

Police Aviation News

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Number 166 February 2010

IPAR

Central Counties EC135P2i in the snow

EMERGENCY
SERVICES
RENDEZVOUS
POINT

Bulgaria increases helicopter order
India bolsters its defences
SAR-H decision late
German unit profile

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LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: The police in the state are operating a former Surveillance Australia BN -2 Islander aircraft pending the delivery of a new aircraft of their own from Britten Norman Group in the UK later this year. As with all the aircraft operated by Queensland Police the aircraft will have a primary transportation role, primarily moving prisoners around the region. All the Surveillance Australia Islander's have been withdrawn from service and most are parked up awaiting new owners.

BOLIVIA

It has been reported from by a radio station in the country that agencies in Bolivia are planning to buy ten Mil Mi-17' helicopters for use by as yet unidentified law enforcement operators for combating crime.

The statement originated from Walker San Miguel, identified as being the Minister of Defence of Bolivia.

Front cover: The new Central Counties AOU EC135P2i G-HEOI at its base during recent snow [© Dan Smith—UK Emergency Aviation]



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BULGARIA

In December 2008 it was announced that Bulgarian Police had signed a contract for one AW109 Power light twin helicopter for delivery later this year. In December 2009 it was announced that the Ministries of Finance and Interior have ordered an AW139 for the Bulgarian Border Police and now last month two AW109 Power were added to the range of orders – again for the Border Police. The main mission of the helicopters, which are procured under the Schengen Facility programme funds, is to provide a reliable air surveillance capability on the outer EU borders, since Bulgaria is expected to be a Schengen Zone Member starting from March 2011.

The AW109 Powers will be used to perform border patrol missions. This contract further expands the presence of this type in Bulgaria adding to the AW109 Power already purchased by the Bulgarian Border Police and the more recent AW139 order. This confirms the success of the AgustaWestland law enforcement-dedicated product range in the country.

The AW109 Powers will be equipped with state-of-the-art avionics and mission-dedicated equipment also comprising NVG-compatible cockpit, moving map, weather radar, FLIR, digital video downlink and video recorder, mission console, searchlight, emergency floats, rescue hoist, external loudspeaker. The ability to change the interior configuration provides exceptional versatility to support the different law enforcement roles. [AW/PAN]



CANADA

WINNIPEG: The Winnipeg Police Service Chief Keith McCaskill has predicted that a new police helicopter could be in the air in time for the crime-heavy summer months next year if funding issues are ironed out soon.

In addition to finding some \$3.5M in purchase costs the operation is expected to use around \$1.3M on annual operating costs. The plan calls for three civilian pilots of the Eurocopter Canada EC-120B Colibri, the favoured model for the WPS – it is flown by a number of other Canadian police air operations and the proposal is based upon real figures provided by cities like Edmonton and Calgary, which have them. But Toronto and London, Ontario ran pilot projects involving police helicopters and both cities ultimately rejected the idea. [Media]

FINLAND

BORDER GUARD: The Finnish Border Guard has ordered a fourth AW119Ke single engine helicopter. The Finnish Border Guard chose the AW119Ke and ordered three aircraft with a single option in June 2008 to sustain its fleet modernisation. All four helicopters will be used to perform various tasks including border patrol, special operations and fire fighting. The first three helicopters ordered will enter service during the 3rd quarter of 2010 and will operate from Helsinki and Rovaniemi (Arctic Circle) bases, flying in the harshest environmental and weather conditions and covering the entire Finnish/Russian border.

When delivered the Finnish Border Guard's AW119Ke helicopters will be fitted with dedicated tactical equipment and certified to perform missions using Night Vision Goggles (NVGs). [AW]

INDIA

COAST GUARD: Last month it was announced that over a year after the 26/11 terror strikes on Mumbai the government had put in place a fuller programme of upgrades designed to thwart future attacks.

Phase-I of the critical coastal surveillance network to be up and running by 2011 will include 46 stations, with coastal radars, cameras, AIS (automatic identification systems) and other sensors mounted atop old lighthouses to dynamically locate and track vessels. After Phase-II (with 56 additional stations), there will not be a single place along the coast not under radar coverage.

ICG force-levels and manpower are set to double in the next few years, and triple in the next decade. By 2012 there should be a 100-ship, 100-aircraft ICG. A build up from the 2009 level of 43 ships, 23 boats, 24 coastal surveillance Dornier 228s, 16 Chetak [Alouette variant] helicopters and four Dhruv ALH to protect India's vast 5,422-km coastline, 1,197 islands and 2.01 million sq km of Exclusive Economic Zone.

Forty-two new aircraft have already been sanctioned. Apart from 12 Dornier's and 30 helicopters, the force is also going to induct six medium-range maritime surveillance aircraft, for which Beriev-200 and Bombardier-Q400 have been shortlisted for trials. [Times]

MOROCCO

The Royal Moroccan Gendarmerie has ordered an initial batch of Eurocopter EC145 [BK117C2] helicopters for their Air Squadron. They will start deliveries later this year. The helicopter component of the Air Squadron is Eurocopter supplied and includes the SA341/2 Gazelle, SA330 Puma and AS355. [EC]

One of the AS355 helicopters currently in Moroccan service includes this sensor equipped example CN-AIY parked in the static park of the recent Marrakech Air Show 28 January 2010.



NEW ZEALAND

Helicopter Association International [HAI] based in Alexandria, Virginia, USA has announced that this years winner of the 2010 MD Helicopters Law Enforcement Award is the New Zealand Police Air Support Unit [ASU] based in Auckland, New Zealand.

The New Zealand Police ASU, "Operation EAGLE," was formed in November 1988 as a three-month airborne trial using police officers to combat rising crime in the city of Auckland. The enormous success of this trial has led to a comprehensive 21-year operation.

Operations began with a Bell Jet Ranger, followed by a Hughes 500. In March 1989 the decision was made to acquire a twin engine helicopter, and an Aerospatiale AS355 was brought into service. As workload increased, it was recognized that additional support was required, and in July 1991 a second AS355 was added. For the period between



June 1, 2008 and June 30, 2009, the unit completed 3,403 missions, and the two helicopters now have a combined airframe time of 40,000 flying hours. The aircraft are periodically upgraded with the latest technology to meet the demands of their varying roles.

The ASU is primarily located in Auckland, covering an area of land and sea of approximately 6,700 square miles. However, the unit is also utilized New Zealand-wide, covering an area of approximately 103,000 square miles. The ASU consists of one Sergeant and seven Tactical Flight Officers working two-man shifts between 0700 hrs and 0300 hrs. From routine incidents to serious criminal activity, the ASU plays an integral role in support of police and a range of public services from ambulance to forestry.

The ASU is the only police air support unit in New Zealand and works hard to ensure that standards and procedures are equivalent to industry best practice around the world. HAI congratulates the New Zealand Police Air Support Unit for its contribution to the advancement of helicopter crime-suppression, and for the 21 years of continuous service it has given to the New Zealand public.

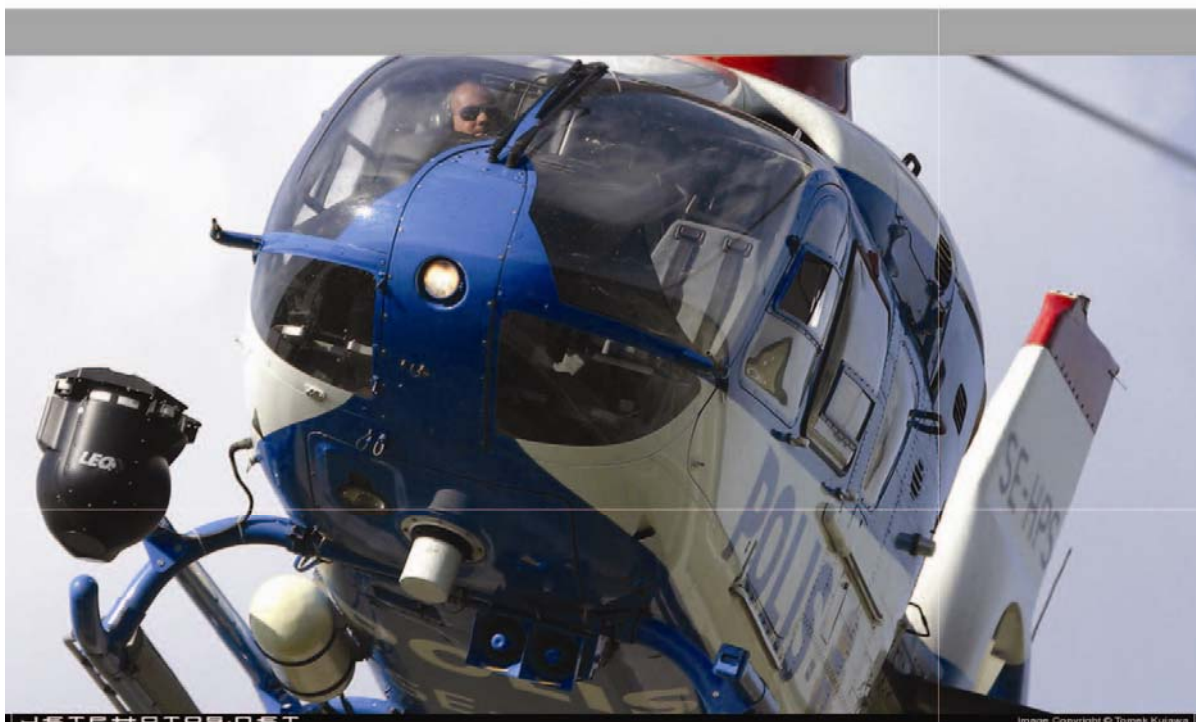
All winners will be recognised at HELI-EXPO 2010's annual "Salute to Excellence" Awards Banquet on February 22, 2010 in Houston

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UNITED KINGDOM

NATIONAL: A new law that makes shining a light or laser at an aircraft a specific criminal offence has been introduced. The UK Civil Aviation Authority (CAA), which initiated the new law, said it was in response to the growing number of incidents involving laser devices being shone at airliners and helicopters near British airports.

Previously, anyone caught shining a laser at an aircraft may have been charged with 'recklessly endangering an aircraft'. Offenders may now be charged with 'shining a light at an aircraft in flight so as to dazzle the pilot', which it is expected will increase the conviction rate.

The CAA said that distracting or dazzling a pilot with a light or laser represented a serious safety risk, particularly during critical phases of flight such as take-off and landing when a pilot's concentration was at maximum levels.

The numbers of reported incidents of this type have increased 25 times in only two years. In 2009 there were a total of 737 attacks with lasers on commercial airliners, air ambulances and police helicopters across the UK, a considerable increase on the 29 incidents in 2007. Although there have been around a dozen successful prosecutions so far, many more arrests are expected as police air support units roll out new technology to catch offenders.

The malicious use of lasers against aircraft has become a global problem in recent years with large numbers of incidents reported in the USA, Australia and Canada. [CAA]

It has been claimed that the UK are planning to use unmanned spy drones, controversially deployed in Afghanistan, for the "routine" monitoring in a significant expansion of covert state surveillance.

BAE Systems which produces a range of unmanned aerial vehicles (UAVs) for war zones, is adapting the military-style planes for a consortium of government agencies led by Kent police. This proposal has been well aired at recent police aviation conferences in London and The Hague.

Documents from the South Coast Partnership, the Home Office-backed project in which Kent police and others are developing a national drone plan with BAE, were obtained by The Guardian under the Freedom of Information Act.

They reveal the partnership intends to begin using the drones in time for the 2012 Olympics. They also indicate that police claims that the technology will be used for maritime surveillance fall well short of their intended use – which could span a range of police activity – and that officers have talked about selling the surveillance data to private companies. A prototype drone equipped with high-powered cameras and sensors is set to take to the skies for test flights later this year. [Guardian]

Ed: None of this information about the hopes and aspirations for UAVs in the UK is new and it may be that the newspaper has actually belatedly discovered something that has been well discussed on the conference floor many times. What may be new is that Kent police has suggested that the drone scheme intended for use over the English Channel to monitor shipping and detect immigrants crossing from France could have an overland element sooner rather than later.

Working with various policing organisations as well as the Serious and Organised Crime Agency, the Maritime and Fisheries Agency, HM Revenue and Customs and the UK Border Agency, BAE and Kent police have drawn up wider lists of potential uses.

CAA officials remain sceptical that any single engine Herti-type drone manufactured can develop the technology to make them airworthy for the UK before 2015 at the earliest. However the South Coast Partnership has set its sights on another BAE prototype drone, the GA22 airship, developed by Lindstrand Technologies which would be subject to different regulations. BAE and Kent police believe the 22-metre long airship could be certified for civilian use by 2012. This may not be too great a step as static aerostats balloons are already readily acceptable, it is just a case of whether they will be allowed to cut the mooring tether by 2012.

WILTSHIRE: The refurbishment of the MD 902 Explorer used by the joint police and air ambulance unit is completed and the leased aircraft now boasts a new sensor turret and Tetra radio fit.

The refurbishment cost £850,000 and resulted in the MD being off-line for two months and replaced in service by the less capable Eurocopter BO105DBS4.

The mid-life upgrade of the ten-years old helicopter, which is deemed essential, was paid for by Wiltshire Police and the Wiltshire Air Ambulance Appeal as part of their lease payments to Staverton based Police Aviation Services. Where this process was altered is that in order to save money in the future the police and ambulance services elected to pay part of the capital cost up front rather than face higher lease rates. The appeal paid about £220,000 towards the camera, and around £18,000 towards the radio system which cost £50,000.

Ed: When I first read this I thought what a cheek to use ambulance donation money to fund the 100% police camera but – although on further consideration someone may be being shrewd here in the face of reported cuts in police aviation funding. As a low hour operation Wiltshire must be one of the targets for the threatened cull. But readers may remember the row when Great West Ambulance tried to write off the same operation when they wanted their Bristol based air ambulance operation [subsidised by the Wiltshire charity funds]?

Could it be that the ambulance money offers some protection if ACPO were to come along to shut it down? I just wonder if there might be someone would be that devious.

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UNITED STATES

ILLINOIS: The Law Enforcement Aviation Coalition [LEAC], a multi-jurisdictional public safety helicopter unit based in Rockford and Kenosha Illinois, operating three Bell OH-58C, Bell 430 and Bell UH-1H/V "Huey" helicopters for search, rescue and public safety received a \$135,000 Huey avionics installation donation by J.A. Air Center. JA will install police communications to include Wulfsburg Radios, 4 Technisonic Audio Control Panels. Garmin 430 GPS, Garmin 337 Transponder, and a Max Vis system along with other equipment. Federal, State and local funding provided the equipment. JA is a major Midwest avionics installation and FBO center located at the Aurora Municipal Airport in Aurora, IL. During these difficult economic times for police and fire airborne units world-wide, this contribution is a major benefit to the communities served by LEAC. Web: www.airsupport.org www.whpd.org



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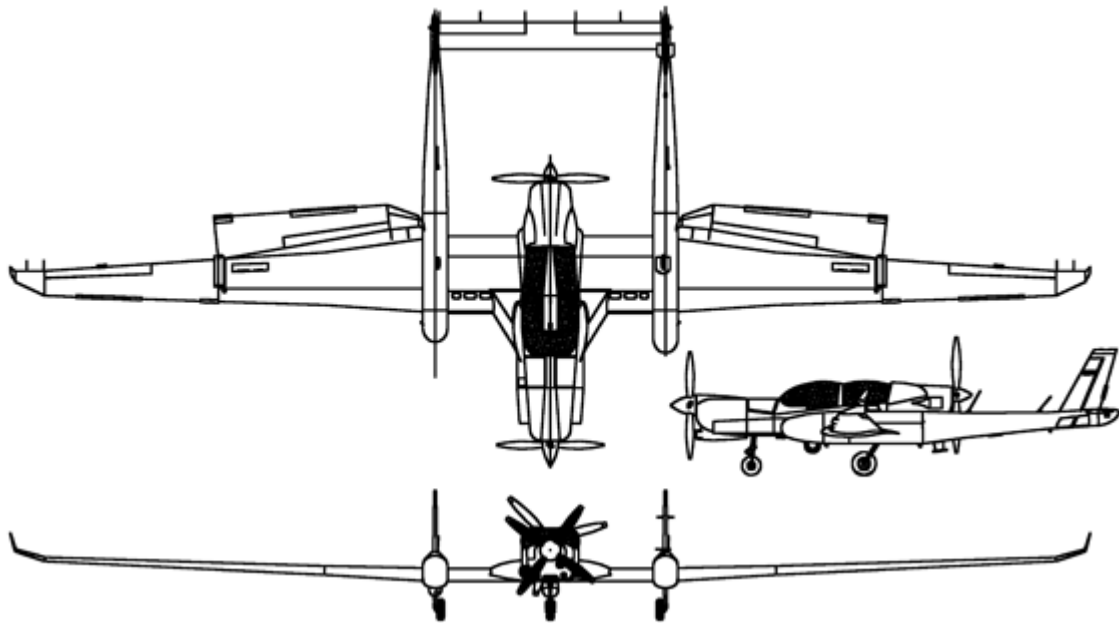
FEDERAL: Aircraft purchase and fleet integration is always a cause for concern. Even if you pick a tried and tested type with an impeccable record there are elements of the new role fit that can spoil the party and there will always be the 'Friday aircraft' that stands out as the one that always has the highest number of maintenance issues.

And then there is the Schweizer SA-38B Shadowhawk. According to a news agency the odd looking new Drug Enforcement Administration's [DEA] surveillance planes were showing signs of not meeting their best expectations from the start. On the way from the manufacturer to the agency's aviation headquarters, one of them veered off a runway during a fuel stop. That was the beginning of a less than happy 2009 for that one aircraft. A month later its windshield unlatched in mid-flight and smashed into the engine, that being followed by mechanical problems with the engine drive leaving the pilot having to make a forced landing.

Last month the numbers of mechanical problems arising with the fleet of three unique Shadowhawk airframes led the DEA to ground the type. Now there is talk of the three aircraft being cannibalised so that the DEA can get as much return as possible from parting them out. The prime trouble seems to have stemmed from the trio of aircraft being unique and 'bespoke'... there was a dearth of spare parts. Quite what the market for parting out spares for three unique airframes is has not been explained, although the PT-6A-34 turbine engines will have a market.

The twin-engine planes, manufactured by Schweizer Aircraft, were apparently funded out of the secret pot of money all governments have for special projects. Sikorsky now own Schweizer and inherited the project which grew out of the limited number of special surveillance fixed wing aircraft the company has produced over the years. The best known are probably the single engine RG-8 and RG-8A models operated by the US Coast Guard [USCG] a decade ago.

According to the manufacturer the twin turbine-powered SA-38B aircraft is optimally designed to perform surveillance at both low and high altitudes up to 20,000 ft. Designed specifically for the surveillance role with integrated sensor payloads, it achieves better mission performance at significantly lower costs than other aircraft. Multi-mission capabilities include border surveillance, maritime and coastal patrol, signals intercept, radar detection, drug surveillance, search and rescue, data relay, environmental surveillance, and pollution detection control.



The DEA may have given up on the new type but Schweizer has not. They are already talking about learning a lot of lessons and still have plans to improve the available power and put the type into service with the USCG and Customs and Border Protection. The USCG were expected to take their fleet of SA-38Bs this year but that has already been slipped to 2012. [McLatchy]

The US Customs and Border Patrol [CBP] have taken delivery of the last of seven Bombardier Dash 8 Series Maritime Patrol Aircraft [MPA] on order for the service.

Following a thorough evaluation of the aircraft and its sensors – already popular with a number of International surveillance customers – completion contractors Field Aviation Company Inc based in Ontario, Canada, role equipped the first aircraft in 2004. Field took delivery of each aircraft as a basic

commercial airframe delivery from the manufacturer and fitted the role equipment. Features of the role fit include the Raytheon Sea Vue 20321 search radar, L3 Wescam's MX-15 EO/IR turret and the ATK Integrated System's ISADS mission management system.

Although the completions are similar to the aircraft in service in such as Australia, Iceland and Sweden the CBP aircraft feature combined observation window emergency exits and 1,000 lbs increase in the MTO weight – features subsequently built into the later Australian aircraft.

The current CBP fleet consists of four Dash 8 Series 200s and three of the larger Series 300 aircraft.



In a notice published in the Federal Register on January 7 it was announced that the "U.S. Coast Guard will, commencing on or about February 8, 2010, implement plans to terminate the transmission of the Loran-C signal and commence a phased decommissioning of the Loran-C infrastructure."

INDIANA: The State of Indiana has one aircraft available for sale on their web site: Lot 1 1980 Beechcraft Baron 58, serial number TH-1175 and registered N36930 has just over 3,000 hours on the airframe despite being operated for thirty years. The details are published on-line and the stated minimum bid is \$170,000.00.

Aircraft and records can be viewed on Tuesday, February 2, 2010 from 8am until 4pm. It is located at 6700 Pierson Drive, Indianapolis, Indiana.



POLICE AVIATION CONFERENCE



AeroExpo Europe

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AIR AMBULANCE

AUSTRIA

From January 1, 2010, Austro Control prohibited Heli-Austria from EMS flights allegedly because their machines do not meet certain requirements. Company owner Roy Knaus has accused OEAMTC the rival organization of operating a damaging campaign against his company. .[Krone]

CANADA

OLYMPICS: Helijet International will play a critical emergency role in the 2010 Olympic and Paralympic Games after being awarded a new contract with the BC Ambulance Service to operate two additional Sikorsky S-76 air ambulance helicopters during the Games.



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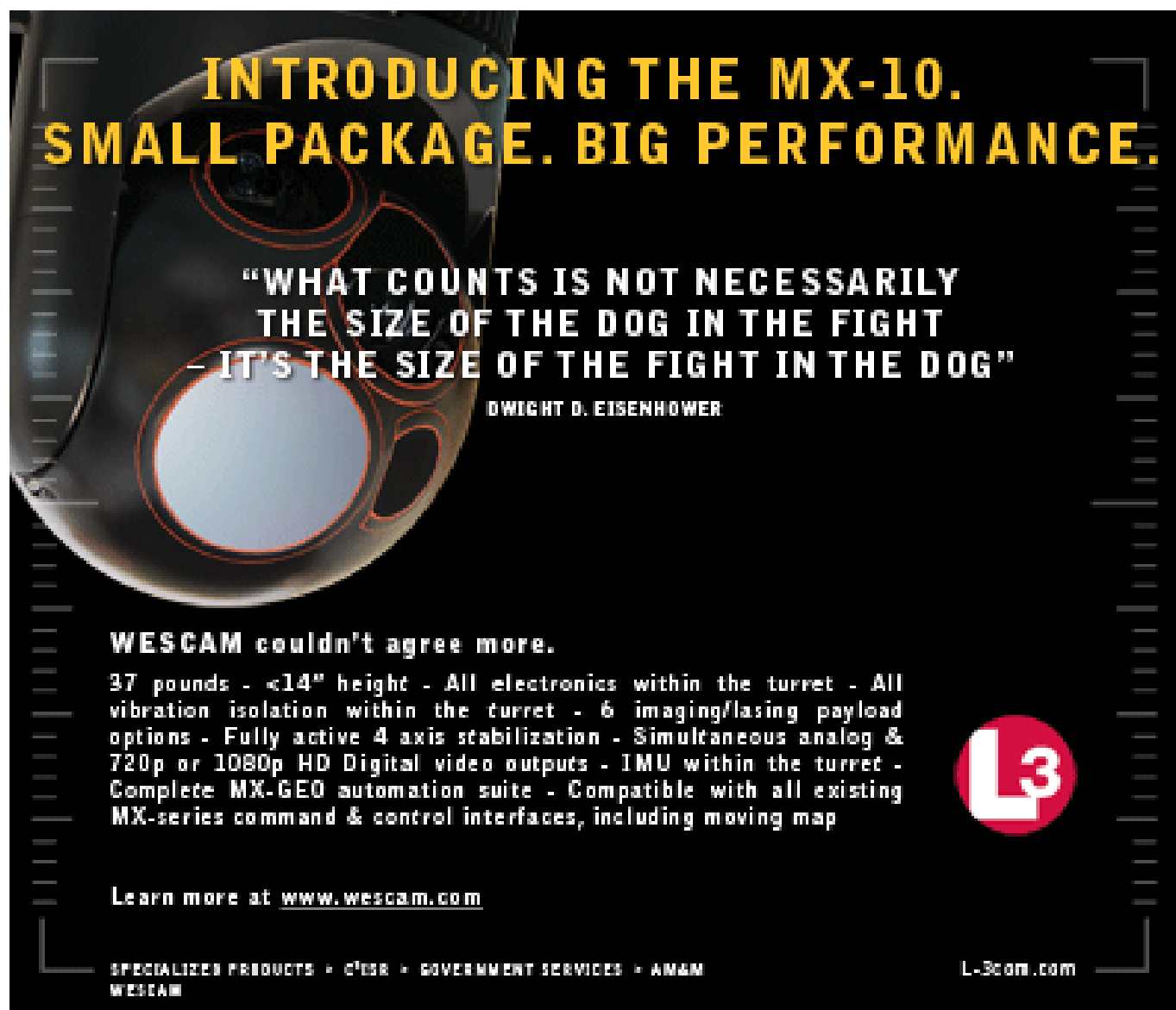
ALL IRELAND: The All Ireland Air Ambulance is expected to start up shortly using a BO105 supplied by Bond Air Services Limited [BASL] at Staverton. The delivery is dependent upon the availability of charity funds and the start-up charity is still exhibiting cause for concern in some areas. Additional aircraft can be expected to increase the capability of the operation – but again dependent upon funding. A new BASL oil industry operation has been started in Cork using a EC135T2i and the base will eventually be associated with the ambulance. This All Ireland air ambulance operation is distinct from the Northern Ireland start up operation that received bad publicity for spending most of the funds it raised on 'administration' last year.

BASL have been expanding their fleet in recent weeks with purchase of four EC135T2Is, four AS365N3s, and one EC225.

QATAR

EMS: Emergency Medical Services (EMS) at the Hamad Medical Corporation is planning to expand the air ambulance services to a round-the-clock operation by the end of March. The operation currently has two helicopters with one running at any one time and the second one on standby for maintenance and services.

The expansion project is being planned jointly by the Supreme Council of Health, Hamad Medical Corporation and the Gulf Helicopters. [Gulf Times]



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SWITZERLAND

REGA: On Sunday December 3, a medical crew member of a Rega Swiss Air Ambulance helicopter was killed while performing his job.

Rega had been called to an avalanche in Diemtigtal in the Bernese Oberland. But a short time after the helicopter landed to rescue two skiers, and disembarked medical crew a further avalanche covered the area, burying the doctor. This is the first time Rega have lost a rescue team member in this way.

UNITED KINGDOM

GREAT NORTH: The recently acquired Eurocopter AS365 G-MLTY is to become G-NHAA for service with the Charity air ambulance that serves most of northern England.

LONDON HEMS: The Trustee Board of Virgin HEMS (London) Limited ("London's Air Ambulance") has announced that following certain comments in the press, the Charity Commission raised a number of questions with the and the Trustees responded fully. The Charity has now received a response from the Commission.

The Commission conclude that the Trustees have justified that they have been acting in the best interests of the charity and the Commission do not intend to pursue these matters further. The Charity Commission has provided some advice and guidance to the Trustee Board where the Charity may improve procedures which it will be implementing immediately.

Chair of the Trustee Board, Dr Gareth Davies commented: "We are delighted that the Charity Commission has been so supportive and given the charity a clean bill of health. We look forward to the future and to continuing to provide the people of London with the unique care the Air Ambulance Team offers".

Ed: Despite the decision some continue to complain about the situation and the lack of obvious pressure being placed on the Trustees. PAN's enquiries into the allegations suggest that the Charity Commission do not appear to have caused the HEMS Trustees too much heart searching and appear not to have undertaken a field visit or contacted the principles. In retrospect it is difficult to see how just 500 staff based in Liverpool can adequately 'police' the 190,000 charities under their charge.

WALES: The Wales AA EC135T2s G-WASS & G-WASN have swapped bases and taken up their correct geographical locations in Swansea & Caernarvon respectively. The third of the three aircraft leased by the charity from Bond Air Services based in Welshpool, mid-Wales continues to be a BO105. [DS]

YORKSHIRE: Yorkshire Air Ambulance Charity HQ has moved. As of Monday 11th January 2010, the Yorkshire Air Ambulance Charity Office will have a new address. Charity HQ will now be based in Elland near Halifax. The charity are advising all supporters that their new address will be: CAYLEY HOUSE, 10 SOUTH LANE, ELLAND, HX5 0HQ The charity will also have a new phone number 01422 237900 although calls to their existing number will be re-directed to the new office for some time. The new office is to be named 'Cayley House' after Yorkshireman Sir George Cayley, who has been described as the 'father of aerial navigation' and the pioneer of the understanding of the principles of flight.

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FIRE

Duncan Kirk

AUSTRALIA

ZK-HYX Kawasaki KB-117 s/n 1006 on lease to NSW Rural Fire Service from its New Zealand operator, Helipro. It was photographed at Camden, NSW on 29-12-09

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JAPAN

Kawasaki Heavy Industries has announced that the Ibaraki Prefectural Government has signed a deal for its latest KB117C-2 helicopter.

It is the sixth C-2 model to be used for fire fighting in Japan. The new helicopter will be deployed by the Ibaraki Air Rescue unit after its scheduled delivery at the end of September 2010.

The Kawasaki BK117 helicopter was developed jointly between Kawasaki and European helicopter manufacturer Eurocopter.

Since its market debut in 1983, the BK117 has undergone continuous improvements, making it the best selling model in the world. Kawasaki's outstanding technological knowhow and proven track record have resulted in orders for more than 630 helicopters from around the world, including orders received by Kawasaki for 153 helicopters as of September 30, 2009 and those received by ECD.

UNITED STATES

CALIFORNIA: SRT Helicopters a leading provider of high risk rotorcraft operational training, recently completed two training courses with members of the San Antonio Fire Department's Medical Special Operations Unit (MSOU). Following the basic courses (Basic Rescue Swimmer training and Basic Short Haul Rescue training), SRT Helicopters conducted real world training in both open water and mountainous terrain. The latter training sessions were conducted in challenging weather conditions which included freezing temperatures and snow.

The Medical Special Operations Unit (MSOU) is a team of highly-trained, experienced paramedics, who provide advanced medical or trauma life support in situations and environments beyond the range of standard EMS units. These include Weapons of Mass Destruction events, tactical/medical rescue for SWAT operations, hazardous materials exposure, and helicopter rescue operations. The MSOU is staffed and equipped to handle multi-casualty or large-scale incidents, and can assist or oversee areas of triage, treatment, and transport, including the decontamination of affected personnel.

SRT Helicopters, based in Bakersfield, California, specialises in providing high risk operational services and training for private business; military, and local, state, and federal agencies. SRT's training staff is comprised of working professionals who regularly respond to real-world missions, which ensures that the company's training methods and curriculum are current, relevant, and designed to address real-life operational scenarios. Contact Christian Gadbois via +1 661-393-4567 e-mail chris@srthelo.com

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SEARCH & RESCUE

AUSTRALIA

QUEENSLAND: The RACQ-CQ Rescue service took delivery of a second Bell 412 helicopter to replace a Dauphin helicopter that has been with the service since April, 2004.

The Dauphin was once the personal aircraft of the president of Romania and made regular appearances in the Australian TV series Blue Heelers while it was being used by the Victorian Police Air Wing.

The IFR fit Bell 412 helicopter will allow CQ Rescue to provide 24-hour coverage to the Central Queensland community – the Dauphin was not able to provide full cover.

CQ Rescue's helicopters cost \$5830 for every hour they're in the air and the service's operating costs are \$4.9M a year; the Queensland Government provides \$2M in funding but the remaining amount needs to be raised in the community.

CANADA

CYCLONE: The development of the cockpit mission data system management equipment for the Canadian Forces' new fleet of maritime helicopters is still posing a major challenge even with the programme already running four years late.

The Sikorsky CH-148 Cyclone version of the S-92 was already badly needed when they were bought in 2004 to replace Sea King helicopters. Service entry for the first of the 28 helicopters was to be late 2008, but the first fully compliant aircraft will only arrive in 2012.

General Dynamics Canada is developing the Cyclone's mission system based on the model designed for the Canadian Forces' P3 Aurora aircraft but that programme has suffered many delays. [Media report]

CHINA

EAST CHINA: Sikorsky S-76C+ Search and Rescue helicopter has been put into service in the Xiamen Flying Service Rescue Team, a part of the East China Sea Rescue Bureau, to join in rescue missions in the Taiwan Straits. Equipment includes a rescue hoist, FLIR, Nightsun searchlight and 4-axis auto hovering system.

The Taiwan Straits has the second largest number of accidents each year, only after those occurring at the mouth of the Yangtze River. [Taihainet]



Reims F406 Land & Sea Surveillance



UNITED KINGDOM

SAR-H : It was expected that Ministry of Defence and Department for Transport officials would have chosen between two bids – believed to be very closely matched on price – by the end of last month. In the event it did not happen.

The first team, called Soteria, is made up of French defence company Thales, the Royal Bank of Scotland, and helicopter operator CHC, which is already doing search and rescue from four UK bases, under an interim contract with the Maritime and Coastguard Agency. Soteria plans to use the S92 helicopter made by Sikorsky of the US.

The second bidder, called AirKnight, is composed of VT Group, US defence giant Lockheed Martin and British International Helicopters. That team will use the Eurocopter EC225 helicopter, made by EADS.

There are currently 40 Sea Kings carrying out Britain's coastal and inland search and rescue from 12 bases, but it is expected the new fleet of aircraft will be reduced to between 25 and 30, because they will be faster and require less maintenance.

Search and rescue is carried out by either the Navy, the RAF or the coastguard, which each run different bases. After the PFI comes in, most staff will be employed by the private contractor with a small number of Navy and RAF personnel.

After choosing the preferred bidder the Government will aim to get a contract signed by April in order to give the winning team enough time to get ready to take over in 2012. [Telegraph]

INDUSTRY



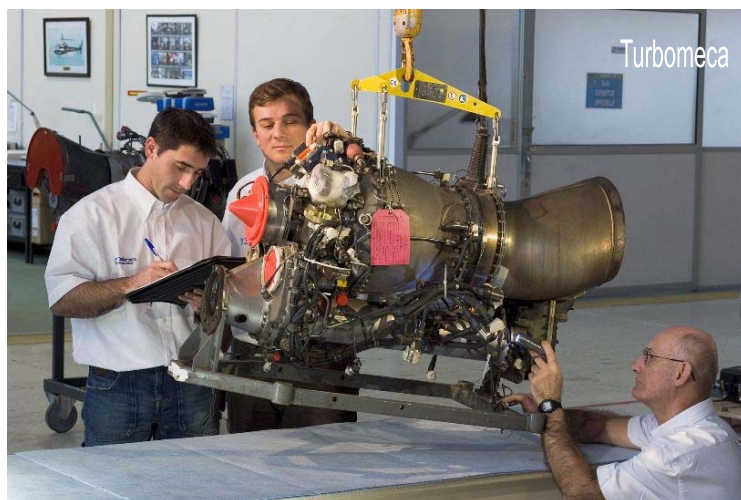
The Brazilian Army Aviation signed a contract with **Helibras** and **Turbomeca do Brasil** to upgrade its 34 AS365K Panther helicopter fleet. Through this contract, Turbomeca do Brasil will strengthen its partnership with the Brazilian military forces, providing full support for the 68 Arriel 2C2 CG engines.

The Arriel 1M1 engines powering today the Panther helicopters of the Brazilian Army will be replaced by the Arriel 2C2 CG, which delivers 15 % increased continuous power. The first Arriel 2C2 CG engine is intended to be delivered end of 2010.

In Brazil, the Arriel 2C2 CG engines will be supported by Turbomeca do Brasil in Rio de Janeiro.

Today, the Arriel 2C2 CG powers today the USCG twin engine Dolphin HH65-C helicopter.

Turbomeca do Brasil, provides, together with Turbomeca America Latina based at Montevideo, the support services for 1 300 engines operated in Brazil and Latin America.





Turbomeca has delivered its 2,000th Makila engine to Eurocopter. The 2A1 variant was installed in an EC225 and has just entered into service.

In nearly 30 years of service, the Makila has built a reputation as a safe and reliable power unit for Super Puma and EC225 operators. Turbomeca VP, Engine Programs, Cyrille Poetsch says that, *"The 2,000 engines have cumulated more than eight million hours of service, often while flying in extreme conditions within offshore, military and SAR environments. The 2A1 is the latest variant, offering customers 14% more power and reduced operating costs. The Eurocopter EC225 and the Makila make a well-proven team."*

"In the UK, the Makila has been chosen as the power plant for the upgraded Puma transport helicopter for the RAF, to enable it to better operate in Afghanistan", says Turbomeca UK CEO Christian Hamel.

Cobham's HeliSAS® Stability Augmentation System and Autopilot has received Technical Standard Order (TSO) certification from the US Federal Aviation Administration (FAA), a major milestone that approves the manufacture of HeliSAS system components.

Previously, Cobham has received a Supplemental Type Certification (STC) from the FAA for HeliSAS use in a Robinson R44 helicopter, which the Company announced on 23 November 2009. Cobham is in the process of achieving HeliSAS certification for use on the Bell 206, Bell 407, Eurocopter AS350, and the U.S. Navy's Bell-made TH-57 helicopters.



HeliSAS is a two-axis attitude hold, attitude command, flight control system. The system has two basic functions, a Stability Augmentation System (SAS) to aid with aircraft stability and autopilot outer loop control modes for altitude hold, heading select and navigation sensor coupling. The SAS and Autopilot System provide a significant reduction in pilot workload, from takeoff to landing.

Additional information about HeliSAS is available on the product's website, www.cobham.com/helisas.

Midlands Air Ambulance Charity, one of the longest established and busiest air ambulance operators in the UK, has selected **Rig Equipment Ltd** to fulfill their safety clothing requirements. By improving the safety and comfort for flight crews and frontline medical staff at the service, their energies and focus can be even more directed towards patient care, even in

the most hostile environments.

Midlands Air Ambulance Charity provides a helicopter emergency medical service for approximately 3,500 patients each year, covering an area of 6,000 square miles across the Midlands and Welsh borders. Due to the highly specialised nature of their work, the flight crew require highly specialised clothing, with each individual having specific requirements.

Rig Equipment Ltd has worked closely with the customer to provide them with the garments that they need, ensuring their safety in high-risk situations and the best possible comfort as they work in hostile environments.

The Rig Equipment design team have extensive first-hand experience of work in hostile environments and with this expertise, coupled with their knowledge of production techniques, so allowing Rig to provide teams working in the most extreme conditions with the best pos-

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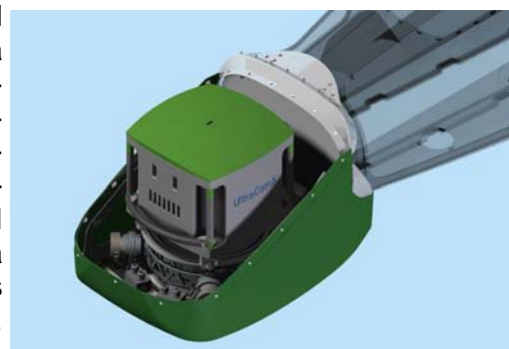


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sible top-to-toe safety. The range of products, from Medi-Grip gloves allowing Flight Paramedics to carry out the most delicate of duties, while remaining tough enough to handle any high-risk factors, to our High Visibility jackets, with anti-static, flame protective and high-visibility properties can all be made bespoke for customer requirements to provide maximum comfort for frontline workers. For further information please contact: Lucie Formosa 0121 733 7663 www.rigequipment.co.uk

Diamond Airborne Sensing's Nose Pod Configuration, designed for carrying very large sensors, as well as the in-house developed Noise & IR Reduction Kit that reduces noise and infrared waves to a significantly low level, received EASA type certification this January. Diamond Airborne Sensing (DAS) continues its road to success and is very proud to announce that two of its latest innovations finally have been certified by the EASA (European Aviation Safety Agency) for DA42 Multi Purpose Platforms (MPP).

The Diamond MPP's pod philosophy became one innovation richer: The Nose Pod is now available for all interested customers, besides the already certified Universal Nose, designed to carry different EO/IR gimbals up to a weight of 65kg (144lbs) as well as the Belly Pod, able to carry payload up to 80kg (177lbs). With the nose pod configuration it is possible to carry large-format aerial cameras, like the Microsoft Ultra-CamX, weighing up to 85kg (188lbs). Such cameras produce high-quality large-scale orthophotos and are perfectly suited for aerial mapping and photogrammetric projects. With 196 megapixels and a collection rate of 2.5 Gbits per second, the number of flight lines and therefore all operational costs can be reduced tremendously.



Diamond Airborne Sensing were present at the Marrakesh Air Show late in January exhibiting both with the Guardian sensing aircraft and the trainer/sport tourer.



Diamond Airborne Sensing already tested the UltraCamX during a photoflight over a project area of about 300 km² in only 2 h 45 min and several other projects. The nose pod is not only available and certified for the new generation of DA42 MPPs, but also can be purchased for MPPs running with Thielert engines. For further improvement, Airborne Sensing is already testing to carry the RIEGL airborne laser scanner LMS Q-680 together with a medium-format airborne digital camera system (IGI H/39) in its Nose Pod.

The revolutionary Noise & IR Reduction Kit, developed by Diamond Airborne Sensing's R&D department, which is already installed and tested on the new GUARDIAN, also received its certification and can now be offered for all DA42 MPP New Generation aircraft. With this special feature Airborne Sensing succeeded in lowering down noise to a level below average ambient noise (not noticeable above 1.000 ft at loiter speed) as well as reducing the IR signature below a significant level of recognition above 8.000 ft (invisible for IR seeker heads). Especially in the law enforcement sector, this on-top exhaust system convinced our customers and is recommended to everyone who is looking for a perfect surveillance & reconnaissance aircraft. The DA42 MPP NG (equipped with the noise reduction kit) is the first survey aircraft that is verifiably operating under a noise threshold of 60dB at 500ft AGL – that makes it an ideal choice for geodesy projects. The fact that the MPP is operating below an average city noise level increases fields of operations tremendously as standard geodesy flights are operated at 3,000ft AGL.

For further information on both supplementary equipments, please contact Diamond Airborne Sensing's sales department (airbornesensing@diamond-sensing.com)

Night vision equipment and technology leader, **REBTECH** has announced a new website to allow easier and more informative access to the features and capabilities of the company. Best known for its helicopter and airplane night vision cockpits and lighting systems over the past 14 years, REBTECH is also on the forefront of the development and integration of new night vision lighting systems for civil and military aircraft around the world.

The website, with a new URL, www.rebtechnvg.com has received a complete update and upgrade to allow easier and more informative access to the company's capabilities.

As part of the ongoing growth at REBTECH, the company has recently purchased the 16,000 square foot office building that it has been leasing for the last three years. The pur-

chase will allow expansion of much needed space for research, development and support for night vision customers around the world and as a regional office for their NVG Flight Training partner Night Flight Concepts. Contact Richard Borkowski at +1 817.285.7740 or richard@rebtechnvg.com.

DART Helicopter Services (DHS) has expanded their helicopter air conditioning product line, under the terms of a new distribution agreement with Integrated Flight Systems (IFS) of Fort Worth, Texas.

"Bringing IFS products into the DART portfolio has dramatically expanded our selection of air conditioning system solutions to customers worldwide," said Jeff Shapiro, DHS president. "These are quality systems, available for a wide range of helicopters. Customers can order now and be cool next summer."

DHS will add the entire line of IFS air conditioning products, including systems for Agusta A109, Eurocopter AS350, AS355, AS365N, EC130, and MD 500 aircraft. Together with Apical's 407 (planned) and 412 (in development) systems DHS now has one of the largest selection of air conditioning products in the industry.

All IFS air conditioners use environmentally friendly R134a refrigerant, offer multiple-speed fans and controls, and are made in the US with FAA/PMA approval. Most systems are available in multiple configurations to meet specific customer needs. Additional Information can be found on the web at: <http://www.rotorcraftservicesgroup.com>

DART has announced a new distribution agreement with the Flight Management Systems (FMS). The relationship will allow DHS customers access to another useful helicopter accessory: digital moving maps.

The moving map software utilizes geographic information systems (GIS) to offer more information than conventional scanned paper maps. In addition to being current, the technology enables a user to add as many layers of information as needed. Being able to view the location of potential hazards like cell phone towers and electrical wires, as well as helpful information like underground pipelines, and reverse 911 information, the map can enable the team to quickly and accurately identify a target address. Also, data gathered during a mission can be transferred to another system via USB, making information sharing simple.

The company has received Transport Canada, FAA and EASA approvals for their Sliding Door Hinge Kit for the AS 350 / AS 355 series of aircraft. The kit modifies the OEM sliding door to a forward opening hinge door. These kits alleviate sliding door track and roller inspection requirements and costly repairs. This simple design provides a gas spring assisted door that smoothly opens for easy passenger loading. The DART Sliding Door Hinge Kit also makes that aircraft compatible with DART Spacepods™ and other baggage compartment extenders.



	<p>Mark your calendar: LAAD 2011 April 12-15, 2011 Riocentro – Rio de Janeiro Brazil</p>
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Apical Industries has received EASA approval of the EC145 Tri-Bag Emergency Float Systems with & without Liferrafts. Transport Canada and FAA approval have been previously received.

The Apical EC145 Emergency Float Kits consist of: four emergency floats attached to the skid gear, a float inflation reservoir mounted on the lower portion of the fuselage, and a cyclic-mounted float inflation handle. The kit may also contain a set of two 8-man liferafts (with 11 man overload capacity) which are packed on the aft floats and have their own mechanical inflation system. The patented integrated design of the Apical Liferaft system conserves valuable passenger space and provides a significant safety benefit over cabin mounted options. All the associated plumbing, hardware and electrical components to complete the installation of the kits are provided.

Carolinas Medical Center (CMC), one of the Southeast's leading healthcare systems, has selected the **EMS Sky Connect FLEET™** Satcom system to provide voice and tracking for each of its aircraft ambulances. The MedCenter Air programme, based in Charlotte, NC, USA operates the air ambulances, which support local, regional, and international health care entities.

The system offers a solution with coverage for aircraft travelling within the Carolinas as well as worldwide coverage for fixed-wing aircraft that travel internationally, offering the ability to both track and talk, all in a standardised system.

MedCenter Air maintains a growing fleet of custom-equipped aircraft, including three EC135 helicopters, two King Airls and two Cessna Citations. The operation has been accredited by the Commission on Accreditation of Medical Transport Systems (CAMTS) since 1997. MedCenter Air's transport services are available to all medical facilities, first responders, insur-



ance companies, managed-care organizations and members of the public.

The EMS Sky Connect FLEET systems provide voice telephone services for flight and medical crews. Aircraft equipped with the Mission Management Unit (MMU-II) also provide fast two-way text messaging. Each aircraft will also use the automated tracking system. The aircraft position, flight plans, and text messaging will be displayed to MedCenter Air dispatchers using the Tracker Map™ service, which will provide real-time information about aircraft status, intended routes, estimated arrival times, and more. Visit www.skyconnect.com or www.ems-t.com

Northrop Grumman Corporation has been awarded a contract by the Ministry of Defence of Brunei Darussalam to provide a Joint Operations Centre command and control capability for the Royal Brunei Armed Forces (RBAF). The contract, which will be undertaken by Northrop Grumman UK, will include the supply of an integrated Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) headquarters system and a deployable Joint Operations Centre (JOC) together with the provision of training and in-country support.

The JOC will provide the RBAF with a facility that will deliver command and control capability for military commands and civil organisations at both national and international level, and will be interoperable with its NATO and ASEAN allies and coalition partners.

A total of 14 potential vendors from around the world participated in the competition. This award follows the completion of a rigorous phase of system assessment in which Northrop Grumman successfully demonstrated the capabilities of its technical solution.

The core solution for the Brunei JOC will be Northrop Grumman's International-Joint Operational Command and Control System, which incorporates the company's industry leading software applications Command and Control for the PC (C2PC) and Interoperable C4I Services (ICS). These are currently deployed in more than 40 countries with 100,000 users, making them among the most successful and widely used applications for strategic command and control systems worldwide.

Well known to the military and now seeing service with civil authorities and individuals a recent outing of the highly sophisticated **Draganflyer X6** electric helicopter in the centre of Edinburgh proved to be troublesome and embarrassing after it went missing.

A search was set up for the £20,000 craft which disappeared after taking off from Princes Street Gardens in daylight.

The owner John Wallbank was one of the first in the UK to get his hands on the new craft with the intention of using it to set up an aerial video and photography company but has now been obliged to offer a reward of £500 to get it back.

He blames inexperience that led him to launch before it had time to lock on to the GPS satellites and it fell out of its flight path and was lost out of sight.

When the power fails or it loses contact with the controller it goes into a controlled descent and it is probably sitting on a roof somewhere.

The Draganflyer X6 is used by the emergency services in America to take aerial photographs of crime sites or accident sites.

Mr Wallbank purchased the black carbon fibre Draganflyer X6 from Air2Air in London, which is now licensed to sell the product in Europe. It was the only Draganflyer X6 in Scotland and one of two in the whole of the UK.

The **AHS International Awards** Program, which has been in existence since 1943 counts Igor Sikorsky and Colonel H. Franklin Gregory as the first two recipients of the AHS Honorary Fellow Award. AHS awards provide important recognition to those who advance the interests of the vertical flight industry as well as those of the Society in special ways.

You may request that a printed awards brochure be mailed to you or you may nominate a deserving colleague or organisation on-line simply by pointing your browser to www.vtol.org/awardnom.html. You can also view the descriptions of the awards and view

past recipients if you go to the AHS web site at www.vtol.org and scroll down to AHS Awards.

The deadline for receipt of award nominations has been extended until February 15, 2010. Whether it be for a single outstanding contribution or achievement, a major technical innovation, an act of courage or heroism, or long and valued service that has furthered the frontiers of vertical flight technology and its applications, we want to receive your nomination. Please send them directly to Liz Malleck, AHS Director of Membership at liz@vtol.org. This is a chance to recognise excellence!

The International Powered Lift Conference (IPLC) is the premiere event for engineers, technologists, and managers to discuss the latest developments in jet, prop, and rotor Vertical and/or Short Take-off and Landing (VSTOL) aircraft research concepts and programs. It is the only event focused on the technologies, promise and progress of powered lift systems, with application ranging from advanced rotorcraft to jet-borne vertical flight aircraft. IPLC 2010 is hosted by AHS and it will take place October 5 – 7, 2010 at the Sheraton Society Hill in Philadelphia, PA.

The abstract deadline is **March 1, 2010**. Visit the conference web site at www.vstol.org/iplc for the IPLC Call for Papers, the link to upload your abstracts, hotel and travel information, and local attractions.

Eurocopter deliveries in 2009 remained stable with 558 new civil and military helicopters delivered, almost matching the peak level of 2008. This figure reinforces Eurocopter's position as a major branded business division within EADS, accounting for a consolidated turnover of 4.6 billion Euros.

Order bookings suffered a decline in terms of units sold, but not in value. A net total of 344 new aircraft, including 81 Super Puma/Cougar/EC225/EC725 family helicopters, were sold, amounting to 5.8 billion Euros. With around 460 gross orders, Eurocopter secured its No. 1 market position in the civil and parapublic market. The company's total order backlog at the end of 2009 amounted to a robust 1,300 helicopters or the equivalent of 15.1 billion Euros, an increase of more than 1 billion Euros compared to the end of 2008.

While governmental markets remain stable despite of budget constraints, a full recovery of the commercial markets in 2010 is not evident. The lower order intake for light helicopters in 2009 will lead to lower production rates in 2010, while military helicopter rates will increase, a situation Eurocopter should be able to manage with its built-in flexibility.

In 2009 orders were placed for 344 production helicopters as follows:

- 8 units of EC120 Colibri
- 103 units of the AS350/355 Ecureuil/Fennec/EC130 family
- 58 units of EC135
- 63 units of EC145 (including 51 UH-72A Lakota)
- 9 units of the Dauphin/Panther/EC155 family
- 81 units of the Super Puma/Cougar/EC225/EC725 family
- 22 NH90

The new MD4-1000 Quadcopter has arrived in the UK and is now available for demonstration. Slightly larger than its predecessor this electrically powered light UAV offers a 1.2kg payload on an airframe with a flight weight of 4.5kg. The endurance has now been boosted to 60 minutes in winds up to 20mph thanks to the Lithium Polymer battery power. As with its smaller predecessor the craft has Auto GPS hold with Homing option, can undertake semi- and fully- autonomous flights under digital control. Images from a range of sensors can be digitally downlinked. The UK agent for this German product, **MW Power** offer customers flight training and product support and a lease with full maintenance & 24/7 nationwide support package from £2,000 per month



ACCIDENTS & INCIDENTS

6 November 2009 Eurocopter BK117 C-FIOM. Air ambulance of STARS Calgary, Alberta, Canada. The crew was responding to a day scene call on an ice covered two lane highway. Due to the road conditions, the aircraft arrived on scene prior to fire, ambulance and police. The helicopter landed near the scene, facing uphill on a 5% gradient. After landing, but before shut down, the pilot noticed an approaching articulated vehicle [semi-trailer] coming down the hill towards him. It became apparent that the vehicle could not safely stop so the helicopter took off again to a height of 50-60 feet to allow its passage. The helicopter was again landed and a traffic stop put in place at the top of the gradient. [Concern]

3 January 2010 Lear 36 N361PJ. Air ambulance of Lifeguard Air Ambulance, Hillsboro, Oregon operated by Premier Jets. Lear departed Portland-Hillsboro airport (KHIO) with a patient and medical team on board. When the pilots began to retract the landing gear, they heard a loud bang on the fuselage. The pilots noticed nothing else in instrumentation or the flight characteristics of the aircraft, but decided to return to KHIO where they performed a fly by of the tower to check the gear. All gear indications were normal and the aircraft landed without incident. Upon inspection of the aircraft by maintenance personnel, it was discovered that the aircraft had suffered a bird strike to the port side of the aircraft with damage to the port wing leading edge, port engine inlet and port pitot tube. [Concern]

8 January 2010 Eurocopter EC135T2 G-WMAS. Air ambulance. The local newspaper showed the helicopter apparently forced to land in a field near Silverstone after suffering some sort of technical problem. No additional information forthcoming thus far. [Chronicle & Echo]

9 January 2010 Eurocopter EC135T2 G-SAS?. Air ambulance of the Scottish Air ambulance Service. Image featured in newspaper of the aircraft grounded in snow. [NoW]

12 January 2010 MD Helicopters 902 Explorer D-HPND Police of Lower Saxony, Germany was destroyed while on a training mission. The crash happened in the Hannover area near Elze. The right hand skid was torn off in a first impact and severe damage was suffered at the front under the cabin. The aircraft finally settled on its right side. The crew of three suffered only minor injuries. [Media]

15 January 2010 Eurocopter BK117 C-FIOM. Air ambulance of STARS Calgary, Alberta, Canada. Following regularly scheduled maintenance on departure to a scene call, the flying pilot noticed that the tail rotor pedals were abnormally stiff. The mission was cancelled and the aircraft diverted landing without incident. The aircraft yaw brake was inspected nut torque re-adjusted to resolve the issue. [Concern]

17 January 2010 Eurocopter AS350B3 N904CF. Air ambulance of Care Flight, Reno, Nevada, USA. Vendor Air Methods. The AS350 experienced a hard landing on the ground helipad of Renown Health in Reno, Nevada. There were no patients on board, one RN sustained minor injuries and was discharged home. There was damage to the skids. [Concern]

19 January 2010 Helicopter. Virginia State Police [Bell 407?]. A helicopter being flown by Police Sgt. Don Childs as he attended a major containment operation was hit by seven rounds from a high powered rifle and disabled. The helicopter was searching for Christopher Speight, who authorities believe killed eight people in a deadly rampage in Appomattox County. Smelling fumes he put the helicopter down and discovered that the fuel tank had been punctured. In all, seven shots hit the underbelly, the fuel tank and one of the rotors. [Media]

20 January 2010 Helicopter. Royal Moroccan Gendarmerie. Rabat - Two people were killed in a Gendarmerie helicopter crash. The accident took place during a training flight on board two crew members. The aircraft, which made a forced landing, struck trees with its blades prior to the crash. [RMG]

21 January 2010 AgustaWestland AW139 EC-KJT. Search & Rescue 'Helimer 205' went down 4 nm off the coast of Almeria (Spain) whilst returning from a training sortie. Three of the four man crew were killed. Pilot given as Jose Luis López, Co-Pilot: Kevin Holmes and crew member Inigo Vallejo were killed and the winch operator: Alberto Elvira was the survivor. [Pprune]

PEOPLE

Bell Helicopter has promoted Barry Kohler, currently Bell's vice president of Commercial Programs, to president of Bell Helicopter Textron Canada Limited. He succeeds Eric Cardinali, who has been named senior vice president of Integrated Supply Chain for Textron's Cessna Aircraft Company. Kohler will now be responsible for Bell Helicopter Canada's manufacturing, engineering and flight test operations in Mirabel, Quebec, northwest of Montreal; a supply center in Calgary, Alberta, a warehouse facility near Mirabel in St. Jérôme and the 1,600 employees at those sites. Mirabel is final assembly site of the world's newest helicopter, Bell's light, twin-engine 429, which was certified for flight and delivered to its first customer last year.

EVENTS

Heli-Expo 18-26 February 2010. February is traditionally the Helicopter Association International Heli-Expo Show—agreed by most as the annual rotary wing event to be at and to be seen at. This year Heli-Expo is back in Houston, Texas for the 62nd of these events and is again back at the George R. Brown Convention Center in Downtown Houston, just two years after the last visit.

Most of those familiar with the venue argue over the good points and bad of the setting but it is about the show and its aerospace content rather than whether you fall in love with the gaunt skyscrapers and the lushness of the Discovery Green downtown park just outside.

The core event called Heli-Expo is preceded by a number of other events, conferences and customer presentations from such as **Goodrich** and **Honeywell** in nearby hotels and the show itself starts on the morning of Sunday 21 February.

This event is likely to be a good indicator of the state of the industry in the USA—if not the world market. There are clear signs that sales by Eurocopter are significantly affected but perhaps there will be indications of an upturn. If numbers of exhibits are significantly down on the event of two years ago in the same venue much may be made of that difference.

Police Aviation News will be present at the show on Booth 1439 primarily promoting the forthcoming 2010 **PAvCon Police Aviation Conference** in conjunction with **Aerexpo Europe** in the Czech Republic May 28-30. There will be absences—particularly on day one when the greater number of press conferences are on—but drop by and say hello or leave your card.

BAPCO 20-22 April 2010

With over 100 exhibitors showcasing their latest products and services at the BAPCO 2010 Exhibition from 20 – 22 April 2010 at the Business Design Centre, Islington, London, there will be an array

VISIT HELI-EXPO 2010



February 21-23



of new launches and technology for public safety officers and civil contingency professionals to see, compare and receive expert advice on, direct from the suppliers. Entry to the exhibition is free.

New exhibitors for 2010 include Secricom Project, Skymasts Antennas, Cleric Computer Services, Damovo UK Limited, AECOM Design, ITT Defence Ltd, Polyphaser, Valentia Technologies, Talking Headsets, Wireless and many more. For the full exhibitor list visit www.bapco.co.uk

BAPCO Exhibitor highlights include: -

Genesis EMEA Operations (UK) will be giving BAPCO attendees a sneak preview of an exciting new development - additional parameters are now being stored in the GenWatch3® GenSZAI database from data acquired from Motorola TETRA systems. Genesis is the only solution to process and store this data immediately when the Transmit Inhibit (TXI) function is activated or deactivated. The information stored includes the Radio ISSI, date and time and both the talkgroup and current site affiliation. Data is available as and when the end-user requires, from an immediate report or from a longer term archive which stores all the data in its original form so detailed reports can be run or re-run at any time in the future with the same degree of integrity. Visit Genesis on stand 200 for more information.

Cadcorp will be officially launching their Workload Modeller for the UK fire Services market. Cadcorp's Workload Modeller provides transparent and flexible methods to model current resource workload against historic incident databases. Fire services are able to monitor levels of efficiency whilst also modelling 'what if' situations, which is of significant benefit to emergency planning activities while providing a greater understanding of existing resilience. Find out more on stand 422.

Microbus on stand B31 will be showing more about their new strategic alliance with Carnation Designs to offer the public safety market a one-stop-shop source for in-vehicle auxiliary electronics control. Combining Microbus' rugged vehicle-based PC technology with the flexibility of Carnation Designs' genisys electronic management system, creates a complete package to meet the advanced electronics requirements of the latest emergency service vehicles.

Abiom Communications Systems, who have recently been appointed as the sole UK and Ireland distributor of the Phonak Communications range, will be displaying the latest in the Phonak range at

BAPCO 2010. The Phonak product range includes in-the-ear hearing protection products and specialist covert wireless earpieces, including their patented Profilo transductive wireless covert earpiece and in-car systems. This range is ideally suited for use by police, emergency services and industry (especially airport workers and railway maintenance teams). Abiom will also display the Phonak Profile zero interference covert earpieces, which could be of great benefit to undercover officers on trains and in cars.

With so much to see, discuss and learn at this year's BAPCO Exhibition from 21st-22nd April, visitors can register FREE today to ensure they are up to date on the products, systems and services that will be shaping their role in the future. For more information and to register for a FREE visitor ticket go to www.bapco.co.uk.

For those who wish to attend the BAPCO conference running alongside the exhibition from 20-22 April, the full conference programme will be available from this month at www.bapco.co.uk when delegate registration for the conference will also be open.

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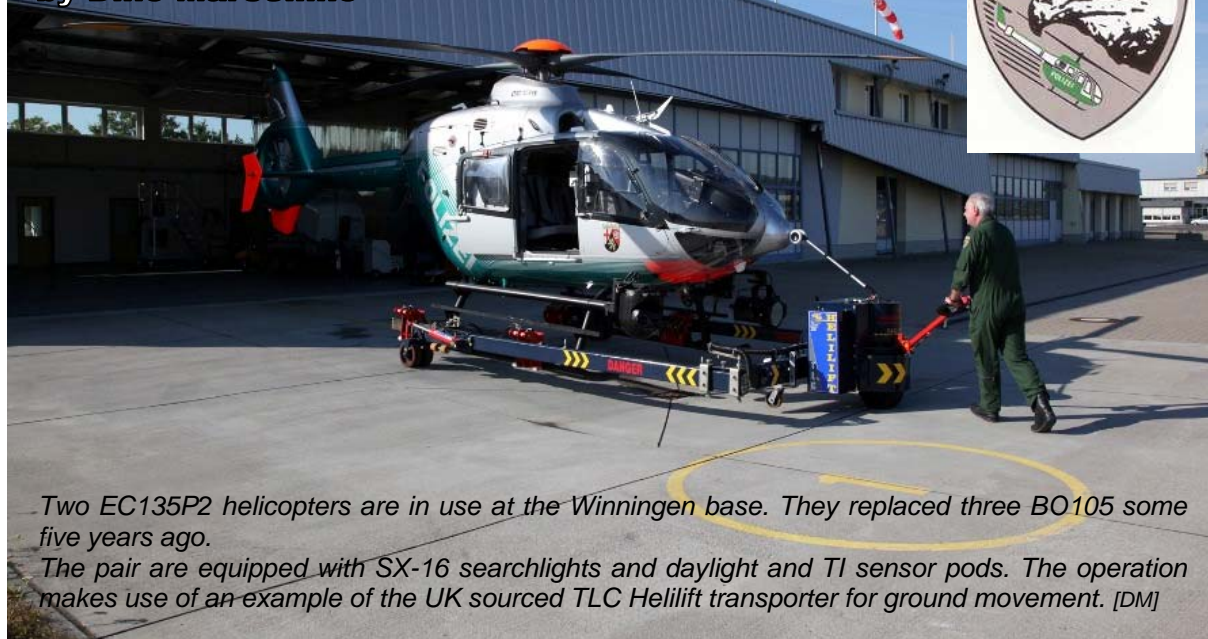


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GOODRICH

GERMANY

A brief portrait of an air support operation
by Dino Marcellino



Two EC135P2 helicopters are in use at the Winnigen base. They replaced three BO105 some five years ago.

The pair are equipped with SX-16 searchlights and daylight and TI sensor pods. The operation makes use of an example of the UK sourced TLC Helilift transporter for ground movement. [DM]

The Rheinland-Palatinate Lander (one of the sixteen States of Germany) is a wonderful region of nearly 20,000 square km characterised by the Rhine and Mosel rivers, ancient cities and renowned for its wine production. It is home to four million Germans.

One of the most important cities is Koblenz, located at the confluence of the two rivers, and the little Winnigen Airport located on a plateau near the city.

Here the regional police has stationed a helicopter squadron of two role equipped Eurocopter EC135P2 housed in a relatively new building constructed in 2000. Staff employed there include ten pilots, ten co-pilots, four observers/TFO, four technicians and a supporting team of administrators.

The Squadron fly an average of two missions daily, most of them in searching for missing people and in support of the 9,000 police officers of the Rheinland-Palatinate Regional Police.

Rheinland in the south west of Germany adjoins Belgium, Luxembourg and France and often the helicopters are involved in pre-arranged cross border special operations and collaborate with French Gendarmerie helicopters from Reims. A typical joint nation mission might include the air escort of a nuclear transportation convoy on River Rhine, in support of the 10 river police stations.



Closer to home the unit has an annual high visibility appointment to give air support to the Formula 1 Grand Prix motor racing at the Nurburgring race track in the east of the State. The Unit is equipped to undertake secondary missions acting as a rescue and fire fighting craft.

[Dino Marcellino thanks Commander Ralf Schmitz and his staff for access to photograph the unit].

Dino Marcellino

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19-20 February 2010 Honeywell *Helicopter Operators Conference*, in Houston, Texas. The event will begin with a welcome reception on February 19th. The Conference will be held on Saturday, February 20th. During the conference, an overview of the Honeywell Helicopter business and Customer & Product Support organization will be provided, as well as new information on our latest product upgrades, strategies and support offerings. Valuable information and experiences will also be shared through technical presentations and roundtable discussions. The reception and conference location will be announced at a later date. The formal invitations for the Helicopter Operators Conference (HOC) including the event location will be sent out in early January. Information about local area hotels can be obtained at: www.heliexpo.com.

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