

Police Aviation News

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IPAR



East Anglian take BK No 2
Caribbean Upgrades -
EC135T1 to Cayman
Skyship 600 to Trinidad

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LAW ENFORCEMENT

CAYMAN ISLANDS

By September the Royal Cayman Islands Police Service expects to be patrolling the skies over Cayman in its own Eurocopter EC135T1 helicopter. The 1999 helicopter is being bought for around \$1.8M plus costs associated with various additional police role equipment items. The aircraft has been purchased but is expected to take several weeks to arrive in the islands.

For more than a year, the RCIPS has used a Cayman Helicopters AS350 in situations where air support was needed. The use of the hire helicopter has already proven there is a need. The most successful recent incident was when it assisted in catching a fast canoe that attempted to bring some 1,000 pounds of ganja into North Side. Five people were arrested in the incident.

The Cayman Helicopters AS350 might still be requested for use by police after the EC135 arrives. However, he said it would only be for rare, emergency circumstances. [Cay Compass]

FRANCE

A convicted killer was set free from a prison in France on Bastille Day, July 14, in what was described as a Hollywood-style helicopter escape that left authorities stunned. Bastille Day, a French holiday commemorates the storming of a prison.

This was the third escape plot arranged by 43-year-old Pascal Payet in six years, and the second in which he was the escapee. This was his second helicopter-assisted breakout but the last one was designed to spring other inmates four years ago.

Four men hijacked a helicopter in Cannes and ordered the pilot to fly north to Grasse Prison a 20 minute flight. In a time-span of just five minutes the group landed on the roof of the prison entered it and freed Payet before taking off. Soon after landing nearby the five fled after releasing the pilot unharmed.

Cover image: Recently arrived for role equipping at Sterling Aviation in Norwich is this former Italian EMS Eurocopter BK117C-1. This is the second BK117C-1 for this operator and disregarding the EC145s of the police this makes them the largest operator of the type in the UK.

MALTA

FRONTEX OPERATIONS: The Armed Forces of Malta [AFM] have distanced themselves from a number of local media reports alleging that they have been left largely alone in the task of patrolling the southern Mediterranean under the EU-sponsored 'Nautilus II' operation.

The reports allege that, despite repeated requests for assistance, so far outside help has only been forthcoming from Germany. Two Bundespolizei [Federal Police, the former BGS] helicopters are undertaking patrols to the south of the islands abutting Libyan administered waters. At the time of the news report the delayed arrival of an Italian Guardia di Finanza [GdF] ATR was being highlighted.

The only naval assets available to patrol the Mediterranean under the scheme are just three AFM patrol boats with assets promised by Greece and Spain, each lacking the endurance was still awaited.

Although the AFM were understandably remaining tight lipped their limited resources remain stretched as EU politicians seek to resolve the problems that have resulted in a large portion of the promised 115 boats, 25 helicopters and 25 aircraft for patrol missions failing to appear in the region. [Times]

Malta may be one front line but the problems faced by Frontex extend beyond the Mediterranean into the Atlantic.

In one instance about 50 African migrants were reported missing off the Canary Islands after their boat sank. Spanish coastguards picked up 48 of the Africans after their boat capsized about 145km (89 miles) southwest of the island of Tenerife.

Some of those rescued said about 100 people had been on board the open fishing boat. A search is under way.

At least four people died when two fishing boats carrying migrants sank between Italy and Libya. Italian coastguards said 36 people were rescued in the incident, some 64km (40 miles) from the island of Lampedusa. Yet another boatload of 259 migrants arrived safely at Lampedusa. A holding centre on the island is reported to have 900 migrants.

An EU agency, Frontex, has begun operations to help Spain, Italy and Malta intercept migrant boats, but EU officials say it needs more resources.

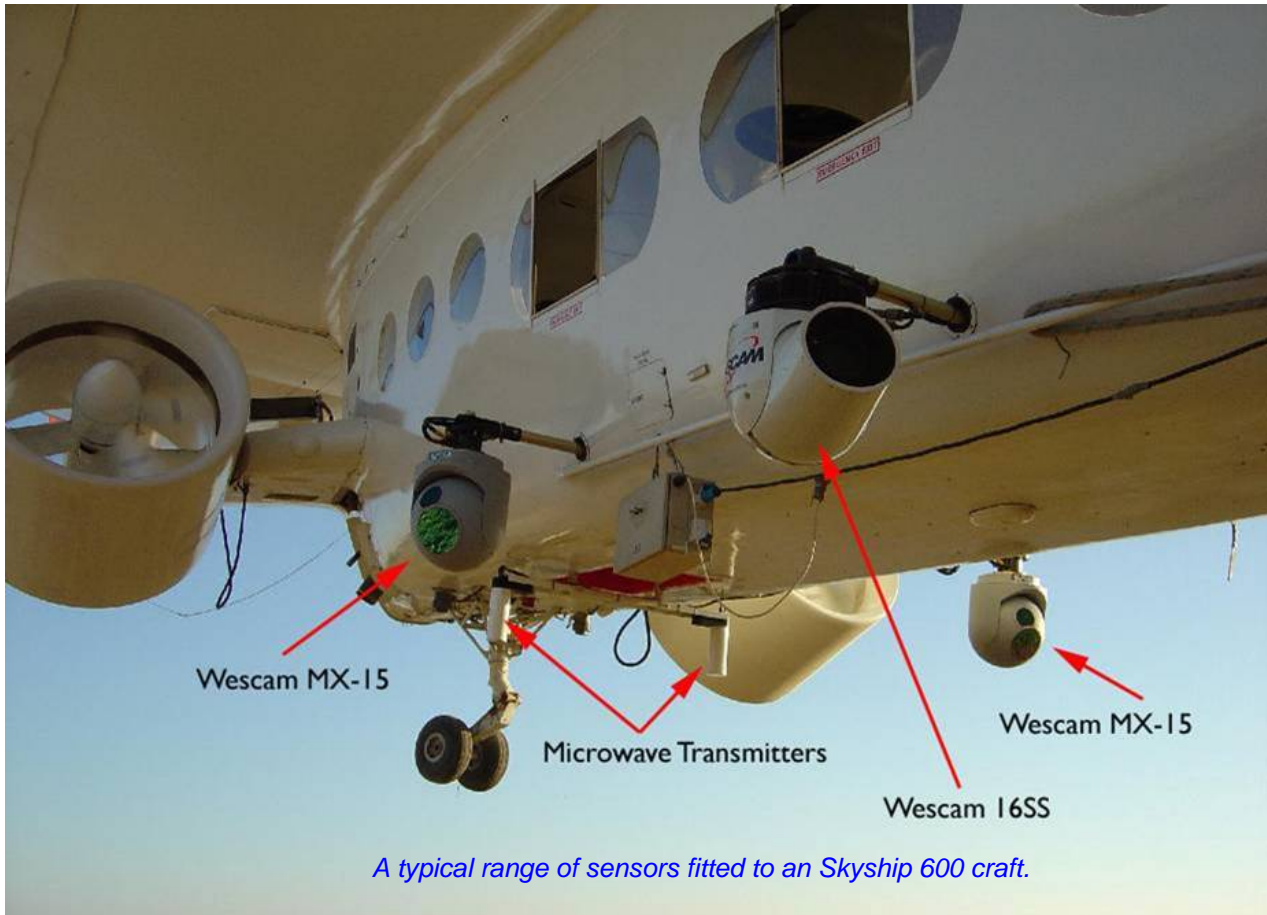
TRINIDAD & TOBAGO

The Special Anti-Crime Unit of Trinidad and Tobago (SAUTT) currently seeking additional pilots for its Sikorsky S-76 and Eurocopter AS355FX helicopters is also making changes to its airship fleet.

Agencies using airships are still rare but the Trinidad government has made regular use of them.. It has just acquired its third blimp. The third blimp was purchased at a reported cost of \$15M [under US\$3] and was scheduled to arrive in Trinidad in the second week of July. The latest Skyship was purchased from Skyship Management, a US based company which supplied an earlier leased example.

A complication in the tale relates to another US sourced craft brought into service last year. The Government had spent \$27M [under US\$5M] for an Aeros 40B Sky Dragon Airship which patrolled the skies for just seven months before officials from the Special Anti Crime Unit (SAUTT) admitted that the sensors aboard were affecting its operation. This





A typical range of sensors fitted to an Skyship 600 craft.

brought to an end a period where officials repeatedly denied local media suggestions that there were problems with the craft. [Newsday]

Ed: The information available after PAN contacted the suppliers was inevitably restricted by commercial confidences, but some additional material was gleaned.

The airship being supplied to the SAUTT is the British designed Skyship 600, fitted with Lycoming IO-540 engines, fitted outboard in ducts which rotate or vector [originally the craft were Porsche powered].

In the past these Skyship craft have flown operations for the police ranging from Paris where an early machine covered a summit meeting to the Athens Olympics in 2004. In between there have been high profile uses by the Atlanta Police [again covering the Olympics] in the guise and colours of a Fujifilm ship for NYPD, a brief sojourn over London with the Metropolitan Police and operating over Belfast for the UK MoD 14 years ago during the Troubles in Northern Ireland. The extensive range of cameras they can carry and the persistent presence allied to endurance they can offer is the main attraction. They actually do what the UAV is seeking to do.

The craft have had a number of owner identities over the years since Airship Industries at Cranfield, UK went bust but even today the corporate (and personal) roots of the owners remain British – although based in Greenwich, Connecticut. www.airshipman.com The rejected Aeros 40B Sky Dragon has now left Trinidad and now lies in a dismantled state in the USA.



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UNITED KINGDOM

NATIONAL: At the end of July the new UK Prime Minister, Gordon Brown, announced that the country was to have a 'new' Border Security organisation bringing together a number of existing official organisations, including HM Customs & Excise, under one roof. Almost the reverse of the situation at the Home Office [the Interior Ministry] which was split in two the month before because its large size had proven unwieldy!

Currently no details are available on this new organisation but observers appear to think that little positive will come of it. Similar organisations in other countries – such as the US Customs and Border Protection (CBP) amalgamation and the Italian Guardia di Finanza – have a strong law enforcement role and are endowed with significant air assets. It seems very likely that neither of these features will apply to this new organisation.

CAMBRIDGESHIRE: At the annual meeting of the Cambridgeshire Police Authority members heard were briefed on the performance of the new MD902 Explorer helicopter delivered in June 2006. The aircraft flies with the Eastern Counties Consortium across the county and Essex and Suffolk.

From June 2006 to mid-May 2007, the new helicopter attended 2,014 incidents, directly arrested 105 people and assisted in a further 78 arrests. In the period the helicopter has attended 103 incidents on behalf of neighbouring forces Lincolnshire, Essex, Suffolk and Norfolk, resulting in 17 direct arrests. [media]

METROPOLITAN: On July 4, 2007 the Metropolitan Police Commissioner Sir Ian Blair was handed the keys to the new fleet of three state of the art helicopters in an official launch at the Lippitts Hill air base.

On average the Air Support Unit deal with between 9,000 and 10,000 incidents every year. In one six month period alone the Met's ASU was involved in more than 400 arrests and was instrumental in the safe recovery of 26 missing persons. [MPS]

Ed: The Editor is aware that the image—right—is a composite. Before anyone pulls me up on it!



Even as the London police force launched their new aircraft fleet the neighbours were back on the warpath – claiming the aircraft were noisier than the AS355N's they replaced. Not surprising really they are twice the size and designed [among many additional capabilities] to carry firearms teams to terrorist incidents in central London, from their base in Gravesend, Kent - a task not strictly needed when the firearms team was co-located at Lippitts Hill. The neighbours, mainly those owning horse stabling have been agitating about the existence of the police at the remote hilltop site for over 20 years. That activity led to the firearms and dog training departments being removed from the site ten years ago – a move that ultimately cost police budget in the region of £30M. [IPAR]

WESTERN COUNTIES: A police helicopter pilot operating with this unit has been suspended from flying duties after he was charged with dangerous driving following an incident earlier this year.

The pilot of the Western Counties Air Operation helicopter, which serves both the Gloucestershire and Avon and Somerset police forces appeared at North Avon Magistrates' Court after he was allegedly caught speeding at 110mph in a coned-off section of the M5 motorway, where workmen were repainting white safety lines.

The National speed limit on the road is 70mph but at the time it is alleged that a temporary speed limit of 40mph was in force on a stretch of road near Bristol.

The case has been set aside for a further hearing in September. An Avon and Somerset Police spokesman said: "The member of police staff is currently on restricted duties pending the outcome of the criminal proceedings. "He is suspended from flying duties pending the outcome of the investigation." [ThisisGloucester

WEST MIDLANDS: The delayed arrival of the Eurocopter EC135P2i c/ n 501 G-WMAO has taken place to Birmingham Airport. The machine is the first Pratt & Whitney powered EC135 to enter service with police in the United Kingdom. The aircraft it replaces, MD Explorer G-WMID is to enter air ambulance service in Surrey. [IPAR]



UNITED STATES

FEDERAL: The US CBP, part of the US Department of Homeland Security (DHS), has ordered eight additional American Eurocopter AS350B3 AStar helicopters. These new aircraft will join the CBP fleet that already includes 43 AS350s and 11 EC120s. The contract also includes options for additional AS350 B3 orders in the near future. [AEC]

Ed: What a contrast. Not so many years ago this organisation was being forced by political and other pressures to purchase and operate aircraft it really did not want – the MD600N's – and they reacted to that pressure by verbally abusing the type to all who would listen and 'refusing' to place the additional orders that the politicians were regularly stating were 'in the bag.' The old adage about taking a horse to water applies. The AStar is an old design revisited and like most aircraft it is not perfect. But, according to the CBP, it does more or less what it says on the label.

CALIFORNIA: Platinum Helicopters Inc. based in Palm Springs is seeking law enforcement agencies looking at starting contract helicopter operations within their department. Platinum operates a Eurocopter AS355 Twin Star and an AS350B2. An AS350B3 is expected shortly. They are hoping to put this fleet on contract with an SX-16 searchlight and Wescam sensor system. All pilots are current or former PD pilots.

FLORIDA: The helicopter recently donated to the Santa Rosa County Sheriff's Office by St. Lucie County remains unused two months after delivery. It remains locked away in a warehouse.

Media reports state that Sheriff Wendell Hall say the problem isn't finding someone to fly the

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Bell OH-58A+, or its airworthiness indeed they have three would be pilots and the airframe is flyable and in excellent condition.

The hitch in getting it off the ground: is money to support the flight operations. They are now seeking grants with a view to flying drug eradication and missing person searches. If the funding fails to materialise they will reluctantly pass the machine on to another LE operator.

GEORGIA: Investigations into the recent air crash in the state have suggested that one of those on-board the State Patrol Bell helicopter was an unauthorized passenger. State Patrol officials are trying to determine why he was on board.

Former State Patrol pilot Cpl. Joe Zebeau, who retired from flying with the State Patrol five years ago after developing vertigo, was one of three people on the Bell 206B Jet Ranger when it crashed and caught fire during a search for marijuana plants near Cedartown in Polk County.

It is not thought that Zebeau was at the controls, he was just on board as a spotter, but was still participating in the operation without approval.

State rules specifically prohibit passengers on government helicopters and planes unless they have a specific purpose to be on board. One concern is any liability the state would have if there were a problem, such as a crash.

The Georgia State Patrol are particularly sensitive to the matter of unauthorised passengers since an incident three years ago. At that time two trooper pilots were suspended without pay — one for three days and the other for six — because they flew NASCAR driver Bill Elliott to Blairsville, where he had left his car, and let him take the controls briefly. Elliott was a



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licensed helicopter pilot. While they shuttled the race car driver from his home in Dawsonville to Blairsville, local, state and federal drug agents were waiting for the helicopter team to direct them to growing fields of marijuana. [Atlanta Journal-Constitution]

NEVADA: The Washoe County Sheriff's air operation based in Reno is based on an original volunteer unit making use of their own aircraft back in the 1930s. The current fleet of Bell OH58 helicopters was acquired in February 1997 and registered from May that year. The aircraft patrol alongside a Cessna single but each of these has limited capability. The 1970's vintage Bell UH-1 police helicopter used by Washoe for rescue missions was grounded indefinitely In May 2006 because it needed a \$1M engine and it was not until last month that the Board of County Commissioners approved the Sheriff's request for a Capital Improvement Project to provide funding to purchase a new/rebuilt T-53-L-703 engine for Washoe County Sheriff's Huey from Paravion Technology Inc.

AIR AMBULANCE

AUSTRALIA

ROYAL FLYING DOCTOR SERVICE: Australia's 80-years old RFDS is equipping its fleet of Pilatus PC-12 single engine turboprops with Navaero's Class 2 Electronic Flight bags [EFB].

The EFB will increase situational awareness, enhance operational performance and have significant cost savings for the first comprehensive aerial medical organisation in the world. The RFDS offers a range of primary health care and emergency services throughout an area equivalent in size to western Europe and often in climatic extremes. [RFDS]

GERMANY

A German news source has reported that the pilots of the ADAC air rescue service are agitating for a pay rise with a strike being threatened.

Some 125 pilots want a collective labour agreement and salary increases of up to 20%, the official side stating that would be 'impossible' and would lead to a doubling of labour costs. They also claim that ADAC pilots are the best paid EMS pilots in Germany. Last year ADAC flew 39.500 missions [Die Welt]

The DRF (Deutsche Rettungsflugwacht e.V./German Air Rescue) has equipped its three ambulance aircraft, two Bombardier Learjet 35A and a Raytheon King Air B200, with 'Rescue Track' flight following technology. The technology has been developed by the DRF and is based on the successful Sky Track system. Mission coordinators in the DRF-alert centre in Filderstadt are now able to track the ambulance aircraft of the air rescue organisation on a screen throughout their missions. Every ten seconds, the system transmits the updated position of the aircraft. The position and the route of the aircraft are shown on a screen.

At the same time the rescue track system of the DRF is used like a satellite telephone. The modifications were undertaken in DRF's own maintenance facility at the Karlsruhe/Baden-Baden airport.

ITALY

Whilst this summer has seen Britain facing extensive and unseasonable high levels of rain leading to large areas of flooding that put stories of terrorism in the shade, Italy has been in the centre of an extreme heat wave that has led to forest fires, many said to be arson, and deaths among the hard pressed emergency workers.



Dino Marcellino

But all has not been doom and gloom, at the 'Ali Verdi Torino 2007' show [Turin Green Wings an ambulance related event] on July 1-2007 an Italian Army Agusta-Bell AB-205 Huey from 34th Group based at Venaria Reale, not far from Turin city, wore a special livery to commemorate the 100 years of activity of the local 'Croce Verde' (Green Cross). Croce Verde is an humanitarian organization devoted to public assistance; more than 1,000 volunteers operate more than 50 ambulances and special vehicles to transport handicapped people.

Some 34th Group effectives are themselves volunteers and Army helicopters occasionally fly in support of their humanitarian missions as is suggested by the temporary livery adopted for the event . [DM]

UNITED KINGDOM



Making them now the largest UK operator of the BK117 in any role other than that of the police the East Anglia Air Ambulance has added a second helicopter of the type to its fleet. The new machine has been registered G-RESC [literally derived from Rescue] and like its forebear G-OEMT [above] is a BK117C1 s/n 7504 formerly I-BKBS of Elilario Italia. It arrived in the UK for a complete refit via Eurocopter wearing temporary marks D-HELW. The rework of the airframe will see a complete new EMS interior incorporated in time for an entry into service during August.

East Anglian Air Ambulance was set up operating a BO105DBS5 G-EYNL from Sterling Helicopters at Norwich Airport in Norfolk but has since spread its operations from the east coast well to the west and now operates the same Bolkow with the first BK117 into Bedfordshire.

ESSEX & HERTS: Also expanding their initial area of operations west are Essex Air Ambulance. The fund-raising moves into Hertfordshire continue to step up a gear with an announcement that this operation is to join the growing number carrying a doctor on-board. While the Essex and Herts Air Ambulance Eurocopter EC135T2 aircraft – which last year flew more than 1,200 missions – is presently staffed by two paramedics and a pilot, a doctor will soon be added.

The change follows the model of London's Helicopter Emergency Medical Service, which has flown with doctors and paramedics since 1989, and that operation is advising Essex. The introduction of doctors will push up the running costs of the service, which currently run at about £105,000 per month, and it was important that the level of donations kept pace.



With very few exceptions, air ambulances in the UK are about raising charitable funds to cover the purchase and running costs here Essex Air Ambulance fundraiser Wendy Byland is accepting a cheque from Stuart Pryde the Mayor of Waltham Abbey at a recent event.

GREAT NORTH: The air ambulance operations are to feature in a new eight-part UK prime-time series. The series has a working title of Angels of the North, reflecting the Great North Air Ambulance Service and is scheduled to go out on BBC1 in early January 2008. The helicopter crews based in Penrith, Teesside and Northumberland are being filmed.

The constraints of the helicopters on operations have posed difficulties for the film crews. The film crew has access to a number of mini-cameras that can be temporarily installed in the cabin to add to footage shot from a number of conventional cameras being carried by the film crews themselves.

The small cameras include a pilot cam, patient cam, exterior cam and a new window cam that gets footage of the views they are flying over.

On the AS365N G-HEMS 'Pride of Cumbria' based at Penrith they can only have one of the film crew on-board in addition to the flight and medical crew. As a result one person is doing everything from filming, directing and sound to getting consent of the patients. All patients filmed by the crew give their consent. This is verbal consent at the time, with a follow up visit to families later to follow their recovery and to confirm the authority to use the material.

[News&Star]

HAMPSHIRE & ISLE OF WIGHT: The new air ambulance service entered service on-time on July 1 and was called out within a short time of its inauguration.

Its bid to have a home base in the heart of the county has been snubbed by airport bosses at Southampton Airport in the south of the county where most of the population is to be found.

Until a new site can be found the aircraft will have to be based at Thruxton [a motor racing circuit and small airfield] on the northern edge of the county meaning longer flying times to respond to critically ill patients in the south of the county. It will be able to reach Southampton in 12 minutes, Winchester in 10 and Lymington in 17.

A spokesman for Southampton Airport said the unused eastern side of its land had been ruled out because it had no road or facilities. They cite recent instances where the growing passenger use of the airport has led to the airport asking two flying schools to relocate to other airfields.

KENT SURREY SUSSEX: Air Ambulance Chief Executive David Philpott was one of a small number of guests at Tony Blair's final Downing Street reception. The event, held in late June was the former Prime Minister's way of thanking influential health service innovators and significant military representatives for their efforts during his premiership.

David Philpott, who is a Fellow of the Royal Society of Medicine, said:

"It was a great privilege to be inside number 10. I remember as a boy visiting Downing Street and standing outside the big black door. To be on the inside in the Pillared Room and then taken into the Cabinet Room was a great thrill. It was also fun to be in the presence of other Cabinet luminaries at such an informal gathering".



Picture details: L-R Patricia Hewitt, Tony Blair, David & Karan Philpott.

It is confirmed that the former West Midlands Police MD900 G-WMID is to serve as the new air ambulance for the Dunsfold operation. In line with last month's comment on a model presented at the launch the registration is likely to be changed to G-KSSH.

LONDON: It has been claimed that London's air ambulance service which helped save dozens of lives following the 7/7 terror attacks could be grounded due to a lack of National Health Service [NHS] funding.

Campaign group London Health Emergency has branded the NHS 'a disgrace' for not fully funding the service, leaving it to rely on charity donations every year or face closure.

In the past the service relied heavily on NHS funding and major donations from first the Daily Express newspaper and more recently Richard Branson's Virgin Group. That position has changed but there is a greater reliance on NHS money than is common with most UK air ambulances. Some air ambulance operations receive no NHS money beyond the supply of paramedics.

In London the NHS funds around half of the £1.7M annual cost of keeping the helicopter ambulance in the air leaving a need to raise £750,000 from public donations and sponsorship to thwart meltdown.

The LAA - based at the Royal London Hospital in Whitechapel - has carried out more than 17,000 missions since it first flew in 1990. In 2006 it carried out a total of 1,306 missions

NORTHERN IRELAND: A charity campaigning to provide Ulster's first air ambulance is launching a public consultation to highlight its anger over being refused lottery funding.

The Alpha 5 Air Ambulance Group believes it should be entitled to 'good causes' money from the Big Lottery Fund [BLF]. The charity had asked the BLF in Belfast, which distributes National Lottery charity cash in the province, for help with costs on three occasions over the past 18 months, but had been turned down.

Northern Ireland is now virtually the only UK region without a service – but none of the others succeeded in sourcing lottery money in their fundraising either.

The BLF say that air ambulance services are eligible to apply for a range of programmes but that none of them could fund an application for £4m for capital equipment such as an air ambulance. Most offer a percentage of funding for capital and this could be used for equipment or building works. Generally applicants can apply for a maximum grant of £500,000 for five years of work, but the maximum amount of money for capital/equipment is £50,000. [www.aa999.co.uk]

WALES: Charity staff at Wales Air Ambulance have taken charge of a new 16ft trailer which will take to the roads in Powys to raise funds and awareness for the lifesaving helicopter charity.

The trailer has been purchased and branded for the charity by Welshpool haulage company T. Alun Jones Ltd. A carpenter Alan Jones also pitched in by supplying seats and cupboards, and completely re-fitting the inside of the trailer. It is now ready to go out on the



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road and will be seen at many events, town centre collections and shows in the region. The eye-catching trailer has been branded with images of the Mid Wales Air Ambulance and crew, who are based at Welshpool Airport. The Welshpool based air ambulance, one of three Bolkow's operated by the Wales Air Ambulance has completed nearly 500 missions since going on-line in June 2006. Together with the charity's other two air ambulances in Caernarfon and Swansea, over 1500 patients were airlifted to hospital last year in Wales. The charity needs to raise £2.7M to keep its three air ambulances flying in Wales per year, and receives no government or National Lottery funding to help towards operational costs. The service depends entirely upon charitable donations from the people of Wales.

UNITED STATES

NEW YORK: Mercy Flight Central, an emergency medical helicopter service that transports critically ill patients to hospitals in western and central New York, claims two law enforcement agencies are cutting in on its territory.

In a lawsuit filed this week in a US Court Mercy Flight alleges that the state Police and the Onondaga County Sheriff's Department use their own helicopters to transport patients Mercy Flight should be handling.

The lawsuit doesn't specify the number of patients the two departments have allegedly transported but claims the actions of the two departments violate the Federal Aviation Act because neither agency is certified for emergency transports. In 2006, Mercy Flight transported 744 patients [Chronicle].

FIRE



FRANCE

In the wake of a particularly difficult fire season in 2003, and in order to reinforce the existing national fleet operated on the island of Corsica, the French Interior Ministry has rented a big helicopter with a large water carrying capacity.

After acquiring its twelfth Canadair CL415 and integrating two Bombardier Dash 8 water bombers into the Sécurité Civile fleet, the French Interior Ministry took the opportunity of pooling the state resources to come up with a new plan of action for the 2007 fire season.

Trials of an EC725 military helicopter will be conducted in partnership with the Interior Ministry's Civil Defence and Security Directorate and Eurocopter.

The helicopter drawn from 1/67 Pyrénées squadron will be stationed in Corsica during July and August on the Sécurité Civile base in Bastia.

Eurocopter will fit a water jettison kit with a capacity of 4 metric tons to the helicopter and will supply the flight crews and assistance teams. Sécurité Civile representatives will monitor the trials.



INDIA

As a part of modernising the Fire and Rescue Services in India a helicopter will be introduced.

The helicopter, equipped with all modern rescue facilities, will cost about Rs 34 – part of a Rs 92.39 cash injection into the facilities – including three new fire stations - available to the service.

ITALY

Italy is facing major fires in central and southern areas of the country as temperatures hovering around the 45°C allied to strong winds.

More than 100 alarm calls have resulted in aerial interventions, served by Italy's large fleet of planes and helicopters. Although it is the largest fleet in Europe in the middle of July they were unable to combat all the 55 fires raging. At least two deaths and thousands of evacuations have resulted.

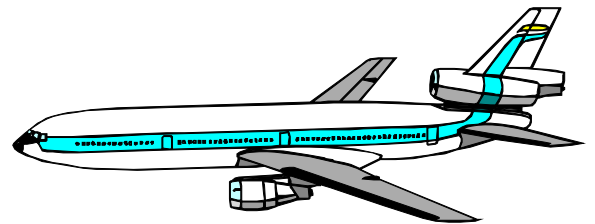
Official sources suggest that most if not all of the fires could be ascribed to arsonists. Arsons.

UNITED KINGDOM

MIDLANDS: The West Midlands Fire Service in Smethwick, Birmingham are to trial the small UAV device being flown by the Merseyside Police recently. They call the device the ISIS.

UNITED STATES

CALIFORNIA: The largest firefighting aircraft currently available in the US was due to return to duty last month following repairs to a wing that was damaged after a near-crash.



The DC-10 air tanker had been out of commission since June 25 as it prepared to drop fire retardant along a Kern County ridge. A severe downdraft forced the aircraft to sink and its left wing clipped several treetops.

The converted plane was hailed by California fire officials last year as the first jumbo fire bomber of its kind to battle wildland fires. The US Forest Service has refused to certify the plane over concerns about the number of hours already logged on the 31-year-old DC-10.

A preliminary report by the National Transportation Safety Board last week said the aircraft's left wing dropped downward while making a left turn.

The cause of the accident is still unknown. The pilots have said they experienced air turbulence just before hitting the trees.

SEARCH & RESCUE

SWEDEN

COAST GUARD: ARINC Incorporated has received a three-year contract to provide high-speed satellite data and voice connectivity for new surveillance aircraft ordered by the



Swedish Coast Guard.

The three Bombardier Q300 aircraft being modified by Field Aviation Company Inc. of Canada with several types of advanced radar and a wide range of sensors for environmental monitoring are scheduled for delivery later this year.

ARINC's GLOBALinkSM/Satellite service using Inmarsat Swift64 connectivity will enable broadband transmission of data, photographs, and voice back to the ground while the planes are in flight. A specially designed communications system will compress all outgoing messages and data for fast, cost-effective transmission.

The new aircraft will be used in many types of coastal activities, including environmental monitoring to fulfil the Swedish Coast Guard's next-generation fisheries and environmental surveillance missions.

The Swedish Coast Guard (*Kustbevakningen*) is a Swedish civilian government agency that co-ordinates the civilian need for maritime surveillance and information, follows international developments within the field, and takes part in international efforts to establish border controls, law enforcement at sea, environmental protection at sea, and other maritime surveillance tasks. www.arinc.com.

INDUSTRY

Dart Aerospace Ltd, has extended the existing FAA approval of their revolutionary Round-I-Beam™ skid tube for the Bell 204/205/212/412 models, including the Bell 210, and AB412/AB412EP models.

The skid tubes for Bell aircraft are LH/RH interchangeable and are compatible with both Dart and OEM cross tubes. In Dart skid tubes, the central I-beam web absorbs most of the impact on landing so the tube maintains its structural integrity. Even with the addition of a central web, the weight is comparable to that of conventional skid tubes. The tubes feature high strength CNC machined split saddles that make installation and field replacement easier.

Dart Aerospace has also received Transport Canada approval of their Cargo Cabin Floor Protector kit for Bell 205A, 205A-1, 205B, 212, 412, 412CF, 412EP model helicopters.

This Cargo Cabin Floor Protector kit provides durable lightweight protection for the cabin cargo area honeycomb flooring. The kit is constructed of high density, impact resistant aerospace grade plastic that will not warp or crack from extremes of heat or cold.

The kit securely fastens to the cabin floor and comes in a multiple piece set which facilitates easy installation and removal.





Helicopter Association International (HAI), headquartered in Alexandria, VA, is seeking a vendor to assume management of HAI's retail outlet, the HAI Gift Shop, and the development of a related product line. The Request for Proposal (RFP) issued by HAI solicits responses from qualified vendors who can develop sale items related, but not limited to, the promotion of HAI, its affiliated organization the Helicopter Foundation International (HFI), the international helicopter industry, educational initiatives, safety and flight operations, as well as historical materials.

The HAI Gift Shop caters to the needs of the International Helicopter Community and the general public primarily through an Internet based store. It also has an onsite store at HAI's premier annual event, HELI-EXPO, the world's largest exposition dedicated to the helicopter industry.

Turbomeca customers in North America now have one more option when it comes to having their Arriel 2 HMUs repaired and overhauled by approved facilities. The first article certification was issued to Turbomeca Canada by the corporate Quality organization of Turbomeca S.A.

Turbomeca S.A. issued the certification after reviewing the maintenance policies, repair and overhaul processes, quality assurance procedures, and the qualifications of the repair shop personnel.

Turbomeca Canada has full certification for Arriel 1 and Arriel 2 both engines, as well as Line Replaceable Units.

Enstrom Helicopter Corporation has certified an option for its turbine model 480B that will increase the airframe temperature limitation from 41° C to 50 ° C. This modification was sought due to the high temperatures realized in its newest market, India. With the certification and installation in the first two production aircraft completed, the results have proven effective in lowering component temperatures.

Venture Aviation, the introductory customer for Enstrom in India, has arranged contracts to operate the aircraft throughout India for a multitude of missions. This increase in airframe temperature will now allow them to take full advantage of the low acquisition and operation costs associated with the 480B.



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With the withdrawal of all air services from Gatwick to Paris, and the Eurostar rail service relocating to north Kent from Ashford, **SkySouth**, a small regional commuter operator, is to introduce a twice daily service between Shoreham (Brighton City) Airport and Paris (Pontoise-Cormeilles) Airport from August.

Starting on Wednesday 1 August 2007 flights will depart from Shoreham at 08:00 and 15:30 and from Paris at 10:40 and 18:10 (local time). Flight costs from Shoreham to Paris are between £89 and £150 each way.

All the Paris flights will be operated by a nine-seat Piper Navajo commuter aircraft with leather seats and club class legroom. Also used by Ryanair, Pontoise is just under 30 miles from the Etoile, or about 45 minutes (on a good day, traffic-wise). A dedicated coach link will be offered.

SkySouth, which will celebrate its first anniversary in July this year, provides frequent services to Caen, Le Havre and Le Touquet in northern France. It claims a 30-minute hassle free check-in and free parking within a few yards of the aircraft.

<http://www.skysouth.co.uk/>



Pilots will now have a new way to learn to harness the power of the WAAS Garmin 430 / 530 with a newly updated interactive video course from **King Schools**. The course has full video lessons that demonstrate how to best use the WAAS 430 / 530. These are followed with interactive questions, many using the *KING* built-in procedures trainer that lets you practice what has been learned.

The course covers all aspects of the Garmin 430 / 530 including best-practices, WAAS, moving maps, flight plans, "Direct-To" usage, page groups, nearest airport, navigation aids, what to do when there is an in-flight problem, activating ap-

proaches, departures and arrivals, course reversals, holding, missed approaches, terrain features, system customization, and how to handle possible 430 / 530 malfunctions.

Flying the Garmin 430 / 530 contains 7 CD-ROMs and runs approximately 4 hours before interactive questions. The student can print out a course completion certificate for the checkout instructor, FBO, or insurance company. The price is \$249. To order, call 800-854-1001 or visit www.kingschools.com.

Sikorsky Aircraft Corp. has announced the selection of Changhe Aircraft Industries Corp. to supply S-76(R) helicopter airframes. The agreement is the second to result from a Memorandum of Understanding signed in June 2006, by Sikorsky and China Aviation Industry Corp. II (AVIC II), parent company of Changhe.

Changhe will build and deliver S-76C++™ helicopter airframes for Sikorsky together with AERO Vodochody in the Czech Republic. With the new agreement the company is now a supplier for Sikorsky's three largest commercial helicopter programs. Changhe manufactures tail pylons for Sikorsky's S-92A® helicopter, and in October 2006 signed the first MOU production agreement to supply airframe components and assemblies for Sikorsky's Schweizer 300CBi.

MD Helicopters Inc. has threatened to move out of its present Falcon Field, Mesa, Arizona location in a row over rents for its facility.

Faced with a 100% rise in rents over the last four years the company is calling a halt to this perceived threat to its future profitability. MD has 400 employees in Mesa and feels that it is at the mercy of a city which raised a wide-range of fees and rates as it seeks additional revenue.

Apical Industries Inc. has received Transport Canada approval of their Liferaft Kit for Agusta AW139 model helicopters. FAA approval has been previously received and EASA approval is pending.

The AW139 Liferaft Kit consists of two externally mounted Liferaft Pod Assemblies and a Liferaft inflation reservoir with a mechanical activation system. The Liferaft Pod Assemblies include an aluminium mounting structure, a fabric top cover, a carbon fibre bottom cover, a 10 Man Reversible Liferaft and an integrated composite Passenger Step.

The 10 Man Reversible LiferafTs incorporate a twin tube design, a canopy, and a survival kit. The LiferafTs feature a 15 man overload capacity and meet all applicable TSO-C70a requirements. Both LiferafTs are inflated with a single Liferaft reservoir assembly.

The LiferafTs are deployed using the mechanical Liferaft inflation system which consists of two cockpit mounted T-Handles mounted along the door frame on the pilot's and co-pilot's side, and one T-Handle mounted in the passenger compartment sub floor accessible through an access panel.

Successful trials have recently been conducted at Lausanne, Switzerland, using the **European Geostationary Navigation Overlay Service (EGNOS)** to guide a helicopter as it approached and touched down at an emergency medical service landing pad in the city.

The adaptable, go-anywhere characteristics of helicopters make them ideal for emergency services, but when visibility is poor their operations are limited by aviation regulations. The accurate position reporting and navigation system integrity checking offered by EGNOS will be a vital service for anywhere, anytime rescue services – as was demonstrated during the trials.

The Lausanne trials were performed by Eurocopter, using their EC155 experimental all-weather helicopter (Hélicoptère Tous Temps – HTT). The trial programme was coordinated by skyguide, the Swiss air navigation service provider and consisted of a number of validating approaches performed by the HTT to a Helicopter Emergency Medical Services (HEMS) pad located on the roof of Lausanne University Hospital.

The test team was hosted in Lausanne's La Blécherette aerodrome by the Swiss medical

air rescue agency REGA who also participated in the flight tests.

EGNOS is a joint programme of the European Space Agency, the European Commission and Eurocontrol. [ESA]

Raytheon has signed a SBH[®] (Support By the Hour) Mission Offshore Prime contract with **Turbomeca Australasia**, the Turbomeca site based in Sydney.

This contract will cover six Arrius 2K1 engines powering three Agusta A109E helicopter for offshore missions, until February 2011.

Raytheon has leased these helicopters, used on the Royal Australian Navy contract. Two aircraft have been delivered and the third one will be delivered this month. Each helicopter will operate approximately 500 flight hours per year in offshore missions in Australia.

ACCIDENTS & INCIDENTS

6 June 2007 Reims 406 Caravan 2 G-SFPA. Highland Airways Scottish Fisheries Protection Patrol. MAYDAY declared due to smoke in cockpit. The aircraft returned to Inverness and landed safely with AFS in attendance after oil from an engine oil leak was drawn into the cabin by the ventilation system. [CAA]

June 2007 Britten-Norman BN2T-400 G-SJCH. Hampshire Police At night a bright green laser was pointed at a BN2T orbiting at 1800ft. Laser hit pilot's eyes for a split second. Offending person identified and laser was handed over to the police. [CAA]

25 June 2007 McDonnell-Douglas DC-10-10 N450AX. California Department of Forestry and Fire Prevention Water bomber - Tanker 910 operating from Victorville, CA. The flight crew was on their third flight of the day and preparing to jettison a load of retardant. While in a left turn from base to final for the drop about 12 miles southwest of Tehachapi, California, the left wing dropped downward and impacted several trees. The captain recovered the airplane and climbed to 11,000 feet for a controllability check. The crew declared

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an emergency and returned to the departure airport where they landed uneventfully. The DC-10 sustained substantial damage to the left wing leading edge, and to control surfaces which included the outboard aileron but there were no injuries. [NTSB]

27 June 2007 Air ambulance. On a flight from Twin Falls, Idaho, to Seattle a window failed and was blown out at a height of 20,000 ft. Rapid decompression occurred and one of the medical staff – who was unbuckled from his seat – was sucked into the resultant hole. His head and right arm were pulled outside the window, and he suffered cuts to his head. Some equipment, charts, his [eye glasses](#) and packages went flying out of the cabin. The pilot put the aircraft into a dive to a safe altitude of 10,000 feet. [Media]

29 June 2007 Bell 222/230 N. Air Ambulance of St Joseph's, Wausau, Wisconsin. The helicopter's warning alarm sounded which alerted the crew that there was an oil leak in the transmission pressure line. The crew and one medical staff were en route to a hospital in south-central Wisconsin to transport a patient, but none were on board. The helicopter was grounded for about 2 hours. During that time a leak was confirmed and a maintenance crew arrived to replace the pressure hose. [WSAW]

4 July 2007 Mil Mi-8 Russian Border Guard. A pilot was killed and another injured when a Russian border guard helicopter crashed near Lake Tyoploye in the Pskov region, northwest of Moscow and close to the border with Estonia. Two other crewmen and four Border Service officers who were passengers survived the crash. The helicopter had been flying at an altitude of about 150 meters (490 feet) and went down in a marshy area. [RAI]

7 July 2007 WSK PZL Meilec M18B N14067. Department of the Interior, sustained substantial damage when it impacted terrain while manoeuvring for an aerial application of fire retardant near Kyle, South Dakota. The pilot sustained minor injuries and was taken to the hospital. The local flight originated from Pine Ridge, South Dakota. [NTSB]

7 July 2007 WSK PZL Meilec, M 18A Dromader N92043. Department of the Interior. Experienced a total loss of engine power while manoeuvring about 20 miles northwest of Burns, Oregon. The airplane was substantially damaged during the pilot's forced landing in a rough, vegetation-covered, open field. The aircraft was operated a call-when-needed contract with New Frontier Aviation, Fort Benton, Montana. The purpose of the flight was for the pilot to disperse 500 gallons of fire retardant chemical on the Egley Complex Fire in the Malheur National Forest, near Burns. The engine stopped operating while over flying the intended retardant drop zone at 1,500 feet above ground level. The pilot attempted to restart the engine, but he was not successful. Thereafter, he dumped the retardant load, made a distress radio call, and forced landed. The airplane came to rest in an upright attitude. [NTSB]



Reims F406 Land & Sea Surveillance

8 July 2007 Sikorsky N440?? Fire Fighting Heavylift contractor aircraft. A helicopter fighting the Zaca Fire crashed on a temporary landing pad being used on Figuerora Mountain Road, about 5 miles from Highway 154. The aircraft was taking off when it tilted over on its side. At one point, the pilot and the sole passenger on board were trapped in the helicopter. They were subsequently taken to local hospitals by ambulance with minor to moderate injuries. The aircraft is owned by a private contractor called Heavy Lifts which specialises in moving heavy timber. [KSBY]

July 2007 Bell Huey type marked '8'. Fire fighting. At the site of a fire at Wenatchee, Washington State, one of the fire fighting helicopters accidentally struck a fire truck with its underslung fire bucket load. The impact damaged the windscreen and made the truck uncontrollable so the crew abandoned it before it left the road. [Media video]

13 July 2007 Eurocopter AS350B3 N811HP California Highway Patrol. Three CHP officers were able to walk away after their helicopter crashed in Paso Robles during a routine training exercise. The AStar crashed into a dirt lot near a southeast runway at the Paso Robles Municipal Airport. The aircraft was a loan from the CHP division in San Bernardino while the helicopter assigned to San Luis Obispo County was being repaired. [FAA/Media]

16 July 2007 Bell UH-1H N667HP. Leading Edge Aviation LLC of Clarkston, Washington under the operational control of the United States Forest Service. Sustained substantial damage when it impacted terrain following a loss of control while departing a remote landing zone near Benchmark, Montana. The helicopter settled into trees and impacted the ground, coming to rest on its right side. The commercial pilot, the sole occupant, sustained minor injuries. The purpose of the flight was to carry an external load in support of the Ahorn fire on the Bob Marshal Wilderness Area within the Lewis and Clark National Forest.

16 July 2007 Eurocopter AS365N TF-SIF. Icelandic Coast Guard. The helicopter had to make an emergency landing at sea off Hafnarfiordur while on an exercise. The crew of four was rescued by a Coast Guard boat, but the helicopter was destroyed. The crew was practicing sea rescues with the crew of the rescue boat *Einar Sigurjónsson*. When the helicopter crashed into the water it overturned but floats prevented it from sinking. The crew managed to swim out of the helicopter and get onboard the boat.

21 July 2007 Hughes 369D N69PF. Fire Control. Tail rotor authority lost, landed in a lake at Omak, Washington. [FAA]

22 July 2007 Bell 412 PH-??? Queensland Emergency Management. The rescue helicopter was stranded in the bush after being forced to make an emergency sudden landing to deal with a mechanical fault thought to be an overtorque. The Cairns-based helicopter to land in an isolated area west of Cooktown during a search. No-one was hurt and the helicopter was undamaged during the landing. With the machine being some 42 kilometres from the highway it had to be airlifted back to Cairns underneath a Chinook helicopter.

22 July 2007 Eurocopter AS350 C- Phoenix Heli-Flight Inc. undertaking fire support duties in Alberta, Canada. The aircraft crashed 65 km northeast of Fort McMurray, at Township Road 95 and Range Road 4 whilst on its way from a forestry staging area at Johnson Lake, about 300 km northeast of Fort McMurray carrying fire-fighters, one of whom was killed.

23 July 2007 Canadair CL415 Italian Civil Protection. Crashed during forest fire-fighting operations in Acciano, near l'Aquila in centre Italy. One pilot died and the other injured. [MD]

23 July 2007 Bell 205A-1 N205BR. Fire fighting related flight under contract by Idaho Helicopters. Crashed under unknown circumstances in the Klamath National Forest 12 miles from Happy Camp, California. The pilot and sole occupant was killed.

25 July 2007 Bell 214 N724HT. Fire fighting. The helicopter was dropping water on fires in north central Idaho. It crash-landed in a marshy area, injuring its two pilots. The helicopter, a privately owned Bell 214 hired by the U.S. Forest Service to make bucket drops on the 60-square-mile East Zone Complex of three fires northeast of McCall, damaged its cabin when it went down evening. It ended up on its side in a marshy area between a small lake and timber where the fire is burning. The aircraft did not burn. [NTSB]

28 July 2007 Bell 206L N90AE. Air ambulance. Air Evac EMS, Inc. of West Plains, MO. The team responded to Quitman County Hospital to transfer a patient from Marks, MS, to The Medical Center in Memphis. The aircraft had just lifted from the hospital helipad when, during a vertical lift, the aircraft began a rotation to the right. The pilot took corrective actions but also manoeuvred to avoid obstacles and descended very hard next to the helipad. The aircraft sustained substantial damage. [media]

PEOPLE

International Communications Group (ICG) has announced that **Kieran Kennedy** will assume the position of OEM sales manager.

Kennedy will be responsible for all of ICG's OEM contractual accounts to include existing clientele as well as new business development. In addition to monitoring existing account activity and providing pricing updates for new products, Kennedy will also continue to provide support and advise customers on new product integrations.

Keith Haney, has been retained by REBTECH to enhance the position of REBTECH specifically to law enforcement agencies throughout the U.S. Haney, a former State Trooper with the Ohio State Highway Patrol, was assigned to the Aviation Section for fourteen years, seven of which as the Aviation Section Commander. Haney retired from the Ohio State Highway Patrol at the rank of Captain with twenty-six years of service and over 7,000 hours of helicopter and fixed-wing flight time.

EVENTS

11-14 July 2007 ALEA Annual Conference & Exposition at the Orange County Convention Center, Hall A-2 Orlando, Florida.

At the ALEA conference last month **Aerosimulators** unveiled its latest achievement in aviation simulation: the Gimbal Imaging Systems Trainer, or GIST.

Until now, the training of a gimbal operator was a time consuming and expensive investment. Not only does it require anywhere between 50 and 80 hours per operator, but most of



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Images by Cal Meeker

this needs to be spent in a flying helicopter. The cost of flying, combined with the loss of operational readiness, requires gimbal training to be as efficient as possible.

The GIST allows training to be done at a fraction of the cost, with a maximum added value for the trainee.

The launch product at ALEA is based on the L3-Wescam MX-15.

Response of attendees was said to be overwhelming. 'After a short period of surprise, most visitors wondered why nobody developed this product earlier. Increasing training efficiency, at a marginal cost is what all operators look for.' according to Piet De Backer, CEO of Aerosimulators. "We have succeeded in building a product, allowing not only for basic training, for proficiency training, but also allow the airborne law enforcement agencies to remain one step ahead of the criminal mind'.

Training scenarios are continually being developed to focus on those aspects where training is needed. Besides the visual mode, a low light as well as an infrared mode is available on with the standard product. Every aspect of the immensely sophisticated MX-15 is modelled.

The MX-15 GIST is only the beginning of a new era of training. Besides more in-depth training scenarios, other models of gimbal are also being developed. "At ALEA, it became obvious that the MX-15 is only a start. In our laboratories, the next models are currently being


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

tested. It was comforting to get confirmation of the future users of this choice. Expect models from FLIR, Denel, Polytech,”

ALEA [cont]

Texas Aviation Services announced increased service offerings to Law Enforcement and Government helicopter operators on the eve of the ALEA show. Its new Blackhawk Retrofit Center, and other aspects of its already large Fort Worth facilities in order to take on more Law Enforcement, Military, and specialized Government Agencies rotorcraft projects. The TAS avionics, sheet metal, and machine shops have been built out into larger configurations, and plans are underway to increase Engineering capacities.

Texas Aviation Services, with 140,000 square feet of facilities at Meacham Field in Fort Worth Texas is an independent helicopter technical services company with 36 years of successful history. TAS specializes in both civilian and military helicopter completions, retrofits, MRO, avionics systems integration, interiors, paint, component overhaul, and engineering.

www.texasaviationservices.com.



UAV’s in Paris

The week before the Paris Air Show the Shephard Group ran a two day UAV conference in central Paris on June 14-15. From a source it has been possible to get some idea of the content of this event.

We are certainly in the early stages of the age of the commercial UAV but there are said to be 470 active UAV programmes across the globe with 80 or more nearing completion. Most of these are military programmes and some are elderly but all may have input to future use in the civil arena – even if only short-term leases in of the technology.

One of the core themes that reared its head as a likely problem was bandwidth. Much like the rising problem across the industry of not enough pilots and not enough engineers, bandwidth in another area of ‘not enough’ being available.

Even within the military – who are not likely to want to highlight too many shortcomings in their tactical capability too quickly there is talk of a lack of Bandwidth. Already Brigade commander’s are being forced to juggle UAV forces due to bandwidth constraints and start to switch off certain units to preserve his data flow and bandwidth.

The problem may well be that like all resources radio wavelengths are finite. With governments across the world selling off that resource to fill the vaults of the exchequer even the military are being left precious little space in which to transmit and receive information to and from UAV’s and other sensors. With the aforementioned 470 active UAV programmes across the globe that bandwidth is going to get pretty crowded at times – that alone must raise dangers of systems interfering with each other to the detriment of safety.

A common theme at the conference was the reiteration of the term STANAG. These are the NATO abbreviation for Standardization Agreement, which set up processes, procedures, terms, and conditions for common military or technical agreements. They may be military but they are likely to have an intrusive effect on commercial operations from time to time. There are quite a number of on-line reference points to them.

One event to look out for is a plan in support of a package carriers needs to fly a unmanned

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747 over the Atlantic. A bit large for a UAV perhaps but it is all the same technology.

International Policing Exhibition, G-Mex, Manchester UK.

The 2007 International Policing Exhibition attracted almost 2,000 professionals from the policing and security sector to Manchester Central (G-Mex) from 20-21 June. Attendees included Chief and Assistant Chief Police Officers, Police Authority members, representatives from the Home Office, the Border and Immigration Agency, British Transport Police, Crown Prosecution Service, prison authorities, HM Revenue and Customs, the National Policing Improvement Agency (NPIA), all ranks of the police and those specialising in forensics, crime reduction, training, procurement, community safety, IT and communications.

Leading suppliers showcased and demonstrated a full range of policing equipment, products and services from anti-riot equipment, biometrics, body armour and protective clothing to command and control systems, drug detection, fleet management, fraud investigation, traffic surveillance, vehicle tracking and recognition systems.

The exhibition featured a free seminar programme and targeted zones for IT and Communications, Special Operations and Security and the latest police vehicles were on display including models from the past and the future such as a vintage Ford Capri, Lotus Sunbeam and GMP liveried Hummer.

The Policing Exhibition took place alongside the Annual Summer Conference for the Association of Chief Police Officers and Association of Police Authorities.

Next year's Policing Exhibition will take place at the Liverpool Arena and Convention Centre (ACC) from 25-26 June with the ACPO-APA Summer Conference taking place alongside from 24-26 June at the same venue. More details will be available at www.acpo-apa.co.uk.

DIARY

9-11 August 2007 Latin American Business Aviation Conference & Exhibition (LABACE2007). in Sao Paulo, Brazil. The city has hosted the event since its inception. A specific event site is expected to be announced later this year. Organised by the National Business Aviation Association (NBAA) and the Associação Brasileira de Aviação Geral (ABAG) and postponed last year because of a combination of factors, including construction at Congonhas Airport (the intended site for LABACE2006).


27-30 August 2007. 4th China International Rescue & Salvage Conference & Exhibition at the Boao Golden Coast Hot Spring Hotel, Hainan, China. Operated in conjunction with Shephard Conferences www.cirs2007.com

3-7 September 2007 Asian Aerospace International Expo & Congress 2007. To be held at the brand new ultra-modern 70,000 square metre AsiaWorld-Expo complex, which is adjacent to and integrated with the Hong Kong International Airport (HKIA) www.rxaerospacedefence.com

4-6 September 2007. Civil Defence Exhibition in Doha [Qatar] in the Convention Centre. An exhibition supported by the Ministry of Interior and Fire Brigade Department which are interested in enhancing technologies in the State of Qatar. Eizeldin Abdulrahman Marketing & Public Relation Manager eizeldin@hotmail.com Organiser.: Dar Al-Sharq (+974) 4557866, Fax 4557871 E-mail: - al-sharq1@qatar.net.qa

11-14 September 2007 DSEi = Defence Systems & Equipment International 2007 Excel, London. www.dsei.co.uk

12 September 2007 BGAD07 [British General Aviation Day] Cambridge Airport, Cambridge, Cambs. A



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low key and low cost meeting venue offering a one day exhibition, meetings and static display of probably a dozen aircraft. Casual venue but often offering high value meetings. Around 50 stall/booth spaces and Contact Mark Ranger on +44 1279 714509 mark@ebanmagazine.com www.ebanmagazine.com/bgad.html

12-13 September 2007 AeroEngine Conference & Expo Olympia Conference Centre, London. www.aeroengineexpo.com

17-19 September 2007 Air Medical Transport Conference [AMTC], Convention Center, Tampa, Florida. Attendees are emergency medical and critical care professionals from both hospital and independent providers of air and ground medical transport services. CEO's, directors, physicians, nurses, respiratory therapists, paramedics, pilots, communication specialists and mechanics. The Air Medical Transport Conference is the conference in the air and ground medical transport field. Expect the largest attendance of combined crew and administrators – well over 2,000 individuals from clinical, administrative and aviation disciplines. www.aams.org

25-27 September 2007 NBAA 60th Annual Meeting & Convention Atlanta, Georgia
NBAA 60th Annual Meeting & Convention (NBAA2007) Atlanta will play host to NBAA2007 from September 25 to 27, 2007, at the spectacular Georgia World Congress Center in downtown Atlanta. The Exhibitor Prospectus for NBAA2007 will mail in early January. Housing for NBAA2007 will open in early January as well.

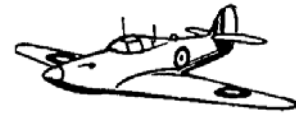
25 September 2007 Royal Aeronautical Society Conference 'AVIATION SUPPORT IN RELIEF OPERATIONS - The Vital First Few Days. No.4 Hamilton Place, London W1J 7BQ Aviation has the potential to bring speed, reach and flexibility to humanitarian and disaster relief operations. Last year the Society held a conference which examined how aviation could best play its part, drawing on experiences from several recent operations: the Tsunami; Kashmir earthquake and hurricane Katrina. Each relief operation is unique, calling for its own range of responses. The key is how best to bring the capabilities of aviation to bear in the vital first few days; to get the right people and resources into the disaster theatre as rapidly as possible and to sustain them. This conference will consider the issues and challenges facing those planning and coordinating relief operations with a particular focus on how best to employ the rapid reaction capabilities of aviation and how best to bring these to bear in the first few days of an operation.
Visit www.aerosociety.com/conference or contact the Conference & Events Department at conference@raes.org.uk to obtain a registration form

2-4 October 2007 Helitech:07. Duxford, Cambridgeshire, UK. www.helitech.co.uk

9-12 October 2007 Milipol 2007 Paris. 15th worldwide exhibition of internal State security They have moved



TAIL-ENDER



According to the UK's *Sun* tabloid newspaper police are to be banned from ending calls with 'Roger and out' under new radio rules.

Instead they will be required to respond with more formal words such as 'acknowledged' or 'received' to keep communications concise.

Officers are being given a list of 28 acceptable phrases or saying with which to use their radios. This move is said to coincide with the introduction of the highly expensive Airwave digital radio system—now in the final stages of a national introduction.

Other banned phrases are said to be 'Wilco' - replaced it seems by 'will do' and affirmative with 'yes, yes'

All this brilliant bit of tosh is said to be being drummed into the officers of Devon & Cornwall in the West Country as a pilot for UK wide coverage.

I suspect it will not be too difficult to introduce... The last time I heard anyone using most of these phrases was in one of those wonderful black and white war films of 50 years ago.

I also have an idea that the reporter from the *Sun* was fed this howler while eavesdropping into a conversation he was not welcome in!



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- (all special dietary requirements will be catered for and can be discussed on booking)

•**Guests of honour** - tbc

•**Entertainment**

- World class table magician throughout the evening
- Live music
- DJ (from the Ministry of Sound)

Prize Draw. - 2 luxury tickets for a fantastic gourmet day trip on the **Orient Express.**

Auction with fantastic prizes - including afternoon tea at the Ritz, Dinner for 2 at Claridges, signed George Michael tour poster, signed George Michael DVD, limited edition Breitling merchandise, West End theatre tickets and an overnight stay with dinner at the Bell, a luxury boutique hotel in Sandwich.

£ 65.00
per ticket.

For tickets and/or further information please contact Simon, Joanna or Lauren on **0208 453 0300** or simon_rapkin@foodevents.co.uk
If you or your organisation would like to sponsor a table for 10 at a cost of £600 please contact simon_rapkin@foodevents.co.uk