

Police Aviation News

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IPAR

Sikorsky and AgustaWestland
New inroads into police markets

Malaysia chooses King Air

Malta goes turbine

Police Aviation Conference update



UK Police - 1 of 6

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LAW ENFORCEMENT

INTERNATIONAL

The World border organisation BORDERPOL has announced the development of the International SAFEBORDER NETWORK.

The initiative is a global extranet designed for sharing information between countries and between the agencies involved in border security.

The problem of information sharing becomes worse as you cross international boundaries; there is no formal mechanism in place for sharing information between nation states and their border agencies; this represents a major weakness in border security. SAFEBORDER is designed to address that weakness.

Development of SAFEBORDER will be rolled out in three phases. Phase one is already well advanced and accessible to those with the password at safeborder.net. On the site users will be able to share information on education, training, doctrine, best practice and more specific information about criminal gangs, terrorist organisations, their structure and modus operandi. It will also include other useful features like a forum, equipment database and events calendar.

Phase two will include an e-learning programme, the purpose being to set and raise standards across the global border enforcement community and create an internationally recognised qualification.

AUSTRALIA

VICTORIA: The Victoria Police Air Wing is to hold a 30th Birthday of Rotary and Fixed Wing operations in October this year. Meanwhile the unit is trying to trace a number of past members [Pilots, Observers, Engineers, Paramedics and Administration Staff] they have lost contact with.
[VPAW]



WESTERN AUSTRALIA: Fifteen police properties are to be sold off to raise the \$24M required to purchase a second police helicopter. The asset disposal, has been labelled as a 'fire sale' by disgruntled members of the political opposition in the State even though they supported the principle of the helicopter purchase. They claim the people of WA had been misled in not being told about how the funding was to be raised.

The unit currently operates a KB117B helicopter but has fixed wing assets including some recently acquired Pilatus PC-12.

[Media]



BELGIUM

FEDERAL POLICE: The Belgian Federal Police Air Support Unit (DAFA) announced late last month that they had selected the Carl Zeiss Optronics' LEO-III-HD Airborne Observation Systems for their fleet of MD900 Explorer helicopters.

Carl Zeiss Optronics won the tender following stringent evaluations which included flight tests and side-by-side ground tests against three major competitors at the DAFA base. The initial contract is for 2 LEO-III-HD systems and support, with options for a further 2 systems up to 2011.

Carl Zeiss Optronics' Managing Director, Kobus Viljoen, expressed his particular satisfaction with winning this contract since it represents a repeat buy from an existing customer.

The Belgian Federal Police Air Support Unit currently operate competitor systems as well as a LEOII-A3 system and have expressed their satisfaction with the service support they have received from Carl Zeiss Optronics over the past 3 years. DAFA's LEO-II-A3 has now notched up more than 3,600 operating hours and remains in daily use.

The LEO-III-HD builds on the solid reputation of the trusted LEO-II range which remains in use with law enforcement agencies around the world. The LEO-III-HD represents a step-change in law enforcement and homeland security observation capability and can simultaneously be equipped with up to nine high performance sensors. These sensors are designed and manufactured by Carl Zeiss Optronics and feature exclusively Zeiss optics.

The system has the ability to read vehicle registration plates in complete darkness at altitudes up to 1,500 feet, while the system's on-board, real-time data processing capabilities provide image enhancement options including image fusion. Both the daylight TV zoom and spotter cameras feature 4 focal plane arrays that offer the unique capability to view points of

interest through the visible colour range up to the Near Infrared range. The modular design of the sensor pack offer customers optimum flexibility in choosing a system configuration ideally suited to their operational conditions and budgets.[Zeiss]

Three Belgian prison inmates have again made a dramatic and successful escape



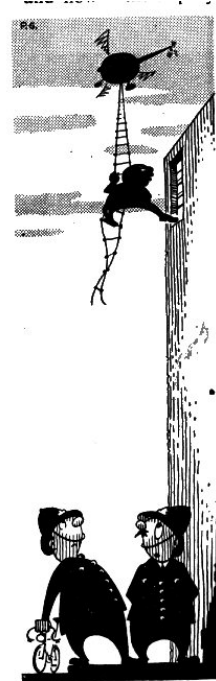
from incarceration by helicopter.

The escape again involved a helicopter being hijacked by accomplices and a pilot being forced to fly into the prison yard, where the men got inside.

They flew to a field 20km from Bruges, near a highway where they hijacked a black Mercedes and got away.

One of the men was identified as Ashraf Sekkaki, a 26-year-old convicted bank robber who has been described as one of the most dangerous criminals in Belgium. Sekkaki escaped from another prison in 2003 – though did not use a helicopter on that occasion. Not everything went to plan in this escape. One of the team was left behind by the helicopter after the pilot refused to take off overloaded.

An inmate escaped by helicopter from another Belgian prison in 2007. He was arrested two days later. Prison escapes using rotary wing craft are relatively regular occurrences globally but some countries suffer more often than others.



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COLOMBIA

The Department of State, International Narcotic and Law Enforcement Affairs Bureau (INL) is to hold an Industry Day event in Orlando, Florida between August 11-13. It is aimed at vendors who are interested in participating in the programme solicitation for INL's Colombian National Police Aviation Program (CNP). The Department of State is seeking support services in Logistics, Maintenance, Facility Maintenance, Construction, Training, and Flight Standardisation. The purpose of this meeting is to exchange preliminary information with industry and to solicit feedback on the Government's acquisition strategy for this solicitation. The date for applications expired last month.

ICELAND

Police in Iceland have been using what they call a 'new and effective' way to enforce traffic laws in the countryside. They have been monitoring and following traffic violators and speeders via an Icelandic Coast Guard Puma helicopter TF-LIF. The police officers carried by the Puma have been using hand held radar equipment to pick out vehicles in remote areas of Iceland and then the helicopter has flown close in to instruct the car to pull over. The helicopter will then land and the police issue the driver any violation notice and undertake radar speed detection from ground level.

The new method allows the police to cover a wide areas of the remoter sections of Iceland in a short time and is supported by such as Sveinn Runarsson, Police Chief in Hvalsvollur, a town located in southern Iceland. Perhaps reflecting the 'occasional' nature of this high cost venture Runarsson does say that the helicopter operations are dependent upon the Coast Guard providing the police the opportunity.

To watch a video about how the new helicopter surveillance system works, click [here](#). Although the video is in Icelandic, it is possible to still view how the helicopter stops vehicles and who is getting stopped!

JAPAN

NATIONAL POLICE AGENCY: The NPA in Japan has selected the S-92® helicopter to conduct search and rescue and special mission operations. In the past the Agency has selected both the EH101 and the AW139 in this broad category so it is unclear whether this is a shift in preference or following a multiple source policy.

The NPA has employed Sikorsky helicopters since 1996, the agency's fleet includes two S-76B™ helicopters. These perform missions including SAR, transportation, utility and a variety of special requirements for the NPA.

Nearly 100 S-92 helicopters have been delivered to date, and the worldwide fleet has accumulated more than 160,000 flight hours.



Reims F406 Land & Sea Surveillance

MALAYSIA

POLICE: During a period of major re-equipment more than a decade ago it was projected that somewhere around 1999 six fixed wing twin aircraft would be purchased for use by the Royal Malaysian Police [PDRM].

Now, somewhat behind that schedule there have been reports that the Royal Malaysian Police (PDRM) Air Wing now have three new King Airs (9M-PTA, PTB and PTC) which were believed delivered in recent months.

The order is for five aircraft three delivered this year and two in 2010. The aircraft have been bought through Hawker Pacific Air Services.

The level of equipment and role expected of this time is not known at this time. [Malaysian Wings/ikdn/AB]

MALTA

AFM: The Luxembourg government is supporting the Armed Forces of Malta's Air Wing operations by providing a leased CASA 212.CC maritime patrol aircraft for patrolling during the ongoing FRONTEX joint Operation 'Nautilus.'

The European external borders' co-ordination agency FRONTEX oversees and funds 'Nautilus' in the central Mediterranean as a joint air and sea operation against illegal immigrant activities. Most EU nations with a Mediterranean coastline take part with additional help from other nations out of the immediate region including the German Federal Police. Although part of the role is to deter the hundreds of small boats that set off from the coastline of northern Africa the actual outcome is usually to detect the boats, monitor them and in all too many cases rescue those that get into difficulties.

The CASA aircraft arrived in late July on a short term lease. The aircraft was one of three previously in service with the Swedish Coast Guard until replaced by a Dash 7 fleet, it is now owned by CAE Aviation of Luxemburg.

An Armed Forces of Malta aircrew will fly the CASA under the supervision of a CAE instructor. AFM senior pilots and technicians have been undergoing twin-turbine conversion training locally on a CAE owned Swearingen Merlin III [LX-NRJ].

This CASA will be the largest and the first turbine powered fixed wing aircraft to be operated by the AFM's Air Wing. It is IFR equipped and in keeping with its previous role is equipped with a powerful nose-mounted search radar, thermal imaging and homing equipment. A ramp at the rear makes it possible to drop survival equipment from the air.



The aircraft now carries Maltese military markings and is serial numbered AS0925, which markings it will continue to carry until the end of the Nautilus joint operation. The other EU Member State which is supporting the AFM with operational assets in this joint operation is Germany.

Ed: The allocation of the marks to this CASA as the 25th aircraft operated by the AFM effectively defers the notion that the AFM are to take delivery of a Eurocopter UH-72A in the immediate future. A year ago the project was top priority and on, off and on again in quick succession. But the central point of this is that no-one has yet signed a contract. The UH-72A was being heavily subsidised by the US but Malta's means are slender and even half the cost of a new helicopter is a major factor. For nearly a year now the AFM have been looking other options but I understand that the UH72 project is definitely still on the agenda.

TRINIDAD & TOBAGO

AIR GUARD: AgustaWestland has announced that the government of Trinidad and Tobago has signed a contract to purchase four AW139 medium twin turbine helicopters. Trinidad and Tobago's Air Guard (TTAG) will establish a dedicated unit to use these helicopters for search and rescue, surface surveillance, law enforcement, drug interdiction and disaster relief operations. The contract also includes an extensive training and logistical support service for the first five years. The contract, comprising the aircraft and support package, is valued at US\$348M.

A consortium involving AgustaWestland, Bristow Caribbean, FB Heliservices of UK and Helidex of USA will be established to manage the AW139 programme in Trinidad and To-

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NETHERLANDS



KLPD: Last month the unit received the first of six EC135's on order, PH-PXA illustrated.

bago with training services to be supplied in Italy, the UK and the USA. Operations will primarily take place from Piarco International Airport and from offshore patrol vessels, working in conjunction with the Coast Guard. This order marks the establishment of the first Search and Rescue helicopter unit in the country.

Giuseppe Orsi, Chief Executive Officer, AgustaWestland said "We are delighted that the Trinidad and Tobago has selected the AW139 to meet its search and rescue and homeland security requirements. This purchase demonstrates the continued success of the AW139 platform worldwide and in the Central America and Caribbean markets where we see good business opportunities in the future".

UNITED KINGDOM

CENTRAL COUNTIES: The latest arrival of a police Eurocopter EC135P2i for completion at the Oxford facilities of Eurocopter UK is that for the Wolverhampton Airport based Central Counties consortium. This consortium of West Mercia and Staffordshire Police was the first to take delivery of the EC135T1 'Classic' and introduced the type into British police service in July 1998.

DEVON & CORNWALL: Another new arrival at Oxford is the Eurocopter EC145 [BK117C2] intended for service with the Exeter based police operator. Their current aircraft is the only BK117C1 in UK police service, G-DCPA.

SUFFOLK: As illustrated on the front cover of this edition of PAN the first of six identical new Eurocopter EC135P2i helicopters for British police forces has been delivered to the Suffolk air support based at Wattisham air base.

The helicopters were ordered as part of the first joint tender by six UK police forces. The Police Air Support Units in Central Counties, Cheshire, Chilterns, North Wales and Cleveland will subsequently also receive a new EC135P2i helicopter.

The Eurocopter UK team worked in conjunction with the six police forces to deliver a fully customised aircraft fitted with the latest technology in the field, including state of the art Airborne Law Enforcement and Police Reconnaissance & Surveillance systems as well as interoperable communications equipment, including FSI daylight and thermal imaging cameras, Nightsun search lights, ECS video down-link system and Tetra radios, which will allow easy communication both with police on the ground and with the other emergency services. The six helicopters will all be used by up to a total of 18 neighbouring police forces belonging to regional consortia. These include a Midlands regional collaboration pilot project to trial more efficient joint police air operations. The new EC135 G-SUFK supplants an earlier EC135T1 G-SUFF which is now available for other police work.

SURREY: After two expensive attacks on their EC135T2 G-SURY at its Fair Oaks base in October 2008 and late April 2009 it was inevitable that something had to happen in Surrey. For two months now the helicopter has been kept outside of its home county about 20 miles from its previous base at RAF Odiham, near Hook in Hampshire, rather than Fair Oaks Airport in Chobham.

After the first attack in 2008 the force put in place some basic security measures – an alarm system – but this turned out to be insufficient when alerted, but unarmed, officers were faced with axe wielding attackers.

Police believe the attack could be connected to an armed raid that took place on a jewellery store in Cranleigh the following day; the helicopter was grounded and Surrey was unable to call on support from its neighbour, Sussex, due to low cloud on the south coast.

The move to Odiham may fit in with some new ACPO ideas of removing air assets from the 'home force' boundaries but according to the local media it has also coincided with an increase in missions cancelled en-route.

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Quoting the 'public information' section of the police website which lists all the helicopter flight operations the media reckon that a total of ten jobs were cancelled during the first ten days of July – more than during any other full month this year. The police refute that the relocation is responsible.

At this stage Surrey Police are saying that this move to the RAF Chinook base is not necessarily permanent but they are already quoting 'overwhelming benefits' of a much-enhanced level of security, lower rent and fuel costs. I think we can expect to see the Home Office raising funding for a permanent facility before too long.

Response times are said to have been tested and are said to have no impact on operational capabilities. As the helicopter has had a significant responsibility for northern Hampshire for some time this may be accurate but not wholly in relation to calls in Surrey.

The helicopter can again remain on 24-hour standby for deployment without being moved in and out of the hangar between missions. Based on this [post attack] security requirement the time saved on the ground more than compensates for slightly longer flight times to some parts of Surrey but does not necessarily relate to the operational position prior to the April attack when the aircraft remained on the pad at Fairoaks. [Media/IPAR]



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WEST YORKSHIRE: The sensor trial mentioned in last months edition went ahead on schedule in July, it is not known exactly which manufacturers sent representatives to this ‘fly off’ but it did include L3 Wescam and FSI.

Unlike the earlier Chiltern Consortium led bulk buy that led to the six EC135 helicopter buy for Central Counties, Cheshire, Chilterns, North Wales, Suffolk and Cleveland the ongoing selection process will not have access to the relative comfort of selecting the component parts from within the existing approved product Home Office Framework. The earlier process was a competition but only within the Framework range. The new requirement is to go out to European Tender for post 2011 deliveries.

The Framework allows the police customer to select the elements required from a list of products ranging from systems to airframes. European Tender generally requires that the customer [in this case West Yorkshire on behalf of the other members] write a firm requirement of what the aircraft system is expected to achieve. The delivered airframe is selected by price.

For the wider industry this represents a golden opportunity to break into areas previously barred from them by not being the system of customer choice. Even if the requirement is written around a specific aircraft and specific systems the outcome is likely to vary considerably from items pre-selected by name. The end result is not likely to see the police operating a HAL Dhruv but it cannot be pre-judged what the outcome will be.

At this point I could provide examples but I will not, suffice to say that there are out there companies effectively barred from the UK market for a number of non-technical reasons – effectively customer choice built up over a decade or so – but this European Tender should open the doors for them if they can compete on price.[IPAR]



UNITED STATES

NATIONAL: According to a report recently released by the Bureau of Justice Statistics (BJS) in the Office of Justice Programs, US Department of Justice in 2007, 201 law enforcement aviation units operated nearly 900 aircraft in 46 states and the District of Columbia. These units, located in agencies with 100 or more sworn officers, employed 3,400 persons and reported expenditure of more than \$300M to purchase, lease or finance and maintain and fuel their aircraft. The 2007 Census of Law Enforcement Aviation Units is said to be the first national study of police units operating planes or helicopters. [Ed: ALEA have undertaken similar surveys among its members but neither covers all ALE users in the USA. Independent sources suggest that the actual number of airframes used in US ALE is far greater than the 900 quoted].

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Some 20% of all agencies with 100 or more sworn officers had aviation units, including 44 state police agencies, 76 sheriffs' offices, 68 municipal police agencies and 13 county police agencies.

Aviation units are involved in both general, patrol-related operations and special operations, such as emergency rescue, counterterrorism and SWAT missions. Around 90% responded to calls for service, assisted ground units in making arrests, and engaged in foot or vehicle pursuits. Nearly half undertook street traffic-related functions, reporting on traffic patterns, accidents, and speed.

Eight out of ten units consulted reported that they undertook counterterrorism missions including critical facility checks and a similar percentage fire fighting, but a greater number, 90%, engaged in counter narcotics operations and other criminal activity surveillance.

The 201 aviation units conducted an estimated 384,800 missions and logged approximately 363,000 total flight hours. State police units undertook the highest number of hours but municipal police units flew the most missions.

In line with the general perception of police air support the helicopter remains supreme; half of the units had only helicopters but only 12% flew only fixed wing. Of nearly 900 aircraft being used in the surveyed units over 600 were helicopters compared to 295 fixed wing planes.

In terms of age half of the aircraft operated by these agencies were at least 20 years old and one-fifth were less than six years. Sheriff's Aviation units tend to operate the older airframes.

Three aircraft accidents were reported for 2007, 32 being reported between 2003 and 2006. The report *Aviation Units in Large Law Enforcement Agencies, 2007* (NCJ 226672), was written by BJS statistician Lynn Langton. The report can be found at www.ojp.usdoj.gov/bjs/abstract/aullea07.htm

Editor: I am unsure where the statement '... three accidents in 2007 ...' relates to. PAN carried notification of a far greater number than this. It may relate to major accidents affecting the survey sample.



CBP's unmanned Predator aircraft arrives at Oshkosh, Wisconsin, to be on display at last month's EAA AirVenture Oshkosh 2009 air show. This is the first time in US aviation history an unmanned aircraft has flown into a civilian airport to be on display at a non-military aviation event.



Meeker

Last month gave L3 Wescam the perfect opportunity to present both their existing lines [left] and their new MX-10 camera [right] to the US airborne law enforcement community at the Annual ALEA Conference and Exposition held in Georgia.



US Customs and Border Protection's office of Air and Marine announced that it concluded surveillance operations along the US side of the maritime border of Lake Ontario and St. Lawrence Seaway, and the land border of New York and Ontario on June 25. As part of a multi-agency effort called Operation Empire Shield, CBP deployed a Predator B unmanned aircraft system and P-3 aircraft to the Northern Border to perform law enforcement operations.

The operation was designed to demonstrate unmanned aircraft operations and evaluate law enforcement coordination concepts over both land and maritime environments at the Northern Border. An after action assessment, which will be completed in coordination with multiple CBP offices, will be used to prepare for future UAS expansion.

CBP currently has six Predator B aircraft that provide unique border security surveillance capacity through superior optical equipment coupled with extended flight duration. CBP's unmanned aircraft typically fly up at 250 knots at an altitude of 19,000 feet while carrying up to 3,000 pounds of sensors for land and maritime surveillance and tracking in day and night environments.

Lockheed Martin has been awarded an \$821M maintenance, repair, and overhaul contract for the CBP P-3 Orion fleet. The contract is for a base period of one year, with nine additional one-year options. CBP currently operates 16 P-3s, updated with a suite of modern surveillance sensors oriented towards conducting homeland security missions.

Work on the contract will be performed at multiple facilities. The operational portion - aircraft launch and recovery, daily maintenance, short-term phase maintenance, and minor modifications - will be performed by Lockheed Martin personnel at CBP operational sites. Depot maintenance will be performed primarily at Lockheed Martin's Greenville, S.C., facility.

In April 2008, CBP contracted with Lockheed Martin under the P-3 Aircraft Service Life Extension Program (ASLEP), ordering up to 14 all-new production wing life extension kits. To date, CBP has placed firm orders for six life extension kits. ASLEP is the only P-3 life extension program validated by the OEM to extend P-3 service life 20-25 years, equating to 15,000 additional flight hours.

CBP surveillance aircraft were again instrumental in interdicting a self-propelled semi-submersible vessel in the Eastern Pacific late last month.

The CBP P-3 crew identified the semi-submersible off the coast of Colombia, and directed a US Navy ship, helicopter and US Coast Guard boarding team to intercept the vessel. Upon seeing that they were being pursued, the four-person crew of the semi-submersible boarded an inflatable raft and scuttled their vessel.

Based on the size of the semi-submersible, this interdiction is estimated at 5,000 metric tons of cocaine. Including this interdiction, CBP's P-3 aircraft have contributed to the disruption of over 100,000 pounds of cocaine during the last year, with an estimated street value of more than \$1 billion.

To patrol the drug transit zone, CBP uses the long-range tracking capabilities of the P-3 to detect and pursue suspect criminal activity and contraband as it moves toward the US border. The drug transit zone is several million square-miles in size, roughly twice the size of the continental US, and includes the Caribbean Sea, the Gulf of Mexico and the eastern Pacific Ocean.

ARIZONA: Pilatus has announced that the Phoenix Police Department has selected the

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PC-12 Spectre for use by the Department's Air Support Unit over the City of Phoenix, Arizona. The single engine type replaces a number of fixed wing aircraft in the Phoenix PD fleet.

Commander Dave Harvey, Commander of the Phoenix Police Department Tactical Support Bureau, said, "After careful consideration, the PC-12 Spectre was selected in part because it is an economical, single-engine, pressurised aircraft with sufficient cabin space to help accomplish a multi-mission role. It is a proven surveillance platform that will also assist us in crime suppression, transport of Department Detectives for investigative purposes, and assist with out-of-state extraditions."

The PC-12 Spectre is scheduled to be delivered to Phoenix in September and their goal is to have the aircraft operational in 2010. The central element of the Spectre is a retractable surveillance sensor turret fitted under the rear of the aircraft.

A Becker Avionics' DVCS6100 Digital Intercom and Audio Selector Panel DVCS6100 was selected by Phoenix Police Department for integration into its new Eurocopter AS350B3. The aircraft is currently undergoing completion at American Eurocopter and will be specifically tailored to the needs of the PD. The DVCS6100 was chosen due to the ability to manage and control all audio sources in the helicopter. The digital multichannel audio and intercom system with its software configurable profiles provides the possibility to specifically customize the system to meet the demanding multi-role operational requirements of the Air Support Unit. The DVCS6100 manages all transceivers, receivers and audio warning sources in one central system and provides simulcast capabilities on 8 channels.

The DVCS 6100 has been designed for both rotary and fixed-wing applications, and fully reflects Becker Avionics' proven know-how in audio system development. Since the market introduction of the 1st DVCS generation, over 500 systems have been delivered and are said to have achieved outstanding field reliability.

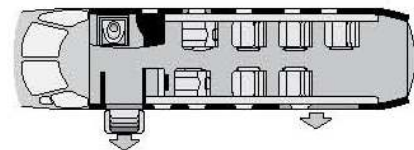
The DVCS6100 offers up to 8 communication transmit (TX) and up to 8 receiver (RX) channels, an integrated warning tone generator for up to 8 different signals, an amplifier for 2 cockpit speakers, as well as interfaces to 2 Cockpit Voice Recorders (CVR) and a Public Address Amplifier (PA).

Up to 6 Audio Control Units can be operated together with one remote module. Any unit can be configured with dedicated software to give full adjustments across different on-board systems. The system satisfies the highest standards for night operation under NVG and military conditions. The ACU6100 is available with NVIS green (MIL-STD Green B) and white Backlight and offer emergency and slaved mode operation.

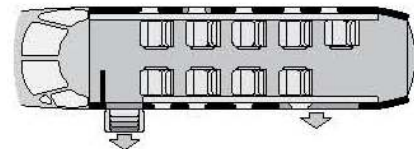


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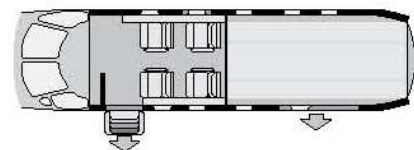
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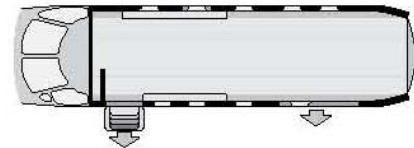
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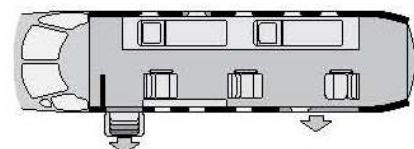
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Ed: The Phoenix PD Air Support Unit was established in 1973, with one helicopter and after being closely associated with the MD520N for many years today operates a mixed fleet of single and twin-engine helicopters of Eurocopter AS350B3, Agusta A119 and [until recently] A109E helicopters as well as fixed wing aircraft. The Phoenix Police Air Support Unit responds to over 11,000 calls, including law enforcement, mountain rescues, search and rescue and pursuit missions. The unit consists of 28 officers, 2 chief pilots, 3 sergeants, and a lieutenant as the on-site commander. The Phoenix Police Air Support Unit provides service to 1.57 million Phoenix residents encompassing an area of more than 500 square miles. The Phoenix Police Air Support Unit currently flies about 8,000 hours a year and has aircraft crews available 24 hours a day to respond to the needs of the local citizens.

COLORADO: A man who escaped from a Colorado prison in a helicopter hijacked by his wife nearly 20 years ago has been paroled. Freddie Gonzales, 41, was paroled under intensive supervision and is now living in Fort Morgan.

Gonzales and his cellmate escaped from the prison near Ordway, in southeastern Colorado, after the men's wives pointed guns at the pilot of the helicopter they had rented and told him to land at the prison yard in August 1989.

The inmates and their wives then abandoned the helicopter 35 miles away and fled in a van they had rented. The pilot was tied up nearby but unhurt. Gonzales and his three accomplices were later arrested in Nebraska.

OHIO: In the face of impending budgetary cuts the Columbus Police Department's Helicopter Unit commander has been making his case for retaining a fleet of six helicopters to patrol city skies.

Speaking at the police department's new \$6.8M heliport on West Broad Street, Lt. Michael Elkins said the helicopter unit's \$3.4M annual budget is needed to protect residents and police officers' lives.

The city's six helicopters are more than most major US cities can call upon. The exceptions are New York City, Los Angeles, Phoenix and Houston but the general rule is that cities of a similar size operate no more than two and often none.

The capability of the six helicopter fleet are well promoted and the sales pitch is popular with some residents but not all. They are a pretty constant presence but, in keeping with the feelings of many citizens from many nations, some would still prefer officers on the ground if it comes to a straight choice.

The new heliport, located in the Hilltop at 2130 W. Broad St., is about twice the size of the old location at W. 3rd Avenue and Olentangy River Road. The new facility came in under budget and was finished almost six months ahead of schedule. The Columbus City Council allotted \$8 million for the new heliport, but bidding lowered the budget to \$7 million.

The original heliport location on 3rd Avenue is on land that was once a city landfill. Development of the land was a key factor in the move.

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AIR AMBULANCE

AUSTRALIA

VICTORIA: It has been claimed that the world-famous Royal Flying Doctor Service faces 'extinction' after losing its contract to run air ambulances in Victoria to an overseas company. The loss of the \$70M Victorian contract is expected to cost more than 30 jobs.

The State Government awarded the 10-year tender to Pel-Air, a subsidiary of regional airline Rex, which is majority-owned by two Singaporean men. Pel-Air has also made a play for the equivalent contract in NSW, also worth \$70M.

It is claimed that losing the additional blow of losing the NSW contract might destroy the Royal Flying Doctor Service. The flying doctors are a non-profit organisation where Pel-Air is a commercial enterprise.

For the patient it won't be any different, it will just be different planes and different pilots.

CYPRUS

In the past year the iMER Medical Services air ambulance operation in Cyprus carried out more than 150 missions for the transfer of patients abroad and specialist doctors to the island.

On July 1, 2008, iMER launched its own air-ambulance service, employing an aircraft appropriately adjusted for medical purposes and exclusively dedicated to the needs of Cypriot patients. [Cyprus Mail]

IRELAND

A senior figure in the yet to fly Ireland Air Ambulance charity is said to have resigned from the organisation because of stress. Mark Sellers, a former trash/refuse collector who helped set up the charity three years ago, was its aviation director. The two men who started the organisation had previously worked together as street collectors for the London Air Ambulance.

Almost £900,000 has been raised but the charity has been faced with calls for an inquiry when it emerged that 90% of the donations made in the first year [£194,000] were spent on wages and overheads.

To make matters worse it seems that no agreements have been reached with the health or ambulance services over how such a service might operate. The Health Minister Michael McGimpsey does not believe there would be sufficient demand for a service.

The organisation has yet to find a suitable base for its helicopter but is still claiming that it will launch the service in November.

MOZAMBIQUE

MISSION AVIATION FELLOWSHIP: Battered by years of civil war, Mozambique's infrastructure has major problems. The World Bank is working with the country to improve matters, but change is coming slowly.

Air ambulance facilities in the country are a challenge - many bridges were destroyed during the war, and there's no money to repair them or the roads. The health system is pretty poor, particularly in the north and largely the task of the church missiories in the country. The main source of aircraft is through the Missionary Aviation Fellowship.

A flying doctor service called MozMed has been operational for a few months serving the



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needs of nurse operated local clinics. An aircraft can come in and take patients out if beyond the capabilities of the local system.

The two pilots currently in country fly regular flights on Mondays and Fridays but the pilots are always available for emergencies. A third is preparing to begin service soon. MAF hopes to expand the program rapidly in the coming months with a view to having three bases operating five aircraft with five pilots.

As mentioned a number of times in recent editions of PAN, everyone in Africa is looking over their shoulder in case 100 octane becomes unavailable. For now, MAF is able to obtain fuel for the Cessna piston airplanes. But, if that changes in the future, the ministry will have to stop using their current aircraft and use turbine driven planes like the Kodiak, which use jet fuel.

UNITED KINGDOM

DEVON A turf cutting ceremony has taken place to mark the start of a project to build a North Devon base for the Devon Air Ambulance Trust at Eaglescott airfield, Umberleigh.

Exeter building firm Rok has been appointed to do the work and a representative joined the air ambulance duty crew to watch trustee Jack Lomas cut the first turf.

Barry Pearson, who owns Eaglescott, has granted a long lease to the air ambulance trust for its North Devon headquarters.

Trust chief executive Helena Holt said: "It's an ideal location for the service because, with the other aircraft based in Exeter, it ensures that whatever helicopter attends a patient, 50% of Devon can be reached within five minutes and the remainder within 20 minutes.

"We are delighted to be working in partnership with Rok and very much look forward to seeing the airbase develop over the next few months."

THAMES VALLEY: The Thames Valley & Chiltern Air Ambulance (TVACAA) has flown its 11,000th mission following an emergency air lift from Welford, near Newbury to the Great Western Hospital in Swindon last week.

It has been a month of landmarks for the Air Ambulance which serves Berkshire, Oxfordshire and Buckinghamshire, as the charitable trust that funds the operation recently celebrated its 10th anniversary in mid-June with a birthday cream tea at the Odney Club in Cookham.

The helicopter is operated in daylight hours and is on call seven days week using a new EC135 based at RAF Benson and began service in July 2008. It is operated by Bond Air Services and is leased by TVCAA.

UNITED STATES

NATIONAL: As one of a number of threads leading to the same outcome American Eurocopter has announced that it has appointed the 2009 Vision Zero Aviation Safety Award Blue Ribbon Committee. The members of this committee will be responsible for evaluating the applications and determining the winner of the prestigious Vision Zero Aviation Safety award, which was established by American Eurocopter with the purpose of promoting a higher level of safety within the air medical industry. As part of the award, American Eurocopter will contribute up to \$10,000 to the winner of the award to further develop aviation safety initiatives within their organization. This is the third year for the award.

The 2008 award was given to Dr. Ira Blumen and team from the University of Chicago Medical Center for their tireless work on the Opportunities for Safety Improvement in Helicopter EMS (OSI-HEMS) research project.

All programs and operators who are members of the Association of Air Medical Service (AAMS) are eligible to apply, and may nominate themselves. Nomination forms are now available.

The Chairman of this group is Bill Bryant MPA/HAS the president and principle of Sierra

Health Group, a national healthcare consulting firm based in Dallas, Texas and Golden, CO.

Assisting him are Denise Landis, RN, EMT-P, MSA, CMTE the Program Director for the University of Michigan Survival Flight and a past President of AAMS; Eileen Frazer, RN, CMTE, CLNC the Executive Director of CAMTS since its inception in 1990; Ed MacDonald an active EMS Pilot; Mark Kurschner the Director of Operations for Omniflight Helicopters, Inc; Gerry Pagano the Director of Operations for the Health Care District of Palm Beach County's Trauma Hawk Aeromedical Program in West Palm Beach, Florida; Jason Schwebach MBA, MHA, CMTE the Administrative Director for MedCenter Air, the transport service for Carolinas Healthcare System in Charlotte, NC and Joe Syslo the Senior Manager, Aviation Safety, for American Eurocopter. For more information on The American Eurocopter Vision Zero Aviation Safety Award, please visit www.aams.org.

CALIFORNIA: The Board of Supervisors' land use committee has recommended that the full board approve the plans of UC-San Francisco to build a helipad atop the Children's Hospital that is scheduled to open in Mission Bay in 2014.

The landing site would enable the hospital to quickly receive critically ill children and expectant mothers from around the region, but some neighbours have complained the noise would be intolerable.

HAWAII: Based in Honolulu since 2006 the air ambulance company AirMed Hawaii says it is adding two planes, increasing its fleet to five aircraft. The new additions are to be a short range twin and a long range jet.

Currently, AirMed needs to use a long-range jet flown to Hawaii from the mainland or Hong Kong but now is seeking a long-range jet, which will enable the company to transport patients from the islands to the mainland.

The short-range choice is to be a fourth Beech King Air C-90, short range turbo-prop. All of AirMed's aircraft are permanently configured medical planes. Both of the new additions are currently being outfitted at AirMed Hawaii's parent company facility in Birmingham, Alabama, and expected to be delivered for service within the next 30-45 days.



WISCONSIN: The first of the Flight For Life Transport System's two new EC145s has entered into service. The aircraft was inaugurated on June 30, during a ceremony at Flight For Life's Waukesha, Wisconsin headquarters, where the helicopter will be based. The aircraft, as well as the second EC145, was completed by Helicopter Specialties (HSI) in Janesville, Wisconsin, where the EMS interior and numerous enhancements were installed.

Some of the features include wire strike protection, Honeywell Mark II Enhanced Ground Proximity Warning System, dual WAAS GPS units, weather radar, XM weather, Sky Connect Satellite Tracking System with satellite phone and a Technisonics TDFM 7158 Digital Radio with UHF/VHF/800 capabilities and channel capacity of 510 channels per band. The aircraft is Night Vision Goggle (NVG) compatible, and is scheduled to be NVG operational by the end of the year. The EC145s are certified to be flown single pilot IFR, a capability Flight For Life plans to have in place within the next eighteen months. The aircraft also features the very first NAT Digital Audio Control System (DACS) to be installed in a helicopter in the United States.



FIRE

UNITED STATES

ALASKA: A Boeing 747 equipped to drop retardant on forest fires is to undertake a demonstration drop on an existing fire in the state of Alaska any time now.

Evergreen International Aviation of Oregon flew its plane to Fairbanks to demonstrate its ability to douse an area three miles long and 100 yards wide on the Railbelt Complex fire. The 747 can carry up to 20,000 gallons of retardant - about twenty times the amount of a single tanker of the existing Division of Forestry fleet and it can drop a pattern three miles in length and a football field wide if required. The move is an effort to persuade state officials to hire the tanker. Evergreen has spent around \$50M developing the system over a five year period.

The Jumbo fire fighter aircraft concept took an unexpected blow on the chin in the last few days after California Gov. Arnold Schwarzenegger cancelled an existing contract for California's largest fire fighting tool, a DC-10 jet, in favour of smaller aircraft leased in on demand. The cancellation saves the hard pressed California budget \$7M at a stroke but stands a danger of actually costing taxpayers far more depending on the severity of the current fire season.



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CALIFORNIA: Elsewhere in the state AgustaWestland announced at the Airborne Law Enforcement Association's Annual Conference last month that the Los Angeles Fire Department (LAFD) has signed for a third AW139 medium-twin helicopter. This aircraft will join the two AW139s already in service performing critical aerial fire-fighting, medevac and search and rescue missions in Los Angeles and the surrounding communities. This aircraft will be produced at AgustaWestland's Philadelphia, Pennsylvania production facility.

LAFD initially selected the AW139 based on a number of criteria, which included safety, economy, performance and capability. Prior to the first delivery many predicted the acquisition would end in tears. By way of contrast this most recent selection confirms the AW139's unique characteristics to successfully accomplish aerial fire-fighting, medevac and search and rescue missions with excellent performance and operational effectiveness, state-of-the-art avionics and industry leading safety levels, while remaining the best value on the market today.

Battalion Chief Joseph Foley said, "We believe the AW139 is simply the best value helicopter in terms of performance and capability. We can respond faster with increased loads in an aircraft that exceeds current safety standards."

New helicopter project in the pipeline?

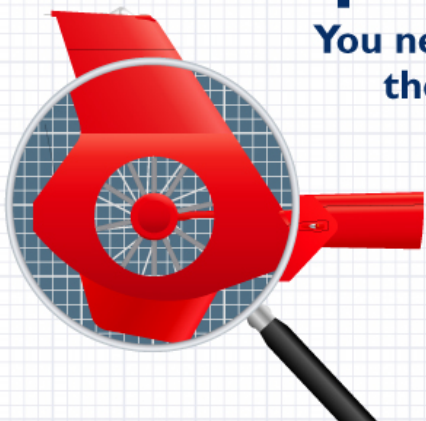
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INDUSTRY

Vislink's Law Enforcement and Public Safety (LE&PS) business unit received an order valued at over \$1.5M to provide strategic video surveillance services for the 2010 World Cup in South Africa. Vislink will work with its partners Zeiss and Telemedia to supply the South African Police Services (SAPS) with a comprehensive helicopter and ground based video downlink system. This network is supported by a combination of airborne, mobile and portable equipment that will include strategically located diversity receive sites enabling police teams on the ground to maximize their surveillance coverage area.

The system was specifically designed with an emphasis on portable and fast deployable configurations allowing for simple set up and operation.

The solution consists of both traditional diversity, as well as cellular diversity technology depending on the location. Specific equipment includes: MDR-2 diversity receivers, Link L2024 cellular diversity receivers as well as STRATA portable microwave transmit systems with specialized HPU's (High Power Units).

After the completion of the 2010 World Cup, the SAPS will continue to use these systems for border patrol and general security around the region.

Orange County Fire Authority recently introduced SkyBOOKS Lite, a user managed version of the SkyBOOKS maintenance management programme. The Orange County Fire Authority, based out of Fullerton, California, is the launch customer for the new programme utilising two Bell 412 and two UH-1 rotorcraft. SkyBOOKS Chief Operating Officer John Willis says "the concept for SkyBOOKS Lite was a result of the current economic challenges facing global operators. While the Lite program will significantly reduce operator costs, it will still provide AD/SB and Maintenance Manual revision services, although daily updates will be user managed." The affordable plan will provide owners and operators the same functionality and compliance tools without daily analyst support. Lite customers will still enjoy full functionality, alert services, warranty tracking and all the other benefits.

New Zealand-based aircraft tracking company **spidertracks** is claiming a world first with the launch of spiderwatch, a flight following solution that actively watches over every flight.

The company is positioning spidertracks with spiderwatch as an alternative safety system to Emergency Locator Transmitters (ELTs), as the spiderwatch system sends emergency alerts automatically as soon as an accident occurs.

Studies into the effectiveness of ELTs in the US found that they fail to activate in three-quarters of accidents. The cause of the failures - high impact, fire, aerial damage, or because they are submerged are common in aircraft accidents. The newer 406MHz beacons generate fewer false alerts than the old 121.5MHz ELTs but the problems that caused the 121.5s to fail, are still going to cause problems for the 406s.



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The image features a globe with a grid overlay, containing various security-related images such as a police officer, a person in a uniform, a person in a red shirt, and a person in a blue shirt. The globe is set against a background of a red and white striped pattern.

Because the spiderwatch alert is generated from the system, not by the unit in the aircraft, it doesn't matter if the spider is damaged in the crash. You can rely on it to send an alert 100% of the time.

Spiderwatch is automatically turned on when the aircraft accelerates through 40 knots. This tells the system to 'actively' monitor the flight. If the spider tracking device loses power, as would happen in a crash, the system loses contact with the spider, triggering text and email alerts to be automatically sent to recipients nominated by the user. If the first tier of recipients doesn't acknowledge the alert, the system sends the alert to a second tier of recipients including local rescue coordination services. The pilot's first tier recipients can also confirm they have received the alert and request the system still notify emergency services.

To cancel the monitoring at the safe completion of the flight, all the pilot has to do is press the 'cancel spiderwatch' button on the spidertracks keypad.

Other tracking solutions on the market are passive systems, only creating a track of an aircraft or vehicle's movements. In some systems alerts can be generated manually by the pilot during flight. Spidertracks pioneered the concept of active monitoring with its keypad, which enabled pilots to activate 'monitoring' mode if they encountered bad weather, for example. This told the website to actively watch over their flight and send alerts to the pilot's contacts if it lost contact with the spider. Spiderwatch takes that concept one step further by monitoring every flight, 24/7.

Bartley says some countries are recognising how aircraft tracking solutions provide a safer and more effective alternative to ELTs.

EMS air ambulance operator **Mercy Flights Inc.** of Medford, Oregon has completed NVG training with Night Flight Concepts, Inc. (NFC) of Port St. Lucie, FL.

The comprehensive NVG training package took place on-site at Mercy Flights in Medford, Oregon. Ground and flight training was provided for the pilots and medical flight personnel and has increased the overall safety and operational capability of the area's only dedicated FAA Part 135 EMS operator.

Bell Helicopter has announced the certification by Transport Canada Civil Aviation (TCCA) of its 429 helicopter. Bell has also completed the Federal Aviation Administration (FAA) certification requirements. First deliveries are scheduled to be already underway. With 30% greater cabin volume than any other competitor in its class, Bell is confident that the 429 will be well received by the market. Since Bell first announced the 429, over 300 letters of intent have been received making the 429 the most anticipated new helicopter launched in recent history. Bell will now be working with its customers to convert these letters of intent into firm binding orders.



Meanwhile the problems related to the original design of the landing skid rumble on. Bell has filed a counter suit against rival **Eurocopter** in the patent infringement battle over the sleigh-type landing gear on its model 429 aircraft. Eurocopter says Bell is infringing on a 1999 patent for the skids.

FLIR Systems' Commercial Vision Systems Division announced today the launch of its new H-Series line of hand-held law enforcement thermal imaging cameras. Purpose-built for the law enforcement community, H-Series cameras feature several powerful new tactical features and four times the resolution of competing systems.

H-Series thermal cameras let users see things other technologies miss. With prices starting at \$4,999, law enforcement agencies can afford to equip every officer with the powerful tac-

tical advantages that H-Series thermal cameras provide compared to legacy night vision devices. H-Series development capitalised on FLIR's recently introduced Tau™ thermal camera core which is lower cost, lighter weight, smaller, and uses less power than any previous camera core.

FLIR Systems, has received an initial \$2.4M order for its long-range HRC Multi-Sensor Systems from EADS Deutschland GmbH. The units delivered under this order will be installed by EADS along the Saudi Northern Border for long-range security and surveillance missions under its recently awarded Saudi Border Guard Development Program (SBGDP). The systems will be deployed on towers along specific sectors of the border and will be networked with radar and other sensing equipment to form an integrated system. Work will be performed at FLIR's facilities in Danderyd, Sweden and Madrid, Spain. Deliveries under this order are expected to be completed in 2009.

Pratt & Whitney Canada (P&WC) has awarded H+S Aviation of Portsmouth, England, Distributor and Designated Overhaul Facility (DDOF) authorization for the repair and overhaul of the PT6T TeinPac® turboshaft engine series, used primarily on Bell and Agusta/Bell 212 and 412 helicopters.

P&WC has opened a Regional Service Centre in Lethbridge, Alberta, offering a wide range of world-class engine maintenance and support services for P&WC engine customers. The 'Centre is co-located with P&WC's main production plant for low and high power PT6A engines.

Most activity relating to UAV's in the commercial sector appear to have taken a big step back out of the limelight of late. The promise of the fully working system by 2012 no longer seems to be worth shouting from the rooftops – equally no reasons are forthcoming unless it is the ongoing lack of funding.

That stated it is good to know that **BAE Systems** should be updating the delegates at next months PAVCon Police Aviation Conference with progress on their systems.

Elsewhere other systems are quietly plodding on and ramping up sales in areas that do not worry the local civil aviation authorities unduly.

Insitu Inc. has marked delivery of its 1,000th ScanEagle unmanned aircraft system, the company has said that it is expanding its manufacturing capacity to meet increasing customer demand. A new facility will enable the company to increase output of its fleet and expand production of Integrator, the company's next generation, multi-mission aircraft.

Insitu, owned by Boeing Co., designs, develops and manufactures unmanned aircraft systems and associated services for commercial and military applications.

United Rotorcraft Solutions (URS), and partner Ahlers Aerospace were awarded another FAA Supplemental Type Certificate for their Night Vision Lighting modifications on the Eurocopter BO105 back in May 2009.

This installation and certification were accomplished on a Mercy Flights Inc. of Medford, Oregon BO105 at their facility.

The URS/Ahlers design reduces installation time and cost. The external filters allow the modified component to remain generic thus retaining the advantages of local repair and/or overhaul.

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This is the ninth STC for night vision modifications awarded to URS and Ahlers. They now hold FAA certification on the Bell 206, 407 and 430 models and the Eurocopter AS350B2/B3, BK117, BO105, EC130 and EC135. STC's are pending for the Bell 412 and the Eurocopter EC120 and EC145 with award expected in the near future.



In response to customer demand from foreign military and government agencies, Canadian company **Viking** has released preliminary data of its Guardian 400, a medium range maritime patrol, SAR (Search and Rescue) and critical infrastructure surveillance and security platform, based on the new Twin Otter Series 400 aircraft.

The Guardian 400 is being promoted as a cost-effective solution for surveillance, security, sovereignty and SAR operations due to the low acquisition and operating costs, while its modern, flexible sensor package will give the customer a mix and match ability to better meet their financial and operational requirements.

Designed for extreme operating environments, the Guardian 400 will include a restricted category increased take-off weight and extended range internal patrol tank, allowing for operational sorties over 10 hours in duration. The Guardian 400 will be outfitted with an electro-optical and infrared imaging turret which can be displayed on either the flight deck Honeywell Primus Apex Multi Function Display, or on a separate cabin console. Other features will include spotter camera, laser range finder and a laser illuminator.

The aircraft can be fitted with a light weight, 360° digital colour radar system with Track-While-Scan capability, including long range navigation position update, target positions transmission, location latitude and longitude, target heading and velocity.

The Guardian will be equipped with four crew observation stations, rescue equipment drop hatch, air operable cargo door, search light, and a galley with adjacent lavatory for crew comfort. Increasing the versatility of the aircraft, the Guardian 400 will be offered on floats, skis or wheels and have 4 wing hard points for additional stores.

The type is based on the Viking Twin Otter Series 400 production aircraft, which is itself an upgrade of the well proven de Havilland Canada DHC-6 design with over 400 design improvements to modernise the type and incorporate value added technology. The introduction of the Honeywell Primus Apex fully integrated avionics suite, updated Pratt & Whitney PT6A-34/35 engines, and use of composites are just some of the features of the Series 400 that will improve on the already renowned STOL performance. EASA and Transport Canada certification are expected to be received later this summer.



Another Viking de Havilland make-over
the Otter turbine conversion

DART Helicopter Services (DHS) is further expanding its extensive portfolio of unique airborne law enforcement accessories. The company has been selected to exclusively market and sell a range of specialised airborne law enforcement equipment from Tyler Camera Systems and Tyler Technologies, including the **Tyler Special Operations Platform (TSOP)**. DHS showcased some of these mission-critical accessories at the Airborne Law Enforcement Association conference. DHS will also exclusively distribute the company's fast rope units, which allow for crew deployment in situations where a helicopter is unable or unwilling to touch down.



Originally known for its helicopter camera mounts, Tyler Technologies later developed the TSOP. The TSOP provides an external transport structure (bench) for rapid SWAT team insertion/extraction, fast-rope/rappel, dive team transport and emergency evacuation response. The TSOP is now available through DHS for Bell 206L/407, AS350/355, and MD 500 helicopters.

DART subsidiary **Geneva Aviation** has received Transport Canada approval of their P139 Analogue and P130-HD Digital Audio Systems. Approvals previously received for these systems include FAA and ANAC. EASA approval is expected soon.

The P139 Audio Systems are designed for Electronic News Gathering, Law Enforcement or other application where managing large numbers of radios and audio sources must be achieved with minimum crew workload. The P139 systems deliver high-quality audio in a modular and customizable design to exactly fit the needs of the crew.

Product Features:

Handles transmit, receive and keyline for up to 20 radios, or other devices needing audio in or out put.

Mic or line level input and output.

P139 router handles all audio in a single box.

Reduces cabling weight, noise and crosstalk.

Multiple ICS and transmit keylines available for each crew station, the pilot can have separate COM1 radio and selected keylines to reduce workload.

Multi-channel intercom allows ICS between passengers without disturbing flight crew, ICS has VOX for each headset and each crew station has full control of all audio functions.

Control heads can be customized for each crew station. NVG filters available.

Custom crew stations are ideal for mixing audio tape or broadcast to station.

Multicast mode allows transmit on multiple radios at once.

Repeater mode allows retransmit between multiple radios of any make.



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Russian Helicopters, JSC, is to start maintenance of Russian-made helicopters at the newly opened helicopter MRO center in the Republic of Sudan, within the framework of the Safat aviation complex at Khartoum.

Russian Helicopters partners on the service center development with SMT Engineering Co., which reached an agreement with the Novosibirsk Aircraft Repair Plant, JSC (NARP), on Service center construction in 2004. At the opening ceremony of the center, the NARP and Helicopter Service Company, JSC, (HSC) negotiated some key issues of cooperation with SMT Engineering Co. and Safat Aviation Co.

In total more than 130 Russian-made helicopters of the Mi family are operated in Sudan by local civilian operators, Internal Affairs Ministry and Defence Ministry. There are also 40 helicopters operated by Russian companies and 30 helicopters operated by Bulgarian, Polish companies and companies from other countries. Besides technical support for Russian-made helicopters, Safat manufactures light aircraft and provides maintenance service for the An, MiG, and Su aircraft families. Safat also has storage and training facilities with simulators.

Honeywell will be running an Operators Conference during the Helitech show at Duxford in late September. During our Helicopter Operators Conference, Honeywell will provide an overview of the Commercial and Military Helicopter business as well as the Customer & Product Support organisation. The aim is to share the latest product upgrades, strategies and support offerings for Honeywell avionics and propulsion products.

The Conference – similar to those run in conjunction with the HAI Heli-Expo earlier in the year – will be run on Thursday September 24 within the Imperial War Museum complex at Duxford. This is the last day of the three day [22-24 September] Helitech event.

Interested visitors can attend by visiting the dedicated web pages at www.seeuthere.com/HOC2009_uk

Lockheed Martin Corporation is to acquire **Gyrocam Systems** LLC (Gyrocam). Gyrocam develops and supplies gyrostabilised optical surveillance systems and sustainment field services principally to the US military. Gyrocam, a privately owned company headquartered in Sarasota, Florida.

Lockheed Martin Missiles and Fire Control, a unit of Lockheed Martin's Electronic Systems business area, with major facilities in Dallas, Texas and Orlando, Fla., will manage the Gyrocam business.

The transaction is subject to various approvals, including the expiration or termination of the applicable waiting period under the Hart-Scott-Rodino Antitrust Improvements Act and satisfaction of other closing conditions. The transaction is expected to close in the third quarter of 2009.

The FAA has granted American **Eurocopter** Organization Designation Authorization (ODA). The ODA authorizes American Eurocopter to act on behalf of the FAA when approving and issuing Supplemental Type Certificates (STCs). This will play a big part in the expansion of our engineering capabilities. I have included text of the announcement below and have attached a photo of Marc Paganini (left), President and CEO of American Eurocopter, being presented the authorization by Charles C. Harrison, Acting Manager, Rotocraft Certification Office. Let me know if you have any questions, or if you need any additional information.

Diamond Aircraft have teamed up to develop the DA42 based Unmanned Aerial Vehicle (UAV) "ANGEL-EYE". The aircraft has been flying successfully in system test and performance trials and is currently subject of extensive long term reliability and durability flight testing.

The aircraft was developed in only 14 months, based on the existing production DA42 and proven systems technology from Aeronautics.

The DA42 is a fully certified civilian aircraft, with over 640 units produced since 2005 and over 360,000 hrs of accumulated operating experience, including high utilization flight training in high ambient temperature conditions.

As a derivative of a fully certified aircraft, designed to the latest design standards, ANGEL-EYE already exceeds the proposed FAR 23 equivalent UAV design standards, currently under development.

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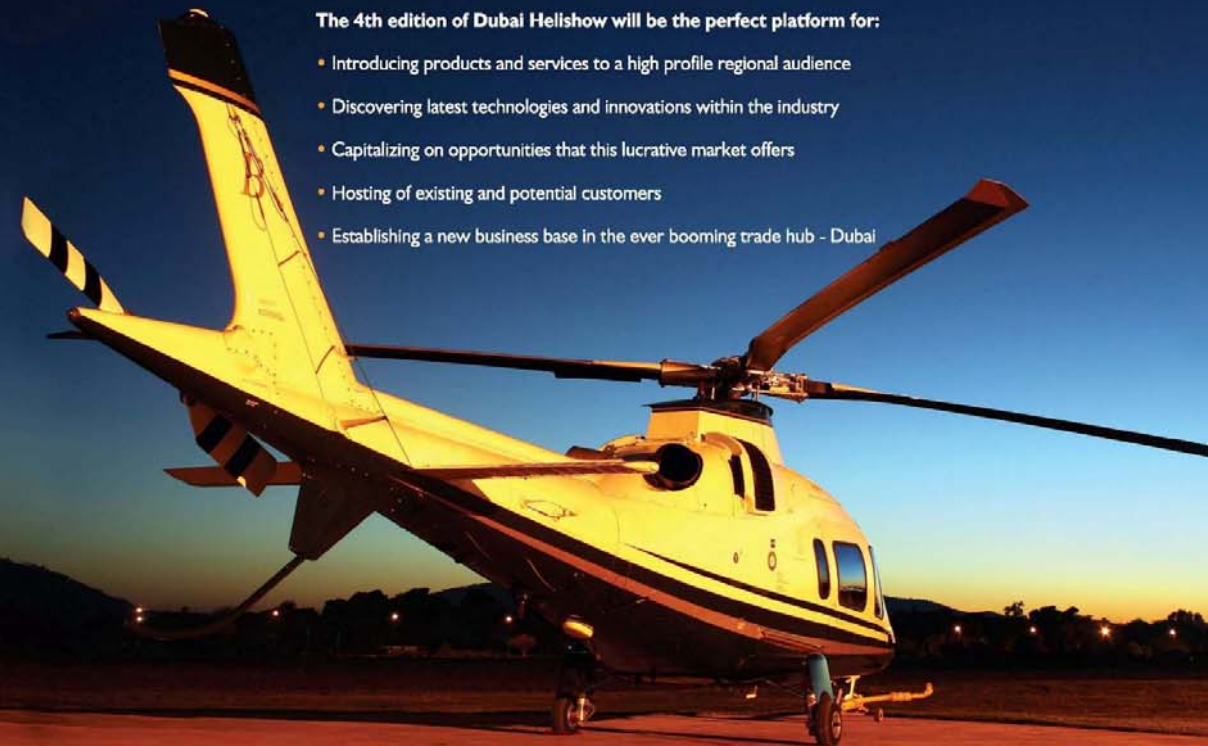
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Modified for the UAV application, ANGEL-EYE will have endurance exceeding 27 hours, low loiter speeds of 80 kts, high speed cruise of 180 kts and range exceeding 4600 km.



A pair of British military registered RAF **Diamond DA42 MPP** aircraft stopped in Wiener Neustadt en route to the UK on the return from the Middle East area of operations.

The DA42's flew 2,000 hours on operations where they provided more than 99 % reliability despatch rate. The two aircraft realized a new level of serviceability in hostile environments and the extremes of weather.

For operations conducted in Iraq the aircraft are equipped with a FLIR Systems STAR Safire III camera and a number of special military communications. Using Full Motion Video day and night the aircraft provided real time imagery to forces on the ground.

On completion of the post mission "health check" by Diamond technicians the aircraft have returned to the UK operating base of DO Systems. Diamond Aircraft Ind. operates in all parts of the world performing a multitude of surveillance applications.

Ed: Although unstated it has been suggested that the aircraft were fitted with replacement engines conforming to the latest build standard.

Continuing its role in defining the next generation of piston aviation fuels, **Lycoming Engines** has teamed with the FAA and Swift Enterprises (www.swiftenterprises.com) to research 100SF.

100SF is a renewable fuel being developed by Swift Enterprises of West Lafayette, Ind., as a possible replacement for 100LL aviation fuel. The company's goal is to develop a renewable fuel to replace 100LL without requiring modifications to existing engines.

Lycoming is providing the engines for the testing of the Swift fuel, while the FAA's Aviation Fuel and Engine Test Facility is performing the testing. (www.tc.faa.gov)

Rolls-Royce, has been selected to power the RotorWay Eagle 300T turbine twin-seat helicopter with RR300B1 engines. As part of this agreement, RR300 engines will be delivered to RotorWay International through 2017.

The RR300B1 is the second new model in the RR300 program, the fourth new release in the RR family of engines and one of six new civil engine programs Rolls-Royce has

launched in 36 months. The engine's development program has progressed quickly since its 2007 launch, with production and deliveries commencing in 2008.

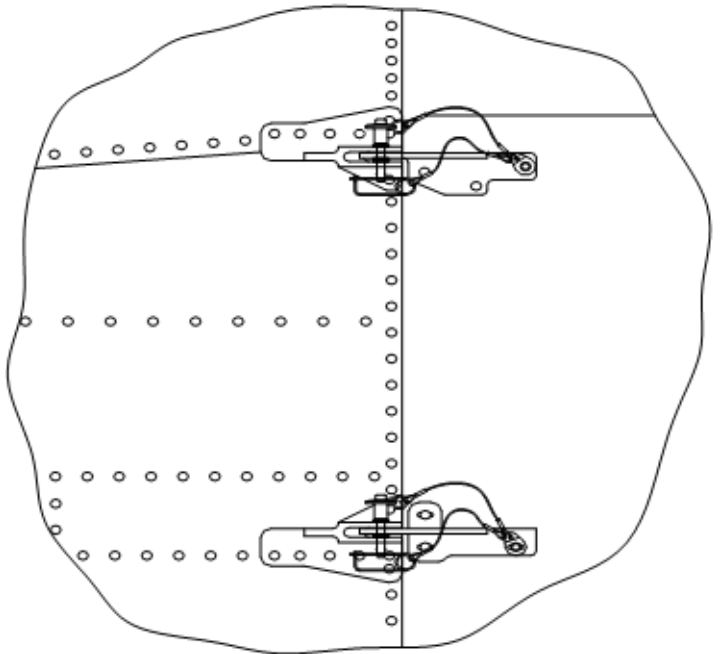
Key attributes of the RR300 include: low acquisition and operating costs; low-weight, compact design; improved specific fuel consumption; an embedded engine monitoring system; and ability to burn a variety of available jet fuels.

Three years after the launch of the Korean Helicopter Program in 2006, **Korean Aerospace Industries** (KAI) and Eurocopter have announced the on-time Rollout of the first Korean Utility Helicopter (KUH) prototype in the presence of the President of the Republic of Korea, Lee Myung-bak. This achievement is the result of an effort started in June 2006, for which every major milestone has been accomplished on time, preliminary design review, critical design review and dynamic test vehicle's flight.

The maiden flight of this prototype is planned for the early months of 2010 and a serial production will start for 245 helicopters for the Republic of Korea Army (ROKA). Scheduled to be deployed in 2012, the Korean Utility Helicopter (KUH) is a military transport helicopter in the eight metric ton class destined to replace existing utility helicopters in the South Korean Army fleet.

After an unfortunate but predictable hiatus on the part of the manufacturer [MD] new examples of the MD500 series are again allowed to fly in Europe. As part of its ongoing change in materials sourcing MD had changed the source of its door hinges on the MD500 to that produced by **Cal Meeker** in the US. The change was not an issue in the US where an existing FAA STC covered their use but when it was noticed in the UK all hell let loose and new examples of the aircraft were effectively grounded until further notice.

Well now there is a EASA STC that covers the change so all the boiling blood can subside!



ACCIDENTS & INCIDENTS

16 June 2009 Agusta A109E Power N63SV. Air ambulance of LifeFlight Toledo, Toledo, Ohio. Operated by West Michigan Air Care. Aircraft lifted to a hover for departure and the pilot noticed the illumination of the transmission oil pressure light then saw the pressure dropping. The aircraft landed without further incident. Postflight inspection revealed a large pool of transmission oil on the helipad. This was traced to the failure of an O ring on the transmission oil filter. The transmission was recently installed and the oil filter installation was done at the factory during servicing. [Concern]

20 June 2009 Cessna 182R N60HP. Oklahoma Department of Public Safety Aircraft struck a hangar with the left wingtip while taxiing after landing at the Tenkiller Lake Airpark (44M), Cookson, Oklahoma in daylight. The pilot was taxiing in a congested area of the airport ramp at about three miles per hour when the left wingtip struck the edge of a hangar. The Cessna was substantially damaged but the pilot, the only person on board, was not injured. The flight had originated at the Wiley Post Airport (PWA), Bethany, Oklahoma. [NTSB]

25 June 2009 Eurocopter AS350B2 N911GF. Air ambulance of Benefis Mercy Flight, Great Falls, Montana. Operated by Metro Aviation. During lift off the AStar experienced a sudden loss of engine power at approximately 3 feet AGL. Rotor RPM decreased and the aircraft was brought to the ground without injuries or damage. After testing it was found that the metered bleed air line on the recently installed engine was installed incorrectly prior to shipment. The fault was intermittent but rectified after diagnosis. [Concern]

25 June 2009 Robinson R44 N515DG. Commercial lease hire to Lake County Sheriff's Office, California. No one was injured when the helicopter landed in an open meadow on Cow Mountain – about seven miles northwest of Lakeport. Owned by Cutting Edge Helicopters, Sacramento, the R44 is used in ongoing aerial surveillance of illegal marijuana grows for the Sheriff but on this occasion was being used by Lt. Dave Garzoli of the sheriff's Major Crimes Unit, who was undergoing flight instruction not paid for by his employer. During the training flight, the crew was simulating an emergency 180-degree autorotation and power recovery procedure at an altitude of about 500 feet over Cow Mountain when they experienced an engine failure. The main rotor blades impacted the helicopter's tail boom as the craft touched the ground.

Ed: This was not a police air accident although initially reported as such. After the police use the crewman undertook private instruction.

1 July 2009 Sud SE3160 Alouette III V-277. Swiss Army, operating in support of Swiss police and marked as such. Suffered a hard landing at Monti di Pollegio. Tail boom damaged and removed, not apparently severe. Removed by low loader. [Marcus Herzig photo]

2 July 2009 Eurocopter AS350B2 N53962. Air ambulance of Carolina Life Care, of Conway, South Carolina. Operated by Omniflight Helicopters, Inc. During approach to landing at the referring hospital heliport the aircraft tail rotor struck a vehicle barrier, a 6 inch diameter, 3 foot pipe filled with concrete. Aircraft landed safely on the helipad. [Concern]

14 July 2009 Eurocopter EC135 N235UW. Air ambulance of UW Med Flight at Madison, Wisconsin. Operated by Air Methods. Upon final approach into the scene of a motor vehicle crash, a tarpaulin that was covering a boat that was approximately 100 feet from the landing zone was torn away from the boat and pulled up through the main rotor system. The aircraft was landed safely without incident but was temporarily removed from service for assessment. No damage found. [Concern]

17 July 2009 Sikorsky S-61/SH-3H N613CK. Fire fighting aircraft. Was substantially damaged in an incident that led to a hard landing and a tipover. It landed on its side suffering substantial damage at Willow Creek, Eureka, California. The Sikorsky crashed about four miles south of the town of Forks of the Salmon whilst working the Backbone Fire, which had been burning for over a week in the Trinity Alps Wilderness. It crashed while hovering over a large portable basin to refill its water tanks using a snorkel.

21 July 2009 Bell 212. US Forest Service. A 20-year-old apprentice US Forest Service firefighter, Thomas Marovich, fell about 200 feet to his death while undertaking scheduled weekly training to rappel out of a helicopter.

The man was killed instantly when he struck the bed of the Trinity River at Big Rock in Willow Creek, Humboldt County in the north west of California.

The dead fire fighter was part of a crew assigned to a helibase active to fight the Backbone Fire in the Trinity Alps Wilderness about 36 miles northeast of Willow Creek. [Media – see also the accident above]

Ed: This one incident highlights the yawning gap between US and European certification requirements at a time when harmonisation is the stated aim. In Europe this would be treated as an air accident but to date this fatal incident directly involving an aircraft in flight has not appeared on either the FAA or the NTSB sites. It's as if he tripped over a log.

21 July 2009 Agusta A109E Power N95RZ. Air ambulance of LifeFlight of Toledo, Ohio. Operated by West Michigan Air Care. Aircraft was on the ground taxiing to refuel. When the pilot applied the RH toe brake the bell crank assembly at the top of the ant torque pedal became dislocated and cracked the chin bubble in 3 places. A normal shutdown was accomplished without further damage.

A circlip that held the bell crank assembly on a pivot rod became dislodged allowing the bell crank to reposition where it contacted the chin bubble. The other A109E's in the program are being inspected to ensure that there is not a repeat occurrence. [Concern]

25 July 2009 Air Tractor AT-802 Fire Boss C-. Con Air Group aircraft on contract. Fixed wing fire fighting aircraft. One of a number of the Air Tankers brought in to work the Terrace Mountain fire went down into Okanagan Lake just south of Fintry Delta while taking on water in an area orientation flight. Two boats in the area were on scene immediately and rescued the pilot, he was taken to shore by the Kelowna RCMP police boat. The aircraft was destroyed. [Vernon/North Okanagan RCMP]

29 July 2009 Eurocopter AS350B2 N911KS. Air ambulance of Lifestar of Kansas. Helicopter was on way to Fort Riley, Kansas, to pick up a baby, when the engine light came on. They had just picked up a nurse from a Topeka hospital on the way to Fort Riley. The pilot initially diverted but noted that the oil pressure was dropping and elected to make a precautionary landing (not an emergency landing) in a farm field off of I-70 and West Union Road. Life Star mechanics undertaking engine change. [Media/Concern]

PEOPLE

Textron Inc. has appointed a new chief financial officer and president and CEO of its helicopter business.

The company announced that **Frank T. Connor**, a former Goldman Sachs executive, was appointed executive vice president and CFO effective Aug. 1. Connor, 49, most recently was managing director and head of telecom investment banking at Goldman Sachs.

Textron, which manufactures **Bell helicopters**, Cessna planes and turf-maintenance equipment, said Acting CFO Richard Yates will remain as senior vice president and controller.

The company also **John L. Garrison Jr.** named president and CEO of Bell, effective Aug 1. He succeeds Richard Millman who is retiring.

A **Dallas police officer** who was stuck in a Denver hospital was returned home by air ambulance thanks to a donation.

Officer Alex Garcia's wife made a public appeal for help to move him the 660 miles from Denver, Colorado to North Texas. Garcia had been in intensive care since July 8 after collapsing from severe dehydration and several blood clots in his brain during a regional Police Explorers conference at Western State college in Gunnison. The officer wanted to return home, but an insurance carrier, United Healthcare, would not cover it because it wasn't considered an emergency.

Bonham Chrysler dealer Eugene Kneis saw the story on News 8 TV and called the station, asking how he could help. He donated \$7,500 for the air ambulance flight and within hours the 22-year-old officer was being flown homeward aboard a CareFlite air ambulance.



The World of Martins by the PMCC

www.policegifts.co.uk



Gifts for Policemen



The World of Martins by the PMCC

www.police-memorabilia.co.uk

LETTERS TO THE EDITOR

Bryn,

Thanks for the email regarding the Police Aviation Conference September 2009.

I have now developed an Australian National Air Wing Directory. Along with that I have an email database to mass email any interesting documents or questions to the Police Aviation Community in Australia.

Please send me any documents which you think would be of interest us Australians and I will forward them on for you.

I have added your website to the Directory along with ALEA etc.

Thanks once again for your help over the years.

At the present time the directory is an off line PDF document similar to the one they have in the UK.

The attached pictures are of our BK117 which is jointly operated by the NSW Police and Fire Brigades. It has just come back online after a major refit.

Regards,

Brett Degenhardt

Senior Constable/ Tactical Flight Officer

Aviation Support Branch, New South Wales Police Force, Australia



NEW EVENTS

This years PAVCon Police Aviation Conference is building up a speaker and exhibitor base to beat all others. The conference is a 'stand-alone' event and it is already attracting the some of the best brains in the industry. All the leading sensor manufacturers will be represented in the exhibition hall and alongside them we have the best in the downlink industry jostling for prime positions.

An International line up of police delegate enquiries take in Europe and the United States – with the Airborne Law Enforcement Association [ALEA] in the USA leading the push to take space and hold the attention of the delegates. Current plans will see a similar announcement relating to Europe.

This is not just a police aviation event – already UK based air ambulance operators and fire fighters have declared that they will be taking in some of the more broad subjects including a 50 minute day one presentation on *High rise rescue* based not on theory but on actual experience in the United States. This presentation has been seen already in Washington and is a cracker.

Central themes to this years event will take in the aerial policing of major events with a view to forthcoming events, surveillance, rescue and acquisition.

Thanks to a tie up with industry the PAVCon team can now offer **free conference** access to serving members of the airborne emergency services. A previous charge of £20 per person has now been waived. But all comers will find that our rates are if nothing else affordable.

The exhibition hall is filling up and—bar a signature—PAVCon has a prime sponsor in place with others on hand. An update newsletter similar to that already posted will appear on the web site in due course.

The day after the conference [Friday September 18] includes an optional visit and technical tour of Lippitts Hill Camp the historic home of the Metropolitan Police Air Support Unit.

For more information about PAVCon – Police Aviation Conference 2009 to be held at the Menzies Prince Regent Hotel in Woodford, Essex please visit: www.pavcon.org or www.policeaviationconference.com



HELITECH

The helicopter OEMs are exhibiting in force at Helitech 2009. AgustaWestland, Bell Helicopter Textron, Enstrom, Eurocopter, MD Helicopters and Sikorsky will all be participating in Europe's largest dedicated exhibition for the rotary wing industry, which takes place at the Duxford Imperial War Museum, near Cambridge, UK from 22-24 September 2009.

Visitors will also be able to see the latest offerings from BAE Systems, CAE, Cobham, FlightSafety International, Goodrich Corporation, Honeywell, L-3 Communications-Wescam, Lockheed Martin, Pratt & Whitney Canada, Rolls-Royce, RUAG Aerospace, Standard Aero and Vector Aerospace Helicopter Services.

But Helitech is not just for the majors - companies of all sizes from across the supply chain and around the world will be there, making Helitech a significant global showcase for the whole spectrum of products, systems and support services.

The enthusiastic response from industry indicates a robust and positive approach to meeting the challenges of tough market conditions. As a senior representative of one of the companies exhibiting at Helitech put it, "Often the fear of what might happen can cause companies to back themselves into a corner".

One of the main attractions of Helitech for visitors is that the event reflects the latest developments within the rotary wing sector. The crucial importance of safety systems and training has been further highlighted by recent accidents in the oil & gas sector. At the same time the economic squeeze is causing operators in the parapublic and commercial sectors to keep existing platforms and equipment operational for longer periods, creating demand for those involved with service delivery, together with manufacturers of parts and components.

Helitech's Exhibition Director, Sue Bradshaw, said, "This is the 13th time that Helitech has been staged but the indications are that the event will continue to go from strength to strength."

For more information about Helitech 2009 please visit: www.helitech.co.uk or contact Sue Bradshaw, Exhibition Director, Tel: +44 (0) 208 439 8886 or email: sue.bradshaw@reedexpo.co.uk

DIARY

13 September 2009 Emergency Services Show 2009. Hullavington Airfield, Wiltshire. (M4 Junction 17) 10am – 5pm. Arena Displays, Emergency Demonstrations, Large selection of new and old Emergency Vehicles, Helicopter support teams, Community Safety Advice, Recruitment and Fairground Rides. Adults £5, children £2.50 or free. www.emergencyservicesshow.com/

