

Police Aviation News

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PAR



New Wings over the Med

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LAW ENFORCEMENT

AUSTRALIA

NEW SOUTH WALES: Opposition Leader Barry O'Farrell marked the final week of the New South Wales' election campaign with a promise to fund more police officers new \$16M counter-terrorism helicopter and 100 additional police vehicles.

On gaining the victory at the late March elections O'Farrell vowed to make "New South Wales number one again" . Voters delivered a brutal verdict on 16 years of tumultuous ALP rule in NSW and the incoming State premier vowed to govern for everyone in the state.

[Media]

CAYMAN ISLANDS

RCIP: Last month PAN carried a story about the EC135T1 helicopter being flown to the USA for maintenance. Too late for the issue came an alternative viewpoint on the story. Last months version was based wholly upon the input from the owner of Cayman Helicopters.

The police unit were always going to send the aircraft away as it was considered that US company Arrow Aviation LLC the maintainers on the island could not supply suitable conditions for the aircraft in deep servicing using the local hangar. Aside from any unexpected issues that might arise, various repairs that were already foreseen could not be carried out on Island. An example is that the MRB needs some preventative maintenance that is best carried out in a controlled repair facility. The courier costs on four blades would be prohibitive. Equally with the batteries needing deep cycling, the Hazmet courier charges for a battery are around \$4,000. Very quickly, it gives the cheaper option to fly to the better equipped Arrow base in the USA for the work. At a minimum of \$500,000 for scheduled maintenance the rates being offered by the local operator, Cayman, for on-island work were too high to consider.

Cover image: *The arrival of the new Armed Forces of Malta [AFM] Beechcraft King Air from role equipping with Aerodata in Germany* [Image Justin Gatt/AFM Press Office]

The operation is still intent on employing its own engineer, but with the deep inspections being undertaken at a US Eurocopter facility - Arrow or an alternative. Arrow are certified to work on Bell, Eurocopter, Sikorsky and Turbomeca products.

The flight from the islands takes up a total of nine hours flying time, which in the wider scheme of things is no big deal. The most hassle was getting approval to firstly land in Cuba, and then enter the US having landed in Cuba. That just does not happen normally, the US still have sanctions control on Cuba and do not permit flight connections. This was ground breaking authority, and was flown on the UK defence agreement, being a state aircraft of a UK overseas territory.

One statistic that shows that the measures in place have been working out is that since finally bringing the helicopter on Island a year ago, the operation has not suffered one instance of unscheduled serviceability. This is seen as 'not bad' for a now fairly old airframe with 7,200 hours. That is of course quite low when compared to the hours achieved by its recently retired sisters in the UK and modest when compared with some of the later model EC135T2 times in the UK [RCIPS]

Meanwhile the Cayman News Service has been carrying news of a debate over the air and sea resources operated by the police.

The police Marine and Air Support units have been working well together in the fight against crime but, it is speculated, the valuable police assets may be depleted. The RCIPS could be selling some of its boats – potentially to fund the helicopter the boats regularly work with intercepting drug and gun running vessels in Cayman waters.

The police chief, Commissioner Baines, has confirmed that Cayman is becoming a trans-shipment point in the drugs trade and, as a result, border control was becoming an increasingly important element in addressing the crime on island, with the need for solid marine support more important than ever.

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It is not known if the cost of flying and maintaining the helicopter, which is believed to result in an annual amount in excess of \$1M is perceived as presenting financial problems to the overall budget.

The police helicopter currently has one pilot directly employed by the RCIPS but a second pilot is expected to arrive next month. [Media]

GERMANY

BRANDENBURG: In the spring the Interior minister of Brandenburg is expected to decide whether to proceed with equipping its air unit with autogyro aircraft. Leaked details from a confidential report claim that there is a recommendation to purchase three "gyrocopters", but critics including the police union (GdP) say the project is an unnecessary luxury project. The relatively frail aircraft will only be available for operations between March and October.

The trio will be used for a variety of roles including traffic monitoring on highways, surveillance for cannabis and monitoring forest areas due to growing timber thefts. The cost is said to be around €180,000 for the airframes but will require the additional cost of training 8-10 police as pilots. [TM]

MALTA

AFM: As briefly mentioned last month the first of two new reconnaissance aircraft was delivered to the islands late in February.

Hailed as another historic milestone in Maltese military aviation history, the Armed Forces of Malta's new Maritime Patrol Aircraft (MPA) arrived from the Braunschweig-based Aerodata AG facilities in Germany piloted by the AFM Air Wing's senior instructor-pilot Major Mark A. Said, and accompanied by fellow pilot and MPA Project Manager, Major Clinton J. O'Neill.

The "Special Mission" role equipped King Air B200, is funded through the European Union's External Borders Fund (EBF) 2007-2013 framework programme. The aircraft is fitted with specialised mission equipment and communications systems including a high specification L3 Wescam MX-15 sensor turret. The greater capability of the new turbine powered airframe will enable the Air Wing to deploy with far greater effect on border-control missions - initially in support of the existing Britten-Norman BN-2.

The new King Air B200 maritime patrol aircraft, performs a low-level pass of the airport runway on arrival, to the cheers of gathered aircraft crowds.

[Image AFM Press Office]



German company Aerodata AG, who role equipped the MPA, teamed up with the aircraft's manufacturer Hawker Beechcraft Corporation of Wichita, Kansas, USA for the completion. On delivery the King Air was marked D-IMPA. After training gets under way the aircraft should start to carry its new marks AS1026 [possibly 1126].

EBF project includes a second MPA King Air aircraft, and it is co-financed with 75% of the funds being EU sourced and the remaining 25% allocated from the Maltese Government, to the tune of €19M.

You might think that with the close proximity of the near war situation in Libya that the never ending stream of small boat migrants might be halted. Even at the height of the NATO bombing Malta received reports of a boat leaving Libyan waters near Tripoli carrying around 300 migrants – believed to be Eritreans - being watched by NATO surface vessels as it drifted north towards Lampedusa.

Meanwhile a separate, smaller, vessel thought to be carrying Tunisians had already made landfall in Lampedusa at night joining thousands of others fleeing the combat areas.

UNITED KINGDOM

NATIONAL: Planned airspace security restrictions covering the London Olympic and Paralympic Games for 2012 were announced last month by the UK Government, as part of its commitment to deliver a safe and secure Games. The UK Civil Aviation Authority (CAA), air traffic control provider, NATS, and the Ministry of Defence (MoD), will now work with the aviation community through the Airspace & Safety Initiative* (ASI) to ensure the restrictions are effectively implemented.

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Details of the restrictions, which will run from 13 July to 12 September 2012, are available on the ASI website www.airspacesafety.com/olympics. Charts illustrating the precise extent of the restrictions are featured on the site, along with details of how pilots can still gain access to some of the restricted airspace.

As well as the main restrictions covering the south-east of England other venues throughout the UK will be subject to temporary restrictions notified by NOTAM.

NATS has also proposed separate airspace changes to enable it to provide the extra capacity required during the Olympic period. These are being processed through the CAA's National Air Traffic Management Advisory Committee and can be viewed at www.caa.co.uk/natmac.

Ed: This follows on from last months item on the super security at the big game in Dallas, TX that was itself a major Big Brother tale. The initial reaction to the published Olympic plans has been understandably hostile.

A similarly awful 'plan' has been circulating in the towns around the venues hosting the games for 3 months now. In short the plan is that far from getting business from the proximity of an event [the White Water events are being staged locally to the PAN offices] the entrances have been moved [from the built up areas] and all attendees are being directed away from direct contact with the public in the locality. They are being bussed in from massive car parks on remote airfields [North Weald locally].

In recent weeks both Airborne Technologies and Tecnam have been promoting the Tecnam light twin to the UK market.

Initial reports were that 'a Tecnam MMA demonstrator [G-ZOOG] was operating trials at Hawarden (Chester) to the Greater Manchester Police.' As is often the case the truth was a little different. The Tecnam aircraft reported as in action was not the MMA demonstrator regularly illustrated in PAN,

G-ZOOG [right] is the UK Tecnam P2006T demonstrator owned and operated by Tecnam's exclusive distributor for the UK, Ireland and

Iceland, Airways Aero Associations Ltd based at Wycombe Air Park. www.tecnamuk.com

This aircraft is 'constantly' on tour seeking to interest prospective customers to get hands on experience of this super twin. The owners agree the aircraft was up at Chester and elsewhere for a number of potential customer demonstration flights, but the specific police link is emphatically denied.

The police market Airborne Technologies Tecnam MMA demonstrator 'OE-FAT' was regularly seen, including at last years PAVCon in the Czech Republic [right] and at Farnborough Air Show last summer and at Wycombe Air Park earlier this year for extensive demo flights with many potential UK based customers including readers of PAN but no contract signature is imminent despite the claimed attributes of lower first cost and operating figures. [AP/PAN]



UNITED STATES

CALIFORNIA: In the face of massive budget cuts and officer layoffs, San Jose police have mothballed the use of a Eurocopter EC120 helicopter registered N408DC they bought new and have flown for over ten years.

The San Jose Police Department says it will suspend its flights for at least three months to evaluate cost savings and public safety impact. Previously the machine routinely flew about three missions a day, costs the department about \$1.4M a year, mostly in salary and benefits for the pilots. True savings would be about \$400,000 in fuel and maintenance.

The department has transferred the four designated pilots to patrol.

The department still has the use of a fixed-wing airplane that it can use, as needed, for reconnaissance photos and surveillance.

The Santa Clara County Sheriff's Office, also operating in San Jose, says that it will continue its missions with its own 2002 EC120 helicopter at least three times a week. The Sheriff's Office contracts a pilot for its flights instead of using officer pilots. That makes its helicopter missions cheaper, about \$329,000 a year, much of which is supported through asset-seizure money.

The registration number of the Air2 helicopter was chosen in order to memorialize Casey: 408DC is painted in large white and silver lettering across the top of the helicopter with 408 in reference to the telephone area code for San Jose. The DC portrays Casey's initials.



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The second Ontario PD AS350B2 N30NT c/n 4352 delivered in the summer of 2008 [AEC]

CALIFORNIA: American Eurocopter announced that the Ontario Police Department has ordered their third AS350B2. The aircraft, which will enter service in late spring, will primarily be used for aerial patrol and special operations surveillance. The single-engine AS350 has become a preferred platform for US law enforcement agencies in recent years.

"The AS350 B2 is the perfect aircraft for our operation," said Eric Weidner, Sergeant and Officer in Charge of the Ontario Police Department's Air Support Unit. "With its payload and performance capabilities, the AS350 B2 has allowed us to continue to evolve as a department and expand the type of missions we perform."

The Ontario Police Department, which has been operating helicopters since 1989, acquired its first B2 N10NT in 2002. The Air Support Unit has nine full-time officers and flies 365 days a year. The unit averages around 1,000 hours per year on each of their two airframes, with 70-80% of their flights flown at night. [AEC]

FLORIDA: Although the costs quoted in 2008-09 when it closed down were in the region of \$800,000 after two years in storage the pair of Bell OH-58s formerly operated by the Escambia County Sheriff's department are to be brought back into limited service. Sheriff David Morgan announced last month that a \$100,000 grant from the US Justice Department's Office of Justice Program will allow the agency to restart its air unit on a temporary basis. The unit which has two OH-58s, N91EC 70-15615 and N920EC 70-15254, has been grounded since 1st March 2009 [Pensacola Times]

NORTH CAROLINA: The bones of another unit are currently being mulled over as the New Hannover 2008 Robinson R44 Raven II helicopter N911SG is part of a bid process intent on seeing its disposal. The Raven has just 480 hours on the Lycoming Engine and airframe and is equipped for the law enforcement role, it was last Certified in April 2010. A number of bids have now moved up to \$380,000 from the initial \$150,000 but has still not met its reserve. The sale will conclude before mid-April.

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AIR AMBULANCE INTERNATIONAL

SAFETY: Major helicopter emergency medical service (HEMS) associations have committed to “create the safest system possible for patients and the public” by adopting the data-driven safety recommendations of the International Helicopter Safety Team (IHST). They have called on all HEMS operators to join their efforts.

“The leading helicopter operators in our industry have made significant investments in safety programs,” which are “a starting point in a long-term commitment to safer medical aviation,” the groups’ leaders said in a joint letter signed March 6 during Helicopter Association International’s HELI-EXPO 2011 in Orlando, Fla.

While noting that countless lives have been saved since the inception 60 years ago of helicopter medevac and SAR services, the HEMS leaders said, “it is clear that we must now all act together as an industry to improve safety performance to continue to earn patient and public trust.”

The industry and government co-chairs of IHST, HAI President Matt Zuccaro and FAA Rotorcraft Directorate Manager Kim Smith, welcomed the added international support for pursuing an 80 percent reduction in the worldwide helicopter accident rate from a 2005 baseline by 2016.

The HEMS leaders said they “commit to the IHST process of data-driven best practice and call upon all HEMS operators to join our efforts.”

The leaders were:

Erwin Stolpe, M.D., a member of the Board of Directors of the European HEMS and Air Ambulance Committee (EHAC) and medical director of Germany’s ADAC Air Rescue;

Daniel Hankins, M.D., president of the Association of Air Medical Services (AAMS) and an emergency medicine physician at the Mayo Clinic in Rochester, Minn.;

Howard Ragsdale, president of the Air Medical Operators Association (AMOA) and director of PHI Air Medical, headquartered in Phoenix, Ariz.;

Thomas Judge, EMTP, chairman of the Association of Critical Care Transport (ACCT) and executive director of LifeFlight of Maine, based in Bangor, Maine;

Rex Alexander, president of the National EMS Pilots Association (NEMSPA) in the U.S.

Kevin Hutton, M.D., chairman of Medevac Foundation International (MFI) and chief executive officer, founder, and chair of Golden Hour Data Systems, based in San Diego.

While he was unable to join his colleagues in Orlando, the president of the Aeromedical Society of Australasia (ASA), Andrew Berry, M.D. also signed the letter. He also is state director of the Newborn and paediatric Emergency Transport Service (NETS) of New South Wales, Australia.

AUSTRALIA

RFDS: Hawker Pacific has announced the delivery of the first Beechcraft King Air 350C to the Royal Flying Doctors Service (RFDS), as part of an agreement that will see five aircraft delivered.

Operating under contract to the Air Ambulance Service New South Wales (AASNSW), the RFDS South Eastern Section will eventually take delivery of two King Air 350Cs and three B200C aircraft. The 350C variants delivered to the RFDS will also feature ex-factory cargo doors and various aeromedical modifications to customise the aircraft for its intended use.



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IRELAND

It is not quite what was intended in the way of air ambulance services – the wish was for a full HEMS operation – but Ireland's first air ambulance service has taken to the skies, and has already flown patients from Gran Canaria and Spain back to Irish hospitals.

Aeromedevac Ireland, a repatriation operation was founded by Dr Tony Walsh and Dr David Walsh, both of the Sims Clinic, together with Keith Trower, former director of Manage Care, a public-private partnership healthcare firm with Axa.

At least €1M Enterprise Ireland and private funding, has been invested in acquiring a Cessna Citation II business jet EI-MED.

So far the company has been approved by seven international assistance companies – which means they have joined the selection panel of services that may be used in the event of a repatriation.

The company currently employs four staff – including a fulltime pilot and flight nurse – and hopes to increase this number to ten within 18 months. It also has a standby panel of 15 doctors and nurses who are trained for air transport medical assistance.

UNITED KINGDOM

CORNWALL: Cornwall Air Ambulance Trust (CAAT), the life saving air ambulance charity has been awarded £1M for a new helicopter base at Newquay Airport.

The funding to build the new facility - £949,760 – comes from European Regional Development Fund Convergence investment and needs to be matched by charitable funds and additional fundraising.

The development is to include a 492sq m hangar for the Cornwall Air Ambulance helicopter and 335sq m of office space for both operating crews and the fundraising team.

Planning permission for the helicopter's new home was granted by Cornwall Council last November. The building will be on the south side of the main runway at Newquay Cornwall Airport and it is hoped the air ambulance will be operating from the new hangar before Christmas. The first groundwork of the facility was turned a few days ago. [media]

EAST ANGLIA: East Anglian Air Ambulance (EAAA) has ended a contract with Sterling Aviation who flew two BK117 aircraft for the service. The decision took immediate effect as the charity continues to operate two BO105 helicopters supplied by Bond Air Services Limited [BASL].

The air ambulance works with emergency services across Bedfordshire, Cambridgeshire, Norfolk and Suffolk. Services were grounded after Sterling Helicopters got into trouble and had licences revoked in February. A new tender is being formulated.

Things have not going well in recent months, long term readers may recall the row between Cambridgeshire based 'free' medico group Magpas and East Anglia AA when they moved

	<p>Reims F406 Land & Sea Surveillance</p> 	
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the [BK117] aircraft to Cambridge Airport, the EAAA CEO leaving, them buying engines to prop up the deal with Sterling... Sterling dropping off the radar... and taking the 117s with them so that EAAA are now in Bolkows. The status of the engine parts the charity purchased for their BK117 helicopters has not been clarified recently.

Anyway despite the row Magpas still exist and fly in the Cambridgeshire MD902 Explorer G-CMBS, an airframe it is said that has just a year to survive before NPAS removes it from service.

And yet late last month that same craft and its Magpas medics was over in Norfolk undertaking two 'out of hours' emergency medical flights - the first to take a trained doctor to a burned child. He may subsequently have travelled by land ambulance to Addenbrookes but how else would a doctor from Cambridge get to Norfolk in time? The second was a fatal accident where the survivor was treated to stabilise him and accompany the injured to hospital. When the Explorer goes it would seem that the regions out of hours air ambulance cover goes too.

While Magpas might seem to be able to lick a finger and signify that they got 'one up' overall in the EAAA row there are underlying worries over the situation. In a year not only will this out of hours regional air facility go but there are signs that Magpas are being shunned by the local health authority as well.

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LONDON: On July 7, 2005, the City of London was rocked by a series of terrorist blasts during the morning rush hour, targeting three underground trains and one red London bus. A total of 56 people died, including four suicide bombers. Among the resources employed in saving life was the London Virgin Air Ambulance based at the Royal London Hospital, Whitechapel. The service has always been struggling but in recent years has faced increased financial pressures.

Recently a lengthy inquest into the events took place in London led to the coroner Lady Justice Hallett saying that the air ambulance service "... deserve proper funding and proper recognition". [media]

Meanwhile the Charity which runs London's only air ambulance announced that I had attended its 25,000th mission. The service, which has been in operation for 23 years, celebrates a year of being a 24hr operation this month - the service uses road vehicles in the hours of darkness. [VH]

WALES: Wales air ambulance celebrated its 10th anniversary with its three helicopters coming together for the first time.

The three helicopter services are normally based in Swansea, Welshpool and Caernarfon. The charity started its mission on St David's Day 2001, growing from a one-helicopter service based in Swansea to operating three located "to reach any part of Wales within 20 minutes".

It costs £5m a year to run the service from public donations which, so far, has carried out 14,000 missions.



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ZIMBABWE

HARARE: Despite the dire state of the financial health of the nation African Medical Investments PLC has opened a new private boutique hospital in Harare, Zimbabwe, and launched the AMI Aviation Service, successfully completing maiden emergency air evacuation missions from Mozambique and Zambia.

African Medical Investments provides international standard healthcare through private hospitals across Africa, targeting the expanding African middle classes and the expatriate, non-governmental organisations, diplomatic and tourist markets.

The company currently owns and operates private hospitals in Dar es Salaam and Maputo and Harare, in addition to a dedicated air ambulance service.

The company is focussed on expanding its portfolio of medical facilities through the roll out of additional private boutique hospitals, satellite hospitals and bespoke corporate/in-house clinics which are planned across Africa to cater for the increased demand for quality healthcare.

FIRE

SOUTH KOREA

INCHEON: The Public Procurement Authority of the Republic of Korea has selected the AW139 for the Incheon Fire Fighting Department. The helicopter will perform fire fighting, emergency medical service, air rescue and transport missions and is scheduled to go into service in 2012.

The new fire department helicopter is to perform fire fighting duties as its primary task and will be delivered with the capability to operate with a bambi bucket or a belly tank fire fighting system. The helicopter will also be equipped with a rescue hoist and a cabin configuration to transport 12 passengers.

The AW139 will feature a comprehensive mission fit including belly tank fire fighting system, 4-axis DAFCS enhanced with hover mode, Enhance Ground Proximity Warning System (EGPWS), emergency flotation system, search light, cargo hook, rescue hoist and external loudspeaker.



UNITED KINGDOM

AVON: The ongoing interest in helicopters by the Avon fire and rescue service is continuing to move forward slowly. Industry has been briefed on renewed intentions to hold a trial. Expressions of interest were to be in by 4th April.

A composite image featuring three elements: on the left, a Honeywell Observer MKIII Mission System cockpit display showing a map and various flight data; in the center, a red and white search and rescue helicopter in flight; and on the right, a lighthouse on a rocky island.

Honeywell
OBSERVER
MKIII Mission System

Honeywell UK Limited (Skyforce)
Enquires: mission.systems@Honeywell.com
Website: www.skyforce.co.uk

Ed: Quite where the project is going remains fairly unclear, there have been numerous trials in the past using the BK117 ... London and West Sussex in the mid-1990's spring to mind. The question to be asked is what, after 15 years, is new and why are the trials apparently being repeated?

UNITED STATES

FEDERAL: Newly devised US Forest Service standards for some firefighting helicopters could require contractors to spend as much as \$50,000 per helicopter in airframe upgrades.

The high cost of upgrades could reduce the number of helicopters available come fire season but at the moment the Forest Service say it is too soon to determine the effect of the new regulations on the available fleet. Helicopters that transport people will now be required to be equipped with wire-cutting kits designed to help protect the aircraft if it runs into power lines. Other requirements, including strobe lights, a heated defroster unit and a specific cargo hook, are either for safety reasons, to increase efficiency or to comply with FAA regulations.



SEARCH & RESCUE

FRANCE

SECURITE CIVILE: Zephyr International LLC in conjunction with Capital Logistic Services Inc. has delivered thirty Manual Rescue Hoist Ground Support Equipment (RHGSE) tools to the French Civil Security Helicopter Group in 2010.

Zephyr provided a system for the French Civil Security Helicopter Group to evaluate over a seven-month period, which included testing in the various climatic regions in France. The evaluation report included design improvements that were requested after the field trials, and Zephyr incorporated the requested modifications and the new improved manually powered RHGSE version was the result. The new version adapts to the EC-145 which can have the hoist mounted on either side of the aircraft and several other significant improvements such as load indicating system and manual handle disengagement mechanism.

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INDUSTRY

As was predicted at the HAI Heli-Expo event last month [see special edition of PAN covering the show on this site] **MD Helicopters, Inc.** (MDHI) has been awarded a contract from the US Department of the Army for its Rotary Wing Primary Training Aircraft (RWPTA) to be used in Afghanistan. Despite some reports of this contract making mention of it having a very high value in excess of \$150M the actual contract so far achieved is somewhat more modest. The initial award calls for six (6) MD 530F Helicopters for training purposes but the final total could reach as many as fifty four (54) aircraft over the life of the four year contract. The contract includes all critical spares provisioning.

AgustaWestland has announced that Era Group (Era) has been appointed an AgustaWestland Authorised Service Centre in Lake Charles (Louisiana, USA) for the range of AgustaWestland commercial helicopters including the AW119Ke single engine, the AW109 Power light twin and the AW139 medium twin models.

This latest step further expands the partnership with Era as well as the level of service in the region and is also part of AgustaWestland's continuous effort to enhance its global presence through the provision of total support solutions for its customers. By doing so the company aims to support its customers at locations close to where they are based and have their business in order to maximize the operational effectiveness of their helicopters. The number of AgustaWestland Service Centres worldwide now exceeds 70, providing local support to customers, whilst a programme is underway to further expand this network of Service Centres.

Era boasts a large AgustaWestland fleet today including 22 AW119Ke single engine, 7 AW109 Power light twin and 25 AW139 helicopters.

Brother has upgraded its mobile printing range with a new robust, handheld machine which will support workers on the move.

Designed to support busy emergency services teams, the MW260A enables users to print up to A6 sized mono documents such as reports, information leaflets or template documents from a Windows Mobile enabled device* via USB or Bluetooth, rather than having to wait until they are in the office. The model features an upgraded Bluetooth chip to support the latest mobile devices.

The printer's rechargeable lithium battery will provide 50 pages of continuous printing per charge, supporting users while out in the field. The model produces prints of up to 300dpi resolution at a speed of 3ppm (pages per minute). It also comes with an AC adaptor and USB cable. Software development kits (SDKs) for Android and .pdf will be available shortly.

In the UK the printer costs £379 +VAT. To find your nearest supplier, go to <http://www.brother.co.uk/wheretobuy>

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GISPRO and Airborne Technologies shaking hands on a successful and on-time delivery of the integration of GISPRO new sensor suite on its P68 aircraft

Airborne Technologies GmbH delivered an advanced and certified turnkey sensing suite to Poland's GISPRO LLC installed by Airborne Technologies into a Vulcanair P68 Observer aircraft, the systems package included a Vexcel UCXp large format frame camera, a RIEGL CP680i LIDAR remote sensor and an IGI Systems DIGICAM 60 and CCNS4 flight guidance and geo-referencing system

The GISPRO team enjoyed the benefit of Airborne Technologies training programme, which was tailored to help GISPRO fully support their aspirations to offer LIDAR and photogrammetric missions to their ever expanding client base. The intensive training not only catered for the specific needs of their in-flight operators but also their ground based systems configurations team.

Airborne Technologies success in providing flexible surveillance cabin configurations allows the realization of almost any individual need and requirement to deliver both, customized and scalable system solutions. [AT]

GippsAero Pty Ltd, now a part of the Mahindra Aerospace company were displaying at the 2011 Australian International Aerospace and Defence Exhibition, at Avalon Airport, Victoria from March 1-6.

At the show the company gave briefings on the latest developments for the GippsAero family of aircraft including Wipline floats for GippsAero GA8 TC Airvan, the new GippsAero GA10 on track for launch in 2013 and the Turbo Airvan set for international growth with new certifications in developing markets.

Flight testing to certify the GA8 on Wipaire 3450 seaplane and amphibious floats is expected to occur in October this year. As a key incentive for operators to sign up, GippsAero and Wipaire are offering the first 10 customers a 50% off the normal deposit for a GA8 Airvan on floats with a commitment to an agreed delivery date in 2012.

GippsAero announced an increase in the Maximum Takeoff Weight (MTOW) has been approved by CASA for the Airvan GA8 and GA8-TC. All new Airvans from Serial #163 onwards will be delivered with the increased MTOW and existing clients will be able to operate at the new weight by implementing a Service Bulletin, which is available immediately.

For commercial operators, the changes will allow them to increase useful load by 200lbs, meaning greater revenue opportunities. [GA]

There may be a massive turn down in aerospace activity [give or take a war of course] but **Eurocopter** continues to use the relative quiet to expand its business for the future. EC are to create a new industrial facility in Querétaro, Mexico to support its global production network, further reinforcing the company's manufacturing capabilities while also augmenting its

presence in the Latin American marketplace.

EC has been present in Mexico for some 30 years, with its activities managed by the company's Eurocopter de Mexico S.A. de C.V. subsidiary. Based at Mexico City International Airport and staffed by nearly 200 employees, Eurocopter de Mexico provides services for helicopters located in the region, along with sales and marketing support. In addition to its Mexican market responsibilities, the company's coverage area also includes Central America, northern South America and the Caribbean.

The capabilities of Eurocopter de Mexico include aircraft assembly, maintenance and painting, along with professional training for helicopter pilots and technicians through partnership agreements with educational institutions.

The activities in Mexico were in themselves groundbreaking but by far the biggest coup of the month was the announcement late in March that EADS/Eurocopter was purchasing **Vector Aerospace Corporation**.

Eurocopter Holding, a subsidiary of EADS and Vector Aerospace Corporation, a Canadian company with its own worldwide connections, have entered into a Support Agreement pursuant to which Eurocopter Holding will acquire all of the issued and outstanding common shares of Vector Aerospace by way of a take-over bid for consideration of C\$13 in cash per Common Share. The Offer values Vector Aerospace equity at approximately C\$625 million. The Board of Directors of Vector Aerospace has unanimously approved the Offer and has determined that it is in the best interests of Vector Aerospace.

Vector Aerospace, a leading provider of multi-platform helicopter maintenance, repair and overhaul (MRO) services and of rotary and fixed-wing aircraft engine repair & overhaul, will become Eurocopter Holding's independent multi-platform MRO services provider. Vector Aerospace, which employs some 2,500 persons, is principally located in Canada and the United Kingdom, and enjoys an important presence in the United States and South Africa.

The acquisition of Vector Aerospace constitutes a major gain for EADS and will greatly enhance their presence in North America but also presents some wry aspects in the British

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market. Historically there is the case of the fleet of RAF AS330 Puma helicopters that were built by Westland but then were subsequently won back by Eurocopter for rebuild and upgrade. If this deal had happened a couple of years ago would the rebuilds have taken place not at Eurocopter but at Fleetlands by Vector? Also Vector is somewhat returning the compliment in that they have the contract to undertake maintenance of the Westland Sea King fleet. A strange turn of affairs.

Just weeks after building its own facility in Aberdeen, Scotland, Eurocopter now have the Almondbank helicopter services centre near Perth with a recently renewed Ministry of Defence contract to provide repair, overhaul, modification and testing for Chinook, Merlin, Lynx, Puma and Sea King helicopters.

Just days before the buy out announcement Vector Aerospace had their own announcement of new business - and they were at that point highlighting their soon to fade independence.

Vector announced its Turbomeca-approved Arriel 2 engine repair and overhaul line; including full test capability as up and running.

Vector received approval from Turbomeca in 2009 to offer repair and overhaul support for the Arriel 2 engine (including: 2B, 2B1, 2C, 2C1, 2C2, 2S1 and 2S2 series), and the company established a repair and overhaul line to certify and correlate an engine test cell to accommodate full test procedures.

While in the USA recently I was interested to read in *USA Today* that there are predictions of trouble brewing in the ongoing upgrade in technology. The nub of the perceived problem is that the forthcoming **4G Network** will Create GPS Dead Zones Across the US, causing severe disruption to GPS signals rendering everything from in-car navigation systems to aircraft systems 'useless'.

The 4G networks are already being installed across the USA and a trade group called the Coalition to save our GPS was formed last month to take its voice to government. This is no minor alteration in service provision, some 100 million customers could be signed up in a year, with 40,000 cell locations being set up eventually, and it is thought that the sheer amount of transmission traffic might overwhelm the current GPS.

The threat is that the new generation of cell phones will put transportation at risk through interference but will it. The storyline is being viewed in the same ball park as the dire predictions of what would happen when the clock struck midnight on December 31, 1999. So it may not happen and in any case the company setting up the system in the USA – Light-Squared – are aware of the threat and are installing filters to remove the perceived problem. If there is any truth in the warning the antidote some are putting forward to this ultimate GPS interference risk is the new European GPS Galileo.

Indra Sistemas SA the manufacturer of aerospace simulators based in Madrid has a number of Eurocopter simulators either in place or planned. Currently Eurocopter UK has a EC225 FFS level B JAR installed in Aberdeen others either operational or planned include Eurocopter Germany, EC135 FTD 3 and FNPT III MCC JAR and American Eurocopter with a EC135 FTD 6 FAA, an EC145 FTD 4 FAA and the now well known AS350 FFS level B FAA

An item in **Cardiovascular Business News** [based Providence, Rhode Island, USA], reported that three commercially available automated external defibrillators (AEDs) correctly analysed heart rhythms in an in-motion helicopter on a manikin and a human volunteer. While researchers in Korea call for further studies, they were encouraged by the results.



The study related to a belief that the high ambient noise levels, space limitations and motion of the aircraft, reduced the effectiveness of certain life-saving interventions including defibrillation.

Currently resuscitation guidelines in Europe recommend that AEDs should not be in the analysis mode during a transport in a moving ambulance because movement can interfere with the readings. Ground based ambulances are able to stop to deliver shock therapy but air transport cannot.

The AEDs tested by the Korean team on a manikin and volunteer were the Lifegain HD1, the Heartstart MRx, and the Lifepak 12.

In the tests these AEDs correctly analysed the cardiac rhythm of the volunteer correctly and did not recommend shock delivery. Vibrations affecting the manikin and volunteer were monitored, as were those on the floor of the helicopter. It was found that fewer vibrations were transmitted to the manikin/human volunteer chest than were measured on the floor of the helicopter.

It appears that current AEDs could analyse heart rhythms correctly during simulated helicopter transport but the authors still cannot guarantee the safety of the equipment based on the research undertaken so far. [www.resuscitationjournal.com/]

Just a month after the city was host to the Super Bowl **Dallas/Fort Worth** International Airport (DFW) has placed a multi-million dollar order to expand its NICE implementation. DFW will be deploying NICE's IP video surveillance solution and the NICE Inform incident information management solution. The expansion is part of a strategic modernization initiative to strengthen DFW's security, threat detection, emergency response and risk mitigation capabilities. The NICE solutions will address DFW's growing security requirements while providing a foundation for DFW to migrate to IP video surveillance. As part of this initiative, the Airport will also be expanding its audio recording capabilities, adding the NICE Inform multimedia solution which enables authentic incident reconstruction through synchronization of voice recordings and video.

DFW ranks third among the world's busiest airports in aircraft movements and eighth with respect to total passenger traffic, serving over 56 million passengers a year. The DFW Airport covers more than 29.8 square miles, an area roughly the size of Manhattan, and encompasses five terminals, seven runways, three control towers and 155 gates. NICE's video surveillance solutions have been an integral component of DFW's Security Surveillance System for eight years. With its plan to substantially increase the number of cameras and add modern IP video cameras into the mix, DFW will now deploy an IP video solution.

Enterprise Control Systems Ltd has issued a couple of exhibition dates for the interest of its customers. ECS been will be exhibiting at the Latin America Aero and Defence (LAAD) 2011 Exhibition from 12th – 15th April 2011. You can catch them on stand number A45 to view a sample range of products and to talk to one of the sales team. The LAAD 2011 exhibition will be held at Riocentro, RJ, Brazil. For further details on the venue and the exhibition itself, please click on the following link which will direct you to the official LAAD website: www.laadexpo.com

The following month ECS will be exhibiting at the Electronic Warfare 2011 Exhibition held at the Estrel Convention Center, Berlin from 25th - 27th May 2011. Visit them on **stand number 28** to view the products and to talk to the sales team. For further details on the venue and the exhibition itself and to complete an online registration to obtain an entry pass, please contact the organizers at the Shephard Group.

To arrange a mutually convenient appointment to see the sales team at either event please contact sales@enterprisecontrol.co.uk

A subcontracting agreement was signed between **Turbomeca USA, Inc.** (Safran group) and Eurocopter Canada Limited that will provide level 1 and 2 (different level on intervention on the engine) training courses in Canada.

Under this agreement Eurocopter Canada Limited will be responsible for the training needs in Canada, coordinating with Turbomeca USA, Inc. The goal is to give customers a choice to be trained in Canada for the Arrius or Arriel engines family whether at their facility, or at Eurocopter Canada.

The Turbomeca Training Network is a global training facility with locations in the United States; Brazil, Australasia; Asia Pacific; Japan; Beijing; Europe; Africa; Middle East; Italy; and now Canada.

At the end of February some **Vodafone** users in the UK, woke up to find they had no coverage whatsoever and it transpired that a break-in at one of its facilities caused the problem. All voice, text and internet coverage for the affected Vodafone customers disappeared at some stage and Vodafone confirmed the issue resulted from a break-in at its facility in Basingstoke, Surrey, which resulted in damage done to some to equipment. The suspects are thought to be children acting as vandals rather than any specific criminal attack as such.

Although Vodafone claimed that there had been no impact on the privacy of customers' data they withheld detailing the numbers of customers affected.

Ed: Potentially more important in this story are unsubstantiated rumours that there may have also been loss of service to a section of the emergency services Airwave digital radio system in this 'criminal' outage and this, if true, puts a very big question mark over the security of the whole of the emergency communications system.

Do not get me wrong, I am not saying that the emergency services will not muddle through any outage as they always have done, but it is a little worrying that this premises and many others may well need improved security if 'mere child vandals' can have this effect on Airwave.



ACCIDENTS & INCIDENTS

20 January 2011 Eurocopter EC135 N492AE. Air ambulance operating near West Mifflin, Pennsylvania force landed in a field [FAA]

1 February 2011 Beech King Air 200 N39PH. Air ambulance of Tristate Careflight, Bullhead City, Arizona. The aircraft was on an ILS approach to Centennial Airport, Denver, Colorado [KAPA]. Upon intercepting the glide path the pilot lowered the landing gear. The nose gear remained unsafe and the pilot contacted ATC and declared an emergency and discontinued the approach in order to attempt to get the nose gear to lock down. Because of the nature of the failure, the pilot was not able to manually lock the nose gear and landed with the nose gear up. Both engines were shut down and the props feathered after touch down and prior to the nose contacting the runway. Damage to the aircraft was minimal. The cause was determined to be a malfunctioning nose gear actuator box. [Concern]

8 February 2011 Bombardier LearJet 25 N26AT. Air ambulance of ATI AirMed, El Paso International Airport, Texas. Upon take off from El Paso the cabin began to pressurise, however the pilots reported an erratic rate of climb and then, depressurization. The pilots elected to return to base and the maintenance staff checked the tail cone for pressure leaks and none were found. The pressure controller was checked and contamination, which appeared to be an insect, was found in the filter. The filter was replaced. [Concern]

13 February 2011 Cessna 414 N68149. Air ambulance of Gallup Med Flight, LLC, of Gallup, New Mexico. While enroute from Phoenix, Arizona to home base Gallup the right engine oil pressure dropped below the green. The pilot performed a precautionary engine shut down and landed at Gallup without incident. Inspection of the engine revealed a bolt sheared in the engine. The engine was removed and replaced with a new engine. [Concern]

24 February 2011 Cessna Ce208 Caravan PNC-0253. Colombian Police National. Whilst en-route from Bogota the Cessna pilot had to make an emergency landing in bad weather at the airport of the capital, Quindio. The nose gear collapsed and caused damage to the propeller and the fuselage forward of the aircraft's cargo pod. On board were reported to be police commander Quindio, Lieutenant Colonel Luis Enrique Roa Merchán, the regional commander of the police, General Jose David Guzman Patino and the crew of the aircraft. No injuries were reported. [www.cronicadelquindio.com]

28 February 2011 helicopter Air ambulance of Air Evac Lifeteam made an emergency landing in Gibson County after a duck hit the windshield and caused the glass to shatter as the helicopter was flying a patient from Martin to Jackson-Madison County General Hospital. No one was injured in the incident. [Media]

2 March 2011 Eurocopter EC135T2 OY-BYD. Czech Police Air Service. Aircraft severely damaged in hard landing at Slany. Skids collapsed and tail boom severed. No injuries reported. [PlanesCZ/Helihub]



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4 March 2011 Eurocopter EC135P1 N235DH. Air ambulance of Med-Flight based at Dartmouth-Hitchcock Advanced Response Team (DHART), Lebanon, New Hampshire operated by Metro Aviation made a precautionary landing at Boston Logan Airport while taking a patient to a Boston hospital after one engine brought cause for concern. It was on its way from southern New Hampshire to the Beth Israel Medical Center in Boston with a patient on board. [Media/Concern]

4 March 2011 Bombardier Lear Jet A Air ambulance ran off the end of the runway at Hobby Airport, Houston, Texas. The aircraft was transporting a patient from Mexico. None of the six people on board were injured. The plane ran about 1,000 feet off the runway and damaged the runway lights and an antenna. The jet's left wing also was damaged.

5 March 2011 AgustaWestland A109E N901CM. Air ambulance of LifeFlight of Maine, Bangor, Maine operated by ERA Helicopters. In marginal VFR weather the aircraft had been out of service due to rapidly changing weather at hospital base. Pilot decided to reposition aircraft to airport hangar facilities during break in inclement weather. Pilot started aircraft, conducted ground run up procedures and departed hospital helipad. Medical crew-member from hospital grounds noticed engine inlet covers had not been removed prior to flight and notified pilot over crew radio. Pilot was at 100 feet and accelerating through 30 kts and elected to continue to airport utilizing minimal power and performed a running landing. After engine shutdown maintenance personnel were notified and completed visual inspection of inlet screens, screens were slightly dimpled with no further damage found. No damage found. [Concern]

5 March 2011 Eurocopter BK117 VH-SYB Air ambulance based at Orange, New South Wales, Australia was rushing a seriously ill male patient from Mudgee Hospital to a hospital in Sydney when a warning light was activated in the cockpit indicating a possible problem. The aircraft diverted to Lithgow for a potential emergency landing but landed without incident. [Twitter]

16 March 2011 Eurocopter AS332L1 Super Puma D-HEGM. German Federal Police. Two-hundred miles into its journey and travelling at an altitude of 5,250ft, the helicopter suffered double engine failure and autorotated for almost two minutes to a height of 1,950ft before the police crew regained control. The story came to light because of its links with Mrs Merkel the German Chancellor who had been the previous passenger dropped off at an election campaign event in Waldshut-Tiengen on the Swiss border. [Media]

16 March 2011 Sikorsky S-76 C- . Air ambulance. Helicopter departing from the scene of an accident in Pitt Meadows, British Columbia misjudged the distance cut through telephone wires on take-off, cut the line and damaged its main rotor blades. The flight was terminated without injury. [CTVBC]

16 March 2011 Beechcraft King Air 200 N902SH. Air ambulance of Sanford Intensive Air, Sioux Falls, South Dakota. Less than one minute after departure from the Sioux Falls airport the airplane suffered a bird strike. The aircraft returned without further incident. Damage found to the dorsal fin that connects to the vertical stabiliser. [Concern]



The banner features the IFSEC 2011 logo on the left, which includes a stylized circular graphic and the text "IFSEC 2011 16-19 May 2011 NEC Birmingham, UK". To the right of the logo, the text reads "IFSEC BRINGS NEW SECURITY PRODUCTS TO LIFE REGISTER FREE WWW.IFSEC.CO.UK REGISTRATION CODE EX079". On the far right of the banner is a small, blue, boxy robot figure with a single antenna and a friendly face.

17 March 2011 Eurocopter BO105 N913ET. Air ambulance of Air One ETMC based Tylet, Texas and operated by Metro Aviation, Inc. On approach to base a small bird was seen flying into the rotor system, corresponding with a thud and bird entrails splashing down the aircraft left side. No adverse conditions were noted and a normal aircraft shut down was performed. Aircraft inspected with no damage noted. [Concern]

19 March 2011 Bell 407 EC-KTA Inaer for Gobierno de Aragon on fire fighting duties. Crashed in Teruel, Taragon, Northeast Spain on its side and largely intact, no post crash fire, killing six persons and seriously injuring a 7th. They were trying to extinguish a fire in the area of Villel, near the N-330, in the area between Teruel and Cuenca [Pprune/Media]

19 March 2011 helicopter South Korea fatal accident whilst on fire fighting operation. A military helicopter crashed in South Korea killing seven people on board, according to sources in the army and defence ministry. The crashed occurred in Gyeonggi province near Seoul. The accident happened as the helicopter was returning after delivering a medical patient to a military hospital. Two pilots, two medical officers and three soldiers died. [Pprune]

20 March 2011 Eurocopter EC145 N N145LF. Air ambulance of UMass Memorial Life-Flight, Worcester, Massachusetts. Operated by Air Methods. While loading patient at Day Kimball Hospital, Putnam, Connecticut an Emergency Department technician dressed in a blue plastic gown came sprinting around from the far side of the aircraft. The pilot was able to intercept this individual but not before he had come under the rotor disk and near the tail. [Concern]

26 March 2011 Bombardier Challenger CL-601-1A C-**.** Air ambulance of Quebec Government Air Service. Aircraft originating from Kuujuaapik en-route to Montreal declared an emergency when the front gear failed to deploy. After 90 minutes reducing fuel the aircraft let down into Rouyn-Noranda airport and managed to drop and lock the front wheel on approach. [Media]

30 March 2011 Eurocopter EC135P2 OE-BXF. Austrian Police. Gegen 10.00 Uhr morgens ist ein Hubschrauber des Innenministeriums im Achensee im Gemeindegebiet Achenkirch (Nähe Segelschule Schwaiger) aus noch unbekannter Ursache abgestürzt. The helicopter with four persons aboard took off from Innsbruck on a training and calibration flight and crashed into the waters of the Tirol Achensee a lake in the west of the country. All four persons on-board died. The location was given as near Achenkirch Sailing School, Schweiger, in the middle of a lake between Gaisalm and Achenkirch at a depth thought to be 80 metres. The dead were a 38-year-old flight attendant, a 41-year-old police officer pilot, a 53-year-old border policeman and a 43-year-old Swiss police officer who was on an exchange posting. [Media]



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PEOPLE

There has been a change at the Luxembourg Police Air Support Unit effective April 1. Michel Conrad is leaving air support for Criminal Investigation and is being replaced. Until further notice the air support unit will be run by christian.feller@police.etat.lu

Broadcast Microwave Services, Inc. (BMS) based in Poway, California has announced industry veteran Mr. Joe Pina has joined the company's Sales and Marketing team. Mr. Pina will be handling sales in BMS' law enforcement and public safety markets for eastern North America. Pina brings an extensive background and experience in sales in the microwave communications industry.

Commenting on Mr. Pina's hiring, BMS VP for Sales and Marketing, Bill Sweeney, said, "The addition of Joe to the BMS sales team is an exciting move for us. He has the depth of experience and technical knowledge in this industry to hit the ground running and address the needs of new and current customers alike."

Pina, who will be based in Massachusetts, can be reached via email at jpina@bms-inc.com or via phone at (978) 935-6147. BMS' products website at www.bms-inc.com



American Eurocopter has announced that Treg Manning has joined the company as Vice President of Sales. Manning brings more than 20 years of experience in the aviation community to American Eurocopter. He started his management career in 1993 with Air Methods in Business Development and was successful in growing the company's annual sales and establishing an international sales network. In 1998 he joined Bell Helicopter as a Marketing Manager for the EMS sector and was later put in charge of sales for Central and Eastern Europe. He was promoted to Executive Director, North American Sales in 2002. He continued his career at Bell leading the deployment of Six Sigma into the strategic and transactional business functions. In 2006, he assumed the responsibility of the Strategic Marketing Department developing a multi-tiered cross-functional team focused on commercial product and globalization strategy.



Manning comes to American Eurocopter from Med-Trans Corporation where he held the position of Senior Vice President of Business Development, responsible for developing market opportunities throughout the United States.

M. E. Rhett Flater is retiring from his role as AHS Executive Director effective May 30, 2011. He has served for more than 20 years. He has prepared a job description of some of the abilities and skills they will be looking for in a successor. The deadline for receipt of applications was March 21, 2011.

Nigel Hare, for the past 13 years the Paramedic Manager for the Devon Air Ambulance Trust is now their Operations Manager. He is now responsible for enhancing and developing the operational aspects of the two Devon Air Ambulances, including clinical delivery, governance, training and deployment.

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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to time images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

Cega Group has strengthened its medical team with the appointment of Dr Juliane Kause to the role of general manager, Cega Air Ambulance.

The medical assistance and air ambulance provider said Dr Kause brings significant medical expertise to the group's management team; enhanced by her ongoing role as an NHS consultant in critical care and acute medicine.

Commenting on her new role, Dr Kause said: "I look forward to leading Cega's highly skilled critical care team in implementing a service that gives every patient top quality, uninterrupted care."

Lynn Tilton, founder and CEO of private equity firm Patriarch Partners, LLC, was honoured with the Luminary Award at the Women's History Month Celebration organised by Womensphere and The Urban Zen Foundation. The event, which took place last month in New York City, featured CEOs, thought leaders and policy makers as well as performances by renowned artists and talks by women innovators who are positively impacting the world, inspiring brighter futures for all. [PP]

EVENTS

UPCOMING EVENTS

This year's Milipol Paris Security Show is scheduled October 18-21, 2011 and will be held in the Paris Porte de Versailles Exhibition Centre - Pavillon 1. This premier international exhibition of internal State security, will open its doors for four days of meetings, discovery and discussion. Milipol is expected to welcome more than 1,000 exhibiting companies from 43 countries and 30,000 visitors.

In 2009, for its 25th anniversary, Milipol Paris created a new area dedicated to the protection of countries and their populations in the face of major risks from environmental, climatic, and industrial sources. This new area brought together all the players in each of these fields around the French Directorate of Civil Defence and Security. In response to the interest shown by visitors to the previous show, the major risks area will be expanded to showcase innovations in this ever-changing field. The protection of populations is now more relevant than ever before. Indeed, the recent succession of natural disasters such as the Xynthia storm, the Iceland volcanic ash cloud, and the earthquake and tsunami in Japan, makes it even more crucial for states to rethink their public security policies.

Milipol Paris is recognised internationally as the flagship event of the security sector. The previous show attracted 887 exhibitors, of which 64% were international from 43 countries, and 27,650 trade visitors from 132 countries.



A major new international helicopter exhibition will take place at Farnborough, UK, in an exhibition centre at the heart of the UK aerospace industry 19-20 September 2012

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DIARY

3-6 April 2011 ASIS Europe, Messe Wien, Vienna, Austria Organiser ASIS International +32 2645 2674 www.asisonline.org

12-15 April 2011 Latin America Aero and Defence (LAAD) 2011 Exhibition RioCentro, Rio de Janeiro, Brazil.

13-14 April 2011 14th Shephard International SAR Conference & Exhibition at Bournemouth International Centre, Bournemouth, UK. First held in 1998, Shephard's Search and Rescue conference and exhibition has developed a global reputation for being the essential gathering for SAR professionals. This event has been supported by the RNLI, HM Coast Guard, US Coast Guard, and the European Helicopter Association; it provides the largest international gathering of SAR experts in Europe. www.shephard.co.uk

13-14 April 2011 BAPCO, Business Design Centre, Upper Street, Islington, London. Organised by BAPCO +44 20 79736401 www.bapco.org.uk

16 April 2011 American Heroes Air Show. Austin Texas. The American Heroes Air Show is the nation's premier admission –free, helicopter-only aviation event produced by volunteers from coast-to-coast with a passion for aviation and public service. Details from James D. Paules Jr. Volunteer - Executive Producer, American Heroes Aviation Network. +1 (818) 631-8132 Email: Jim@Heroes-airshow.com www.heroes-airshow.com

19-20 April 2011 Counter Terror Expo, Olympia, London. www.counterterrorexpo.com

10-12 May 2011 LETA Basic and Advanced Thermographers Seminar. Hosted by: RCMP "D" Division Winnipeg, Manitoba, Canada Contact Person: Sgt Andy Pulo, Training Services +1 (204) 983-7829 www.leta.org

11-12 May 2011 MALTA INTERNATIONAL FINANCIAL CRIME FORUM. The ICC Commercial Crime Services (ICC-CCS) Malta Forum is acknowledged for its practical approach to identifying and tackling the potential pitfalls faced by those using financial in-

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struments within international banking and financial services. Direct benefits for delegates are a greater understanding and application of international financing and financial instruments, money transmittal and communication protocols, as well as international anti-money laundering and counter terrorism financing guidelines and practices.

Forum Cost EUR 900 per delegate to include all documentation, lunches, coffee and tea breaks and the Forum dinner. Discounted rate of Euro 500 for delegates representing organisations located in Malta and regulated by MFSA. To verify eligibility for discount and to obtain a discount code, please contact fib@icc-ccs.org Bookings may be made online via website www.icc-ccs.org. For more information contact Karen O'Neill on +44 207 423 6960, or email fib@icc-ccs.org.

17–19 May 2011 EBACE 2011, the eleventh consecutive European Business Aviation Convention & Exhibition will take place at the airport, Geneva www.ebace.aero

21 May 2011. Air Ambulance Show in Hradec Kralove, Czech Republic. The Czech police will participate.

23-25 May 2011 InfoPol Kortrijk Xpo, Belgium The 9th international trade fair for the equipment of the police, security and surveillance services. infopol@kortrijkxpo.com www.infopol.be Immediately followed at the same venue by the 26-27 May 2011 Expo112 The 33rd Emergency Services event covering fire and ambulance. www.xpo112.be



25th-26th May 2011, Washington D.C, USA

This highly successful event for the Aerial Firefighting community, is the 7th in the series, and will review the current trends in controlling wildland fires from the air and how this is likely to influence the future make up of the next generation of aerial firefighting assets and funding that will be required.

There has been a considerable increase in the size and frequency of wildland fires in the past decade resulting in many acres burned, large numbers of homes lost and other critical structures destroyed. At least seven US states have recently had the worst wildfires in their history. The Station Fire Enquiry has further intensified the debate on how should the US better prepare itself to tackle 'Mega' fires.

This Aerial Firefighting event will address the current challenges the US faces in dealing with the increasing problem of combating these fires and debate how we define and execute the correct path in going forward. Tangent Link. All Tangent Link events comprise a 2-day conference with supporting exhibition and networking breaks. <http://www.tangentlink.com/events/> contact the Tangent Link team directly on: **+44 1628 660400**

27-29 May 2011 AviationExpo Europe, Bitburg Airport, Germany. Last year the event was in the Czech Republic and this the scene is being set in Germany on the borders of the Belgium, France and Luxembourg. Organised by World Aviation Events Ltd., Kingston-upon-Thames, Surrey UK +44 20 8549 3917 alex@avbuyer.com www.expo.aero



FEATURE

Lets do 'NVG'..... (Night Vision Goggles)



A great idea but there are hidden implications.

You don't have to go particularly far in a public sector helicopter community before you hear 'NVG' in the conversation. Operating helicopters at night in those really dark rural areas is far from easy and the introduction of NVG in suitably equipped helicopters can address some of the operational issues.

The first implication of 'going' NVG is that the helicopter cockpit and possibly cabin and external lighting scheme will need to be made NVG friendly. Cockpit conversion has been going on for a long time and it is interesting to note that today's modern glass-cockpits often embody a significant element of NVG compatibility already when the aircraft are delivered from the factory. The more difficult issue may be the conversion or upgrading of some of the other displays and equipment in the aircraft often essential to the mission but not specified as NVG-compatible when the aircraft was outfitted.

So where is the problem? The issues with NVG as far as the helicopter are concerned start with certification. Will the regulatory body that oversees your operation agree that your lighting modifications are compatible with your chosen NVG goggles? What equipment will they regard as essential for NVG operation and what implications will the failure of NVG lighting even in part have on your NVG operational capability?

It's fairly likely that a minimum equipment list for NVG will be needed.... But it is also possible that any equipment that cannot operate in its NVG mode – with the correct lighting – will invalidate the NVG clearance completely. White un-filtered light can and does have a horrible effect on NVGs themselves and its possible or highly likely that any white light emissions will make NVG difficult or even impossible.

In short for an NVG solution to work, all the equipment embraced in the NVG lighting solution needs to work in an NVG mode. A radio control-head may be fully functional but the NVG lighting has failed. The head's screen is visible under white light. One item's lighting capability can close down in entirety the NVG compatibility of a cockpit and the NVG capability of an operation. Equipment lighting in regular night flying is important but in most cases it hardly crucial to safe operation. With NVG this is not the case.

So what are the other implications? By going down the NVG route, you will have already noted the need for end-user certification for the goggles but until the equipment in the cockpit fails you may not have noticed that the pesky little NVG part numbers may also be end-user controlled. What may be worse or harder to manage is that the equipment with '-NVG' at the end of the part number may be very short supply indeed. Equipment which fails through lighting, or any other defect will need to be repaired but may find itself in a long repair pipeline.

A quick glance into the cockpit will reveal that keeping an NVG-compatible cockpit 'NVG compatible' could be a challenge. The number of boxes and lights is significant and you might also want to look at the replacement and repair costs for the more specialised –NVG parts. The very worst will be items subject that have been subject of custom conversion by third parties where the act of conversion itself may (probably will) have invalidated any OEM warranties.

The point I make is simple. NVG operations may add hugely to a unit's capabilities but when looking ahead at sustaining this, even for a short time, make sure you have discussed the provision of repair services and those pesky little end-user certificates if you hope to avoid extended lack of NVG capability when kit goes wrong and explaining to those who don't understand aviation why your NVGs can't be used. The conversion and goggles will have been a sizeable investment and keeping the kit working will cost more than before.

What is odd here is that there was once a very simple NVG conversion scheme that worked in many cases. NVG filtered floodlights were installed to illuminate the instrument panel.

Masks were used to customise the coverage of the lights. NVG filters were fitted on the essential warning lights and panels but for NVG operation, all the cockpit white lighting was simply turned off and was illuminated by the floodlights. The military certainly hated it as it meant that the cockpit glowed a green-blue colour that was hardly tactical, but you do wonder whether 20 years on this approach might work quite well in the less hostile environments of public service aviation.... And even more importantly it could be an affordable and sustainable solution for long-term operations. Could this be an example of the KISS principle?

Rivet

It is less than two months now to the 2011 **PAvCon** police Aviation Conference.

Between 23-25 May the road show will be in Bilbao, Spain at the invitation of the Bilbao Police authorities to bring a range of high quality presentations from across the world.

The third edition of this Police Aviation Conference will be attracting all that is best to the city of Bilbao. So far each of the major sensor manufacturers has declared a strong interest in the event and to support it with a range of sponsorships.

Even though the venue is a helicopter base we have arranged a fixed wing day at the International Airport and there will be presentations from fixed wing operators.

Details of this event are carried in Police Aviation News from time to time and are on the dedicated web site www.pavcon.org All the usual PAR/PAN telephone and e-mail contacts can be used but there is a dedicated e-mail admin@pavcon.org and a 24/7 ansaphone line +44 20 8144 1914 and in Germany you can call the event Chairman, Gareth Davies on +49 89 201 81 904 or +49 172 786 4625



Unfortunately there is a clash of dates and PAN will be missing the EMS event of the year! So it is a choice I am afraid. Bilbao with PAvCon or Brighton with the 24-27 May 2011 **AirMed 2011**. The 10th AirMed World Congress is being staged in the UK for the first time. Delegates from the international medical and aviation world are expected to attend the four day event in Brighton, Sussex on the south coast of England. The triennial aero- medical conference AirMed 2011 is being hosted by the Kent, Surrey and Sussex Air Ambulance in co-operation with EHAC, the European HEMS & Air Ambulance Committee who have been staging AirMed congresses with local operators since 1980.

The programme for the conference will include a broad range of subjects from trauma and airway management to clinical governance and medical emergencies. Renowned international speakers will present up to date evidence based sessions and future innovation in the clinical world. Management sessions will cover topics including tendering; managing change; outsourcing and management strategies. The operational part of the programme will look at both helicopter and fixed wing operations and an aviation exhibition will be held at nearby Shoreham airport on the final day.

www.airmed2011.com



Israel Trade Fair & Convention Center
31 October - 1-2 November 2011

www.isdef.co.il/