quite acceptable, and yet in England they bemoan one airframe being unable to meet 80% availability.*

VIRGINIA: Original plans to bring a helicopter to police departments in the Shenandoah Valley have been scaled back, and a revised plan for a smaller, less expensive helicopter is now being considered. The new plan would lease 100 hours of flying time to four local police departments for \$50,000.

In July a retired police officer was proposing two options for advancing police aviation. One option sought almost \$1M from local governments to buy a police helicopter and the other proposed an alternate plan to lease the helicopter for \$30,000 per department.

The helicopter in the latest proposal, a Robinson R22, would be supplied by Campbell Helicopter Services in Weyers Cave.

Not all of the law enforcement agencies originally approach remain with the scheme. The Harrisonburg PD considered the plan but have decided against it, the police department already has access to a privately owned helicopter when needed. It has only been used once in the last year.

Staunton police and the sheriff's offices in Augusta, Rockingham and Page counties are still considering pitching in to lease the helicopter.

Elsewhere in the same state an unexpected \$10.4M budget surplus has the Virginia Beach, Virginia City Council considering a new police helicopter. The plan calls for \$1.9M of City money to be spent on the aircraft with an additional \$1M coming from federal drug asset seizure funds. The budget surplus occurred when actual spending levels dropped below those projected, and tax revenues came in higher. The Council will cast a final vote on the new aircraft November 1<sup>st</sup>.

WEST VIRGINIA: The history of the West Virginia State Police and its helicopters has been a troubled one and the more recent of the various twists and turns have regularly appeared in PAN.

In 1982, a state trooper, a patient and a paramedic died in a Randolph County crash caused by circumstances beyond the pilot's control. In 1989, a state trooper died in a low flying accident, in 1996 two died when their Bell 206L3 LongRanger crashed on Charleston's West Side.

The next year, State Police bought a Bell 407 but quickly replaced it with an MD600N that cost \$1.29M. The Bell was disposed of as 'dangerous' at a time when the type was suffering well document tail rotor problems. But, amid suggestions it was



uncomfortable, officials did not like the MD either and disposed of that. The helicopter was damaged in a crew training accident at Mesa and it seems likely it never even entered service.



In December last year this troubled organisation was stating that it were 'eagerly awaiting' their new \$5.1M MD900 Explorer helicopter. They said it would have a winch, infrared camera, searchlight and night-vision-goggle compatible lighting. 'Light years' ahead of the Vietnam-era Hughes OH-6 craft they use now. Once again showing their woefully inadequate grasp of reality they were reported to have claimed to be buying their Explorer from the 'McDonnell Douglas factory in Texas' [Both the real McDonnell Douglas and MDHI are based in Mesa, Arizona]. *There seems to be a common thread of confusion about what they are buying among MD's customers.*

Bearing in mind that the specification is far removed from the capabilities of the previously announced Explorer it has now been announced that they are again to purchase a Bell 407. [Gazette/IPAR]

## VIETNAM

According to reports coming out of the recent Heli-Asia 2005 exhibition helicopter manufacturers are expecting a 'flood' of sales into Vietnam to meet the needs of expanding oil exploration in the region. These contracts are expected to be followed in due course by sales into the government to cover the SAR, maritime patrol and police roles. The defence ministry is currently the only helicopter operator in Vietnam. [Flight International]

## AIR AMBULANCE

### INDIA

NEW DELHI: Escorts Heart Institute and Research Centre has signed an agreement with Deccan Aviation, which operates the budget carrier Air Deccan, to launch 'Air Rescue One,' the country's first dedicated air ambulance that is equipped to deliver critical care to patients.

While Deccan Aviation would provide eight helicopters and two fixed-wing aircraft, besides full logistical and ground support, EHIRC would be responsible for total medical rescue operation and equipment.

The cost of the service, pegged at 45,000-50,000 Rupees for an hour's flight and 30,000 Rupees fixed medical charges, is currently out of reach of the common man but talks are taking place with a general insurance firm to work out a policy to cover air ambulance costs. It is predicted that once the policy is in place, the premium would work out to be as low as 2,000 Rupees making it affordable. [Media]

The Ahmedabad Aviation and Aeronautics Limited (AAA) has introduced a new Piper Seneca IV aircraft that can be used as an air ambulance, air taxi and even to train pilots.

The aircraft was flown into the city by Captain Don Ratcliff, a 72-year-old veteran, who flew it alone for 60 hours with some breaks en-route. [Ahmedabad Online]

## SOUTH AFRICA

The Red Cross air ambulance service (AMS) operating in the country is apparently in trouble because of an operating licence. A group of private air ambulance operators has filed a complaint against the Red Cross with the department of transport's council for airline licensing. They say that the Red Cross does not have a G7 licence to operate as an air ambulance service, it has been exempt for the past few years and they want to know why.

Private air ambulance service operators questioned the Red Cross service's safety, legality and the so-called free service. The group are demanding that the Red Cross gives account of the legality of its service and its real capability as an air ambulance service in the wake of the October 2 fatal helicopter crash in the Southern Cape. [News 24]

## UNITED KINGDOM

**HAMPSHIRE & ISLE OF WIGHT:** Way back in December 2003 it was predicted that Hampshire would have its own air ambulance within two years. Now nearly two years later the first evidence that the prediction might be about to lurch into action is evident.

Back in 2003 it was intended to operate the service from Portsmouth's Queen Alexandra Hospital but one of the driving forces in the scheme was the now defunct Air Ambulance Foundation and it failed to launch. But the campaign is not progressing without some confusion.

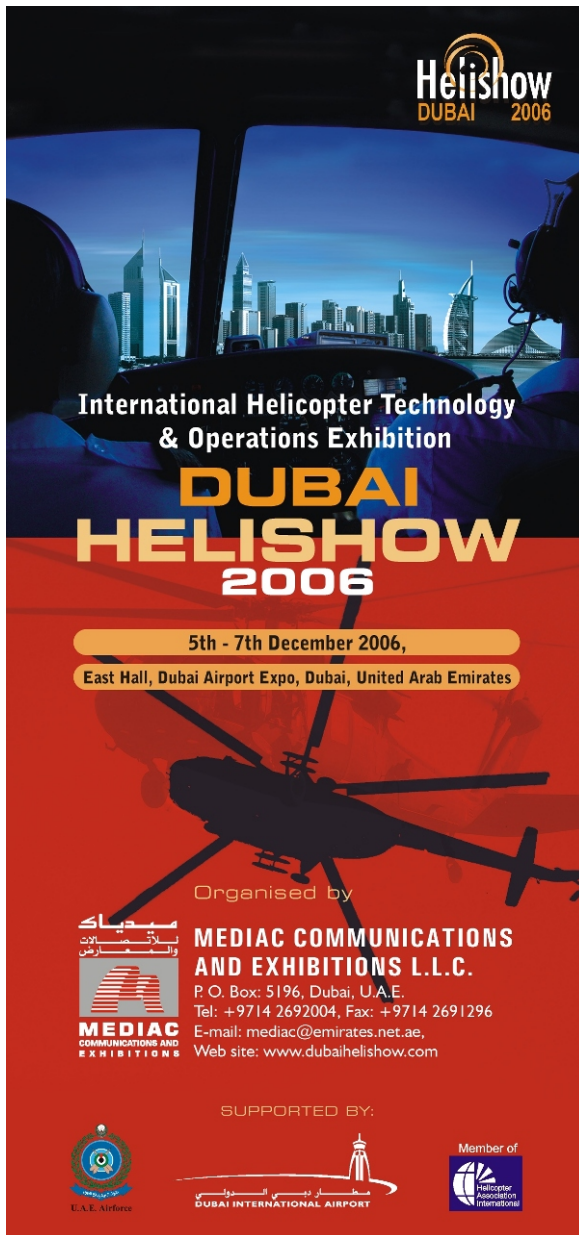
The Hampshire and Isle of Wight Air Ambulance launched at an event held in the Beaulieu National Motor Museum on October 25 with supporters being brought together to raise more than £65,000 per month to make the air ambulance viable. Now it is intended that the BO105 helicopter will be Southampton-based and will carry a

doctor and paramedic. The aircraft at the set-piece was BO105 G-WMAA [left] normally serving Devon.

In September, a separate scheme was launched by campaigners hoping to provide an air ambulance solely for the Isle of Wight. They are raising money under the name The Gavin Martin Taylor Memorial Fund.

This fund for the IW Air Ambulance was set up by his family and came weeks after the announcement that a joint fund-raising campaign had been launched to get a helicopter air ambulance flying early next year. So far this separate fund has raised £500 towards the





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annual amount of £400,000 needed to lease an AS355 helicopter.

Nicola Howkins, operations manager for the Hampshire and Isle of Wight Air Ambulance, was unaware of an alternative campaign but was confident they could be flying early next year. They have raised around £8,000 in the last month and have a volunteer on the Island to help their campaign.

Ms Howkins was instrumental in setting up a similar air ambulance service in Dorset and Somerset, which has been running for five years and attracts donations of £120,000 monthly. [Media/IPAR]

KENT: Seriously ill patients will again be able to be flown to specialist hospitals in other parts of the country by Kent Air Ambulance in the wake of Canterbury City Council providing land for a helipad to replace one closed last year.

The new helipad at Canterbury Hospital was opened at 11am on October 14. [KAAT]

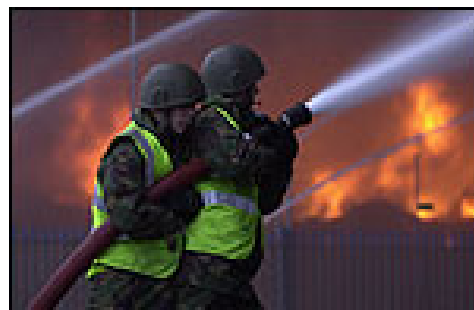
NORTH WEST: A new Eurocopter EC135T2, c/n 0427, for Bond Helicopters and intended for operation with the North West Air Ambulance arrived at McAlpine Helicopters last month. It was registered G-NWAA on October 10.

The airframe arrived 'green' and is expected to remain at Oxford for some weeks being painted and role equipped. The charity does not expect it to enter service until early 2006. [IPAR/JP/CAA]

# Fire

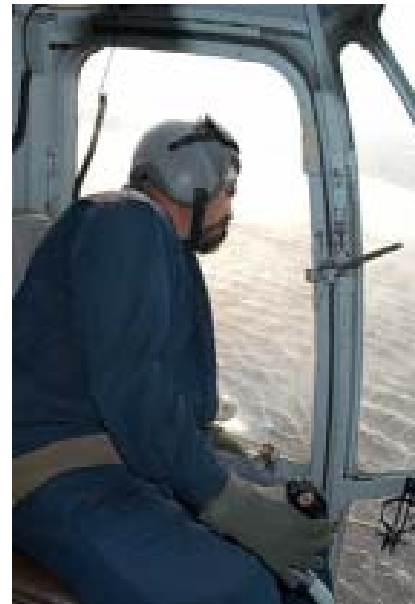
## UNITED STATES

CALIFORNIA: The San Diego Fire Department has a second firefighting helicopter in its fleet, as Copter 2 officially went into service last month. The machine belongs to Kachina Aviation, but the city gets free use of it when there's increased fire danger. The helicopter can hold up to 350 gallons of water, and will be available to the city as long as current dry conditions persist.





***The Montana, Idaho and Oregon and California fires... continued.***



## SEARCH and RESCUE

**SUDAN:** SA.332C1 Super Puma HB-XVY of Helog AG in Switzerland is on the way to Sudan. Operated by Helog-Heliswiss since January 1 it has changed its outfit to an all white United Nations look with Helog titles. The helicopter left Switzerland heading Salzburg on September 5 for operations in Sudan, joining the four former German Border Guard [BGS] SA.330 Puma's D-HAXI, D-HAXM, D-HAXU and D-HAXW already operating in Sudan since the beginning of this year. More machines will follow. [www.swissheli.com]

### TAIWAN

The Coast Guard Administration (CGA) has proposed deploying unmanned aerial vehicles (UAV) over the disputed Pratas Islands beginning in 2007 to boost the nation's capability to gather intelligence and conduct surveillance and reconnaissance over its territory.



A local Chinese-language newspaper, the *Apple Daily*, has reported that Bell Helicopter had displayed an interest in producing UAVs for Taiwan. Bell Helicopter produces the Eagle Eye UAV for the US Coast Guard.

Official information suggests that the plan is to base UAV's on the Pratas Islands [in the South China Sea about 444km southwest of Kaohsiung] by 2007, the CGA also hoped to have UAVs on its vessels in future. The CGA currently patrols 44km off the Pratas Islands. The Ministry of National Defense withdrew its Marine units from the Pratas and Spratly islands in 1999, leaving the CGA to guard and patrol those territories. Taiwan has disputes over the territory and natural resources of the Pratas Islands with neighboring countries, including China.

## UNITED STATES

Recently Congressman Bennie G. Thompson spoke to the Subcommittee on Emergency Preparedness, Science, and Technology and highlighted the continuing poor communications capability existing between a wide range of emergency services groups.

'In the past two months, Hurricanes Katrina, Rita and Wilma have devastated much of the Gulf Coast. I have spoken to local officials and have heard uniformly about inability to communicate between levels of government and first responders. While some progress has been made since the attacks on September 11, these hurricanes once again revealed severe problems in our public safety communications infrastructure.

'Many first responders still cannot talk with one another because their radios and communications networks are not compatible. In many cases, the lack of proper equipment or the lack of radio spectrum are the root causes of the problem. Congress must act quickly to address these issues. However, compounding the problem in catastrophic events is the partial or total destruction of the communications infrastructure.

'During Katrina, cell and radio towers, 9-11 call centers and call switching centers were all damaged as a result of wind and flooding and the subsequent loss of power. This was not an issue of interoperability, but of basic operability resulting from the damage.



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'In the future, DHS and FEMA must not only increase its own communications capacity, but must give more assistance to local and state officials to get their capabilities back on line. As a former volunteer firefighter and local official, I know that the ability to communicate is essential in establishing command and control of an emergency.

'The Federal government has the ability, assets, and responsibility to help state and local governments achieve operability when their local infrastructure is overwhelmed.'

[House Committee on Homeland Security]

## INDUSTRY

**Eurocopter Japan** was formally born on October 1<sup>st</sup> reflecting rapidly evolving market conditions in Japan.

Eurocopter Japan coordinates the existing network and sales activities in Japan, with the distributor EuroHeli, also a member of the Eurocopter Family. Stephane Ginoux is Eurocopter Japan CEO, as well as Managing Director of EuroHeli.

With its fleet of 355 helicopters presently in Japan, Eurocopter holds more than 50% of the Japanese Civil and Para-public market. High profile customers including the Japan Defense Agency, the National Police Agency, the Tokyo Fire department and numerous prefectural Fire Bureaus and Police Departments are already flying types such as the Super Puma, Dauphin and EC135.

In addition the 6-9 seat BK117, developed jointly with Kawasaki Heavy Industries (KHI) is also a success. More than 60 BK117s are in operation in Japan and more than 450 have been sold worldwide. The current production example of this type is the joint-venture BK117C2 known as the EC145 in Eurocopter marketing.

The **Iraq Air Force** has grounded three-quarters of the surveillance aircraft it purchased last year to help protect the country's oil pipelines and other potential targets against terrorist attacks. In early September, 70 Squadron Iraq Air Force grounded six Jordan Aerospace Industries SAMA CH2000s equipped with FLIR Systems forward-looking infrared sensors. The aircraft were to be based in the north of the country at Kirkuk. The squadron is left with just two FLIR-equipped Seabird Aviation Seeker aircraft to cover the whole country. The year-old Iraqi squadron provides vital surveillance for the British-led multinational division operating in the region.

US sources suggest that the planes were grounded during a dispute over contract support. The aircraft have not been officially accepted yet, there being some doubt cast on their ability to meet specification.



Jordan Aerospace has denied the grounding had anything to do with the performance of the CH2000. They suggest that the problem has arisen in the wake of government agencies putting pressure on certain people to possibly try and report false data.

Another source in industry states that the problems relate to the CH2000's ability to operate in the hot Iraqi summers, where temperatures can reach 50 degrees Celsius (122 degrees Fahrenheit), and to vibrations in the infrared sensors.

In September 2004 the Iraqis purchased eight CH2000s in a fixed-price agreement with US-based Transatlantic Traders, in partnership with Jordan Aerospace. The deal includes an option for eight more aircraft - part of a US assistance package aimed at rebuilding the Iraq Air Force.

Two CH2000s were delivered in January, and four more in September, all remain unused in a new hangar at Basra airfield.

The Iraqis recently deployed one of the Seekers to Kirkuk for a month undertaking a primary role of pipeline reconnaissance, stopping oil smuggling and border patrol.

The missions, normally three to four hours long, are flown by Saddam-era, ex-MiG

combat pilots. Seabird won the original contract to supply surveillance aircraft to Iraq early last year, and was expected to supply additional aircraft. The company was beaten to the second deal by Jordan Aerospace. Now, with demand rising for surveillance assets in Iraq, Seabird reckons it could get back into the game regardless of what happens with the CH2000. [Defense News]

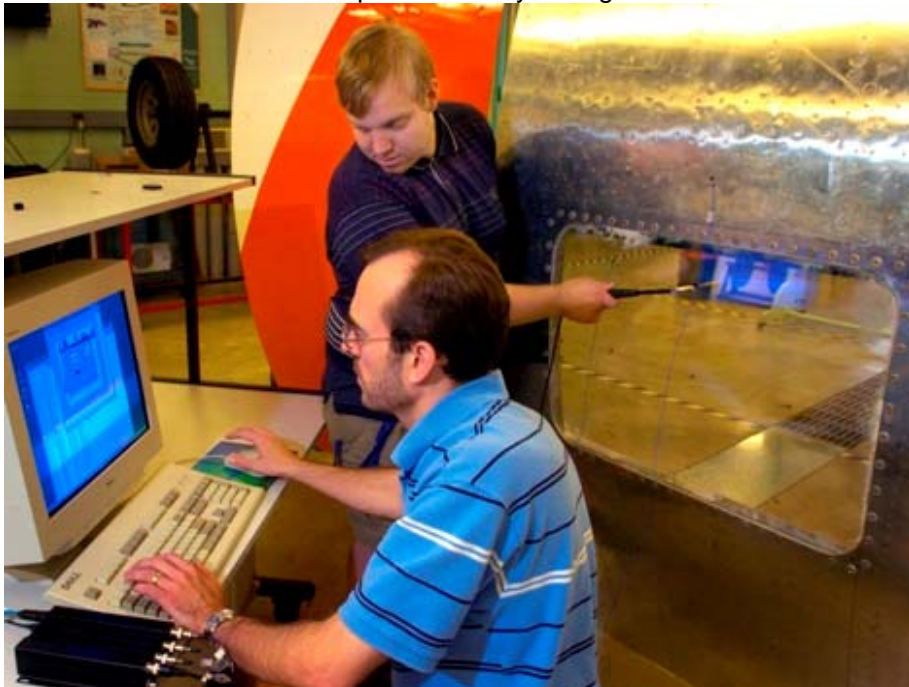
*Asked to comment on the story Robert Coveny, FLIR Systems' Vice President of Business Development, 'We contracted with JAI to deliver eight Ultra8500 FWs for end use by the Iraq AF 70<sup>th</sup> Squadron in Basra, Iraq. To date we have delivered all eight systems; each unit was flight accepted in Amman by representatives of the US Army, Iraq Air Force, and JAI and each met or exceeded all contractual obligations. These systems are being supported by FLIR's service and support center in the UAE, along with eight Ultra7500s flown aboard Comp Air 7 Aircraft and 3 Ultra8500 FWs flown aboard Seeker Aircraft delivered through Seabird Aviation of Jordan. We have received no complaints or criticism regarding the performance of any of these sensors. On the contrary, all systems operating onboard Seabird Seekers, Comp Air 7s, and CH2000s have received praise from their individual end users.'*

Meanwhile projects to return the similar British **Optica** aircraft to production appear to have progressed little. Plans to produce it in South Wales are stalled. Although the paperwork went off the Wales a year ago most of the parts and jigs formerly stored with film company Aces High at North Weald, Essex have migrated to Romania.



Two complete aircraft remain at North Weald, another in Florida and others unconfirmed. The greatest interest in restarting production of the fan powered aircraft appears to lie in Taiwan. Before anything sensible can result from the current position the people in South Wales will need to speak to those in Taiwan and Romania. [IPAR]

**Purdue University** engineers are helping the US Coast Guard deal with a possible 10-fold increase in vibration that could result from installing a larger observation window in a new SAR aircraft to improve visibility during missions.





Presently, the Lockheed Martin HC-130J Hercules has a circular observation window that is about a foot in diameter, and the Coast Guard would like to install a window that is about 4 feet long by 3.5 feet wide.

The HC-130J has four engines, and each engine spins a propeller containing six blades thus increasing levels of vibration compared to the existing HC130-H aircraft, a similar plane with only four blades on each engine.

The **National Business Aviation Association** (NBAA) has announced several fund-raising initiatives planned for NBAA's 58<sup>th</sup> Annual Meeting & Convention [November 9-11] to help New Orleans citizens impacted by Hurricane Katrina.

The measures reflect a commitment NBAA made last month to help New Orleans citizens after the Association was forced to move its Convention from New Orleans to Florida because of Hurricane Katrina's devastating damage.

NBAA Will Match Attendee Contributions Up to \$100,000 for a Combined Katrina Relief Donation. In addition the proceeds of the NBAA Charity Golf Tournament and silent and live auctions at the Convention Center on Thursday, November 10 will be channelled to boost Katrina funds. Silent auction items will be displayed at the exhibit hall during the day, then auctioned during the NBAA Benefit Gala that evening. Items donated for this include VIP tours of the US Capitol with special members of Congress, Studio audience seats for a television news show, luxury seating and skybox passes to numerous sports events, rental car, hotel stay and dinner packages, books, artwork and jewellery.

Frank Kraft of **Aero Optical** used to be the sales manager for R & D Designs and was representing his old company on the R & D stand at the recent Helitech05 show at Duxford. Frank has now moved on and set up on his own marketing among other items the R&D monitors.

Aero Optical is offering a Solid State Digital Video Recorder – there were reports on other similar solid state recorders in last months Shows Report edition of PAN. The unit offered by Aero Optical is unique in that it is able to play back video in the aircraft. It also has all the functionality of a normal cassette type recorder. ie: Step, fast and next clip functions in FWD and REV. This capability is currently unique.

An LCD display keeps you aware of the operations of the unit and there is even a USB interface available that allows the unit to act as a removable PC drive if connected to a laptop. (This allows file transfers directly from the aircraft to PC.)

Two 8GB compact Flash cards record up to 160 minutes of high quality video with two audio channels. The unit is configurable to have even higher resolution with a simple software package.

The Compact Flash cards can be easily removed and plugged directly into a standard card reader and viewed immediately on a PC. [www.aero-optical.co.uk](http://www.aero-optical.co.uk)

**Enstrom Helicopter Corp.**'s newly configured 480B Guardian completed a Northwest Tour visiting 12 police and sheriff's offices on its route from Menominee Michigan to Los Angeles, California. The Guardian was evaluated by the Pasadena Police for patrol work.

On the Northwest flight, the 480B Guardian stopped at the Minnesota State Patrol and South Dakota State patrol, along with several Sheriff's and Police Departments in Montana, Washington, Oregon and Northern California. The helicopter was flown by police pilots to get a feel for the response and capability of the Guardian.

The 480B Guardian is outfitted with the latest in police technology including a front mounted camera, a digital video recorder/monitor system and searchlight.

Between the ALEA, East coast and now the Northwest tours, Enstrom has visited over 27 police precincts and over 40 police pilots have had the opportunity to fly the Guardian.

**CMC Electronics** based in Canada has developed a new lightweight, small and very cost-effective IR-based EVS that is ideally suited for the helicopter industry. EMS and Police helicopter operations in the US have recently come under scrutiny for the



number of serious and fatal accidents – most associated with flying in darkness, smoke, smog etc etc. Has last months Shows issue illustrated Uncooled IR has been shown to provide excellent situation awareness in these types of operations and is already being taken up in small numbers.

The latest low-cost, easy-to-install and maintain CMA-2610 Enhanced Vision System (EVS) from CMC Electronics Inc. is an uncooled infrared sensor that is 2.8 inches in diameter, 7 inches long, and weighs in at less than 4 lbs. The unit has a resolution of 320 x 240 pixels. The system includes a heater for icing conditions.

The CMA-2610 is a cost-effective means of improving situation awareness for flight crews flying in darkness, smoke, smog or other poor visibility conditions. Uncooled IR has also been shown to work in brown-out and white-out conditions caused by blowing sand, dust and snow stirred up by the helicopter rotor downwash during landing. The system operates on 28 VDC and outputs RS-170 video for imaging on a dedicated display, the CMC EFB or any video-capable cockpit display.

For more information, contact: Philip Moylan, Regional Marketing CMC Electronics Tel +1 503 885 8745 or +1 503 720 1712 (M) [Phil.Moylan@MoylanMarketing.com](mailto:Phil.Moylan@MoylanMarketing.com)

The first run of the latest engine developed by **Turbomeca**, the Ardiden, was successfully achieved. This significant milestone opens the development and test phases, allowing the validation of the good aeromechanical behavior and performance of this new generation engine.

This stage will be followed by the first flight planned for July 2006 and completed by certification in December 2006.

Ardiden has been designed in response to the most demanding missions at higher altitudes and in hot weather. Developed in cooperation with Hindustan Aeronautics Ltd. (HAL) under an industrial partnership contract signed in February 2003, this engine combines simplicity, a high level of technology, robustness and modernity for a cost of ownership much lower than that proposed by competitors.

The Ardiden 1H turbo-shaft engine (Shakti in India) will first be used to power the twin-engine Dhruv helicopter developed by HAL. This aircraft offers a take-off load of 5,500kg. Its entry into service is planned for March 2007. It will initially serve the Indian Armed Forces. For this purpose, several hundreds of engines will be produced in the next 10 years. This new turbo-shaft engine completes Turbomeca's range, the largest in the market. [T]

They may be in trouble and producing very little in the way of ex-factory hardware, but **MD Helicopters** Inc. are ahead of the game in the Press Release stakes. This month has resulted in nearly a handful as the company fills the production gap with words.

As previously noted the company is bidding on a potential \$2.4 billion US Army contract that would, if gained, settle their problems at a stroke. The US Army deal is for 352 light utility helicopters to be used on search-and-rescue missions, air ambulances, personnel and cargo carriers includes \$1.3 billion for the helicopters and \$1.1 billion for maintenance over the estimated 20-year life of the aircraft. Manna from heaven.

As announced in PAN recently MD Helicopters had partnered with aerospace giant **Lockheed Martin** Corp., which would have handled the maintenance, or customer logistics support, part of the contract. The companies split up last month. While Lockheed Martin remain silent about the deal – even after being asked by a number of sources – it fell to MD to announce that 'it became clear the partnership would not be able to meet the government's price guidelines.'

MD now planned to pursue the contract on its own in competition with the other companies bidding on the contract - Bell Helicopter Textron Inc., EADS and AgustaWestland.

Just prior to the close date for the submission of the LUH bid MD announced the creation of a Contractor Logistics Support (CLS) team that will enhance the company's LUH bid – and replace the part originally to be played by the aerospace giant Lockheed Martin.

With MD as the prime contractor, the team includes DynCorp International, Aviation Systems of Northwest Florida and GENCO Infrastructure Solutions (GIS) to provide both the aircraft and contractor logistical support and training throughout the life of the programme.

MD duly delivered its Light Utility Helicopter (LUH) proposal to the US Army Aviation and Missile Command headquarters at Redstone Arsenal, Alabama on time with Lynn Tilton, Chairman of the Board of Directors of MDHI stating...

'MDHI embraced the Army's progressive approach on the LUH Program that combined tough demands on specifications in the helicopter with stringent requirements for logistics/training programs and a stipulation for a cost-effective solution. Our aircraft, the MD Explorer, is the only FAA-certified, off-the-shelf solution available that combines the strict performance requirements dictated by the LUH program with price and total operating costs as set forth.'

In anticipation of the U.S. Army aircraft demonstration phase, MDHI will roll out two Explorer aircraft equipped specifically for US Army service. The aircraft will be delivered to the US Army for the fly-off that begins in late November.

These upgraded Explorer's include a Heli-Dyne Systems 600 lb.-capable hoist for rescue operations. It has also added primary flight displays featuring the new FlightLogic 3-D Synthetic Vision EFIS from Chelton Flight Systems. The FlightLogic primary flight display provides an accurate three-dimensional representation of the oncoming terrain reflecting the aircraft's relationship to that terrain in real time. This feature, and other elements within the system, will add an enhanced level of safety and reduction in pilot workload for pilots.

The recovery timescale has been breathtaking. In mid-July the recapitalization of MD was announced. Less than a month later, on August 9, it was announced that MD was going for LUH with Lockheed-Martin. By early October that deal had turned sour and MD was declaring it was going it alone on LUH. Within two weeks, and just one day before the LUH proposals delivery date a new support package had been pulled out of the hat.

*So, are we convinced?*

Underlining the depth of the bidding forces arrayed against MD, Europe's **EADS** has now added **Sikorsky Aircraft** to its team bidding to build the 322 LUH for the US Army.

The European defense company said Sikorsky's long experience handling logistics support should make the offer more attractive.

In August, EADS said it and its American Eurocopter business would offer the twin-engine UH-145 advanced rotary-wing aircraft in the competition to win the US helicopter deal.

In addition to Sikorsky, EADS also added to its team WestWind Technologies, a small firm that does mission equipment integration for the Army, and CAE USA, a unit of Canadian CAE Inc., which specialises in simulation and training.

**Bell Helicopter** has already unveiled its plans to enter its Canadian-built 412 commercial helicopter in the LUH competition.

The 412, essentially a modern version of the Huey, is made in Mirabel, Canada, but the contract would generate jobs at US plants, producing components such as rotor blades, transmissions, medical equipment and cargo hoists. [star-telegram, Fort Worth TX]



### AgustaWestland, Inc. and L-3 Communications

Integrated Systems have announced a partnership and product entry in the LUH competition. The pair will offer the US139 to the Army. The US139 is a customized, non-developmental variant of the modern, FAA certified, AB139 twin-engine helicopter now in service worldwide. It has a spacious, functional and flexible cabin capable of carrying 15 passengers or 4 stretchers with 6 passengers.

The US139 is capable of cruising at over 150 knots and can carry more than 6,000 lbs and was designed from its inception as the replacement to the UH-1 Huey.

L-3/IS will perform final assembly and customization of Government specific avionics for the US139 helicopter at their Waco, Texas location. In addition, L-3/IS will provide Contractor Logistic Support for the US139 LUH fleet. <http://www.agustawestland.com/>.



**Columbia Helicopters** has completed a detailed agreement with The Boeing Company to acquire the Type Certificates for the Vertol 107-II and Model 234 Chinook helicopters.

Columbia Helicopters is the only commercial operator of these heavy-lift aircraft in the world, and uses them in a wide range of applications, including logging, construction, fire fighting, and supporting petroleum exploration operations.

The official transfer will take place after engineering details are completed, and following approval by the Federal Aviation Administration (FAA).

Columbia Helicopters bought its first Boeing helicopters in 1969, when the company acquired three Vertol 107 helicopters from Pan Am. The company purchased their first Boeing 234 Chinook in 1985.

Today, only government fleets are able to rival the size of Columbia's privately held, heavy-lift helicopter fleet. The company now owns and operates 15 Vertol 107s, and seven Model 234 Chinooks. Due to the company's exceptional maintenance programme, Columbia Helicopters operates four Vertol 107-II with over 50,000 flight hours on each airframe.

More power to their elbow, **Columbia Helicopters** has acquired eight recently-retired Vertol 107s from Canada. Known locally as the CH-113 Labrador the helicopters were used by the Canadians in the SAR role. At the time they were withdrawn there were numerous tales about their unreliability.

These aircraft will join the 15 similar models that are already part of Columbia's fleet of heavy-lifting helicopters. The first three helicopters have already arrived at the company's headquarters at the Aurora State Airport in Oregon.

Columbia Helicopters is the only commercial operator of the Vertol 107-II and Model 234 Chinook in the world, and is also the world's largest utility helicopter operator. The company uses its fleet of heavy-lift helicopters to support logging, construction, fire fighting and petroleum exploration support operations around the world.

The **V-22** team has made the decision to not submit a proposal for the USAF CSAR-X competition after a thorough review of the revised Air Force request for proposal. The company say that the CSAR-X program's requirements and funding profile did not call for the advanced speed and range offered by the V-22 Osprey but called for capabilities found in more-traditional helicopter-type aircraft.



*Ed: In the past industry sources have suggested that the very high disc loading of the V-22's rotors might have a tendency to drive under [drown!] prospective casualties in the water and that a conventional rotor would therefore be more appropriate.*

The **Police Information Technology Organisation** (PITO) has awarded a four and a half year contract to provide and manage a replacement UK National Police Portal System to **QinetiQ**.

The Police Portal ([www.police.uk](http://www.police.uk)) has been operational for three years and is a valuable tool for police forces in the reduction and prevention of crime, as well as improving communication between the public and police, and between individual police forces. It offers the public a number of services, including the ability to report non-emergency crime.

Portal visitors can access current police appeals for information, view advisory notices, seek out the latest police service news and access links to other official police force sites. The portal will automatically prioritise information received from the public, ensuring the appropriate police force is provided with important and relevant information in a timely manner.

QinetiQ will now begin the design and build of the replacement portal, which is expected to launch in April 2006 and will offer new functionality and additional public services. These include digital mapping to support crime reporting, greater accessibility through voice services for users with impaired sight and increased message broadcasting options (including e-mail, SMS and voice) that enable the police to rapidly disseminate advice to the public. [QinetiQ]

According to an Associated Press report the US Navy operated a small air force of private aircraft for use in clandestine operations. Among the 33 aircraft it contracted from ten private companies were two Gulfstream business jets reported to be used by US intelligence officials to carry terrorist suspects to countries known to torture prisoners. The process is known as rendition and two countries, Sweden and Italy, that have had people plucked from within their borders are calling it a criminal act.

The other aircraft include a Cessna, C-130s, several business jets, two Boeing 737s, a Dash 8 and even a DC-3. [AvWeb]

The **Rolls-Royce Turbomeca** (RRTM) RTM322 turboshaft engine has been qualified to the specific stringent military requirements of the NH Industries (NHI) NH90 twin-engine multi-role helicopter. This milestone, which is additional to the engine civil certification achieved in 2004, was marked by Eurocopter's signature of the Declaration of Design and Performance (DDP) for the RTM322-01/9, which is rated at 2,427 shp.

The FADEC-equipped RTM322-01/9 has been selected by ten of the eleven nations to order the NH90, which has been jointly developed by Eurocopter and AgustaWestland. Customers include Australia, Finland, France, Germany, Greece, Netherlands, Norway, Oman, Portugal and Sweden. Growth versions of the engine are already in development, with an initial 2,600 shp class 'Step 0' variant already selected for a firm NH90 customer requirement.

Approximately 1,500 RTM322 engines, including orders and options, have been announced for NH90, WAH-64 Apache and EH101 helicopters. [RR]

**Integrian, Inc.**, a leader in mobile digital video solutions, is extending its product reach to include mobile surveillance for police helicopters and motorcycles. Integrian develops and manufactures the DigitalPatroller® mobile video surveillance system for police and other public safety vehicles. The company is responding rapidly to market demand for rugged video solutions adapted specifically to alternative environments.

Integrian's motorcycle system is programmed to record automatically using system triggers such as flashing lights, and is stopped by means of the same triggers, with an optional post-record buffer. Minimal user interaction is required, so the officer can focus on the situation at hand which is particularly critical on a motorcycle. The camera is a compact, wide-angle, weatherproof unit.



In the air, DigitalPatroller fully integrates with all existing gyro-stabilized cameras inside the helicopter. Likewise, the product captures incoming radio traffic from the chopper's existing audio system, eliminating the need for a dedicated microphone. The pilot's MDT becomes the client, server and burner all in one unit, so officers can capture incidents, download onto DVD and hand off critical evidence immediately in the field. +1 919.472.5022 [www.integrian.com](http://www.integrian.com)

Lockheed Martin and **SELEX Communications** are collaborating on opportunities to offer a new obstacle detection and avoidance technology for US civilian and military requirements, including the US Army's UH-60 Black Hawk helicopter.

SELEX Communications' new obstacle detection and avoidance system offers tremendous potential to improve helicopter safety. Under the terms of the collaboration agreement, Lockheed Martin and SELEX will share marketing information and jointly evaluate potential markets for the technology. Lockheed Martin will act as prime contractor in the US market.

The laser and imaging technology system enables helicopters to fly more safely by detecting potentially dangerous obstacles - including cables as small as 5mm in diameter - to give the crew a warning in sufficient time to avoid a collision.

The system has already been selected for use in various programmes, including the Italian NH90 TTH helicopter.

The FAA has certified **Sikorsky** Aircraft's S-92 helicopter, equipped with a new Rotor Ice Protection System (RIPS), for flight in known icing conditions. It becomes the first helicopter directly certified by the agency to the newest and most stringent all-weather flight safety standards.

Any S-92 with RIPS will now be allowed to launch in icy weather that might otherwise delay or cancel flight operations. The RIPS determines the temperature and moisture content of the surrounding environment and applies heat to the main and tail rotor blades to remove any ice buildup.

The FAA granted the certification upon completion of final flight tests in Alaska in October. Those tests also included evaluations by EASA and Transport Canada. Sikorsky is seeking S-92 RIPS certification from both agencies. Most of the S-92 helicopters delivered to date or ordered include RIPS and Sikorsky teams will visit customers to update the previously delivered RIPS equipment and activate it. Besides Sikorsky, key suppliers include the Autronics and Penny & Giles divisions of Curtiss-Wright and the Moog Corporation.

A few months ago PAN carried the story about a MD900 Explorer model helicopter being marketed by **Richmond Toys** and made available in emergency services colours as a fund raiser. At that time the models available were of the Virgin HEMS and Lincolnshire and Nottinghamshire air ambulance. One for Kent Air Ambulance Trust [KAAT] was predicted.

Now the KAAT model is available to purchase and others predicted.

Richmond is now delivering police helicopters [blue and yellow] with the first example being in the colours of West Midlands Police. These are models with different paint schemes, no role equipment is added to the basic model. The detail does however include such as the aircraft name 'Miss Molly Collins' in tiny script.

In the pipeline we can expect a Wiltshire Police model and – especially for MDHI – an MD LUH model US Army livery. These can be expected to be available by January 2006.



With the exception of the LUH model these models [retailing at £9.99 plus carriage] are all about fund-raising. In the main it is air ambulance funds but the West Midlands Police are tied in with chocolate makers Cadbury fundraising for the Acorns children's hospice. Sales are at unit events or at Cadbury World, Bourneville not by mail. Individually air ambulance models are available direct from the Kent Air Ambulance Trust at <http://kentakirambulance.org.uk/>

At this time PAN is unsure how Wiltshire intend to market them. To ease the potential problems you can buy all of them on line at [www.richmondtoys.co.uk](http://www.richmondtoys.co.uk)  
The MD LUH model may well have a different marketing profile. I would not be surprised if they turn up in quantity in Dallas, Texas, during the 2006 HAI.

**Microwave Radio Communications (MRC)** held its 'First Annual Public Safety Users Forum and Training Session' in association with the Massachusetts State Police Air Wing. The two-day conference was held at the Massachusetts State Police Hangar in Plymouth, on September 28th & 29th. The event was designed to give Massachusetts law enforcement agencies a hands-on training environment to improve their video downlink skills as well as learn about the latest technology for the future of the industry. There were over 50 participants from various agencies around Massachusetts including police, fire, rescue, EMS, and many others.

The theme of the event was an interagency day of information sharing that included hands-on training as well as a user forum. The topics covered ranged from the background of the technology and equipment, through incident related use and troubleshooting. Live exercises occurred on both days and gave application-based demonstrations. Six of the law enforcement agencies participated with their own command vehicles receiving transmissions from the Massachusetts State Police Helicopter while being coached by MRC staff and members of the Massachusetts State Police Air Wing.

"The event was a huge success", said Mike Payne, Vice President of Business Development and Marketing at MRC, "We were able to demonstrate the latest downlink techniques to the law enforcement and first responder communities today and get real time feedback from key users." The participants that were interviewed told MRC that they gathered a lot of important information pertinent to their needs in the field. They also stated that the training was going to help them perform more efficiently in a critical situation, where every minute counts. MRC plans to make this training session an annual event.

**OuterLink Corporation** today announced the appointment of Kitchener Aero, located at Waterloo Regional Airport, Breslau, Ontario, Canada, as an Authorized OuterLink Repair Center.

About Kitchener Aero was established in 1977, provides avionics sales, service and installation to general and business aviation. Kitchener Aero operates one of Canada's major facilities for avionic systems. Their clients include corporate operators, special mission requirements, recreational flyers and commercial/regional airlines.

OuterLink provides satellite-based mobile asset tracking and data messaging systems. Outerlink systems help manage the deployment of aircraft and land vehicles by providing real-time location reporting, secure bi-directional data communication and comprehensive asset management software. For more information: <http://www.outerlink.com>

Jeff Shapiro President/CEO of **DART Helicopter Services** unveiled a complete new product line of Medium Float Systems for the Bell 412/212/UH-1 series helicopters certified by their affiliated company Apical Industries Inc. and through their distribution agreement with Era Helicopters LLC.

The new Bournemouth based Pilatus distributor for the UK, Ireland and Spain has already pre-sold the 8 Pilatus PC12s it confidently placed deposits on when it launched in July. The Pilatus PC-12 Centre UK is the trading name for all the Pilatus

PC-12 sales of **Technical Flight Services** Ltd, an sales, leasing, and brokerage company founded in 1987 by former European Piper Salesman Bob Berry. A new website has now been launched at [www.pilatus-uk.com](http://www.pilatus-uk.com) to promote new and used Pilatus aircraft sales and other services offered by the team.



*Schweizer Aircraft celebrated a significant milestone at its facility last month by delivering the 1000<sup>th</sup> Schweizer helicopter in company history, a 300CBi, to Gerry and Bonny Friesen of BC Helicopters. The 300CBi is part of the venerable 269 Series, which Schweizer purchased from Hughes Helicopters in 1983.*

**Apical Industries**, Inc. has received FAA certification for the Bell 412 tri-bag system with and without integrated life rafts. Apical is amending the 412 STC to add the AB 412, AB 412 EP and the Bell 212 models. Certification on those models is expected in early November 2005. The Tri-Bag Float Raft System integrates two 10-man reversible life rafts into the mid-bags. The float/raft system is lighter than the OEM Bell 412 emergency floats without rafts. Additionally, the Apical product saves interior cabin space by locating the rafts within the float system.



Apical has selected the proven durability of the DART Round-I-Beam Skidtube and the DART Heli-Access-Step as approved equipment with its Tri-Bag Float Systems. DART Helicopter Services LLC also offers 212 and UH-1 cylindrical float systems through their exclusive distribution agreement with Era Helicopters LLC. The 212 system is FAA certified.

**Air Methods** Corporation has announced that the FAA has awarded its Products Division the authority of a Designated Alteration Station (DAS). This authority permits the Division to approve modifications and repairs to aircraft that it currently supports under its FAA Certified Repair Station using the Supplemental Type Certification method of approval with only minimal involvement from the FAA. This privilege is granted to very few organizations. [www.airmethods.com](http://www.airmethods.com)

**Adams Aviation Supply** Co Ltd., of Biggin Hill Airport, Kent, UK has been supplying items in support of the aviation industry for over 35 years.

A huge array of products is available on the basis of same day despatch from stock of aircraft components with full certification to trade customers including airlines, operators, maintenance companies, armed forces and aircraft manufacturers around the world. Over 50% of our business is now for overseas customers and their website is multi-lingual to reflect that.

Currently Adams are offering trade customers great deals on the basic British made Skyforce Skymap IIIC. They now carry the DMS range of power supplies. Full details are available on their website at [www.adamsaviation.com](http://www.adamsaviation.com) or call Stephen Gosling the Sales & Marketing Director on +44 1959 576129

**Pratt & Whitney Canada** CSC (Africa) Pty. Ltd. has announced its new engine overhaul services following an expansion project, at its South Africa facility located at the Lanseria International Airport in Johannesburg. The CSC Africa now offers comprehensive engine overhaul services for the PT6A engine series.

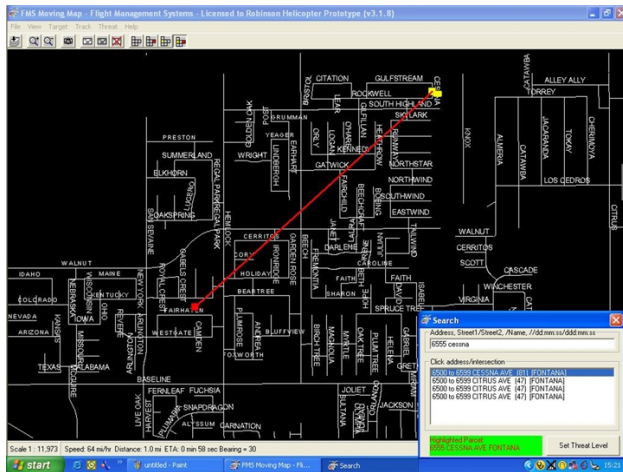
The expansion, at the modernised 2,045 square-metre facility, includes refurbishment and increased maintenance space, additional highly skilled maintenance and support staff, and the reconfiguration of an advanced on-site engine test cell. For further information call Fiona Abader-Williamson on +2711 701 3035 Fax: +2711 701 3549

A new GPS moving map system is now available for the **R44 Raven II Police** Helicopter. To create the system Robinson combined software designed by Greg Taylor of Flight Management Systems with existing R44 hardware. With this combination the operator can type in a particular address, which is then displayed on a street map showing the location of the address along with the position of the helicopter.

Direction, distance, and estimated time of arrival are also displayed, providing the police with an easy-to-use map to guide them to their destination. The FAA-approved installation includes a Stealth personal computer with Intel 1.2 GHz Celeron processor, custom keyboard and moving map software. The image is displayed on the same 10-inch Transvideo fold-down monitor currently used with the FLIR infrared camera system. Buttons on the screen allow the observer to switch between the FLIR images and map display. GPS helicopter position data is provided by the Garmin 420 GPS/Com, standard equipment on the Police Helicopter.

The onboard computer system also accommodates a mobile data terminal [MDT] system which allows two-way communication with the dispatch computers at the police station and in squad cars. The observer can obtain unit status, vehicle descriptions, active call information, and respond to calls directly through the computer. Call addresses posted on the dispatch screen can be pasted directly into the moving map address window, eliminating keystrokes and reducing response time.





List price for the moving map option is US \$15,000 which includes installation of parcel map data (supplied by police agency where available). Weight of the added optional equipment is approximately 10 lbs. [www.robinsonheli.com](http://www.robinsonheli.com)

## ACCIDENTS

**6 September 2005 Agusta A119 Koala N5LF.** Air ambulance Saint Alphonsus Life Flight [CJ Systems] of Boise, Idaho. During a patient transport from McCall, ID to Boise, ID at 1500' AGL level flight in uncontrolled airspace, they suddenly encountered a twin Cessna at 12 o'clock and ~1/2 mile, also at level flight. Just prior to this the Cessna announced its vague location and it omitted its altitude and intentions. As our pilot keyed the microphone to seek clarification he spotted the aircraft and immediately performed an abrupt evasive maneuver. After he recovered he contacted the Cessna via radio for further information. The Cessna was en route to McCall airport (KMYL) and was clearly out of the published approach path. This incident was referred to the FAA. [Concern]

**19 September 2005 Piper Cheyenne III N977XT.** Air ambulance Saint Alphonsus Life Flight [Conyan Aviation] of Boise, Idaho. While landing at the John Day, Oregon airport (5JO) to receive a patient, the aircraft experienced a unilateral brake failure. During recovery maneuvers the aircraft departed the side of the runway onto the soft ground. The landing gear sunk into the soft ground just enough that the right side propellers struck the ground and the prop blades were damaged. [Concern]

**23 September 2005 Piper PA-31T-2 N767DM.** Air ambulance Flying Eagle [Warbelow's Air Ventures, Inc.] of Fairbanks, Alaska. Crew of three, patient and passenger on board when 15 miles out on approach, performed a precautionary engine shut-down after a crew member reported smoke from the left engine. After shut-down the aircraft made an uneventful single engine landing. [Concern]

**28 September 2005 Sikorsky S61 G-BGOC.** UK Coastguard/Bristow Helicopters. Sumburgh based aircraft involved in an incident where the winchman and casualty were dragged off a fishing boat, through the rigging and the sea for a significant distance.

The winchman was delivered onto the Lerwick-registered *Guardian Angell*, 10 miles east of Fetlar, where a crewman had been injured and lost part of his finger, so required to be airlifted to hospital. After briefing, dressing and attaching the casualty to the hook awaiting a straight lift by the winch operator the aircraft departed snatching the pair from the deck horizontally into a steel girder [smashing the winch operators

helmet]. After a number of further manoeuvres the pair continued to be dragged and slung and the cable wrapped around a sponson light.

It was later announced that the incident will not be investigated by the Air Accident Investigation Branch (AAIB). An inquiry is still possible if either helicopter owners Bristow Helicopters or the winchman himself request it. Meanwhile the aircraft is out of service, said to be overtorqued and in need of some gearbox work.

**2 October 2005 Eurocopter BO105 ZS-** Air ambulance of South Africa Red Cross Air Mercy Service. Four people died when the helicopter crashed near Uniondale in the Western Cape. The helicopter was dispatched to Haarlem from George Airport to airlift a patient involved in a motor vehicle accident to Lamprecht Clinic in George. On the return flight communication was lost.

**5 October 2005 Helicopter. N.** Air Ambulance. An EagleMed helicopter that was transporting a patient from Hays to Wichita was forced to make an emergency landing in northwest Sedgwick County this morning because of heavy rains.

Emergency dispatchers said the helicopter ambulance landed safely shortly before 10 a.m. just east of Bentley. The patient, who was in stable condition, was transported by ground ambulance to Wesley Medical Center. No injuries were reported.

**5 October 2005 Cessna 182 Skylane N2263T.** Civil Air Patrol CPF3920. Aircraft landing went off the runway into grass and came to rest on a taxiway. Rock Hill South Carolina. No injury, slight damage.

**7 October 2005 Agusta A109 N7YL.** Air Ambulance. LifeStar of Eyrie / Emergycare Inc / CJ Systems based Erie. Rescue and recovery instigated a search when the helicopter went missing on a short refueling flight. The helicopter left Kane Community Hospital, about 75 miles southeast of Erie, with only the pilot Heinz Shultz on board at 2336hrs. It never reached Bradford Regional Airport but never landed even though the pilot had radioed to say he was on his final approach at 2341hrs.

Following an extensive search, involving local Bradford area and Erie County agencies, along with other regional ground and air assets, the aircraft was located at 1315, October 9, in a heavily wooded area, 4.65 nautical miles southeast of the airport. [Concern/[Newsday Inc./PostGazette]

**15 October 2005 Mil Mi-17** Pakistan Army. Six Pakistani soldiers died in a helicopter crash while returning from an earthquake aid mission in heavy rain. The helicopter had just delivered aid to the town of Bagh in Pakistan-administered Kashmir when it came down. The wreckage was found near the town of Chapri.

**12 October 2005 Eurocopter AS350 N221LA.** Los Angeles PD. Two crewmembers were on board the helicopter when it was obliged to make an emergency landing in the parking lot of a local mini-mall in the early hours. Police say the pilot was flying a routine patrol mission when a warning light came on in the cockpit. The crew was able to land the helicopter safely at the shopping center on Washington and 19<sup>th</sup> Avenue in Los Angeles.

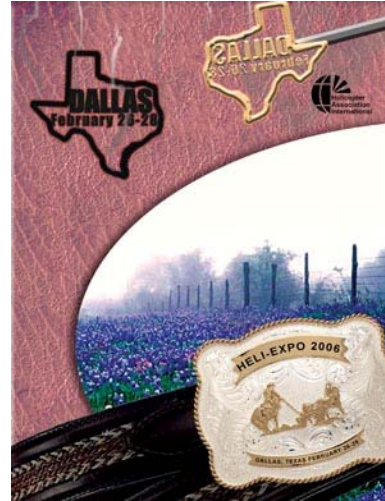
The L.A. City Fire Department was called to the scene as a precaution. No word on what caused the warning light to come on. [KABC]

**12 October 2005 Helicopter.** Military helicopter undertaking a medical mission. Indonesia. The search for the missing helicopter in Papua was called off after 15 days. A team had been searching for the missing helicopter in an area measuring between 30 and 35 miles wide near Sentani airport. The airport tower lost contact with the helicopter on the morning of Oct. 12 as it was en route to Benawa hamlet, some 150 kilometers southeast of Jayapura city with a crew of the pilot, Capt. Beceua, co-pilot First. Lt. Satria and mechanics Sgt. Maj. Haryadi and Chief Sgt. Purnomo. A civilian passenger named Anis was on his way to Benawa for medical purposes. [Media]

**17 October 2005 helicopter. Air ambulance.** Nova Scotia. The crew was forced to make an emergency landing Monday after a warning light indicated the oil temperature in the engine had climbed too high.

The engine is being replaced as a precaution. The Health Department hopes to have the helicopter back in the air by the weekend. In the meantime, patients will have to rely on the regular ambulance service. The engine is being replaced as a precaution.

[media]



**22 October 2005 Kaman Ka-32 RA????** A Russian helicopter transporting humanitarian aid to Pakistan struck wires and crashed in Azerbaijan, killing all five people aboard. The helicopter had been hired by the UN to perform a humanitarian mission in Pakistan. It had a Russian crew.

The helicopter crashed while flying from the Turkish town of Trabzon to Pakistan via Ashgabad, before a stopover in Gyandzh for refueling. [Media]

**22 October 2005 Bell 206L3 N941SL.** Air ambulance. Air Evac Lifeteam based West Plains, Missouri. Aircraft was on final approach to Marble Falls, Texas, helipad. At approximately 100 feet AGL the aircraft experienced a partial power loss for undetermined reasons. The result was a hard landing with tail boom damage. [Concern].

**26 October 2005 Eurocopter BO105 N131AE.** Air ambulance Mercy Flight. Experienced engine failure while en-route and elected to land at Medford Oregon. [FAA]

**28 October 2005 Beech King Air 90 N5641X.** Air ambulance. AeroCare Medical Transport Systems, Inc. [R&M Aviation] based Sugar Grove, Illinois. Shortly after takeoff the cabin door opened Pilot was able to make an immediate landing. There were no injuries or loss of equipment. [Concern]

**29 October 2005 MD900 Explorer G-EHMS.** Air ambulance. London Virgin HEMS. Unconfirmed report that the helicopter suffered a blade strike whilst operating in South London resulting in it being grounded awaiting new MR blades. [pprune]

**29 October 2005 Agusta A109E Power N.** Air Ambulance. Preliminary reports state that an Airlift Northwest medical-evacuation helicopter suffered damage in an incident on take-off from a hospital roof late.

The crash occurred immediately after liftoff. The helicopter lost power and more or less fell off the building, landing between the hospital and an outbuilding. There was some damage to the building. The aircraft was one of two new \$4.4M Agusta A109E helicopters purchased by Airlift Northwest in a fleet upgrade. [media]

## PEOPLE

- The Helicopter Association International has announced that Mr. **Matthew Zuccaro** will begin serving as the new HAI president on November 1, 2005. Mr. Zuccaro will replace President Roy Resavage. Currently, Mr. Zuccaro is the president of Zuccaro Industries, LLC, which provides domestic and international aviation consultation services, specializing in helicopter related issues.
- **Pierre Fabre** has been appointed Executive Vice-President of Turbomeca SA with effect from September 1. He replaces Henri Sala who is called upon to assume



other functions within the SAFRAN Group. Henri Sala retains his functions as the President of the Turbomeca subsidiaries Microturbo SA and CGTM.

## ITALIAN SCENE

*1-2 October Villanova d'Albenga*



The Ligurian (northwest Italy) Region airport played host to public airshows for the residents of the nearby coastal towns of Diano Marino and Alassio.

SAR and fire fighting aircraft provided the backbone of the flying exhibition, with sea rescue performed by helicopter launched divers and a water bomber.



Villanova d'Albenga Airport was the temporary home to Protezione Civile (Italian Civil Protection) Canadair CL-415 and also a seasonal detachment of an Erickson S-64.

The aircraft are a familiar sight for the residents of Liguria, a region ravaged annually by numerous forest-fires and the event provided the public an opportunity to inspect the aircraft at close quarters shows alongside the famous Frecce Tricolori Aerobatic Team, an Italian Air Force AB-212 from Milan Malpensa SAR Unit and a range of civil aircraft.



A base for State Air Services, a Carabinieri Air Section as well as the Civil Protection aircraft, Villanova d'Albenga is also a modern and efficient commercial aviation hub

and the show was about airport Managing Director Colonel Pier Carlo Berta, promoting its potential. Villanova d'Albenga is mid way between the Genoa International in the east and the French airport of Nice International in the west and is offering itself as an alternative hub attracting VIP, business and commercial traffic. [Dino Marcellino]



31 May - 1 June 2006, Royal Pines Resort, Queensland, Australia

## FORTHCOMING EVENTS

**22-25 November 14<sup>th</sup> Milipol, Le Bourget, Paris.** At the end of the 70s, various French manufacturers supplying police equipment were worried that they had limited commercial contacts at international level. Contrary to the Aeronautics and Defence sectors, the Interior Security sector did not have any promotion and communications platform that matched its importance in France. As a result, the idea of organising a specific international exhibition took hold. EXPOL (EXposition POLice), the first private initiative, showed the way. In 1984 the first international Milipol Show was organised in Paris. Under a decade later it was now held under the aegis of the French Ministry of the Interior, an official event. <http://www.milipol.com/>

**8-9 March 2006 Avionics 06. Expo XXI Amsterdam.** Now in its 4<sup>th</sup> successful year in its permanent annual home in Amsterdam.

Avionics professionals are getting tired of attending the many more general aviation or electronic events in the hope of meeting suppliers to THEIR industry. Avionics brings them together under one roof over two days.

The event is comprised of a dedicated exhibition with over 75 of the main suppliers of Avionics equipments and a very respected global conference on Avionics. Organised by the Simply Group Ltd +44 208 542 9420 [www.avionics06.com](http://www.avionics06.com)

**21-23 April 2005 FLY! The London Air Show 2006** is looking forward to its third event at Earls Court 1 in west London in April. Exhibitors already announced include Diamond Aircraft, Cessna, Garmin, Jeppesen, Lowrance Avionics, Garmin, Eastern Atlantic Helicopters, Fast Helicopters the Royal Navy and the Royal Air Force. Addressing a core general aviation audience and expanding that to a wider general audience the event promises to be a non-flying showcase for General Aviation in the UK. <http://www.londonairshow.co.uk/>

**24-27 May 2006 China Police 2006 at the Beijing Exhibition Centre Beijing, P. R. China.** Asia-Pacific's most important police equipment exhibition. No longer exclusive for Chinese buyers. Key decision-makers and buyers from the Asia, Africa, America, Europe and Middle East countries will be invited.

Police equipment and service providers with advanced technologies from developed countries and economic products from the developing countries. Olympic Security & Anti-Terrorist Section became a hot topics in this expo. Conference related will be held together with the expo. Experts from overseas police department, former Olympic organiser, anti-terrorist equipment suppliers and professional insurance agents will be presented to share and exchange with each other. <http://www.cpexhibition.com/police/> [cp@cpexhibition.com](mailto:cp@cpexhibition.com)

**23-25 June 2005 AeroExpo** - International Exhibition for General Aviation from the team behind GA BUYER EUROPE Magazine. Wycombe Air Park, Buckinghamshire, UK. +44 (0)20 8255 4218 [www.expo.aero](http://www.expo.aero)

*Beyond May/June 2006 no date has been announced for the 2006 Aerofair Show at North Weald. The current position is that as previously announced, Aerofair will only proceed in 2006 if they find a substantial sponsor, to replace Meridian, or a partner who wishes to eventually take over the show. The other GA shows have no bearing on any decision. A decision is expected before year end. [A Hutton].*

## DIARY

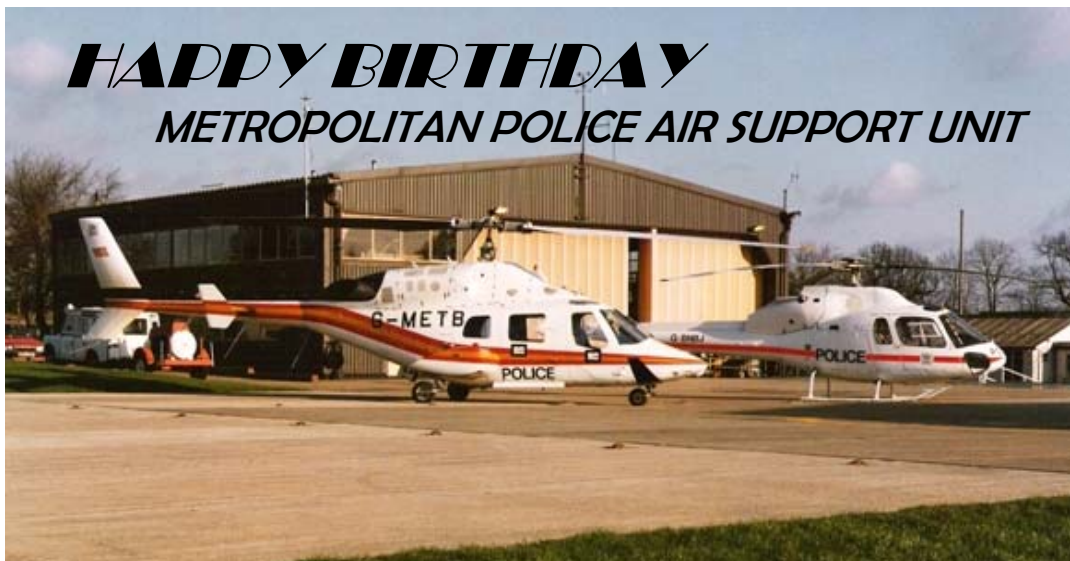
**2-3 November 2005. Fire 2005 Conference & Exhibition. G-MEX Manchester, UK.** Organised in conjunction with the UK fire industry's leading associations and most influential organisations, Chief and Assistant Chief Fire Officers Association (CFOA), Fire Protection Association (FPA) and the Institution of Fire Engineers (IFE), the annual Fire Conference and Exhibition has grown to become the focal point of the fire professionals' annual activities.

**3 - 4 November 2005 Unmanned Vehicles North America Conference & Exhibition,** Hyatt Regency Miami Hotel, Miami, USA. The UV Systems Roadmap - Its impact on government, military, industry and international partners Event Overview:

**8-9 November 2005. APTS Airport, Port & Transport Security Expo.** Olympia London 0900 to 1630.  
[www.aptsexpo.com](http://www.aptsexpo.com)

**9-11 November 2005. ALEA.** At its January 2005 meeting, the ALEA Board voted to combine the North Central and South Central Regions into one 'Central Region.' The 2005 Central Region Safety Seminar will be held in Dallas, Texas on November 9-11, at the Adams Mark Hotel in the downtown area.

**28-29 November 2005 Joint Personnel Recovery,** conference and exhibition. The Hilton Heathrow, Terminal 4, London TW6 3AF. Presented by **Defence IQ** a provider of conferences to senior military, government and industry representatives in an informal environment, discussing the very latest plans, requirements, programmes and technologies. [www.defenceiq.com](http://www.defenceiq.com)



*Officially launched as the 'Air Support Unit'  
26 November 1980*

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