

Police Aviation News



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IPAR

The Bolkow's Euro Swansong

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LAW ENFORCEMENT

BRAZIL



Schweizer has announced that Edra Aeronáutica their exclusive distributor in Brazil has ordered eleven 300C*Bi*TM helicopters. Eight of the helicopters will be delivered this year and will be used in a law enforcement role in Brazil.

The 300 was selected as the light patrol helicopter of choice by the Secretaria Nacional de Segurança Pública (SENASP) to provide airborne security at the 2007 Pan American Games in Rio de Janeiro this July.

Brazilian police were set to searching woodland in north-eastern Brazil after more than £1m [\$1.9M] in cash disappeared from the wreckage of a twin-engine light aircraft that crashed fatally into hilltops on a ranch not far from the tourist capital Salvador. The plane was transporting unmarked banknotes from banks in Petrolina to Salvador.

According to reports a number of locals made their way to the crash site to assist those involved. When they arrived they found that all four occupants were beyond help but there was a fortune in Brazilian banknotes scattered around.

Although there were two police officers present the helpers turned looter and grabbed the money before they ran off into nearby woods.

When police backup arrived an hour later barely £10 remained on site. Since then searches by the police have recovered three bags of cash hidden or abandoned but these contain less than 10% of the load.

CANADA

CALGARY: After suffering from a severe pilot shortage in recent months the availability situation in Calgary has largely turned around. They now expect to have more eyes in the sky after four new pilots take the controls of the force's two helicopters.

The four pilots -- two from Alberta and two from elsewhere in Canada -- began training with the Calgary Police Service in March and should be in the sky in time for the arrival of

Cover picture: The venerable Bolkow BO105 series may be reaching the end of its days as a viable HEMS aircraft in Europe but it continues to serve the rest of the world without restriction. New schemes to put the aircraft into service across the world will result in the type serving for decades to come. German ADAC air rescue has now retired its last four BO105 helicopters after the type completed over 35-years of operations. .

HAWC2.

In December HAWC1 flew only seven days over a one-month period and was having to turn down calls due to staffing shortages after two of the helicopter's four pilots quit over rosters and wages. [media]

FEDERAL: The Royal Canadian Mounted Police (RCMP) has taken delivery of a new AS350B3 helicopter from Eurocopter Canada. The delivery is the 7th to join the RCMP's fleet of 38 rotor and fixed-wing aircraft -- and have exercised their option to buy a 8th Both of these Eurocopter AS350B3s will be used in western Canada. The one just received will be based in at K Division in Edmonton, Alberta, and will be used for searches (missing persons, suspects, or property), aerial photography, and transportation of special police units to remote areas; among other duties. The B3 just ordered will be based in Comox, BC, and will be tasked with contract work for the province, plus some federal duties such as drug interdiction.



This year marks the 70th anniversary of the RCMP's Air Services Branch. Charged with policing Canada's vast rural and remote lands, the RCMP has always done its duty using the most advanced investigative techniques at hand. This is why the 'Mounties' have long relied on aircraft for sending in officers on an emergency basis, conducting searches, transporting prisoners, and a myriad of other duties. One of their longest serving aircraft, a 'Grumman Goose' flying boat with almost 50 years' service to its credit, is now found in the Canada Aviation Museum in Ottawa.

CHINA

BEIJING: Beijing has formed its helicopter police team for the security of 2008 Olympic Games, and the pilots will carry out drills as soon as the helicopters are delivered in the second half of this year.

The crew members have been selected from the air force and some college graduates after a six-months training. About 90,000 policemen are expected to be called up for the Games, and the budget for security work is said to be \$300M, about one fifth of the total costs, according to the Beijing organising committee of the Games.

Ed: Meanwhile in Britain they are trying to get their head around the costs associated with the Olympics when they arrive in London in 2012. China is talking about the security budget being \$300M in 2008 and five times that [the whole cost] is \$1,500M – many in Britain

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would say 'if only'!

Britain currently sees its overall costs for a similar event being 9 billion pounds Sterling and I would guess the security bill will far exceed the [alleged] total bill for Beijing. As ever it is how long is that string?

ITALY

GDF: Piaggio Aero Industries has delivered two P.180 Avanti II aircraft to the "Guardia di Finanza, Italy's Border Patrol agency. Piaggio Aero Chairman Piero Ferrari presented the aircraft to Lt. Gen. Roberto Speciale, General Commander of the Italian Border Patrol, during a ceremony in Italy last month.

The Italian Border Patrol's fleet of 15 aircraft now consists of two P.180 Avanti II's and 12 Piaggio Aero P.166 aircraft.



The Avanti's will be used for personnel and emergency medical transportation and using a Forward Looking Infra Red (FLIR) television camera system will undertake surveillance activities to monitor illegal immigration and smuggling. In order to meet customer requirements, the P.180 Avanti II is equipped with an Ambulance Kit, which, through a quick reconfiguration, allows the aircraft to become an efficient air ambulance unit.

The P.180 Avanti II is the fastest and most advanced turboprop in the world, with a range of over 1,800 miles at a speed of 398kts (450 mph) and a maximum cruising altitude of 41,000 ft. Its overall performance is similar to that of a jet but with 30% less fuel and operating costs. With a cabin height of 69" and width of 73", the P.180 offers passengers a level of comfort matching that of much bigger and more costly aircraft. The P.180 is licensed to operate single pilot and can carry up to nine passengers.

This story comes to PAN thanks to Dino Marcellino noting the Avanti aircraft at Genoa International Airport at the end of February. The Italian Police and the Guardia di Finanza Air Service airframes were due for delivery. The deliveries are in the wake of all the other Italian State Air Services, the Carabinieri, Vigili del Fuoco, Army, Navy, Air Force, Civil Protection and Corpo Forestale all having taken delivery of Avanti's.

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JAMAICA

Two days before the official opening of the International Cricket World Cup the Jamaica Defence Force [JDF] were commissioning two new Bell 407 helicopters [JDFH-30 and JDFH-31] acquired to improve their response in overseeing the event.



Viewing one of the new helicopter at the Commissioning Ceremony are the Minister of National Security, Dr the Hon Peter Phillips, Permanent Secretary in the Ministry of National Security, Mr Gilbert Scott, Commanding Officer the JDF Air Wing, Lieutenant Colonel Geoffrey Roper, and Captain Andrew Spence. [JDFAW]



After a ceremony marking the arrival of the type in service one of the JDF Air Wing helicopters departed for the Eastern Caribbean for Cricket World Cup security. Beyond the Cricket event the helicopters will add to the capability of the nation's fight against drug trafficking and protection of its maritime space.

Last year, the JDF Air Wing flew 176 casualty evacuation missions, airlifting patients with life-threatening injuries from the Pedro Cays and rural hospitals across the island into Kingston. In total, the JDF Air Wing flew a total of 1,569.5 hours, an average of 4.3 hours of flying every day.

The JDF have plans to acquire a total of four Bell 407's for the Air Wing at a cost of US\$14.1M (J\$944 million). The other two helicopters will be granted to the army in 2008.

Ed: The mention of less than 1,600 hours flight time in a year for the existing JDF fleet appears abysmal. According to the last fleet census the JDF had at least seven modern helicopters [Bell 412/Eurocopter AS355N delivered 1998-99] and a number of fixed wing. This suggests a poor overall availability rate.

SLOVENIA

The Slovenian Ministry of Interior has ordered an Eurocopter EC135P2i for the Police. Delivery is due at the end of September. The police currently operate a single Agusta A109E. [pprune]

SOUTH AFRICA

The SA Air Force has announced that six new Agusta A109LUH helicopters are soon to be based in Port Elizabeth. Currently Port Elizabeth has BK117 helicopters to cover the vast area of the Eastern Cape."

Although the future of the two BK117s currently in service is uncertain, it is believed they might be handed over to the SA Police Service. [Herald]

UNITED KINGDOM

GENERAL: The movement of pilots in UK police air support continues. Flight this week will be carrying an advert for a new directly employed pilot for North Wales Police and it is said that a vacancy can also be expected in Lancashire in the near future.

For the record the North Wales vacancy requires a line pilot to fly the EC135 police/HEMS helicopter. The minimum criteria are 2,000hrs total, of which 1500 PiC., 200hrs T.T., 300hrs onshore exp., 200hrs night flying experience, of which 50hrs PiC and substantial mountain flying experience. [Pprune]

www.policeaviationnews.com
Emergency Services First



EAST MIDLANDS: Michael Wheatley Helicopters are offering for sale the 1999 Eurocopter EC135T1 c/n 0084 G-EMAS currently operated by the East Midlands Police. The Police role-equipped VFR airframe now has over 6,700 hours and will be available for purchase at a cost in the region of £1.35M from June this year following the introduction into service of the new EC135P2i c/n 0254. The new aircraft is currently being role-equipped at McAlpine Helicopters Oxford. Fuller details of the aircraft for sale can be found at www.michaelwheatley.com



METROPOLITAN: As PAN went to press it was expected that all three EC145 helicopters would be available for introduction to service. However it is not likely that an official entry into service will be arranged for some weeks yet.

The actual operational acceptance sequence appears to have been MPSB followed by MPSA with MPSC entry into service impending but not yet confirmed. In this instance the airframes were effectively loaned to the Metropolitan Police for crew training and snag identification to ensure the smooth introduction of the new type into UK police service.

As a result of this unusual transfer process the 'true' date of the 145s being introduced to MPS service will be at best be open to argument. The options include the eventual date of the transfer of ownership on the CAA database or the public handover ceremony. The first two airframes were registered to McAlpine in late November 2006 and the third in mid-December 2006.



Image Credit Dave Billinge

UNITED STATES

FEDERAL: US Customs and Border Protection's unmanned Predator B aircraft, CBP 104, detected and assisted Border Patrol agents in the apprehension of a wanted fugitive in the vicinity of Anderson Mine along the Arizona border with Mexico around midnight on a day last month.

The CBP Air and Marine UAS detected and tracked six suspected aliens during surveillance operations along the Arizona border with Mexico. CBP Border Patrol agents and Air Interdiction Agents responded to the scene arresting all six aliens, one of which is wanted for child rape in King County, Washington.

CBP turned over the suspect to the Santa Cruz County Sheriff's Office for extradition to the State of Washington and removed the five other aliens apprehended at the scene. The UAV detection and Border Patrol response also resulted in the seizure of 395 pounds of marijuana.

To date the CBP UAVs have flown nearly 2,000 hours, directly contributing to more than 3,900 arrests and the seizure of approximately 13,660 pounds of marijuana. The aircraft support CBP's primary mission of securing the border and preventing acts of terrorism by providing a long duration intelligence, surveillance, and reconnaissance capability to augment crewed law enforcement aircraft and watercraft and Border Patrol agents.

CBP 104 entered service in late October last year. It may fly for thirty hours at a time covering up to 2,800 nautical miles at altitudes over 50,000 feet in what are currently restricted airspace operations – mainly at night and along remote areas of the land border. The CBP is working with the FAA to gain greater access to the US National Airspace. [USCBP]

USCBP air support operations in Corpus Christi, Texas have been acknowledged for innovation and aggressiveness in supporting the border security mission. The CBP P-3 Operations Center deploys long-range radar-equipped planes that patrol the eastern Pacific, Gulf

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of Mexico and western Caribbean.

The high-tech aircraft track movement of aircraft and vessels and this capability has led to an award for superior performance in fixed-wing aviation support from the Office of the US Interdiction Coordinator awards committee. Specifically this award was for the 2005 seizure of more than 84,330 pounds, or 42 tons, of illegal drugs with an estimated street value of over \$3 billion.

A separate recognition, the Golden Eagle Award, was presented to a specific aircrew from the facility after an operation on August 14, 2005 resulted in the seizure of 2.8 metric tons of cocaine with a street value of just under \$220 million.

CBP P-3 aircraft aircrews from Corpus Christi flew over 5,130 hours on counter-drug operations during 2005, often unseen, providing constant aerial surveillance and coordinating reports to marine assets on the water. <http://www.cbp.gov>. [USCBP]

Last month the crew of Coast Guard Cutter Northland brought in some 871 pounds [396kg] of cocaine, 270 pounds [123kg] of heroin, and six suspected smugglers to federal agents of the Caribbean Corridor Initiative at Coast Guard Base San Juan.

The crew of a Coast Guard Augusta A109E HITRON helicopter deployed aboard the Northland, along with a US Coast Guard Law Enforcement Detachment aboard the Dutch naval vessel Zuiderkruis, intercepted a 40-foot, go-fast vessel in high seas north of Venezuela.

The go-fast was intercepted after it failed to heave-to upon being ordered to stop by the helicopter crew. After successfully bringing the go-fast to a halt through warning shots and disabling fire to the vessel's engines, a Coast Guard boarding team discovered the go-fast was carrying 14 bales of cocaine and four of heroin valued \$14M.

CALIFORNIA: Having taken delivery of their third Eurocopter AS350B3 in June 2006, Riverside County Sheriff will have their fourth before long. Registered N994SD, and with Eurocopter serial #4240, this will also add to their first two which were delivered in February 2001.

OHIO: Back in 2001 Butler County Sheriff's Office based on Hamilton-Fairfield Airport acquired a Robinson R44 to replace DoD surplus OH58s to undertake weekend patrols. Butler County have now sold the Robinson and are expected to take delivery of a replacement R44 shortly.

Last month someone on E-Bay was selling the former Butler R44 Police N548BC c/n 0851 complete with its video camera, FLIR and recording capability, GPS, police, and fire radios. The final bid as the auction closed was for \$250,000.

In 2004 the unit flew approximately 252 hours in support of Law Enforcement operations in Southern Ohio. Operations were in support of the Sheriff's Office, 30 other agencies in Southern Ohio, the FBI and Secret Service.

Columbus Police Helicopter Unit has ordered its ninth MD 500E® with an option to purchase three more. The aircraft are slated for delivery in 2007 and 2008 for airborne law enforcement. The new purchase is part of a planned fleet replacement programme that helps keep operating costs low.

A fleet of six MD 500E aircraft currently patrols the city of 216 square miles in Central Ohio and is scheduled to be airborne 16 hours a day, seven days a week. The Columbus Police Helicopter Unit has accumulated 40,000 hours flight time operating the MD 500E. As an added benefit, each of the MD 500E aircraft is equipped with a low-noise four-bladed tail rotor.

OKLAHOMA: Tulsa Police Department just bought a new FSI 8000 camera pod for their helicopters. Police have had cameras in helicopters for some years but the new one is more modern and although smaller it offers a better resolution and it has a better zoom capability. The report gave the cost of the unit as \$240,000.

TPD operate two helicopters, one 1995 MD500E and a 2003 Bell 206L4 LongRanger.

AIR AMBULANCE

AFRICA

Since August 2004 FAI rent-a-jet AG based in Germany has provided an important part of the logistical organization for the UN peace keeping forces in West Africa on behalf of the United Nations. FAI is a recognised German UN service provider in the area of fixed wing aircraft. The company operates on behalf of the UN a Learjet 35A based in Abidjan, Ivory Coast covering the whole West African region. FAI are currently seeking experienced Lear-Jet 35 and 55 pilots to operate in Africa and offering between £4,000 and £8,000 [€6,000 to €12,000] per month. See Flight jobs or www.flightambulance.com

MALAYSIA

The German ADAC air rescue has now retired its last four BO105 helicopters after the type completed over 35-years of operations. The machines were handed over to the rescue service in Malaysia. After the hand-over ceremony in Germany the four BO105 were packed and taken to Hamburg for shipment to Malaysia.

In November 1970 the BO105 entered service as the first rescue helicopter of ADAC air rescue. Altogether 14 machines were operated and were seen as a highly dependable workhorse.

With the tightening of European regulations under JAR OPS 3 (Joint Aviation Requirements operations), the BO105 no longer fulfils the prescribed requirements and must be replaced by more modern rescue helicopters. The ADAC air rescue now possesses 43 rescue helicopters - BK 117/EC145 and EC 135 – dispersed to 33 rescue stations throughout Germany.



SOUTH AFRICA

The Bolkow may be reaching the end of its days as a viable HEMS aircraft in Europe but it continues to serve the rest of the world without restriction. Netcare 911 Aeromedical have announced that they are replacing their current emergency medical evacuations helicopter with a recently retrofitted twin turbine BO105LS. The helicopter has taken over the service from the previously used Eurocopter AS350B2 which has been performing the aerial lifesaving role for the past year. Netcare 911 will operate under the call sign 'Netcare 3' in KwaZulu Natal.

UNITED KINGDOM

NATIONAL: The Association of Air Ambulance Charities (AAAC) has decided that it wants to develop bi-lateral relations with the Ambulance Service Association (ASA) as a preference to joining the Confederation of Helicopter Ambulance Services (CHAS).



At a Special General Meeting of CHAS last month charities were offered the opportunity to join the Confederation for the first time.

However, at a recent AAAC board meeting the charities resolved that whilst it welcomed the CHAS initiative to engage with the charities is felt that it could not consider joining an organisation, which has helicopter leasing companies (Operators) as members because of the conflicts of interests.

The AAAC look forward to exploring ways of working with the ASA to improve patient care and sees itself as the only organisation truly representative of the Air Ambulance Service.

Under the terms of the AAAC constitution 80% of board members are required to pass a motion. [AAAC]

Ed: The editor has heard unsubstantiated rumours of some level of unease between CHAS and the recently formed AAAC for some time; this seems to be the first substantive public sign of the rumour. Where this 'problem' will leave an industry often run by a disparate groups of fiercely independent characters is unclear.

The UK emergency air ambulance industry has had a chequered past as far as its representative bodies is concerned. The first to be set up [in 1999] was the National Association of Air Ambulance Services [NAAAS]. Unfortunately that was pretty much tainted by its close association with the funding set up by the Automobile Association [AA] and particularly after that funding stream halted after three years. NAAAS went to be replaced by the similarly tainted Air Ambulance Foundation [AAF] nominally set up in 2003 to find new funding streams. It failed in that task and was closed in 2004. Meanwhile the Confederation of Helicopter Ambulance Services (CHAS) was inaugurated in November 2001 to represent the interests of the Ambulances Services and helicopter operators to provide a central voice seeking to inform, coordinate or represent the industry as a whole. It was clearly created by Bond Air Services [and never really claimed to be anything else] but it remains the only organisation to have lasted over five years!



Having established itself as the organisation focusing the key figures within the air ambulance community and sought, laying aside commercial interest, to develop the effectiveness and safety of air ambulance operations. CHAS maintained the support of each ambulance service in England, Scotland and Wales. Up until 2005 it had full support from all of the helicopter operators although one, PDG, has declared a lack of interest in joining. That places all eleven UK ambulance services, Bond, PAS, Sloane, Sterling, and London Virgin HEMS as members. In addition the ASA, CAA, Department of Health, the BHAB, ACPO and MoD all hold observer status in CHAS and when appropriate have actively participated with the work of the organisation.

CHAS has held two conferences specifically focused for the air ambulance community, and hosts a website providing open access to the guidelines and a comprehensive Hospital Landing Site directory endorsed by the CAA, available for UK air ambulance use on a daily basis.

At its 2004 AGM CHAS was asked by some of the attending charities to host a forum encouraging all charities to meet and consider forming their own organisation based upon the CHAS model. The newly proposed Charities model was designed to maintain local independence but offered a national focus which was, at that time, non-existent, concentrating on national fundraising initiatives. The 2006 formation of AAAC under the Chairmanship of David Philpott of the Kent Air Ambulance Trust was the result of that forum.

Now it appears that the new baby is stating that its members are declaring a dislike of CHAS membership. Until the latest press release CHAS appear to have been unaware of this latest AAAC stance.

The ASA is the main body representing all manner of NHS ambulance services across England, Wales and Northern Ireland, and the public ambulance services of Guernsey, Jersey, the Isle of Man and Gibraltar. The ASA core role is to support member services as they work towards delivering the country's healthcare objectives.

CORNWALL: Margarett Worden, the head of First Air Ambulance Trust, a charity which raises money for Cornwall's air ambulance is asking to return to work after two years of being on paid suspension.

Mrs. Worden was acquitted of six charges of theft in November last year but she cannot return to work because she is on paid suspension while the charity conducts its own investigation.

Mrs. Worden's son, Richard Taylor, the charity's fundraising director, was convicted of theft and jailed after standing trial with his mother at Truro Crown Court. His girlfriend, Linzi Jones, was also cleared. [BBC]

DEVON: The North Devon based Air Ambulance is to relocate from Belle Vue Airfield near Torrington to nearby Eaglescott Airfield giving the Devon Air Ambulance Trust (DAAT) security of tenure for the foreseeable future after a gift of a 125 year lease.

The Air Ambulance began operating in North Devon in April 2005 and has quickly proved its value having flown over 1,150 missions during that time and this was facilitated by the support of the Easterbrook family who own Belle Vue.

This latest act of generosity provides the DAAT BO105 with access to a new base with long-term security of tenure at an airfield which is officially licensed by the Civil Aviation Authority and the advantages that bestows. Barry Pearson, a commercial airline pilot and owner of Eaglescott Airfield has gifted DAAT a 125 year lease to establish a new airbase including crew quarters and fuel storage.

From being a very tentative holiday season operation when it was set up nearly two years ago the North Devon based service will extend from a 5 day to a seven day operation in the Spring. The air ambulance service are now moving forward to replace the Bolkow with a more modern airframe to join the EC135 currently operated under lease from Bond Air Services. [DAAT]



EAST ANGLIA: A newspaper generated row has brewed up over allegations that in the past bosses of the life-saving air ambulance awarded themselves up to five-figure bonuses

which could have been used to keep the helicopters in the skies.

East Anglian Air Ambulance chiefs admitted receiving the payouts but insist that it was under a scheme that no longer operates. The matter was made public by a woman volunteer fund-raiser who highlighted the bonuses of £17,500 being shared by three senior figures in 2005. A copy monthly wage slip for June 2005 confirms the one-off payments.

An audit of the charity's accounts in 2005 showed how the wage bill shot up by more than £100,000 in just a year from £198,281 in 2004 to £308,372 in 2005, despite staff numbers increasing by just three - from 10 to 13. The monies were said to be one-off bonus payments rewarding the meeting of targets but that has not gone down well with either the whistle-blowers or the local media.

The fall-out from the disclosures has resulted in some wider disquiet and suggestions that some former collectors are now shunning the charity.

All this at a time when the charity is seeking to widen its collection base after the arrival of the new Anglia One, a Eurocopter BK 117, introduced last year to replace the previous BO105DBS5. It costs about £110,000 a year to run.

Last month PAN ran a report on efforts to acquire a further helicopter to service an extended area [Bedford] and PAN deliberately left out the information that East Anglia were seeking a BK117C-1 to add to their present one [G-OEMT]. There is nothing more likely to boost the price the seller is asking than knowledge that the customer has made his choice! Well since then Loop has run the story and it is I guess open house on the information. The plan is to have two BK117C-1s as the primary resources and keep the BO105DBS5 G-EYNL in reserve.

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NORTH WEST: The charity has announced that they predict that the cost of keeping their EC135T2 helicopter G-NWAA in the sky is to go up by more than half-a-million pounds this year. The increased costs relate to rising fuel prices and other increases in running costs. The operational costs rise from £1.3M to £1.9M is the biggest increase the charity has faced since it was established eight years ago.

The emergency availability of the Blackpool Airport based helicopter service will not be affected. It covers a 5,500 sq mile area serving Lancashire, south Cumbria, Greater Manchester, Cheshire and Merseyside with an average of four call-outs each day.
www.northwestairambulance.co.uk



UNITED STATES

KENTUCKY: STATCARE, a critical care air medical ambulance programme headquartered in Louisville, has taken delivery of the first of three new American Eurocopter EC-135P2 helicopters, N136KY c/n 494. Training has been completed and the new helicopter has been stationed at the Glasgow Municipal Airport.

LOUISIANA: A new \$1M air ambulance has entered service with Christus Schumpert Health System. The Beech King Air 100 fixed-wing air ambulance is medically configured to address the need for expanded air transport to and from Shreveport and other northwest Louisiana. This is the only dedicated fixed-wing air ambulance in north Louisiana, Arkansas and east Texas. The aircraft is equipped to carry up to two patients — children or adults — and three medical crew members. The dedicated flight and medical crew are based at Schumpert.

The transport team expects to make 85 to 100 air transports over the next year, with volume increasing as the service becomes more well-known.

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UNITED STATES

CALIFORNIA: Los Angeles Fire Department (LAFD) has awarded a contract for two AW139 medium-twin helicopters to perform fire-fighting missions in the city-related area. These are the first AW139 aircraft to be purchased by the LAFD and such selection also marks the beginning of the AW139's deployment as a fire-fighter worldwide. This new role follows a wide range of parapublic tasks among which search and rescue, emergency medical service and law enforcement. The City of Los Angeles will take delivery of the first AW139 in 2008.

Orders for more than 210 AW139s have been placed by customers around world for a wide range of roles including search and rescue, law enforcement, medical evacuation, offshore transport and executive VIP/Corporate transport, making it the best selling helicopter in its class. [AW]

SEARCH AND RESCUE

AUSTRALIA

The AW139 has achieved significant success in Australia, winning orders in the SAR and EMS markets. The Queensland Government and CHC, in New South Wales, will each operate three AW139s helping to provide improved emergency medical and rescue services to the communities they serve, 24/7.

NEPAL

The Everest Rescue Trust has launched its Kids Adventure distance learning programme for the young. In consultation with New Zealand education authorities, the Trust has developed a comprehensive and interactive schools project to run in tandem with the Rescue on Everest challenge. The schools project is based on established curricular modules tailored to students aged between eight and twelve. Combining learning with adventure and challenge, the project has been enthusiastically endorsed by teachers and students during pre-launch school trials.

Future plans include translating the programme into foreign languages and developing more advanced project content for inclusion at secondary school level.

The Everest Rescue Trust has also created a challenging educational game called Sky-Hook for the entertainment of all children. The game strategy is based on the activity of the Trust's challenge, rescuing injured climbers, cleaning rubbish and litter from the mountains and creating awareness of the harsh conditions of the mountains.

In February the Everest Rescue Trust launched the Rescue on Everest Challenge to design, build and operate a self-funding rescue helicopter service for the extreme altitude regions of Nepal. <http://www.rescueoneverest.org>

NEW ZEALAND

AgustaWestland has sold an A119 Koala helicopter to the Taranaki Rescue Helicopter Trust of New Zealand. The arrival of the A119 Koala at Base Hospital will dramatically improve the capability of the Taranaki Rescue to provide emergency medical services in the district.

The Taranaki Rescue Helicopter Trust has evolved from small beginnings to become a pre-eminent provider of emergency medical service in New Zealand. Its activities are supported by the Government, via ACC and The Ministry of Health, which provide half the funding, the remainder being met from the community, Lotto, Pub Charities and local business sponsorship

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SPAIN

The three EADS CASA CN-235-300 SM01 maritime surveillance aircraft ordered by the Spanish Ministry of Infrastructures have been handed over to the operator at the EADS CASA facilities in Seville.

Operations by these aircraft will start this summer. The main missions will be maritime search and rescue and pollution control within the Spanish EEZ.

UNITED KINGDOM

SAR: Recent Statistics produced by the Defence Analytical Services Agency show that during 2006, the UK's Busiest Military Search and Rescue Helicopter Flight in terms of numbers of callouts was 22 Squadron's A flight based at RMB Chivenor which responded to 293 Callouts and was responsible for rescuing 213 people. HMS Gannets SAR Flight though recovered the largest number of people moving a grand total of 303 people in 269 callouts. Having been tasked by the Air Rescue Co-ordination Centre to the largest single incident at Fort William involving a cable car on the 13th July which resulted in 102 people being moved being the single biggest incident during the period.

Although primarily established for the recovery of aircrew from downed military aircraft, both the Royal Air Force and Royal Navy provide an essential part of the national UK SAR coverage and during the course of the 2006 they have made a significant contribution to that effort, there were 1748 callouts attended in 2006 by the SAR Community The effort also reflected 7% rise over the previous year in terms of the number of people being given assistance which rose to 1447 where assisted by UK helicopters which has been the highest since 1996 when 1494 people were moved. DASA statistics showed that 51% of callouts are to land based incidents, and that 4% of the SAR callout were carried out by the Cyprus and Falklands Island units with the bulk of the operations being carried out within the UK.

UK SAR operations are carried out under control of the RAF Aeronautical Rescue Co-ordination Centre, Kinloss (ARCC), covering an area extending from the Faeroes in the North, the English Channel and approximately halfway across the Atlantic Ocean. The RAF

has two Sea King HAR Mk 3/3A squadrons 22 Squadron with its headquarters at RAF St Mawgan, and the Squadron maintains three detachments at Chivenor ('A' Flight), Watisham ('B' Flight) and Valley ('C' Flight). The second squadron is 202 squadrons based at RAF Boulmer ('A' Flight and Headquarters), Lossiemouth ('D' Flight) and Leconfield ('E' Flight). The Royal Navy's Search and Rescue Sea Kings H U Mk 5s are operated by 771 Naval Air Squadron from Culdrose and by HMS Gannets SAR Flight from Prestwick.

The Military helicopters within the UK work along side the MCA Coast Guard, who have four civilian contractor operated S-61 SAR helicopter units in Scotland and England at Sumburgh (Shetland), Stornoway (Isle of Lewis) with the two at Portland and Lee-on-Solent on the English Channel.

Operations also involve co-operation with the RNLI, Voluntary Mountain Rescue, Police, Ambulance and Fire services within the UK and are supported by specially equipped RAF Nimrod MR2 aircraft based in RAF Kinloss in Scotland and 4 RAF Mountain Rescue Teams.

UK Military SAR Activity 2006

Unit	Call outs	Persons Assisted
22 Sqdn A Flt	293	213
22 sqdn B Flt	163	110
22 sqdn C Flt	225	202
202 Sqdn A Flt	206	132
202 Sqdn D Flt	217	180
202 Sqdn E Flt	147	125
771 Naval Air Squadron	228	176
HMS Gannet SAR Flt	269	303
Other UK Helicopter Assets	8	6
84 squadron Cyprus	35	5
78 Sqdn Falkland Isds.	38	70

MCA Coast Guard Helicopter Activity

Sumburgh	106	N/A
Stornoway	152	N/A
Portland	201	N/A
Lee on Solent	200	N/A



Data sourced from the Defence Analytical Services Agency March 2006 by Dave Billinge [AB]

VT Group PLC claims that it has been selected by AgustaWestland as preferred bidder for a £40M deal to provide maintenance support to the helicopter fleet used by the Royal Air Force and Royal Navy for SAR duties around the UK coast and in the Falkland Islands.

VT Group say the maintenance activities will involve over 200 current military posts being out-sourced to VT Support Services at seven RAF locations in the UK and Falkland Islands, and the RN SAR detachment at HMS Gannet (Prestwick).

UNITED STATES

OREGON: A small group of pilots and supporters in the Oregon Civil Air Patrol [CAP] have formed a private organisation, Guardians From Above [GFA], to fill in gaps in current SAR readiness.

Members and sponsors of GFA have set up the new structure to ensure that adequate aircraft, communication, and identification equipment will be made available in the area more quickly and with less restriction than currently faced.

Scott Bakker Commander of the South Coast Squadron CAP, with help from friends and

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sponsors, created GFA as an limited liability corporation, with the intention of obtaining funding for the purchase of a basic Cessna 337 Skymaster search aircraft and eventually equipping it with the latest SAR devices.

In the past pilots and observers ready to fly the CAP squadron's Cessna 182, were unable to join in a search by the strictures of red tape. In order to activate a CAP squadron for some searches an official request must be made to CAP by a local sheriff or other state agency. The group will be unrestricted in its ability to activate a search mission at any time it is required.

There are a number of commercial backers for the project including Dallas Avionics, Dan Brattain's Cal-Ore Life Flight, Chetco Federal Credit Union, Power Sonix Public Address Systems, Jet Center North and the Garmin Company.

INDUSTRY

Hard on the heels of the recent announcement that **von Essen** had handed over operation of Battersea Heliport to PremiAir Aviation von Essen Aviation, the owners of 15 helicopters and three private jets, acquired PremiAir. The operation was previously part of the Sir Robert McAlpine Group and employed 150 people.

Established in 2002, PremiAir was a UK market leader in the management, charter, engineering and sale of business helicopters and jets. PremiAir's operating bases at Blackbushe and Denham are part of the purchase.

The purchase includes PremiAir's engineering and maintenance business, the market leader in the support of business helicopters and fixed wing aircraft and also PremiAir's Police Air Support business, a leading provider of pilots to the UK police forces.

von Essen Aviation's headquarters are based in Heliport House at the London Heliport at Battersea which was acquired last month by sister company von Essen hotels.

EADS Defence & Security (DS) has now also equipped the new EC135 civil defence helicopters deployed by the German federal police with the HELLAS (Helicopter Laser Radar) obstacle warning system. The first two rescue helicopters were handed over to the Federal Ministry of the Interior and the Federal Office for the Protection of the Civilian Population and Disaster Relief in the Donauwörth Eurocopter Works. A further 14 rescue helicopters will be delivered.

HELLAS is a laser-based system, which detects obstacles reliably even if the pilot has difficulty making them out during the flight. With HELLAS, even obstacles that are so thin that they are almost invisible to the pilot, for example telephone lines, can be reliably detected and displayed, even in poor visibility.

Reims F406 Land & Sea Surveillance

The system scans the area in front of the helicopter with a laser beam, which is not harmful to the human eye, and detects even thin wire at distances of up to 1,000 metres and with high precision. With the latest version of HELLAS, the pilot sees a depth and greyscale image of the terrain in front of the helicopter. Potential obstacles are displayed in a red signal colour in such a way that they can be recognized by the helicopter crew in good time and safely circumnavigated. [EADS]

Diamond Aircraft Industries GmbH of Austria continue to develop and market their Satcom Surveillance Platform for Aircraft with the SCOTTY Group. At the recent IDEX 2007 military show in Abu Dhabi live video and data communication was demonstrated by transmitting images from an aircraft flying over Austria to the IDEX show. The airborne platform was an IFR equipped twin-engine Diamond DA42.

A version of SCOTTY's Aero Mission Gear weighing 47 kg was installed in the luggage compartment of the DA42 MPP along with an EMS Satcom HSD-400 Swift 64 terminal offering secure audio, video, and data communication through satcom at up to 256 kbps from a flying aircraft. An Omnipless mechanically steered high-gain antenna mounted on the spine of the aircraft, a Denel Optronics under-nose turret containing forward-looking infrared (FLIR) and visible-light video cameras, and two operator screens in the rear of the passenger compartment complete the system.

Hitherto transmitting video imagery from aircraft to ground command

centres using satellites has been confined to expensive converted business jets, large turboprops and heavy helicopters. The latest event was set up to prove that live video surveillance can be undertaken using much smaller aircraft than previously assumed.



Skyquest Aviation, the UK manufacturer of specialist airborne surveillance equipment, has announced the introduction of a new 6.5" mission display designed for pilot use in both the EC135 and EC145 helicopter range.

The new display is designed to be installed on the right hand side of the cockpit panel and to swivel backwards when not in use or for landing. During flight the display can be swivelled from its storage position and used to display a variety of information such as moving maps, radar, EVS images or live video from the onboard FLIR camera.

Skyquest will be showing the display at this year's Helitech exhibition but have already re-

An advertisement for MRC Broadcast. On the left, a helicopter is shown in flight against a blue sky with white clouds. The helicopter has 'MRC' written on its side. On the right, the text reads 'Extreme Tactical Surveillance ...' in a large, bold font. Below this, the website 'www.mrcbroadcast.com' is listed. At the bottom, there is a call to action: 'Click here to become the leader in your field ...'. The MRC logo, a circle with 'MRC' inside, is in the bottom right corner.

ceived orders for both aircraft types from European customers and it will enter service shortly in UK police aircraft.

Geneva Aviation, wholly owned by *Dart Helicopter Services*, and a world leader in High Definition ENG and Law Enforcement solutions, is complimenting their existing offering of airframe, electrical and avionics accessories, with the recent addition of a Microwave Radio Rack.

With a total load capacity of 100lbs and a shelf load of 50lbs for each shelf, the Microwave Radio Rack is a flexible racking solution designed to allow operators to safely and securely mount a variety of equipment including MRC Strata or NuComm microwave radios, HD Encoders and a 1RU 19" rack mounted device as required.

California based **Apical Industries**, a world class leader in emergency flotation and evacuation equipment, has received EASA approval for their Tri-Bag Emergency Float System which is available with and without Liferafts for Bell model 206A/B/L/L-1/L-3/L-4 and 407 helicopters.

Operator benefits include: -

- System equipped to facilitate aircraft recovery after an emergency water landing
- Conserves valuable passenger space and improves safety with the externally mounted, integrated liferaft solution
- Tri-Bag Emergency Float System weighs only 122 lbs and with liferafts included, weighs only 169 lbs (206A/B kits weigh 10 lbs less)
- The Tri-Bag Emergency Float System provides the industry's most stable float platform and is designed to allow the aircraft to be recovered by towing after an emergency water landing.

Each system includes six floats and an inflation reservoir/valve assembly. The floats are deployed manually by a cyclic mounted lever. An optional automatic electrical inflation system has recently been certified. With this new option, two water activated switches are installed on the under-side of the fuselage to provide an automatic back-up to the pilot operated mechanical system.

The patented integrated design of the Apical Liferaft system conserves valuable passenger space and provides a significant safety benefit over cabin mounted options. The two six-man Liferafts are integrated with the mid-floats and include twin-tubes, full canopies and survival kits.

Big Brother is entering the Control Room at the Gloucestershire Constabulary. **Activa Solutions** is to provide Gloucestershire Constabulary with an intelligent solution to support them in capturing information within their Force Control Room.

As a premium provider of Voice Recording, Quality Monitoring and Performance Enhancement Solutions to the Emergency Services, Contact Centre and Financial Services Industry sectors, Activa are further developing their existing relationship with Gloucestershire Constabulary.

Activa are providing an ambient recording solution within Gloucestershire Constabulary's Control Rooms with the use of 'Proximity Microphones'. These are to be invoked during major incidents in order to record commands that are issued, and discussions which take place within the control room, that are not over normal communications systems.

The system will provide a full record of the Control Room activity during the incident enabling a real time playback of the entire incident, including all telephony and radio traffic (if recorded separately). The recording can then be used to analyse and highlight any issues raised enabling remedial action to be taken. Once invoked, a message system will provide a sign within the control room, alerting all personnel that the ambient microphones are active.

Europ Assistance has invested in new technology to further enhance the efficiency of its medical operations department. As part of a wider Group project, Europ Assistance has de-

veloped a medical assistance booking system which assists in the the process of securing resources in the areas of flights, air ambulance booking and hotel accommodation.

Air Ticketing allows staff to check the availability of scheduled, low cost and some charter airline flights. In addition it allows staff access to rates negotiated with the airline, book seats themselves and monitor budget. The system also caters for medical requirements such as emergency clearance and wheelchair assistance. Coordinators are also able to view seat maps on specific flights to see if for example they have enough room for a stretcher. Air Ticketing has been created by combining the expertise of KDS for a self booking tool and American Express for payments.

An adapted version of HRS (Hotel Reservations Service) allows staff to book hotels worldwide at preferential rates for customers, medical escorts and staff.

Rolls-Royce has joined with **CALSTAR** to offer Eurocopter BO105LS A3 helicopter upgrades through a new STC Type Certificate programme. CALSTAR, a regional, non-profit, public-benefit helicopter ambulance organization in California operates a number of BO105LS A3 helicopters powered by the Rolls-Royce [Allison] Model 250 engines. Under the agreement with Rolls-Royce, CALSTAR will upgrade the power plant of its fleet of air ambulances to 650shp Model 250-C30P engines to enhance hot and high performance, reduce DOC's and improve availability with longer TBO's. CALSTAR will be offering upgrades of A3 model Bolkow's to other operators after their own are modified.

Although only a relative few of the airframes involved in this programme are involved [around 50 were built] there are still some 1,000 examples of this venerable twin helicopter in service and there seems little sign that they will leave service in the immediate future. More upgrade options for the type can be expected.

Helicopters New Zealand (**Helicopters NZ**) has ordered a second AW139. The company, located at Nelson Airport, has been operating helicopters for over 50 years and has extensive experience performing a wide range of missions including the support of mining, construction, electricity, agricultural and offshore oil development, as well as performing fire-fighting and tourist flying.

While awaiting delivery of its first AW139, the decision to purchase an additional AW139 highlights their confidence in the type. They will use the two AW139s to perform offshore oil transport and support tasks.

Lockheed Martin and **Kaman Aerospace** have teamed to market advanced manned and unmanned helicopter systems worldwide for government applications. Lockheed Martin and Kaman intend to build upon the proven performance of Kaman's K-MAX® Aerial Truck, which has demonstrated its potential as an UAV. As an experienced systems integrator, Lockheed Martin will act as the prime contractor in pursuit of individual market opportunities.

So far this year **CHC** has found that their new aircraft, the Sikorsky S92 and AgustaWestland AW139 have been returning a combined availability rate of 75%. Even though it is normal that new aircraft types have a lower rate of availability during the introduction period, CHC find the current performance of the S92 and AW139 is unacceptable. '

The problems are being seen as teething issues but at the same time CHC appear to rate them as serious enough to declare them publicly in their latest financial report.



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Helishow DUBAI 2008

Enstrom Helicopter Corp. has announce the newest member of its worldwide dealership network to be Rototek S de R.L de C.V in Mexico. The company has taken delivery of an Enstrom 280FX aircraft to begin the process of selling Enstrom aircraft.

Rototek is a Mexican corporation dedicated to selling, servicing and maintaining all Enstrom model helicopters. Rototek with their partnerships have Mexican Civil Aviation Authority certificate as authorized service centre for Enstrom as well as Robinson and Bell. www.Rototek.com.mx www.enstromhelicopter.com.

During the celebration of the 89th anniversary of the Finnish Air Force at Tikkakoski Air Base on March 6, **EADS CASA** delivered to the Finnish Air Force the first of two C-295 ordered by the Finnish administration. Finland has a purchase option for another five C-295s.



Helicap has signed **Turbomeca's** SBH[®] (Support By the Hour) contract. The contract concerns 12 Arrius 2B1 engines powering six EC 135T1 and two Arrius 2B2 powering one EC 135T2, for EMS missions.

Helicap belongs to the SAF Holding, which via SAF Hélicoptères, operates currently three EC 135T1, an Ecureuil AS 350 powered by the Arriel 2B, an Ecureuil AS 350B2 powered by the Arriel 1D1, three AS 3555N equipped with the Arrius 1A and two Lamas equipped with the Artouste III. All of these engines are under SBH[®] contract.

Its fleet is going to be reinforced by four additional EC 135, whose engines will also be covered by the SBH[®] contract.

CGTM, a subsidiary of Turbomeca, has announced the issuance by the Canadian and American civil aviation authorities (Transport Canada and the FAA) of a Supplemental Type Certificate (STC) for the installation of the optional air particle separator QB 0777 on all AS350 type helicopters.

The arrival of this new Vortex particle separator (APS) on the market marks a technological breakthrough compared to the old generation sand filters. Developed in partnership with the Pall Aerospace company, it protects the Arriel turbo-shaft engine air inlet against the ingestion of airborne particles. Performance tests carried out in hostile environments (the Sahara desert) showed the efficiency of the filtration system, compared to the old generation sand filter, improved by a factor of 10, surpassing the 95%, without the inconveniences of barrier filter technologies. This equipment is also of interest to customers carrying out lime spreading to treat forests and lakes damaged by acid rain. It significantly reduces the risks of turbine erosion and consequently, the need for maintenance operations, thereby improving helicopter availability.

This new generation sand filter also provides excellent protection against snow. The flight envelope of the single-engine AS350 fitted with this APS operated in snow conditions is not restricted. It has a very good performance in inadvertent icing conditions, self-cleaning, it does not require dirty, expensive maintenance operations.

Chelton Flight Systems, part of the Cobham Avionics & Surveillance Division, has been chosen to supply the Electronic Flight Instrument System (EFIS) for Enstrom Helicopter Corporations' Model 480B program.

Enstrom Helicopter will certify the Chelton EFIS as a part of the factory type certificate (TC) for the 480B turbine line of helicopters. The factory-installed configuration is expected to be available later this year. The installation will include 2 Chelton EFIS displays, the newest release 6.0B software, Chelton's new compact digital air data and attitude/heading reference system along with Chelton's latest technology Beta 3 GPS/WAAS receiver. The system also features a synthetic vision primary flight display, dual integrated FMS, Class-B (or

—A capable) helicopter TAWS (Terrain Awareness and Warning System), a master caution voice warning system, HITS (Highway-In-The-Sky navigation), a digital flight recorder, and Chelton's unique hover vector display. The system is NVG (Night Vision Goggle) friendly.

LoJack Corporation the leading provider of tracking and recovery systems for stolen mobile assets, today announced it has recovered a milestone 100,000th stolen vehicle in the United States.

The recovery took place in Eastern Philadelphia on January 12, involving a stolen 2006 Nissan Pathfinder. The SUV was tracked and recovered by a joint effort between a Philadelphia Police Department Aviation Unit and a Philadelphia Police Major Crimes Auto Squad, both of which were equipped with the LoJack System. The Philadelphia helicopter tracked the signal of the stolen vehicle to its approximate location and officers from the Major Crimes Auto Squad then used the LoJack System to pinpoint the vehicle's precise location. In this recovery, the thief disabled the vehicle's GPS system, but could not disengage the LoJack System due to its covert nature.

Editorial note - LoJack goes under different names in some countries, eg in UK it is known as "Tracker"

Meeker Aviation has been undertaking tests of their vibration isolator for the SX-16 searchlight on the AgustaWestland Koala. The A109 series has always had some issues with vibration. So far initial results have been very good.

Meeker has been working with the Phoenix Police Dept testing the SX-16 mount. Vibration is now considered to be less than encountered on the AS350 AStar and Bell 407.

Meeker have just had a very thorough FAA MIDO inspection that took three days to complete, MIDO controls the manufacturing side of the FAA. The MIDO branch controls the PMA and the TSO aspects of manufacturing.

Many people are not aware of the intricacies of the certification of STC's and regularly find that their work is rejected. Just having a part and an STC does not give the right to produce them. MIDO must sign off the facility and procedures to allow a PMA. Meeker is currently working on getting IFR certification cleared on such as the SX-16 searchlight for the EC145. It is one thing to exhibit an airframe with all the bells and whistles in the static at an airshow, it is quite another to get all those additions correctly certified. [Pprune]



Aerospace Filtration Systems, Inc. (AFS) has received a Supplemental Type Certificate (STC) from the Federal Aviation Administration (FAA) for yet another Inlet Barrier Filter (IBF) system — this time for Eurocopter AS 350 models B/BA/B1/B2/B3 equipped with the Arriel engine. AFS has certified 3 new IBF systems for commercial operators in the last six months with additional certifications imminent, greatly expanding options for those who desire high-technology filtration for their aircraft. FAA and Transport Canada approved the AFS IBF for the Soloy AS 350 SD/SD2 Honeywell engine conversion last fall on a Soloy STC. This new certification clears the way for all AS 350 operators to maximize engine protection while realizing significant performance and maintenance benefits.

AS 350s with the filter installed will be permitted to operate to the basic inlet charts with no flight or gross weight restrictions. A canted flat filter design allows operation at peak efficiency and maximum air flow in all flight regimes and environment conditions. For added safety, the system includes an integral bypass system designed to keep debris from entering the engine during operation. The flat filter allows easy cleaning and servicing, while quarter turn fasteners facilitate easy removal. And the company's IBF line is backed with proven media flown during more than 1 million flight hours of commercial and military helicopter operations.

An integral filter maintenance aid allows for on-condition inspections between established cleaning intervals of 300 hours, or one year, eliminating unnecessary cleaning. Filter as-

semblies are designed for 15 cleaning cycles, for a maximum life of 4,500 flight hours (service life is a function of the operating environment). A simple, compact and proven cockpit switch allows indication and activation of the bypass system.

FLIR Systems, Inc. has released the EVS3, a low-cost, environmentally sealed, compact thermal imager built specifically for the general aviation industry. EVS3 is designed to provide fixed- and rotary-wing pilots alike with improved situational awareness during all phases of flight, especially during taxi operations. At under \$15,000, EVS3 costs far less than competing systems and is equipped with one of the industry's most sensitive uncooled focal plane arrays for outstanding imagery. EVS3 offers the smallest, lightest package size and most affordable vision enhancement system on the market.



EVS3 uses a high-resolution VOx 320X256 infrared detector to create real-time thermal imagery that can be displayed on any multi-functional or secondary aircraft display with auxiliary input. EVS3 benefits from FLIR's TEC-less design to deliver excellent imaging performance while reducing the unnecessary complexity found within competitive offerings. EVS3's improved dynamic range provides increased image uniformity and clarity, a significant benefit during all flight conditions including nighttime, haze, smoke, light fog or dust.

Keeping in line with FLIR's commercially designed, military qualified philosophy, EVS3 meets the most demanding environmental requirements while providing reduced power consumption and near "instant-on" capability. EVS3 is based on the same technology that has already been embraced by the marine industry and automakers like BMW.

Product deliveries will begin in Spring/Summer 2007. www.flir.com

For some operators the troubles with the reliability of the **Spectrolab** Nightsun II just never got better. The Los Angeles County Sheriff Aero Bureau are in the process of swapping their new Nightsun II search lights for the older SX-16 design.

In the wake of Bell cancelling its model 417 based on an enhanced 407 using the same engine as the Armed Reconnaissance Helicopter [ARH] the US Army told Bell to cease work on the project for 30 days in order that they can take stock of their situation and resolve the issues. Fortunately Army weapons buyers stopped short of pulling the plug on the purchase and the 30 day order was itself rescinded early..

ARH has struggled to stay on cost and time schedule, and Bell has warned investors that it could lose money on it. **Bell** faces penalties for not meeting its planned schedule to build the aircraft.

Raytheon has completed the sale of its wholly owned subsidiary Raytheon Aircraft Company to **Hawker Beechcraft Inc.**, a new company formed by financial houses, for approximately \$3.3 billion in cash. The sale was first announced on December 21, 2006.

The transaction includes Raytheon Aircraft facilities and other assets in Wichita and Salina, Kansas; Little Rock, Arkansas; Dallas, Texas; as well as its Fixed Based Operations (FBO) network across the United States, the United Kingdom and Mexico.

The transaction does not include Raytheon's ownership in either Flight Options, LLC or Raytheon Airline Aviation Services LLC, both of which are reported in the "Other" segment of the Company's financial statements.

Geneva Aviation, a systems integrator and manufacturer of specialised equipment for the law enforcement, broadcast and private helicopter markets, is complimenting their existing portfolio of airframe, electrical and avionics accessories, with introduction of their Camera Control Mounting Box.

Rated for up to 50lbs [22.7kg], the Camera Control Mounting Box offers a solution for mounting Gyro-stabilised camera control devices for Cineflex, FLIR and other camera models. The equipment has been designed to easily fold down, allowing for easy access and maintenance.

Microwave Radio Communications (MRC) has installed a communications system for the City of Los Angeles for public safety inter-departmental communications. The system allows LA law enforcement and public safety personnel to move video, voice, and data between mobile command vehicles and the City's infrastructure through use of a fixed central site. Portable communication systems can be deployed as repeaters, or in locations not readily accessible to their vehicles. This type of communications solution enables Public Safety personnel to establish necessary communications in the event of a catastrophic event, such as an earthquake or terrorism response. Other potential uses include security at major events including demonstrations, sporting events, concerts, and public gatherings where the public's safety is of critical concern.

MRC was tasked with enabling the City to transmit and receive video, voice and data over the allocated 4.9 GHz Band in which Public Safety agencies are allotted 50 MHz of Bandwidth. This limited amount of bandwidth meant MRC had to design an efficient system that would allow video, voice, and data to be simultaneously transmitted and received while granting the user the flexibility of switching across multiple channels within the band to avoid interference.

MRC met the City's requirements by setting up a bandwidth-efficient system which transports four T1 lines over microwave using only 7 MHz of bandwidth. It also allows the City flexibility to change channels to accommodate other transmissions, for instance live video from an airborne unit can be accommodated by moving the 7 MHz of T1 transmission anywhere within the 50 MHz Bandwidth.

German operator **EUROHELI.com** has announced it has become the first operator in Germany to invest in a Cineflex HD camera system. The Freiburg-based company, which operates a mixed fleet of EC120 and AS 350 helicopters over a range of flight services, takes delivery of the new camera this month. The new camera will be used largely on broadcast and commercial shoots.



A new and unique service designed to help UK passengers avoid flight delays was launched last month. Available at all major UK airports and most airlines **StreamThru** is a free service designed to provide passengers with up to the minute information on whether their flight is on time, direct to their mobile phone.

By logging onto www.streamthru.com, passengers can opt to receive confirmation of their flight number and flight times on the day of travel, as well as information on boarding times, departure gates and whether their flight is delayed and if so by how long.

In a recent issue there was mention of patrol officers in the USA seeking a system that could be integrated with existing resources to overcome a perceived lack of vehicle identification. Since the appearance of the item a web site containing the information has been found, for a price. The resource does not include the ideal element – aerial images – however. Check out www.vehicle-match.com from **Whitegold Solutions** in California [43 Fernwood Way Suite 210, San Rafael, CA 94901 Tel: 415-456-4493 (voice) 415-456-4491 (fax) info@vehicle-match.com (email)]

With effect from March 29, **Total Air Management Services Ltd [TAMS]** re-located its' Company Offices to Sheffield City Airport. All the Administration, Operational and Maintenance

nance functions will operate at SCA from that date onwards.

The new address is Total Air Management Services Ltd, Annexe Suite 17, Sheffield City Airport, Europa Link, Sheffield, South Yorkshire, S9 1XZ Tel +44 114 243 6699 Fax 114 2800 901. Contact is the former South Yorkshire Police UEO *Mick Cooper, now TAMS' Accountable Manager* E-mail: mick.cooper@total-airservices.com
www.totalairmanagementservices.com

The **UK Identity and Passport Service (IPS)** are now offering to issue British travellers with the first 48-page 'jumbo' biometric ePassports from its seven regional offices. Ideal for frequent globetrotters, the 'eJumbo' is the latest version of the UK passport with 16 extra pages of space for visas.

In 2006 IPS introduced the £66 32-page biometric ePassport, containing a secure chip storing the holder's personal details and a scan of their photo, as well as other improved security features. The new design is harder to forge, the new security features show whether the passport is genuine or has been tampered with and the facial biometrics on the chip help link the passport holder to the document. Four million ePassports have been issued to UK citizens to date. The new £77 48-page ePassport can be applied for using the standard application routes (see <http://www.ips.gov.uk> or call the IPS Advice line on 0870 15210410).

The introduction of biometric passports is part of an international move to enhance passport security and combat the growing threat of fraud and forgery. Last year IPS also boosted passport security with tougher background checks on applicants, and in 2007 it will begin calling first-time adult applicants to face-to-face interviews to make passport fraud even harder.

Meeting the requirements of the US customs and immigration organization to the fore. It is biometric, it is larger [which should stop you forgetting it and leaving it at home] but there are bound to be a few that complain about the overall dimensions!



Dart Helicopter Services has started marketing its own ground power packs under the brands of DART Power Tower and light weight, portable DC Power Systems s DART Power House.

The Power Tower offers a high quality, portable, virtually maintenance free engine starting system, which has been designed to military standards. The versatile Power Tower can be operated in the most extreme temperatures, can be stored in any orientation, and is cleared as non-hazardous cargo.

The Power House, compatible with 28V aircraft systems, provides a stable yet lightweight, and portable 28.5V DC power solution. Convenient for maintenance hangars, system checks, servicing and training, the Power House is available as a 50 amp, 100 amp, or 150 amp unit, weighing 22, 33 or 66 lbs respectively. www.darthelicopterservices.com

Although the split has not yet been made, the British Government has announced that from next month [May 9, 2007] the troubled current **Home Office** will be split into two organisations. From that date a new Ministry of Justice will take over functions relating to matters relating to prisons, courts, probation etc. That leaves the Home Office dealing with police and anti-terror matters.

The move, brought about by a series of blunders within the walls of what is a very large organisation has been condemned by judges and police chiefs.

Ed: I am not quite sure what this clears up. The new organisations will consist of the same people who created the past blunders [perhaps even more of them] hiding inside two differently named organisations.

ACCIDENTS & INCIDENTS

15 January 2007 Sikorsky S-61 G-BDOC. UK Coastguard Sumburgh (SUM) Suffered uncommanded operation of Automatic Deployable Emergency Locator Transmitter (ADELT) during take-off. Aircraft returned. Microswitch activated by flattened foam liner. The ADELT started to transmit (heard through headsets) and white deploy/transmit light illuminated. This is the third occurrence of beacon activation caused by foam liner, in neck of beacon, carrier becoming flattened over time and allowing enough play to momentarily activate microswitch. Some additional support is needed in lower half of carrier neck to prevent foam from flattening. Total airframe hours 23,788.05. [CAA]

5 March 2007 Helicopter. Eight employees of the Saudi civil defence department were killed when their helicopter crashed south of the capital, the Saudi Press Agency reported on Tuesday.

The state-run news agency cited an unnamed official at the civil defence department as saying the crash occurred on Monday. The helicopter was on a mission about 700 kilometres (437 miles) south of Riyadh in the Wadi Al-Dawasser province when it disappeared from the radar screen, it said.

Four crew members and four members of a criminal investigation team on board were killed in the crash. The helicopter wreckage was later discovered charred.





An investigation was looking into the crash, the report said. No other details were immediately available.

14 March 2007 Bell OH-58 N82822. Orange County Sheriff's Office, Orlando, FL. The helicopter 'Chase 5' made an emergency landing in a parking lot after the crew detected smoke in the cockpit. Deputy Bill Snarr, the pilot, was returning to their Orlando Executive Airport base from a search for a burglary suspect in the Dr. Phillips area in the early hours when he smelled smoke coming from the helicopter.

Snarr and the TFO, Deputy Frank Jakobson, aborted the flight and landed in the parking lot of El-Bethel Temple on Bruton Boulevard in west Orange County. There was no fire and no injuries. [Sentinel]

18 March 2007 Westland Lynx. British Army. Six members of the security forces were injured in a helicopter crash in South Armagh. Four police officers and two soldiers were taken to hospital after the helicopter went down in a field close to the border village of Crossmaglen. There were seven members of the security forces in the helicopter - one member of the flight crew escaped unhurt. The helicopter was left lying on its side in a snow-covered field with its main rotor blades buckled and its tail broken off. [RTE/BBC]

20 March 2007 Turbo Commander N290PF. Air ambulance of the Life Flight Network of Portland, OR operating for AeroAir. The aircraft was on approach to landing at The Dalles Regional Airport in Oregon. On short final, first the right, and shortly thereafter, the left engine completely lost power. The pilot in command (PIC) feathered both propellers and completed a power off landing to the paved surface. The aircraft was brought to a halt on a taxiway off of the active runway. There were no injuries or damage. Both likely causative agents fuel exhaustion or starvation were thoroughly examined and dismissed. It is likely that the double-engine failure was caused by improper use of the engine anti-ice system. Pilot error. [Concern]

	 	ACPO - APA 2007 International Policing Exhibition and Summer Conference	
Conference 19 - 21 June 2007		Exhibition 20 - 21 June 2007	
Midland Hotel Manchester		G-Mex Manchester	
The Biggest and Most Influential Policing Event of the Year			

FUNDRAISING

Eight police officers from the Major Crime Branch of Sussex Police [UK] are taking part in a charity sky dive for the Royal Marsden Hospital, in Sutton, Surrey, where their colleague DC Tina Braiden is being treated for cancer.

The officers, who work on serious crime investigations across Sussex, will be jumping from a plane into a Drop Zone in Hinton, Northamptonshire, on August 27. They have been inspired by Tina's courage, and will perform a small act of bravery in honour of the huge bravery that is constantly shown by cancer sufferers and their loved ones.

DC Amanda Stroud, DC Dean Tuting, Sgt Kevin Homewood, DS Simon Bates, DC Clinton Novelle, DC Steve Edwards, PC Darren Graysmark and DC Nick Jones will, on August 27, throw themselves from a plane two miles above the ground and plummet to earth at 125mph to heighten awareness of the disease with the aim of raising £25,000 for the Royal Marsden Cancer Hospital.

Fundraising efforts have been set off to a grand start with a donation of £1,500 from the Police Property Act Fund, as well as a cash donation and insurance cover for those jumping from Stuart Harvey Insurance. If you or your company would like to make a donation to this very worthy cause you can do so by sending a cheque made payable to the Royal Marsden Sky Dive, c/o DC Debbie Upton or PC Darren Graysmark at the Major Crime Branch, Sussex House, Crowhurst Road, Hollingbury, Brighton, BN18 8AF. All money raised will go towards the development of services for children and young people with cancer and the new Blood Cancer Unit at the Royal Marsden Hospital.



SUSSEX POLICE



www.royalmarsden.org/



LETTERS

Hello Bryn –

Thanks for the great article. You reflected our highest priority very well in the article – our desire to conduct better, quicker and safer searches from a higher altitude... the European mind-set like you said.

We view the helicopter’s role in 90% of police missions to provide a platform for a good, stable imaging system – so why cut corners on that piece???

It is funny because just a few days ago our decision to go with an MX-15 was criticized by someone in the industry as being “way overkill”. He was from California, so I guess they still think that good police work can’t be done without blowing people’s shingles off.

Again, thanks for the great article and the valuable service you have been providing to Sky Pigs the world over through publishing PAN.

Fond Regards,
Paul Schaaf, Chief Pilot
Fairfax County Police Department



Ed: The above letter was in response to an article contained in the Special Edition of Police Aviation News completed to mark the HAI Heli-Expo at Orlando, Florida March 1-3. The edition is available on-line at both web sites: www.policeaviationnews.com and www.alea.org



The BAPCO Annual International Conference and Exhibition

2007

BAPCO

The Public Safety Communications and IT Event





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FLIGHT SAFETY

Much has been made over the colour schemes of emergency services aircraft here in Britain, so much so that the Metropolitan Police were obliged to paint their new aircraft in the blue and yellow 'Conspicuity' scheme in spite of a real desire to use the corporate silver with a 'jam sandwich' stripe. That is the main reason their AS355Ns remained white.

The 'Conspicuity' message appears to have spread in a small way to New Zealand. According to a news report on a Coroners Court there the colour scheme of two light aircraft involved in a fatal mid-air collision last year was brought into question but held not to have been a factor.

Two Massey University School of Aviation advanced students were killed in the February 2006 crash whilst flying exercises as part of tests for CPL's. Their single-engine Piper Cherokees collided in a training area above Opiki, south of Palmerston North at an altitude of over 470 meters [1,500 feet]. In a report released last November, the NZ CAA concluded blind spots in two airplanes were the main cause of the accident.

The father of one of the deceased noted that both the Massey aircraft were painted blue and white and wondered whether that would have made it more difficult for the aircraft to be seen. He thought that painting an aircraft the same colour as the sky was wrong – after all, RNZAF trainers were painted bright yellow.

In that court it was concluded that colour was not an issue. Aircraft appeared as solid shapes; colour became apparent only in close proximity. Colour is also secondary to movement and they both had anti-collision beacons.

But colour remains a 'problem' in the skies of the UK air support industry. If you do not follow the rules the Home Office may well not provide funding – and of course woe betide any force having an aircraft in an accident if it is painted in the wrong colours!

Beyond Conspicuity UK police aviation continues to strive to enhance the visibility of airframes by the use of different technologies. The Home Office are currently looking at the potential of Pulselite to enhance aircraft visibility. Although this is not a new system—it has been available in the USA for two decades and already has police operator users—it might fit a long standing requirement. Ten years ago older readers may recall much talk in UK circles of developing a HIRB [High Intensity Rotating Beacon] - well that never worked, so Pulselite, produced by Precise Flight may fit that niche. Ross Aviation Ltd are promoting the system in the UK.

www.preciseflight.com www.ross-aviation.co.uk



www.policeaviationnews.com



PEOPLE

Police agencies across the US were honoured at American Eurocopter's annual law enforcement luncheon for exceptional rotary-wing operations in the performance of their duties. The luncheon at Orlando, Florida's Convention Center drew some 70 attendees from 20 law enforcement agencies from across the United States.

The *Los Angeles Police Department* received an award for 75,000 hours of safe flight logged with its fleet of AS350B2s, which have been utilized by the Air Support Division since 2001. The LAPD currently operates 12 AS350s, and has purchased a 13th for delivery later this year. LAPD pilot Frank King was presented the safety award by Larry Roberts, American Eurocopter's Vice President of Customer Affairs.



Also recognised were:

- The *Los Angeles County Sheriff's Office* for 35,000 hours of safe flight with its AS350B2s,
- The *Texas Department of Public Safety* for 40,000 safe flight hours, utilizing a fleet of AS350B2s,
- John Brones, the Director of Maintenance at the *Sacramento County Sheriff's Office*, for outstanding service in the maintenance of the agency's EC120 helicopters, and
- The Joint Aviation Unit of Florida's *Gainesville Alachua County Sheriff's Office*, which received the Eagle Vision Award.

American Eurocopter helicopters have become a primary rotary-wing aircraft for law enforcement agencies across the United States. Roberts noted that American Eurocopter retained its dominant position in the U.S. law enforcement sector during 2006 by maintaining a 50 percent market share. Orders and deliveries during the year were paced by the single-engine AS350B2/B3 and the EC120. [AEC]

QinetiQ has announced the appointment of **Phil McLachlan** as managing director of QinetiQ Airport Technologies, the business unit within QinetiQ that is responsible for the Tarsier runway debris detection system. McLachlan, currently the director leading Accenture UK's aerospace and defence practice, will take up post on 16 April.

During his six years at Accenture he built, shaped and grew the company's aerospace and defence (A&D) practice, a business delivering consulting, systems integration and business process outsourcing to the UK's largest A&D prime contractors. Prior to that he served as an officer in the RAF for 16 years.

As managing director of QinetiQ Airport Technologies, McLachlan's initial responsibility will be the continued growth of QinetiQ's Tarsier business. Tarsier is a highly sensitive radar system that accurately detects and locates potentially dangerous debris on airport runways.

EVENTS

HOSDP 21-22 March 2007

The Home Office Scientific & Development Branch based at Sandridge, St Albans has held an annual 'invitation only' exhibition in the grounds of RAF Halton, Buckinghamshire for some years now. The event is organised on behalf of the Home Office by the Association of Police and Public Security Suppliers (APPSS) a group of retired police officers and the latest event, HOSDB 2007 was held late last month.

To some HOSDB 2007 is perhaps a strange secretive event that draws together a number of exhibitors from across the World and allows them to pay good money to take exhibit stands/booths to play host to a selected audience drawn from a strict list encompassing police forces around the UK and

the world including Chief Constables and all their departments' representatives plus other emergency services and Government departments such as the Home Office, Prison, Fire, Customs and Immigration services, MOD and UK Trade & Investment.

All are invited at the whim of the APPSS but on occasion they throw their own wild cards in – this year they added a small number of other emergency services groups from fire and ambulance.

There can be quality but recently at least there have been very few air support related visitors and that has been a cause for concern in that sector. Some exhibitors are very busy but equally there are others that find they are in the wrong place.

Although APPSS is an organisation operated by and with retired police they have always reversed US attitudes in maintaining that no retired police officers can enter the event - that alone denies the editor any direct contact with the event. Another entry option is likewise sidelined in that there are no 'Press' invited to widen the general knowledge [marketing] of the exhibitors' products. A few lucky exhibitors might just find APPSS may carry a report of the event in their narrow circulation newsletter. Under the circumstances it is perhaps fortunate that all the exhibitors at the event can be seen without interference or restriction at a number of other venues and that includes those requiring a level of security clearance to that at Halton.

Despite the strictures this year Specialised 'Beat Cycles' made it through the gates. This is actually Halfords the High Street car spares store so not exactly a tool for 007! More secretive might be the Heckler & Koch firearms, a range of communications and such aerial entities as Sonic and QinetiQ and their UAV's. The whole lot readily available elsewhere.

Lord McKenzie, the Head of APPSS, presented the Annual Awards at HOSDB 2007 to a number of Police & Public initiatives.

So if you missed this years event all you need to do is get along to the open events like BAPCO [this month, see below], ACPO-APA, DSEi, Milipol etc all of which offer the same product lines on display [and much more]. At times it makes you wonder quite what the point of an access restricted HOSDP is in its current form.

BAPCO 2007

Likely to be much more interesting [if only because attending it is not some great drama] is the meeting of the British Association of Public Safety Communications Officers [BAPCO] along with its Annual Conference and Exhibition.

BAPCO is a unique European forum for all professionals with responsibility for public safety communications and civil contingencies service delivery. Through a combination of plenary sessions and workshops the conference addresses a wide range of key themes around public safety communications. Full details of the Conference and Exhibition are available on-line. The exhibition is free to attend and the on-line registration service for free visitor passes is at www.bapco.co.uk.

ACPO APA 2007

All ranks of the police service and those working alongside police and security organisations, police authorities, central and local government and the criminal justice system are registering to visit the International Policing Exhibition at G-Mex Manchester from 20-21 June. This free-to-attend event will showcase the latest equipment, technology and services that are currently available or in development for the policing and security sector.

A dedicated IT & Communications Zone will concentrate on specialised applications including crime recording systems, criminal intelligence analysis, data acquisition, logging and processing systems, data protection and recovery, geographical information systems, IT security, mobile communications, mobile data equipment and telecommunications.

Visitor registration for the Policing Exhibition is open online at www.acpo-apa.co.uk

OTHER EVENTS

2 - 3 April 2007, SAR 2007. Ritz Carlton, Tysons Corner, Washington DC, USA. This years SAR event will take an international approach to the truly global issue of saving the lives of those in distress, regardless of location or circumstance. Make a date in your diary now and don't miss out on this most successful and beneficial event. www.shephard.co.uk/sar

12-13 April 2007 Helicopter Safety Forum, Embassy Suites Dallas Fort Worth, Texas. A meeting of representatives of helicopter safety groups, industry associations and regulatory agencies to present safety-centred seminars. Sponsored by FlightSafety International and Rotor & Wing and supported by American Eurocopter, Sikorsky, Bell, Honeywell, HeliDyne, FLIR Systems and Avstar Media. www.rotorsafety.com



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100% Helicopters 2nd – 4th October 2007 Imperial War Museum Duxford Cambridge, UK



The International Exhibition for General & Sport Aviation
June 8-10, 2007 - Wycombe Air Park, UK

19-22 April 2007 Aero 2007 the International Trade Exhibition for General Aviation. Neue Messe, Friedrichshafen, Germany. www.aer-friedrichshafen.com

21 April 2007. The American Heroes Air Show. Beginning the 2007 season in Austin, Texas. Everyone is invited to this admission free event which is dedicated to educating the public, the media and elected officials as to the unique capabilities of helicopters in law enforcement, fire service and EMS as well as homeland defence and national security. Please visit www.heroes-airshow.com for updated information.

22-24 April 2007. IACP European Executive Policing Conference 2007 The 24th European Executive Policing Conference 2007 is being held at the Krasnapolsky Hotel. This 5-star hotel is located on historic Dam Square, in Amsterdam, The Netherlands. The theme of the conference is "Future Challenges in Policing" and will focus on the role of modern technology in traditional police work, what it takes to be a police officer in today's world, and what the future holds for police work. It does not include a specific aviation element. For registration, lodging, and conference information, please visit: <http://www.iacp-amsterdam2007.nl/main.html> Contact Paul Santiago on santiago@theiacp.org

23 April to 11 May. The Police Skydive Boogie will be taking place at Lake Elsinore east of Los Angeles in California. Those directly involved will include the group featured on page 26 of this issue. If you have any enquiries please contact: guy.reynolds@sussex.pnn.police.uk Sussex Police HQ 59161



27-29 April 2007 Euro-Avia Cannes. Taking place at the Cannes-Mandelieu Airport. A GA event covering private and leisure aircraft. New and Second hand sales – Equipment Accessories Services - Insurances - Financing. The aim of this event is to bring together the leaders in GA to display the latest innovations. Entry is restricted to industry professionals, pilots, clients and potential buyers. Aircrafts: private and leisure aircrafts ; aerobatics, business planes, helicopters, aerial work, kit planes, amateurs, ULM- Microlight and VLA -Very Light Aircraft, aerostation and all services and equipment: engines and propeller manufacturers, avionic, cabin lay-out, accessories / spare parts, maintenance, security, air traffic control, weather forecast, pilot equipment, petroleum/lubricant, tyres, piloting and navigational aids, piloting schools, simulation and training material, multimedia/simulation, federations/associations, insurance/financing, specialised press, authorities/institutions. www.eur-avia.com

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