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Number 165 January 2010

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LAW ENFORCEMENT

AUSTRALIA

WESTERN AUSTRALIA: A police tender setting out the specification for a new helicopter was issued in November last year and expired on December 18. The police are seeking the supply and delivery of a new police helicopter platform in accordance with their issued tender document. The documents did not specify the type but were apparently based on the existing BK117 helicopter. The 'target' airframe was referred to as NPH1 on the Tenders WA website www.tenders.wa.gov.au

Although the selected airframe was left open – within some fairly strict specification parameters – the type of searchlight to be incorporated specifically mentions the Trakka but the EO/IR sensor is described simply as 15 inch.

BULGARIA

BORDER POLICE: The Ministries of Finance and Interior have ordered an AW139 medium twin helicopter to meet the latest Bulgarian Border Police helicopter requirement. The main mission of the helicopter, procured with Schengen 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.

This contract marks the entrance of the AW139 into the Bulgarian market and adds another AgustaWestland helicopter type to the Bulgarian Police helicopter fleet, a single AW109 Power was ordered in December 2008; delivery is this year.

The Bulgarian Border Police AW139 will be able to provide a greatly enhanced aerial policing service in the country as well as a comprehensive SAR capability over the sea and in mountainous areas. The AW139 will feature an advanced range of dedicated mission equipment including an Enhanced Ground Proximity Warning System (EGPWS) and Collision Avoidance System (TCAS), moving map, weather/search radar, cargo hook, emergency floats, rescue hoist, external loudspeaker, searching light, NVG-compatible cockpit, FLIR, video



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HAPPY NEW YEAR to all our readers

CAYMAN ISLANDS

The Cayman Islands government is seeking tenders for helicopter piloting services ahead of the planned arrival of the long-awaited police EC135T1 helicopter this month.

The two-year contract – with a possible two year extension – was advertised in the Cayman Islands and Internationally [in Flight International]. Applications will be reviewed by the Central Tenders Committee and the submission period will close at noon on Friday, 22 January. Eligibility will be determined by whether the service provider holds a current business licence, either in the Cayman Islands, or in the overseas jurisdiction in which they are based. In addition, any pilots used will be required to have at least 2,000 hours helicopter flying experience, with at least 1,500 hours as the pilot in command of the aircraft. The pilot or pilots will also possess 200 hours in night flying experience, with 50 hours as the pilot in command. The pilot or pilots will have to hold a valid commercial helicopter pilot's licence and have 1,000 hours of experience with a rotor wing twin turbine aircraft. [Flight/Cay Compass]



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THE NEXUS PROGRAMME ITALY



Words and images via Dino Marcellino

In last issue there was a brief mention of a statement by Italian Minister Roberto Maroni where he stated that it was planned that law enforcement programmes in the country would have to be provided with the same type [of helicopter] to improve standards.

PAN's Italian correspondent writes that the 'NEXUS' programme is running well, and he has sent the text of a brief interview and some related images.

To best fulfil its mandate of providing economic-financial police services the Guardia di Finanza Corps established the "Servizio Aeronavale" (Aero-naval Service) with its HQ at Pratica di Mare military airport. Pratica also houses the "Corsi di Specializzazione e Standardizzazione Aerea" (Specialization and Standardization Training Courses) [CSSA]. The CSSA is the department most involved in introducing to service the A109 and AW139 Nexus airframes.

The Commander, Colonel-Pilot Maurizio Muscarà explained how the CSSA maintenance and support unit at Pratica has been honed into a City of Flight.

The setting up of this 'City of Flight' was long planned to oversee new helicopter acquisitions, being part of a comprehensive programme of long-term investment planned years ago, in times of greater financial availability.

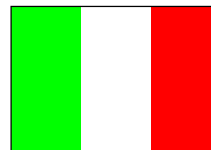
The first new Nexus helicopter was delivered in the spring of 2009 and has been followed by nine others. Each seen as an essential tool in the performance of the highest level of quality to undertake a wide range of missions that include surveillance, reconnaissance, maritime patrol, related to significant economic and financial impact. Specifically these include trade in weapons, narcotics, illegal immigration, rescue and medevac."

Commander Muscara specifies the philosophy of acquisition of new Nexus machines as being the first project of this type conceived and managed in synergy by various departments of State (as regards the helicopter sector).

Nexus is a model developed exclusively for law enforcement with a view to introduction into service with the Guardia di Finanza, Carabinieri (military Police), Polizia and Corpo Forestale (Forestry Corps).

This wider use is important in allowing allowing a greater negotiation capacity with the constructor, with beneficial effects on the cost of acquisition, development, maintenance and training.

At the base of the Nexus' program there is a need to fully satisfy what a police force have to do best, and create synergy and interoperability (for both machines and staff assigned)



NEXUS is all about updating a fleet that has served Italy well for decades



and enhancing coordination between the different State Air Services, both in police and defence roles.

There are also other reasons: a single model can meet the needs of many operators with the implementation of small customisations to meet specific operational needs of the individual operator.

For example the task-missions of the GdF are mainly over the sea, by night, at long distance, and therefore more than other operators they need specific equipment and devices including radar, EO/IR systems and communication encryption.

Nexus program includes a common spares support logistic system for all the services using the type. This encompasses a comprehensive support package that includes a minimum guaranteed number of flight-hours per year.

The end user does not tie up substantial financial resources in support of spare-parts; there is common management with centralised stock managed by the manufacturer. (The same concept of management is in use for the ATR fleet).

The global support package provides comprehensive training with a flight simulator which will also act as a mission-simulator to support combat-readiness.

The philosophy is to conduct the greater part of training on simulators with clear advantages in terms of money and time, saving precious helicopter flying-hours, and obviously being not limited by weather conditions. The quality of training is high, with the simulator taking on everything that is not strictly necessary to do in flight. [Words and images via Dino Marcellino]

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MEXICO

FOREIGN AID: A US Government Accountability Office report states that excessive red tape has delayed delivery of most of the helicopters and aircraft that the US pledged to help Mexico's fight against drug trafficking.

The first five helicopters were due to arrive last month, but around fifteen other aircraft may not arrive until 2011, four years after Mexican officials asked for them. Various aircraft make up the major part of the \$1.3 billion aid package known as the Merida Initiative.

The new high technology air fleet is needed to enable Mexican authorities face a threat that includes submarines, rocket launchers and even anti-aircraft guns in the drug cartels arsenal. Mexico wants aircraft to hunt down marijuana and poppy farms, speedboats carrying Colombian cocaine, small planes carrying marijuana, and the convoys of sport-utility vehicles that regularly roll into towns to carry out hits or attack police.

The government is also building a network of police bases, each with a heliport, so that authorities can send federal reinforcements to any part of the country within minutes.

Around \$649M already approved by Congress to help Mexico covers up to five UH-60 Black Hawk helicopters for the Mexican Air Force, three more for the Mexican Federal Police, four EADS CASA 235 for the Mexican Navy, eight Bell 412 helicopters for the Mexican Air Force and upgrading a fleet of Cessna Citation surveillance planes.

The Mexican Federal Police have a few Black Hawks purchased with Mexican money, but most of the government's fleet is made up of ageing Russian helicopters and slow, small observation types.

NIGERIA

LAGOS STATE: Last month the administration of Governor Babatunde Fashola took delivery of two multipurpose helicopters from Caverton Helicopters Limited. These were the helicopters mentioned in a report carried in the December edition of PAN, that report claimed they were to be used in commercial rather than law enforcement activities.

AIR FORCE: Alenia Aeronautica delivered the first of two ATR 42MP Maritime Patrol aircraft to the Nigerian Air Force (NAF) as part of the contract signed in March 2007. The second aircraft is currently being converted and will be delivered in 2010.

The contract also covers the provision of pilot and operator training on the basic aircraft (at the ATR Training Centre in Toulouse) as well as on the MP configuration of the aircraft and the mission system (at the Alenia Aeronautica Training Centre at the Caselle South site in Turin). At the customer's request, training will take place in Nigeria from 2010 onwards, in order to allow NAF to benefit from full use of the aircraft as quickly as possible.

The aircraft was delivered from ATR Toulouse in a "green" configuration, then was converted at the Alenia Aeronautica site in Brindisi, where the necessary structural and system modifications were undertaken. The systems and sensors for the Maritime Patrol configuration were installed and integrated and test flights carried out, at the Alenia facilities in Caselle, Turin. The ATOS (Airborne Tactical Observation and Surveillance) mission system fitted onboard the aircraft was developed by SELEX Galileo and includes workstations for the mission operators, computers and displays for managing the mission, as well as main sensors such as search radar and electro-optical equipment.



The aircraft will be used by the Nigerian Air Force to carry out traditional maritime patrol missions such as reconnaissance, patrolling the Exclusive Economic Zone, and Search and Rescue (SAR) activities.

SAUDI ARABIA

BORDER GUARD: Sikorsky Global Helicopters announced the delivery of the first two of nine S-434 helicopters to the Saudi Border Guard. The two aircraft inaugurate the Saudi Ministry of the Interior light helicopter fleet, and are the first for the S-434 helicopter type. In addition to the helicopters, Sikorsky is providing a complete logistical support package including spare parts, special tools, and training for pilots and mechanics. In-country support personnel will include a technical representative and instructor pilot. The S-434 model is a new version of the S-333 helicopter and incorporates many of the latest design and performance technologies developed with respect to light helicopters. [SGH]

SLOVENIA

Aerosimulators based in the USA and Europe organised a 3-day EO/IR TFO course for personnel with the Slovenian Police ASU. Both pilots and observers were instructed. The main instruction was undertaken by Jack Schonely of the Los Angeles Police Air Support and Luc Stremersch a reserve TFO with the police air operation in Belgium.

The main subjects covered included the tactical use of a EO/IR gimbal, basic IR, IR and patrol tactics and officer safety, coordination with dog [K9] teams, perimeter containment and missing person searches. The course of instruction included a test earning the award of a certificate. Details on the courses can be found via the Aerosimulators web site at aerosimulators.com or call Luc on Cell: +32 474 86 02 16

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TRINIDAD & TOBAGO

In the wake of the recent Commonwealth Heads of Government Meeting [CHOGM] in the islands it has been announced that, Helinet Aviation Services, the contractor selected to provide the entire aerial surveillance capability for the 34-nation meeting is to set up a new division primarily tasked with supporting similar tasking.

Beginning with the design of a nationwide network of broadcast receive sites, the firm worked with the Special Anti-Crime Unit of Trinidad and Tobago (SAUTT) to develop a comprehensive security system that delivered a continuous live feed from the event to commanders on the ground. The assignment also included staffing and managing the air crews, securing all necessary physical assets and delivering the live feed via secure microwave downlink to SAUTT's command centre where it could be immediately shared with the security services of the attending Member States.

The new division formally consolidates Helinet's long-standing aerial surveillance solutions business into its own group within the company. Evolving out of Helinet's work providing aerial surveillance systems and services to major law enforcement and government agencies including the LAPD and DEA, Helinet Technologies offers organisations across the globe customised solutions tailored to fulfill their mission requirements. Services range from basic equipment sales to fully outsourced surveillance solutions, including providing pilots and aircraft.

Helinet Technologies is backed by an international reseller network that enables it to quickly create and deploy aerial surveillance packages to organisations across the globe. Among the firm's key mission experience is its work deploying advanced microwave downlink systems for government and broadcasters to enable live, ship-to-ground transmission of broadcast quality video over long distances.

"Working with Helinet Technologies allowed us to create an aerial surveillance solution that delivered a high level of real-time, actionable data as well as satisfied the stringent security needs of our guest nations' protection services," said Paul Brown, assistant director, air operations for SAUTT. "The thoroughness of the planning, the speed of deployment and the quality of the resulting surveillance solution were extremely impressive and helped us to ensure a safe event."

Helinet Aviation Services is based in Van Nuys, California, the company serves clients in the broadcasting, government, law enforcement, medical, motion picture and transportation industries.



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UNITED KINGDOM

NATIONAL: In a recent report* on UK policing that seeks to squeeze £500M more savings out of a sector that has been making savings year on year for a decade a small section addressed the future needs of police air support in England and Wales. The previous money saving activity has been reasonably successful in achieving savings, albeit seemingly ending up with a massive increase in supervisors, administrators and back room specialists rather than sworn officers fighting crime. It seems that the report is intended to reapply pressure on existing police forces to amalgamate – the last time that 43 forces were to be condensed to 8 it was successfully resisted – but this time these amalgamations are being sought by mutual consent. The 116 page report includes an 'Executive Summary' of four pages so clearly needs a summary of its own!

**The general report on policing 'Protecting the public' is available on the Home Office web site.*

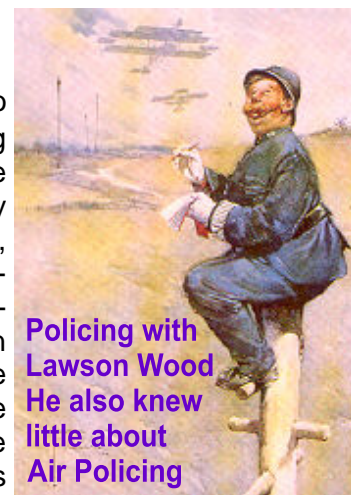
Air support is dismissed over just half a page of the report. England and Wales currently has 28 Police Air Support Units, operating 33 aircraft, these cost in the region of £45M per year to run and about £12.5M per year in capital costs for new aircraft. The Home Office pays 40% of capital costs; Police Authorities have to find the rest of the capital costs and all the running costs. Local and regional delivery of air support varies across the country with a range of performance indicators, operating hours, system capabilities and supply arrangements in use, resulting in a fragmented approach to equipment procurement and management of assets.

Ed: In stark contrast to the allegations the standardisation of the seven recent EC135P2 airframe purchases clearly underlines a will to meet these aspirations.

Although it is not in the public domain ACPO has conducted an 'extensive' review of air support, the so called Hogan-Howe review that the former Chief Constable of Merseyside did not even author. Feedback on that document suggests that a fair number in UK air support think it is a less than accurate reflection of the industry but it will nonetheless drive future thinking.

The conclusion is that a national approach is needed to fund and organise police aviation, in a more coherent way, to deliver greater operational effectiveness. National governance would mean that funding and management of police aviation assets would be undertaken nationally, while operations would be agreed locally with forces. It is estimated that this approach would enable the size of the active aircraft fleet to be reduced from 33 aircraft to around 26. This reduction is claimed to offer savings of nearly £18M pa in running costs and over £5M pa in capital costs and at the same time provide better overall air support coverage in England and Wales. It is expected that over the next 18 months the review will be taken forward and to establish a nationally managed air support service. The Home Office will part fund an ACPO and NPIA project team to develop the national management structure.

Ed: So the plot, by a group not too well known for their hands on knowledge of operating air support, is that seven aircraft will be removed from the fleet and that will provide better cov-



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Lawson Wood
He also knew
little about
Air Policing**

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erage and make the whole operation more efficient. Well I know I never went to University but that seems to be an odd conclusion even in a society not greatly admired for its educational standards.

The most likely candidate for deletion include such as the BN2 operating for Hampshire from Lee on Solent but it is difficult to identify many more units likely to be summarily deleted. Perhaps that is what happens when you direct a person of high rank with no first-hand knowledge of the subject to provide a treatise to arrive at a pre-determined ending. They rarely ask far enough downwards in the tree of knowledge. The job would be better given to a sergeant with an instruction that he ask upwards... but fortunately sergeants are not members of ACPO.

The report received some air time via BBC Radio 4 in December. A 30-minute programme fronted by former Assistant Commissioner Andy Heyman explored ways to save public purse money among contributors largely consisting of his ACPO associates rather than grass-roots practitioners. From this limited perspective it appears clear that there is a will to save money but no-one has any clear ideas on how. Sir Hugh Orde the Chairman of ACPO claims to have spoken to all shades of politicians at this years conferences and none knew where the cuts might fall. Lots of talk about efficiency but no chance of any admitting to cut anything specific in election year. Cuts there must be even if it was accepted that in a recession crime tends to rise.

Ed: Again air support got short shrift and it was the Conservative Shadow Home Secretary Chris Grayling that talked on pushing air support into 'collaboration.' That fitted nicely into the ACPO led 'National Air Support' agenda but to the knowledgeable the short item came across as being poorly researched. To the unknowing majority it was very damaging to police air support. He spoke of 42 forces with air support being too much and even said that British Transport Police [BTP] did not need an aircraft. No-one seems to have warned him that 33 aircraft used by 42 forces underlines collaboration and BTP do have restricted use of their own aircraft when they cannot access a share of the 33 airframes available. So who primed Mr Grayling? [Radio 4 Policing Britain]

CENTRAL COUNTIES: Last month, just before Christmas, the latest in the series of 'bulk buy' EC135P2+ helicopters, c/n 825 G-HEOI, was delivered to the Central Counties air unit at Eurocopter Oxford. The equipment fit follows the standard of each of the other airframes in the bulk purchase.

NORTHERN IRELAND: The politicians may smile and say otherwise but the security situation in parts of Northern Ireland is far from settled. Local newspapers have carried stories of threats to the aircraft currently operated and there are few real world commentators who do not accept that they, the media, not the politicians have truth on their side. Police intelligence sources are stating that dissident republicans plan to use a surface-to-air missile to shoot down the PSNI helicopter. The aircraft is not armed or armoured and does not have a defensive suite so would be particularly vulnerable to groups that still have access to sophisticated weaponry despite the promises contained within the Good Friday Agreement. Despite the much vaunted but sham 'Peace Process' the politicians hold up as the panacea for all Irish evil, early last month one group launched an attack on Strabane police – just a high profile example of ongoing terrorism.

With the EC145 scheduled for delivery to the PSNI still in the early stages of being completed at Oxford the service is still reliant on leasing in other airframes – the current prime airframe being the now ancient Veritair AS355F2 G-SEWP. It may be replaced with something more capable as the number of surplus EC135T1s grows but even they will be as vulnerable as the prime airframe G-PSNI. [Belfast Telegraph/IPAR]





WEST YORKSHIRE: The Air Operations Unit (AOU) was 20-years old last month. To mark the date, West Yorkshire Police invited some of the founding members of the original AOU to the Operations Support Division at Carrgate, to see how things have changed over the past two decades.

Dave Attwood was the first Chief Pilot for West Yorkshire Police when the AOU began operating on the 18 December, 1989. Mr Attwood and Tony Mullineaux - the first Unit Executive Officer (UEO) - were effectively responsible for establishing the Force's rules and regulations on Air Support and for convincing police officers and the public that a police helicopter was a valuable asset, at a time when they were generally regarded as an expensive toy!

The pair were shown around the AOU by the current UEO, John Whittaker and Chief Superintendent Chris Hardern, Head of the Operations Support Division and the Chairman of the Yorkshire and Humberside Air Consortium.

Tony Mullineaux was impressed by the technology employed by the ASU today – each represents a massive advance on the simply equipped Bolkow BO105DBS4 the unit started up with. He recalled having to go out and buy a very early model Garmin Sat-Nav for the helicopter and observers having to use hand-held cameras rather than the multi-sensor turret.

The current MD902 helicopter entered service as X-Ray 99 in 2001 and is the busiest police helicopter in the UK and for an aircraft of its model, is the busiest operating anywhere in the world, having flown for over 11,435 hours, more than the Bolkow ever did in 9 years.

The current air unit is staffed by 20 people. There are four Duty Pilots as well as a Chief Pilot, Captain Ian Burrell; a team of 12 Observers and a training officer. The Unit is headed by John Whittaker and his deputy, Sgt Mick Law. www.westyorkshire.police.uk



UNITED STATES

FEDERAL: Predator aircraft drones are expected to be soon scanning US waters for smugglers.

The US Customs and Border Protection is buying two Predator B aircraft for sea patrols. Agency officials say one will be tested in the Caribbean, with a base in Florida, but it could be used to aid patrols off the California coast. Another will be based in Corpus Christi, Texas, for use in the Gulf of Mexico supplementing the existing manned aircraft.



FEDERAL: Sikorsky Aerospace Maintenance rolled out the first US Customs & Border Protection Agency (CBP) UH-60 A-A to L recapitalisation aircraft at its Chase Field Operations Center in Texas last month.

Chase Field has become a pivotal location for aircraft overhaul, repair and upgrades for the US Department of Defense, other US government agencies, and allied foreign militaries around the world. The CBP aircraft marks the first non-standard A-A to L recapitalization upgrade done at Chase Field and provides them with a machine that represents the culmination of 6 million flight hours of BLACK HAWK helicopter experience.

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CALIFORNIA: Last month Placer County took delivery of their Eurocopter AS350B3 completion – N911WL arguably the best equipped law enforcement role AS350 to emerge to date.

The return of the helicopter from completion after nearly 8 months in role-equipping moves the operation forward after operating a string of DoD surplus OH-58 for eleven years.

The helicopter is equipped with the new Trakka 800 searchlight on a Meeker aft mount and an Axsys V9 on a Meeker forward mount. Internally the airframe features some unusual equipment including a cut back instrument coaming to allow the left side to feature large screens for the TFO. Much of this work was undertaken by Hanger1 at Palomar Airport, Carlsbad. I asked the unit for details and received the following equipment list and outline of the thinking and technology behind the purchase from Deputy Ashley Smentek one of their TFO's. It bears reading in full.

The Placer County Sheriff Department (California) recently took delivery of a new build Eurocopter AS350 B3. The AStar was selected after a comprehensive evaluation due to it's proven track record, vast capabilities and open interior layout. Placer County has a broad spectrum of missions, ranging from patrol support, SAR and marijuana suppression and eradication. The terrain in the region varies from the Sacramento valley (near sea level) to an elevation of nearly 10,000 feet. The county enjoys a diverse population that enjoys both summer and winter recreation activities.

The completion was done by Hangar 1 Avionics located in Carlsbad California. The majority of the credit for the integration of a state of the art avionics and mission equipment package goes to Ken Piland and his crew of dedicated professionals. The level of detail and sophistication they brought to our ship has set the bar for future law enforcement completions around the world. We were the launch customer for several new products, as well as integrating several products together in new ways. The technology in the aircraft was carefully selected to bring a higher level of support and safety to the officers we work with, while also lightening the crew workload.

We selected the Axsys V9 HD/IR camera. After careful consideration of competitor products, we felt that the Axsys products are cutting edge and offer several key advantages over others. The combination of cutting edge optics and stabilization make this gimbal system the top of its class. It is the only 4 axis stabilised gimbal in this range. What this means is a rock steady picture at all focal lengths, something competitors products can't offer. This reduces strain on the operator, as well as allows a clearer picture for identifying targets. Another area Axsys has established itself as a class leader is their integrated hand controller. The controller



PLACER COUNTY, CA



TECHNOLOGY FEATURE



was designed from the ground up with the input of current flight crews. The single controller can control the camera gimbal functions as well as searchlight functions; It also slaves the two together when needed. It removes the clutter in the cabin or bulky, awkward, bolted together controllers that ergonomically don't meet the needs of flight crews. Axsys's ability to listen to their customers needs and provide a product tailored to today's airborne law enforcement flight crews made the choice an easier task for us. They have already demonstrated their commitment to the highest level of customer service, with their widespread use of the V14 and V14MSII systems with many larger law enforcement agencies.

For our moving map needs, we chose the proven leader, Aerocomputers. We have been happy with their performance in the past and upgraded to their new Ultichart 5100 system, as well as the Aero-computers IMU. This system works seamlessly with the Axsys V9, allowing the gimbal to be geo-pointed at an address and remained locked on to that location regardless of aircraft movement. It also allows the operator to point the camera (or light with the camera slaved to the light) at a location and the computer will tell the operator the address. The tactical benefits to this technology are enormous. In rapidly changing, dynamic events, the ability for the aircrew to have this information at their disposal can literally save lives. We selected the Becker SAR Direction Finder DF-517 LE, that not only searches for PLB and ELT signals, but also receives Lojak and ETS signals. Aerocomputer recently completed the integration with this unit as well, allowing the signals from the receiver to be displayed on the Aerocomputer screens. Our recording needs are handled by an Aerocomputer X3 DVR as well as a Convergent Design NanoFlash for the HD cameras. The Nanoflash was an inexpensive, proven solution to the HD recording problem. Both are compact flash card based. The display screens in the ship are all Aerocomputer. The front screen is a relatively new product that incorporates a 10" screen and 12" HD monitor into one solid frame. This allowed us to mount the entire monitor assembly to the LAPD style half panel. This was a crucial design feature for us, that Hangar 1 was able to achieve. It was important for us that the pilot still had as much visibility out of the left side windscreen as possible, something we feel is impeded by the full dash panel. We were able to accomplish having the half dash by the custom centre console created by Hangar 1, which houses much of the avionics equipment normally residing on the full dash. It also incorporates a very slick mount for the Axsys hand controller that again assists the clutter free cockpit ideal. The rear drop down screen is another 12" monitor, mounted to a custom mount by Hangar 1 that can only be described as a work of art. When stowed, it is very unnoticeable, allowing the rear seat to be used as a command platform or training station. It truly exceeds our expectations. The entire cockpit and all interior lighting is NVG compatible, we fly with NVG's.

After another comprehensive evaluation, we chose the Trak-beam A800 search light. This light is relatively new to the law enforcement community, but was recently chosen by the US Customs and Border Patrol for their large order of AStar's. Some of the elements we took into consideration for this light is it has undergone rigorous testing by internationally recognised testing laboratories. The A800 has been certified to the full battery of DO-160E tests at laboratories the United States



and Australia. This series of tests includes critical tests such as lightning strike, vibration, AF and RF Susceptibility, Magnetic Effect, and many more – tests which some manufacturers are unable or unwilling to perform. In testing, and in real world use, the extremely robust Xenon short-arc lamp is more robust than conventional short-arc designs and does not require cooling time prior to restart. This means that the powerful beam is available at all times in any given situation. In addition, violent shocks, as experienced in various mobile applications, have little effect on the Trakabeam's lamp. In our testing the light draws a minimum of 20 amps less than the light we currently use, a huge consideration for us. This allows us to stay within our power limits and still use the light to illuminate the scene when doing night time lifts with our Goodrich hoist. Another unique feature is the internal filter wheel, which allows us to have amber and IR filters instantly available to use when the situation calls for it. All of this of course works in concert with the Axsys V9 hand controller. The beam of light provided is very tightly focused, with almost no light and dark spots as found with other brands.

The ship has Sagem's new dual 6" glass cockpit displays. One is a primary flight display and the other is a multi function display. The Sagem MFD gives the pilot the ability to select different video inputs(via cyclic buttons) to display the Garmin 530, hoist camera, Axsys camera or Aerocomputer feeds.

Dual Technisonic 7000 radios, a TFM 30 and Technisonic audio panels were selected, which gives the crew 10 police band radios to utilize during large scale, multi agency responses. A Flightcell DZM provides satellite phone coverage in remote areas. Blac-Rac supplied the gun locks that allow us to mount an AR-15 in the cabin and a shotgun in the left side baggage compartment. [CM/Hangar1/PCSO]

EQUIPMENT LIST

1. AeroComputers dual 12"/10" LCD HD monitors mounted at the TFO station;
2. AeroComputers UC-5100 UltiChart mapping system;
3. Dual Technisonic TDFM 7000 series radios;
4. Technisonic TFM-30 VHF Lo Band Transceiver;
5. Three Technisonic A711 and A711X audio panels (pilot,TFO, and Rear);
6. Sagem 6" ICDS EFIS displays with video option;
7. Garmin GNS-530W Comm/VOR/GPS Transceiver with XM weather interface;
8. Entire Cockpit is NVG by REB Technologies;
9. Goodrich Rescue hoist installation with down looking camera and hoist light;
10. Rotheta RT-600/DF-517LE DF system with law enforcement option;
11. AeroComputers 12" drop down LCD monitor mounted in rear overhead;
12. Apical Air Conditioning system;
13. Dart Heli-Access Steps;
14. Dart Vertical Reference Window;
15. Apical wire strike kit;
16. Turbomeca CGTM particle separator;
17. LifePort Rear Seat Kit;
18. Axsys V9 HD/IR camera system;
19. Trakka Corp A800 searchlight;
20. Onboard Systems Cargo hook;
21. FLight Cell DZM Iridium Sat Phone;
22. Free Flight Radar Altimeter system TRA-3500;
23. Artex C406N ELT system with Nav interface;
24. Avidyne Traffic System TAS-610;
25. Garmin GTX-330 Mode S Transponder;
26. Power Sonix PSAIR22 Airborne Public Address System;
27. Garmin SL40 VHF comm.

FLORIDA: The second AS350B3 was delivered to the Miami-Dade Police Department's Aviation Unit. It is the second of four AS350B3s that have been ordered. The aircraft will join the department's Special Patrol Bureau's Aviation Unit that includes a fleet of rotary and fixed wing aircraft. The first AS350B3 was delivered last December and the MDPD will continue to receive helicopters at a rate of one a year over the next two years. [AEC]



AIR AMBULANCE

AUSTRALIA

NEW SOUTH WALES: The Royal Flying Doctors Service (RFDS) has been awarded the tender for Air Ambulance services in NSW. The contract runs until 2021 and sets aside fears expressed about the future of the organisation after another state chose another supplier for their air ambulance services.

AFRICA

MALI: The Italian humanitarian mission "Bringing Back Light 2009" took place in the Republic of Mali during November and December 2009, treating the people of the Sahel desert region for eye diseases. For the first time general surgery operations were available with a view to providing interaction between the Italian medical teams and Mali doctors and medical personnel.

The mission "Bringing back Light" is run in coordination and collaboration with the NGO (Non-Governmental Organisation) "Fatebenefratelli Association for Distant Sick People" (AFMAL) – the originator of the initiative, the Italian Air Force, Alenia Aeronautica, the Italian Army, the Foreign Ministry, the Advanced Health Institute, volunteers and other Italian private firms. The mission involves 60 people, including doctors, paramedics, pilots and personnel providing logistical support.

The mission incorporates many new initiatives, in particular donations of medical equipment for endoscopic digestive surgery and for laboratory analysis (testing) as well as offering specific courses for local doctors. Training will be a cornerstone of the mission. During two weeks in Mali, a seminar will be arranged for doctors and local paramedics on the emergency cardio-pulmonary intensive care techniques, and on the use of new operating techniques in abdominal and laparoscopic surgery. Specialist military doctors, attending the Aeronautical Improvement Course in Aeronautical and Space Medicine, will undertake, alongside Mali doctors, a course on the typical pathologies of tropical and highly deprived areas.

The personnel in the Italian operation left from the Pratica di Mare airport (Rome) on November 24 and operated at the hospital in Gaò, a small town on the Niger river near Nigeria. Equipment, sanitary materials and personnel arrived in Africa on a C-130J from Pisa's 46th Air Wing and on Alenia Aeronautica's new tactical transport aircraft, the C-27J. [Alenia]

SAUDI ARABIA

AIR AMBULANCE: The embryo air ambulance operation set up using a pair of pre-used BO105 helicopters appears to be back on track in the wake of the 2009 Haj to Mecca. Shortly after being set up one of the EMS Bolkow's crashed killing all aboard, leading to little being heard of it afterwards. The 2009 Haj overseen by Saudi King Abdullah saw one of the largest security efforts in years and that multi-faceted operation again included an unidentified EMS element.

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The air force has been flying at least eight helicopters around Mecca to monitor the Haj. The fleet contained an air ambulance, believed to be the remaining BO105. The latest on the operation is that sources have said that from this month the first of six MD Helicopters MD902 helicopters will reinvigorate the EMS operation. The new service was launched in a ceremony just before Christmas but pilotage adverts suggest that the wider service is only likely to be available from the New Year. [media/Pprune]

UNITED KINGDOM

CHILDREN'S: In the wake of the revelations about questionable fundraising tactics undertaken by a yet-to-fly Children' Air Ambulance Trust [CAAT] in recent issues of PAN a growing number of operational UK air ambulances have seen fit to attack TCAA via their web sites.

The attacks have been published by the Devon Air Ambulance Trust [DAAT], Wiltshire and Kent Air Ambulance Trust [KAAT].

In each case they have expressed the belief that a life-saving charity could lose vital funding to a rival whose goal it claims is "not needed and unachievable."

Helena Holt, the chief executive of the DAAT hit out at the CAAT, disputing many of its claims and its financial capabilities. She argues that the service being proposed is unrealistic and not financially viable. Nicola Howkins of the CAAT replied, saying what it proposes was very different to the regional air ambulances, and vows it will take to the air in 2010.

Ms Holt argues there was little evidence that the service suggested was needed or was appropriate. She said: "At present, most patients needing an urgent transfer will be stabilised before the journey. Existing air ambulances and fixed-wing flights can, and do, conduct transfers for sick children in the minority of cases where an air transfer is appropriate. Most will go by road as the best mode of transport. Medical care en route is limited to maintaining the stability of the patient.

She said CAAT's claim it could operate the service using a high specification Sikorsky S-76

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helicopter in a 24/7 operation for just £1.5M a year bore no relation to the true cost of leasing an aircraft. The much more economical EC135 costs nearer £2M per year to operate a 10-hour service.

Ms Howkins, who operates the charity from premises in Torbay said CAAT would announce a launch date in the New Year. [PAR]

GREAT NORTH: Yorkshire based Multiflight has sold one of its charter helicopters, a Eurocopter AS 365N2 Dauphin helicopter, to GNAAS, thus finalising the will they or won't they relating to various airframes in the past two months.

The sponsoring newspaper – the Sunday Sun – announced that the aircraft was to be the Dauphin G-MLTY c/n 6431. The helicopter owned by Manchester United striker Michael Owen was sold to the charity by Multiflight, the company originally sold the charter helicopter to the soccer star and subsequently maintained and operated it for him. [Media]

LONDON: The board of the London Air Ambulance charity that sacked chief executive David Philpott after he raised concerns about alleged malpractice by some trustees, has reportedly commissioned an independent review into the circumstances surrounding his dismissal.

The trustee board refused to confirm or deny whether this was true, but Philpott told *Civil Society* he had heard it was.

The trustees of Virgin HEMS London agreed to grant Philpott an appeal against his dismissal, and he has sent them a letter setting out his grounds for appeal. In this he claims his dismissal was unfair because it arose from him bringing to the attention of the trustees "as a group and some individual trustees in particular, possible criminal acts and failures of the charity to comply with its legal obligations".

He said he should have been protected by the Public Interest Disclosure Act, and added: "The fact that the trustees terminated my employment on the basis of information supplied by others (who were themselves implicated in the allegations) without giving me the opportunity to respond, denied me a fair hearing and natural justice." [Civil Society]

WALES: The Province's air ambulance has won the title of Air Ambulance of the Year at the national Health Business Awards 2009.

The annual awards ceremony, which celebrates excellence across the health service, introduced the new category this year, making it the first title of its kind in the UK.

BBC newsreader Nicholas Owen presented the award to Wales Air Ambulance Chief Executive Angela Hughes at the Emirates Stadium in London.

Mrs Hughes said: "As a new category at the Health Business Awards, this has been a tremendous celebration for all the air ambulance charities across the UK.

"Wales Air Ambulance winning this award is recognition of the wonderful support from the people of Wales to the charity, and the numerous lives saved by the rapid response of our aircrews."

The award was introduced this year to recognise the work of the air ambulance sector in England and Wales, which comprises of 22 separate charities that collectively raise over



Reims F406 Land & Sea Surveillance

£50 million each year in funding in order to operate.

Five air ambulance charities were shortlisted, focusing on major projects that each charity had achieved over the last 18 months.

It has been a landmark year for Wales Air Ambulance after successfully securing a lease of New Generation helicopters following a 12-month campaign, the £1 Appeal.

Wales Air Ambulance chief executive Angela Hughes accepting the award from BBC newsreader Nicholas Owen and award sponsor Paul Westaway of Bond Air Services.



WARWICKSHIRE & NORTHAMPTONSHIRE: With its base, Coventry Airport, having now closed there are suggestions that the Agusta A109 based air ambulance operation may have to move to pastures new. The UK Civil Aviation Authority announced the airport was to be closed from December 7 after owners West Midlands International Airport Ltd suffered financial difficulties.

The air ambulance has been allowed to continue flying from the site in the immediate future but its long-term future is uncertain. The shut down has already restricted access to the operation and this is have a detrimental effect upon visits by fundraising groups.

Since it was set up at Coventry in 2003, the 15 doctors, 15 paramedics and six pilots have flown more than 7,000 missions during daylight hours. Meanwhile the new Agusta aircraft, G-RSCU, was expected to enter service last month.
www.wnaa.co.uk.

The airport has not been used for scheduled passenger flights since airline Thomsonfly ceased operations in November 2008 since then it has been operating as a cargo terminal and a base for executive jets and aviation-related businesses.



SEARCH & RESCUE

CHINA

MARITIME SAFETY AUTHORITY: The Maritime Safety Administration (MSA) of China has taken delivery of two Agusta A109 Grand helicopters during an official ceremony held at AgustaWestland's Vergiate facility in Italy last month. The MSA is responsible for monitoring all inland and coastal waters and these two helicopters will be dedicated to controlling and fighting water pollution. The aircraft will also be based aboard the MSA's new large vessels performing missions in the Guangdong province, Southern China. The contract also includes an option for an additional two aircraft to be exercised next year.



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The Dublin-based Coastguard search and rescue helicopter *Mike Echo Sierra* paid a short visit to Wicklow RNLI lifeboat station on Saturday December 5.

The helicopter diverted from a training flight and landed on the castle near the station to deliver a Christmas card and present for the lifeboat crew. Lifeboat Operations Manager Des Davitt said the lifeboat crew had trained extensively with the helicopter crews during the year and the visit was a very nice gesture and much appreciated by all at Wicklow RNLI.

SOUTH KOREA

COAST GUARD: Last month the first two Korea Coast Guard AW139 Maritime Patrol Helicopters were handed over to the Coast Guard during a ceremony held at Gimpo Airport in Seoul. The Korea Coast Guard AW139 will be used for Maritime Patrol, SAR and EMS missions and will be equipped with Forward Looking Infra-Red (FLIR), search/weather radar, rescue hoist, emergency flotation system and a four-axis autopilot with SAR modes. The Korean Government has signed a contract for one more AW139 medium-twin helicopter in Maritime Patrol configuration for the Korea Coast Guard. The order represents the third helicopter to be sold to the Korea Coast Guard and the sixth AW139 helicopter to be sold to the Republic of Korea. Earlier in the year the first AW139 was delivered to the Gangwon Fire Fighting Department and recently Samsung Corporation took delivery of its first of two AW139 corporate helicopters. [AW]

UNITED KINGDOM

COAST GUARD: A Coastguard search and rescue helicopter base has been in existence at Portland since 1995 initially co-located with the Royal Navy at HMS Osprey and when the Air Station closed, a purpose built facility was built by the MCA on land leased from the Regional Development Agency now known as Osprey Quay.

The helicopter that is currently being operated at this base is an AgustaWestland 139 provided by CHC Scotia.

These helicopters are being provided under contract to the MCA by CHC Scotia who won the interim contract to supply the service to the MCA from 2007 to 2012.

The interim contract provides for a Coastguard search and rescue helicopter service from four civilian-operated bases - Lee-on-the-Solent and Portland on the south coast and Stornoway and Sumburgh in Scotland - for a five-year period from July 1, 2007.

The 3,000th mission occurred when the aircraft was scrambled to assist Dorset Police in a

search for a missing person at Christchurch, Dorset. The missing person was located safe and well prior to the helicopter arriving and commencing their search.

NAVY SAR: Flying more than a mission a day, over an area of 100,000 square miles, the Royal Navy crew of *HMS Gannet's* search and rescue helicopter team has completed a record-breaking 400th call-out in a year.

The 400th mission — a relatively straightforward medical evacuation from the Isle of Arran — was hailed as a “phenomenal achievement for a stand-alone search and rescue unit” by the ship’s commanding officer, Lieutenant-Commander Deb-dash Bhattacharya. It breaks the previous annual call-out record of 382 flights by the unit, based at Prestwick.

UNITED STATES

CALIFORNIA: The US Forest Service is considering allowing its helicopters to attack wildfires at night, a practice the agency has long discouraged because of risks to pilots. The change would be a major shift for the agency that manages 200 million acres of public land.

The Los Angeles County Board of Supervisors pushed for broader use of night flying after a wildfire in Angeles National Forest last summer burned more than 250 square miles, destroyed 89 homes and led to the deaths of two fire fighters. Not flying at night allowed the fires to take hold during the air-attack downtime.

The Forest Service experimented with night flying against wildfires in the 1970s and early 1980s but abandoned the trials after a helicopter collision.

FIRE

Sky Watch Civil Air Patrol's (SWCAP)

Scots, Northumberland and Yorkshire Units were on standby with Red Cross Emergency Services (RCES) and the Aeronautical Rescue Co-ordination Centre at RAF Kinloss, to deploy to Carlisle if required.

SWCAP are used to deploying aircraft to emergency areas and have recently carried out two deployment exercises with RCES - one to a multi service search & rescue training exercise where they based two aircraft at Dornoch for Highland searches. The other deployment was five SWCAP aircraft to Cark (Lake District) to provide continual two day air cover for the Great North Swim - 2,000 people in batches of 100 swimming Windermere.

In the event SWCAP were not deployed to Carlisle because all light aircraft were grounded due to the weather - effectively the RAF and Navy Sea Kings were the only machines able to operate in the prevailing conditions.

Once the weather eased SWCAP were busy on photo sorties to provide situation reports on flooded areas. The attached picture was taken by a No.2 (York) Unit gyrocopter (crew Arnold Parker and Phil Harwood) on a flooding photo sortie for North Yorkshire County Council Emergency. The attached photo shows flooding at Naburn Lock near York. The pictures were transmitted to York CC shortly after landing. It illustrates why a photograph of the actual situation enables a much better evaluation to be made.



INDUSTRY

Curtiss-Wright Corporation announced that it had acquired UK based Skyquest Systems Ltd. for £10M [\$16M]. Skyquest is a leading supplier of aircraft video displays, recorders, and video/radar converters for surveillance aircraft applications in the aerospace and defense markets and has effectively cornered the UK law enforcement market in this field. The business will become part of Curtiss-Wright's Motion Control segment.

'The addition of Skyquest Systems enhances Curtiss-Wright's leadership position in the aerospace and defense embedded computing market,' said Martin R. Benante, Chairman and CEO of Curtiss-Wright Corporation. 'Skyquest's engineering expertise and advanced product offerings in video monitoring and recording, as well as their strong European presence, will significantly expand Curtiss-Wright's ability to provide mission-critical solutions to customers worldwide.'

Skyquest's advanced display and recorder technology supports demanding airborne surveillance missions with proven reliability in harsh environments. Skyquest products include the Video Management System (VMS), which provides fully integrated systems that enable observers and pilots to independently select, view and record the images they need simply and with maximum fidelity. The Skyquest VMS enables multiple camera sensor outputs to be viewed simultaneously and supports touch-screen control of moving maps, video recorders, mission computers and the selection and transmission of video for downlink. The company is also a market leader in the development of lightweight, airworthy standard and High Definition (HD) video recorders for airborne surveillance. Skyquest systems have been successfully fielded in a broad range of demanding applications including police, customs, coast guard, search and rescue and border patrol operations.

Located in Basildon, United Kingdom, Skyquest Systems Ltd was formed from two businesses, Skyquest Ltd. and Real-Time Vision Ltd., founded in 1996 and 1998, respectively. The businesses operate under the trademark Skyquest Aviation with estimated 2009 sales of \$8M.

Curtiss-Wright Corporation headquartered in New Jersey designs, manufactures and overhauls products for motion control and flow control applications, and provides a variety of specialised metal treatment services. www.curtisswright.com.

Ed: Just to add the detail that the press statement left out; existing customers will be pleased to know that all the existing management and product names stay the in place but the company name [Skyquest] goes in favour of the new owners name. A new layer of management will be added by the new owners during the new year.

Elbit Systems Ltd, Hermes[®] 900 UAV completed a successful maiden flight last month. The Hermes[®] 900 is based on the successful track record of the Hermes[®] 450, that has accumulated over 170,000 flight hours and is one of less than handful of UAVs in the world to cross the 100,000 operational flight hour's barrier. The new Hermes[®] 900 offers additional key capabilities, such as longer endurance, flight altitude of more than 30,000 ft, large payload capacity (up to 300kg), modular design allowing fast payload replacement and flight capabilities in adverse weather conditions.





PAN has previously reported on air bags for crew members in military helicopters but tests being undertaken at the **Langley Research Center**, in Hampton, Virginia aim to look into another potentially more cost effective option. Researchers used a Vietnam era MD500 helicopter donated by the US Army to test a crash energy absorber fitted under the cabin area and designed to add a collapsing structure similar in effect to that included in modern airframes. The rotorcraft was equipped with instruments that collected 160 channels of data. One of the four crash test dummies was a special torso model equipped with simulated internal organs.

Technicians outfitted the underside of the helicopter's crew and passenger compartment with the deployable energy absorber created by engineer Sotiris Kellas at Langley and dropped it from a 240 feet [73.3M] tall rig previously used to instruct trainee astronauts training for moon landings.

On impact, the helicopter's skid landing gear bent outward, but the cushion attached to its belly kept the rotorcraft's bottom from touching the ground, the test dummies along for the ride appeared only a little worse for the wear.

Cobham is significantly enhancing its existing presence in India through the establishment of a wholly owned subsidiary, **Cobham India Private Limited**. With offices in New Delhi and Bangalore, Cobham India Private Limited will open during the first quarter of 2010.

The new company will provide all Indian customers with a single point of contact resulting in closer working relationships with key customers and partners such as Hindustan Aeronautics Limited, Bharat Electronics Limited and the Indian armed forces.

FLIR Systems, Inc has received \$6.7M of Foreign Military Sale (FMS) orders for delivery to Middle East / North African nations. The orders support Critical National Infrastructure Agency (CNIA) and Counter Terror (CT) missions and include FLIR's Star SAFIRE III and Ultra Series infrared multi-sensor surveillance systems.

Eurocopter Japan has handed over the first EC135T2i training helicopter to the Japan Maritime Self Defense Force (MSDF). The delivery ceremony took place at the Tokyo heli-

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port in the presence of the Japan Ministry of Defense and MSDF representatives as well as Defense attachés from the German and French Embassies, manufacturer and air industry community members.

The Japanese Ministry of Defense had signed a contract for two EC135 helicopters in February last year. The first helicopter is delivered on schedule. The second helicopter is to be delivered in February 2010.

United Rotorcraft Solutions (URS) will deliver another completed plane to Air Tractor of Olney, Texas. This will bring the total to nine over the last three years.

The Air Tractor planes have shaped the evolution of agricultural aviation and, at last count, more than 2400 aircraft have rolled off the Olney, TX assembly line.

URS has customized these aircraft for operation by the State Department. The completions include avionics, tactical communications, satellite communications, night vision lighting modifications and engine trend monitoring – and an overall grey paint scheme—not exactly items fitted to the average crop-duster.

The planes are flown to the URS facility directly from Olney and are usually in work for about 45 days prior to delivery. URS claim to enjoy working with Air Tractor and are very proud to be part of their programmes. This is an extremely capable aircraft with a huge range of platform capabilities. We enjoy the unique challenges and configurations in these aircraft. www.unitedrotorcraft.com [URS]



Flight tests have been completed with the electro-optical/infrared sensor turret for UH-72A Lakotas that will be operated by the US Army National Guard in Security and Support (S&S) missions.

Unlike the typical EC145 law enforcement installation the **L3 Wescam MX-15** turret features a centre-line chin mount on the centre-line and has been validated during flight tests with an EC145 – the helicopter on which EADS North America's UH-72A is based.

DART Aerospace has received FAA and EASA approval of the DART Spacepod™. Transport Canada approval has been previously received.

With the DART Spacepod™ operators can increase their stowing capability by 5.5 ft³ and 140 pounds per side. Installation net weight is increased by only 13 pounds per side. This unit has been approved to be flown on either or both sides, with no flight limitations. Additionally, this installation does double duty; not only can it stow equipment, but it can also function as a working platform, and can have a non-skid surface for increased personal safety. The Spacepod™ can be easily installed and removed, in the field or in the hangar, with very little effort. The forward opening doors feature an automatic door opener that damps door swing and supports the door in the open position.

The Hinge Modification Kit modifies the existing sliding door to make it compatible with the Spacepod™. The sliding door is modified to a forward hinging configuration that is ideal for easy passenger loading. LH Spacepod™ is supplied with the Hinge Mod Kit or the Hinge Mod Kit may be purchased and installed independently of the Spacepod™ for operators interested in an alternative to the OEM sliding door.



American Eurocopter has received the first-ever, D-level repair designation for the repair and overhaul of tail booms and stabilisers for EC135 model aircraft. This is the first time that this designation has been awarded outside of Europe and it will offer customers quicker turnaround and lower costs for their repairs.

Aerospace Filtration Systems, Inc. (AFS), has received a Supplemental Type Certificate (STC) from the FAA for an Inlet Barrier Filter (IBF) system for the AgustaWestland AW139. A welcome equipment addition to this versatile aircraft, this new IBF prevents engine damage in adverse and ramp environments alike. AW139 operators now have the opportunity to realize the proven operating cost reductions and increased operational capabilities an IBF offers.

The new AW139 IBF system features low profile conformal fore and aft fairings with dual filter assemblies mounted on the existing engine doors, creating a sealed intake plenum. As with all certified Donaldson IBF's, the AW139 system includes an alternate inlet air bypass system. This emergency bypass capability is an important IBF feature and is absent in most traditional sand filters and particle separators. A simple compact cockpit switch allows indication and activation of the bypass system. An integral Filter Maintenance Aid also allows for on-condition inspections pre- and post-flight to assist in mission planning and visual inspection of filter condition.

DART Helicopter Services (DHS) has announced a new distribution agreement with **Red Box International**. DHS customers now have a source to all Red Box ground power and start units currently sold in North America.

Some of the new products include the Red Box RBSC, which provides continuous power compatible with 28V aircraft systems, high-quality, highly portable engine starting systems, and combination start and continuous portable ground power units specially designed for heavy duty starting aircraft.

This affiliation further establishes the goal of Red Box International to provide customers with competitively priced, high quality, and technically advanced products, said Adrian Jackson, special projects director for Red Box.

Red Box ground power start units are capable of operating in extreme temperatures. Tough and compact, they are air transportable and maintenance free. Continuous power units provide stable 50, 100, 150 or 200 amp output at 28.5V DC. They are non-hazardous for air transport. The combination start and continuous power units offer a high charge retention and long storage life with a fast recharge and no cycling.

By adding products like the Red Box ground power units, DHS is able to further strengthen its position as a company able to offer a complete range of high quality products that enhance rotorcraft operations, Shapiro stated. Red Box joins over 20 other aftermarket product manufacturers DHS represents.

Bell Helicopter has announced that its Canadian Supply Center is now providing Honeywell T53 engine spare parts and accessories in Canada.

The Canadian Supply Center has entered into a distribution agreement with McTurbine, Inc., a Honeywell approved independent service center, to be their approved distributor for Honeywell T53 engine parts and accessories in Canada. Customers may place orders for these Honeywell parts directly with their supply center account manager using their existing Bell spares accounts.

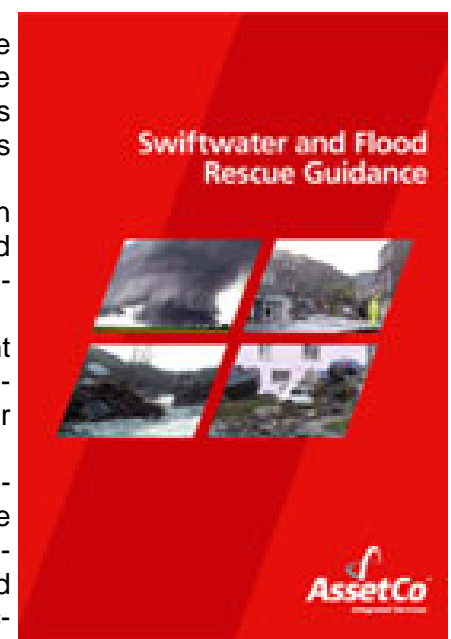
Bell's regional supply centers are strategically located around the world to provide customers with parts and accessories in a timely manner. Last year the Calgary center relocated into a 38,000 sq. ft. facility to accommodate expansion of their support and service offerings.

The **Stationery Office** has launched **Swiftwater and Flood Rescue Guidance**; based on the pioneering techniques of Jim Segerstrom, the founder of swiftwater rescue and anchored to the recommendations produced by the UK Chief Fire Officers Association (UK CFOA), this is the first comprehensive, UK-based, training manual for water rescue. **Swiftwater and Flood Rescue Guidance** describes the key information to enable not only specialist teams but all emergency services and volunteer organisations to participate fully and safely in flooding incidents that may require rescue to save life.

The manual covers key issues in swiftwater and flood rescue, incident information and guidance and a section on vocationally related qualifications for all individuals required to operate in flooding or swiftwater environments.

The guidance provides a standardised approach to safely and efficiently dealing with incidents involving water. It is intended to provide a 'start-to-finish' approach to such incidents, with the exception of operations involving diving below the surface of the water for search and rescue. This will help organisations across the public and private sector to safely manage flood rescue operations, in line with recent UK legislation.

Swiftwater and Flood Rescue Guidance, ISBN 9780117064294 published 26 October 2009, by The Stationery Office Ltd (TSO) and is priced at £25.95. Customers can visit: www.tsoshop.co.uk, tel: 0870 243 0123 or email: customer.services@tso.co.uk to purchase.



December witnessed a spate of new type first flights in the aerospace industry .. the first flight of the EC175 stood out from others [primarily the Boeing 787 airliner and Airbus A400 freighter] in flying on schedule. The new **Eurocopter** is chasing the same market as the highly successful AW139 with an eye to the airborne emergency services market but Eurocopter believe that they can eventually secure at least 800 sales.



Dunlop Aircraft Tyres has opened its new retread and distribution facility in China, boosting the company's competitiveness in the global aviation marketplace and bringing increased tyre choice to aircraft operators in Asia Pacific.

The facility, operating as Dunlop Taikoo (Jinjiang) Aircraft Tyres Company Limited, is a joint venture with Hong Kong Aircraft Engineering Company Limited (HAECO) (28%) and Taikoo (Xiamen) Aircraft Engineering Company Limited (TAECO) (9%).

Based in Jinjiang, Fujian Province, the operation has full site and product approval from the Civil Aviation Administration of China (CAAC). The site has also received full repair-station approval from EASA.

In addition to the retreading of aircraft tyres, the facility will support customers in Asia Pacific by distributing new tyres that have been made at Dunlop Aircraft Tyres' manufacturing site in Birmingham, UK.

Dunlop Aircraft Tyres Ltd specialises in the supply of aircraft tyres and tubes from design thorough to delivery, using the most sophisticated precision and manufacturing and retreading techniques available today. In its 99-year history, Dunlop Aircraft Tyres has achieved worldwide recognition and today is the only dedicated aircraft tyre manufacturer and retreader. The company focuses solely on meeting the needs of the aviation industry with a comprehensive product range available, backed by service 24 hours a day, all year round. Dunlop Aircraft Tyres' high profile customers include major international airlines, aircraft constructors, wheel and brake manufacturers and maintenance facilities throughout the world. AAC Capital Partners, formerly the private equity business of ABN Amro, acquired 74.6 per cent ownership of Dunlop Aircraft Tyres in May 2007.

Honeywell is holding the *2010 Honeywell Helicopter Operators Conference*, February 19th – 20th, in Houston, Texas. The event will begin with a welcome reception on Friday evening, February 19th. Please plan to attend and reconnect with friends, clients, and colleagues.

The Conference will be held on Saturday, February 20th at the Hilton Americas, which is near the George R. Brown Convention Center. During the conference an overview of the Honeywell Commercial 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 be shared through technical presentations and roundtable discussions.

Please begin to plan accordingly in conjunction with HAI's Heli-Expo Event scheduled for February 21st – 23rd in Houston, Texas and visit the Honeywell Helicopter Operators Conference website to obtain further details and register for the event.

Honeywell would appreciate both attendance confirmations and notifications of decline. Please complete the registration process on the Honeywell Helicopter Operators Conference Registration website by February 12th:

Vislink has rebuilt its website, following the re-organisation of the Vislink-owned companies to create four new operating divisions.

Vislink's new website went live December 17 bringing together all of Vislink's product lines: Advent Communications, Hearnis Scan Systems, Link Research, Microwave Radio Communications, Pacific Microwave Radio and Western Technical Services in one united Vislink family, providing Secure Communications at www.vislink.com.

TERRORISM

Border Patrol Hovercraft

An article by Reaction International Ltd, based in Southampton UK.

The Mumbai attacks in India have forced military chiefs to rethink their border defence strategy.

The ten terrorists travelled by sea from Pakistan, hijacked the Indian fishing trawler 'Kuber', killing the crew, and then entered Mumbai on two rubber dinghies. The terrorists reportedly killed 173 people and wounded 308.

They reportedly told local fishermen to "mind their business" before they split up and headed two different ways. The fishermen's subsequent report to police received little response. Border patrols have now been stepped up, and military chiefs are now considering the purchase of new small tactical hovercraft able to patrol the inland waters and mangrove swamps.

Terrorists exploit border weaknesses – traditional defence tactics are invariably useless against terrorist attack. Drone spy planes are great for spotting suspicious activity, but strategy should be in place to deploy a rapid response over a wide area, to prevent a small number of terrorists causing mayhem and wide devastation.

The traditional military approach to buy the biggest patrol craft available to patrol borders is outdated, inflexible, easy to spot / avoid, and expensive to operate. To patrol many miles of border, military chiefs should look to nature to see how insects deal with attacks on their "nest". When bees or ants come under attack, scouts send back messages to HQ command to alert reinforcements, so the first line of defence should be to have border scouts patrolling strategic points over a wide area, able to radio back and deal locally with insurgencies to deter attack, rather than investment in one or two larger vessels, trying to patrol too wide an area.

To create a frontline defence area in shallow waters, swamps, rivers, marshland or tidal areas, small tactical hovercraft are proving to be a very good alternative to traditional patrol boats. Hovercraft have no propeller to get snagged on underwater weed, or damaged by submerged rocks. Unlike boats, they can fly over any flat surface so mud flats and sand prove no obstacle. Due to the air cushion the Hov Pod SPX Hovercraft provide a far more stable weapons platform than conventional boats or ground vehicles, especially whilst manoeuvring. Small hovercraft have many advantages over 4x4s, all-terrain wheeled or tracked vehicles. The compact dimensions and plastic construction also produce minimum radar signals. Excellent for reconnaissance, policing, border patrol, GPS surveillance and special-forces retrieval. As military spending budgets become stretched, military personnel are showing great interest in All Terrain Defence Hovercraft (ATDH) capable of carrying 2 or 3 operatives. As borders stretch for many miles over a wide range of surface types and obstructions, several low cost Hov Pod SPX craft will allow military budgets to be spread over a wider area to patrol inland and coastal border areas and provide far better coverage and rapid response than conventional vehicles and/or larger far more expensive, less portable & complex hovercraft. These units are easy to transport, quick to deploy, and can be driven with minimum training for multi-operator use.

The Hov Pod SPX can be towed by conventional transport or dropped by parachute for rapid deployment. Its all round terrain capability mean the Hov Pod SPX can wait up ready to take a direct line for fast interception without concern to water depth or other surface limitations in its path and is also the ideal craft to respond to downstream communications from airborne surveillance craft for insurgent interception.

Small assault hovercraft allow two or three operatives with military equipment to quickly travel over any flat surface at speeds of up to 45 mph. The Hov Pod SPX, manufactured from HDPE, is a rugged 2 or 3 man craft that requires minimal training – it can be towed by conventional transport or dropped by parachute into combat zones for rapid deployment.

These smaller hovercraft are far cheaper than conventional military hovercraft, so allow military budgets to be spread over a wider area to patrol coastal border areas.

For more details, visit <http://www.patrolhovercraft.com/> or contact manufacturer Reaction International Ltd, based in Southampton UK. Tel: 0044 7699 391 390 email sales@hovpod.com



At the recent Milipol [Paris, November] Manchester UK based **Daetech Systems** (UK) Limited were exhibiting their work with Cognitech Inc. promoting their new GeoMeasure 3D software suite. This delivers accurate GPS tagging of each pixel from every frame of video. By placing the cross hairs over the selected video frame, full 3D GPS co-ordinates of the selected pixel is displayed.

Immediate applications include data captured on UAV craft. Current work includes both the large sophisticated high altitude sensor carriers in the Predator class and the smaller light-weight electric mini-copters; Daetech have been working with MW Power in offering the M.A.R.S., aerial reconnaissance system for the UK market.

The systems promise to offer the customer a face recognition system that might be expected to identify and link all of the suspects in a given event with other sections of the same event or with other events.

Although the face recognition technology increasingly seen at airports is clearly exhibiting flaws and failing to allow a relatively low number of individual travellers to automatically pass through the security system Daetech Systems see their system as not only improving on the capability of the existing option but to take it to the next stage.

The man to speak to is Andrew Wallwork on +44 7855 857658 E-mail: a.wallwork@daetechsystems.com web: www.daetechsystems.com

It looks like **air travellers** are in for a tough few months in the wake of the latest attempt to down a US bound airliner. It is looking increasingly like an error of judgement on the part of the US security services who might understandably have failed to pick the bomber out from 500,000 suspects, but actually seem to have failed to take heed of two specific sources of information that said 'Nigerian' and 'my Nigerian son' - no one is perfect.

But the flying public are being beaten up for it. OK so they want to make you and the bombers sit down for the last hour.... but on any trip beyond the US coast that still puts the wreck on US soil. Every potential bomber will of course be confused by not having the SkyMap facility in front of them, but a ten hour flight is a ten hour flight and you just need to look out of the window after all. When the ground gets bigger and the clouds are above you its clear you are coming into an airport!

Perhaps they will ban watches and sand timers and fly with the passengers wearing night shades from here on in! Why not remove the toilets and pass around bottles.

A lot of the problems seem to boil down to an International fear of 'targeting' the most likely suspects by a blanket catalogue of awkwardness that simply tires the searchers who might actually be better employed targeting the most likely. In the end the onus is not on US authorities but on those sending the passengers towards the US. Spending two hours in US immigration or being body searched after landing is wholly pointless... but it is all too often the knee jerk reaction.

New helicopter project in the pipeline?

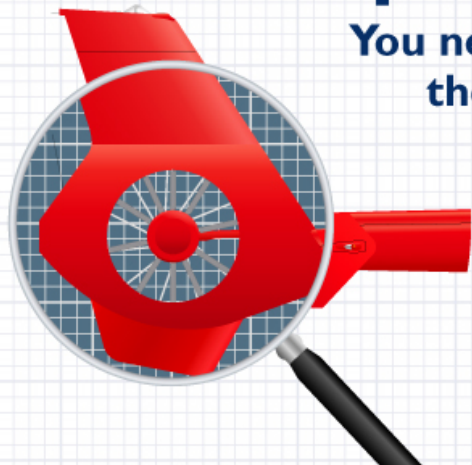
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ACCIDENTS & INCIDENTS

27 November 2009 Cessna 421 N748CA. Air ambulance of Desert Air Ambulance, Inc., Blythe, California. Left engine lost power during climbout from Banning Airport during return to base. The engine was shut down after trouble shooting efforts failed. The landing was accomplished without incident. Upon inspection, the idler gear shaft was found to be separated from the engine. [Concern]

27 November 2009 Piper Cheyenne XLII N767DM. Air ambulance of Warbelow's Air Ambulance, Fairbanks, Alaska. During takeoff, the medical crew members reported an unusual sound emanating from the port-side engine. During climb-out, the pilot observed that he was unable to increase torque on the port-side engine. The pilot remained in the traffic pattern for the airport and requested permission to return to the field. The aircraft was landed and taxied back to the hangar without incident. Subsequent investigation found that a microswitch in the propeller assembly was out of adjustment and prevented the port-side propeller from advancing out of feather. [Concern]

6 December 2009 Eurocopter BO105CBS-5 N623MB. Air Ambulance of CALSTAR, McClellan, California. The aircraft was dispatched on an interfacility transfer. During take off, at an altitude of 50-60 feet AGL and at 35-45 knots, a loud metallic bang was heard and felt through the aircraft with an accompanying initial right yaw. The caution panel showed the activation of the #2 Gen & #2 Eng Chip lights. The pilot completed a successful run on landing with no damage to the aircraft. The #2 engine torque, N1 & N2 were all noted at 0 and the # 2 fuel control lever pulled back, then to shut off. All #1 engine gauges were noted as normal and shut down completed for that engine. No cause of the engine failure has yet been determined. [Concern]

8 December 2009 The water bucket of a firefighting helicopter reportedly clipped the rotor blades of another helicopter flying below it after being engulfed in heavy smoke flying over a fire in Vittoria, near Bathurst, New South Wales, Australia, but the four pilots on board escaped injury. [Media]

8 December 2009 Helicopter. Fire fighting helicopter working over a fire about 40 kilometres south-east of Tamworth experienced engine trouble. The pilot was forced to make a heavy landing and the aircraft was extensively damaged. He suffered minor facial injuries but the co-pilot was not injured. [Media]

9 December 2009 Helicopter. Fire fighting. One person, a "highly experienced" National Parks and Wildlife Service ranger, 41-year-old, Aaron Harber died and a pilot was critically injured after a helicopter hired to help fight fires crashed at Dorrigo on the north coast of NSW. The contracted helicopter was fighting a fire on a private property at Dome Rd in the Cathedral Rock National Park. [Media]

11 December 2009 Bell 206L1 LongRanger N133AE. Air ambulance of Air Evac EMS, Inc., West Plains, Missouri. While preparing for departure after dropping off a patient at St. Francis Hospital in Cape Girardeau, MO, while a medical crewmember was in the process of securing the aircraft, and just prior to engine start, a blast of rotor wash from a BK117 helicopter landing 50 feet away on another adjacent pad forced the door out of the medical crewmember's hand. The door was forced past its normal open limit, rotating a full 180 degrees and breaking the right front door window (pilot's door). [Concern]

16 December 2009 Bell 407. Air ambulance of Classic Lifeguard, Page, Arizona. In cruise flight during an interfacility transfer the transmission chip caution light illuminated. The pilot diverted to a nearby airport. Deposit found to be insignificant and aircraft returned to service. [Concern]

18 December 2009 Helicopter. Air ambulance of Native Air Ambulance. Was forced to make an emergency landing on a Thousand Palms golf course in the Palm Springs, California area after reporting engine problems. No injuries reported. [Media]

22 December 2009 Bell 407 N407AM. Air ambulance of Guardian Air Transport operated by Air Methods Corp. Was transporting a patient from Kingman, AZ to Las Vegas, NV. While flying over a mountainous area south of Las Vegas, the aircraft encountered severe wind shear. The aircraft lost significant altitude and its direction of flight was altered. The pilot was able to stabilise the aircraft quickly and decided to make a precautionary landing at Las Vegas McCarran Airport. No injuries to crew or patient. [Concern]

24 December 2009 Bell 204B [Garlick TH-1F] VH-UHD. Fire fighting operated by BlanchAir Pty Ltd and Caloundra Helicopter Centre. Reported to have suffered mechanical failure whilst operating on a fire near Eugowra, near Orange, New South Wales, Australia and the pilot was forced to make a heavy landing resulting in significant damage to the aircraft. The pilot, the only person on board, sustained injuries. [Pprune/Blanche]



25 December 2009 Bell 407 N600CE. Air ambulance of Air Evac EMS Inc. The helicopter crashed seconds after take off for Wichita Falls from Wise Regional Hospital in Decatur, Texas. It was reported that at an altitude of about 50 feet off the ground when it came down, splaying the skids, knocking out windows and injuring the crew members. Engine problems were cited. [Pprune]

26 December 2009 Eurocopter EC135P2 D-HHTS Air ambulance of ADAC in Germany. Helicopter suffered engine problems and landed on to the Münster University Clinic rooftop helipad of a hospital. The occupants were the pilot, a rescue assistant, an emergency doctor and a transfer patient. No injuries reported. Subsequently removed by crane. [Media/Pprune]

PEOPLE

Jean Pierre Brassler has recently retired from the Eurocopter marketing department. Jean Pierre, a former member of the French Gendarmerie aviation section was employed by Aerospatiale at the time the company was working with its UK representatives [McAlpine Helicopters, Oxford] to introduce the AS350/355 series of helicopters to UK policing in the late 1980s. At that time the main competitors in the market was the MBB/Bolkow BO105 and the main difference between the two apparent equals usually boiled down to customer perceptions of the tough policeman proof German tank-buster BO105 and the flimsy French product.

It was police backgrounds of Brassler and McAlpine's David Lewis that turned around that perception and eased the introduction of what was to most officers at the time a wholly new concept in policing. Over a period of years the Aerospatiale team bridged the cultural gap between the Brits and the French and led to the wider acceptance of the AS355 series which effectively supplanted all the BO105s in the police role. Both are now of course Eurocopter products.

During his period in police marketing potential police clients were introduced to the Gendarmerie way of flying, very different to the way in which the British model actually developed, and the factory in France.

By the mid-1990s Brassler moved off to other projects in Eurocopter marketing and the became involved in non-police projects including future projects like Greencopter and Bluecopter.

BOOKS

Books on the Editors shelf awaiting Review:

Alan Bristow: Helicopter Pioneer – The Autobiography Alan Bristow with Patrick Malone. Pen & Sword Books. A sure fire winner without any review, www.pen-and-sword.co.uk

Swiftwater and Flood Rescue Guidance by AssetCo Integrated Services. The UK handbook on the new to the region skillset of Swiftwater Rescue. Available from The Stationery Office [TSO] via www.tsoshop.co.uk

The Life and Times of Sleepy Hollow by P C North. Authorhouse An unknown quantity, self published under a pen name but claiming UK air support as its subject matter.

LETTERS

Chuck Robards passed away on Nov. 29, 2009 after a long battle with Cancer. Chuck worked at Frasca International for many years and was well known in the aviation industry. He wrote this letter shortly before his death and I felt that it would be of interest to those of you who knew Chuck professionally.

"During my career in Aviation, I have experienced only one forced landing. It was not difficult. The glide began at 8,000 feet, solid IFR. I broke out at 500 feet, and there was only one field to choose from. Things worked out nicely that first time, yet I know I have one more forced landing waiting for me. I believe at this stage of my life, I am ready for it.

Will it be a hasty no power, no options, straight ahead steep turbulent descent to a hard touchdown? Or will it be a soft peaceful glide?

Whatever, for this final glide, I ask only for a grassy field set aside long ago for old flyers. Even though it looks small, I know I will make it. I see the 'Rainbow Bridge' ahead with our faithful German Shepherds, Rommel and Rieke, playing in the beautiful meadow, and I know what is waiting for me.

With crossed aileron and rudder, I'll slip a few inches over the fence. I'll level off, then hold off with wheels skimming the grass tips. With yoke full back, lift fades, and then I am bumping and rolling across the beautifully sodded field. The propeller remains horizontal and still with no damage.

I roll to a stop and slowly climb out. Suddenly I hear, "You really slicked that one on!" I am with old friends. I look down at my feet and see four big German Shepherd ears looking up at me. I know my journey is finished. I only have to await the arrival of my best friend and co-pilot Ann, and together we will wait for our children and loved ones, and our family will be complete again."

Chuck Robards (1931- 2009)

EVENTS

EMERGENCY SERVICES SHOW - Stoneleigh Park, Coventry

In the depths of recession and with cuts in funding to the likely customers threatened [and underscored a few days later] you could be forgiven for expecting the worst at the annual Emergency Services Show. In the event despite a few missing faces on the surface the showcase for much of what the fire, police, ambulance and others need to buy was a busy

	<p>Mark your calendar: LAAD 2011 April 12-15, 2011 Riocentro – Rio de Janeiro Brazil</p>
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and vibrant as in previous years.

As noted before the amount of aviation content was low, a facet boosted by the basing of one of the three Midlands Air Ambulance EC135T2 helicopters on site; its irregular comings and goings greatly enhanced interest in the outside displays during an event blighted by cold and rain.

Another attraction attempting to draw the crowds from the dry warmth of the exhibition halls were the regular display sorties undertaken by a Griffin Firefly hovercraft of Avon Fire and Rescue.

The event includes a two day conference programme aimed at the emergency services in general – encompassing subjects of interest to a range of suppliers and government agencies. Unusually the prices charged to delegates are particularly low. Attending both days is just £290 + vat per person.

Airborne Surveillance Specialists SCOTTY have tied in with a UK company to enhance their marketing in the region. Crusader Solutions and Services are best known outside the aerospace sector for their Interactive Briefing & Conference Solutions to which they will be adding the additional facet of the SCOTTY airborne surveillance product. Next years Emergency Services Show will take place at the same Stoneleigh Park, Coventry venue on 24-25 November 2010.

The UK Home Office announced a multi-million pound boost to the emergency services radio communication system just 1,000 days prior to the 2012 Olympic and Paralympic Games. This significant step in safety and security planning is a £39M investment in Airwave - the radio communication system used by the police and other emergency services.

The investment will fund an increase in the capability of the system in time for the 2012 Games which will mean it can cater for thousands more users from within the police, fire and ambulance services.

MAY 2010 – mark your diary.

Final details are being thrashed out between the organisers of PAvCon and AeroExpo Prague [World Aviation Events Ltd., a subsidiary of World Aviation Communications Ltd.] to set up a programme for a police aviation conference in association with the General Aviation air event. PAvCon will be exhibiting details of the event at the forthcoming HAI Heli-Expo in Houston, Texas. The event at Pibram Airfield near Prague is to be held on May 28-30, 2010 and a number of police aviation speakers from Europe, the UK and USA have been firmed up. www.expo.aero/prague



Emergency Services Show 2009
Midlands Air Ambulance Eurocopter EC135T2
with Griffin hovercraft operating beyond



In conjunction with
Dubai Helishow -
Military & Homeland
Security Show

Helishow
DUBAI 2010
www.dubaihelicoptershow.com

WHERE TO GO IN APRIL?

This is going to be a matter of choice for a number of venues are trying to attract a broadly similar audience... three of them start on the same day in mid-month.

International aviation ambulance services are the main topic on the agenda of the First European Air Ambulance Meeting held in conjunction with AERO 2010. The international trade magazine 4RES-CUE, which focuses on the topic of air rescue, is offering the global show for general aviation (April 8-11, 2010) in Friedrichshafen on Lake Constance a platform for exchanging information among organizations and specialists in the area of air rescue, including manufacturers and designers of all the medical equipment on board the aircraft and insurance companies. Ambulance aircraft are generally business aviation flights that have been modified for transporting patients. AERO Friedrichshafen is the leading European trade show for general aviation and a good platform for a European air ambulance conference. Details on the Air Ambulance Meeting and AERO 2010 are available at www.aero-expo.com

14-15 April 2010 Counter Terror Expo 2010. National Hall, Olympia London. A mixture of security and terror technology that previously included a significant aviation content. More importantly perhaps is that this is a new venue for this event that was adjudged to be far too restricted in its previous home. Hopefully the new found space will improve it. +44 20 8542 9090 pcle@niche-events.com www.counterterrorexpocom

But the pressure of choice is piled on later in the month...

21-22 April 2010. **BAPCO 2010**. Registration is now open for BAPCO 2010 at the Business Design Centre, Islington, London. The sell-out exhibition features over 100 suppliers offering expert advice on the use, implementation and management of communications equipment and information management technologies. There will be exclusive previews on innovative technologies that will shape future operations. www.bapco.org.uk

21-22 April 2010 **SAR2010**. This hardy annual for the SAR conference industry is breaking the mould and taking its UK message away from the cosy venue of Bournemouth to a cooler Scotland. This year it is to move into the heart of the oil industry and be held in the Aberdeen Convention Centre, Aberdeen, Scotland. www.shephard.co.uk

21-24 April 2010. **ASIA PACIFIC CHINA POLICE 2010**, The 5th Asia Pacific Police Logistics & Equipment Trading Platform at Beijing Exhibition Centre, Beijing, China. The Show is acknowledged as the premier event of its kind and attracts around 10,000 trade visitors from all over China and its provinces. The 2008 Show attracted 72 international and 252 national exhibitors, 40% of whom actually acquired orders at the Exhibition with many other deals being concluded in the following months. For details contact Carolyn Wilden at Enterprise Associates International, 30 Pennyford Court, Henderson Drive, London NW8 8UF Tel: +44 20 7289 6982/+44 20 7266 0083 - E-mail: eai@btopenworld.com



Earlier editions of the China Police exhibitions in Beijing have included a significant input from the aerospace sector.



The World of Martins by the PMCC

www.policegifts.co.uk



Gifts for Policemen



www.police-memorabilia.co.uk

DIARY

Start off the year with some airborne police aviation education and networking in Tampa, FL on January 13-15, 2010. Hosted by the Florida Fish & Wildlife Conservation Commission, the event will take place at Grand Hyatt Tampa Bay with an ALEA room rate of \$103 per night. Click here <http://www.alea.org/public/seminars/index.aspx> for the educational lineup and registration information.

10-12 February 2010 32nd Annual Current Concepts in Neonatal and Pediatric Transport. Radisson Hotel, Salt Lake City, Utah www.primarychildrens.com/transport

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.

20-23 February 2010 Heli-Expo 2010. Houston. www.rotor.com

And finally... With much of Europe gripped in an icy blast and barely functioning the Ulan-Ude Aviation Plant [producing Mil helicopters] issued this on December 28.



Unprecedented frost spread across Europe and the West of Russia has reached Siberia as well. In Buryatia stem of thermometer dropped to 40° below zero. However it's an ordinary winter temperature for Siberia. Therefore whatever is produced here is produced allowing for such-like frost: people continue working, transport goes en route, plants output their products.

In conjunction with Dubai Helishow - Military & Homeland Security Show

DUBAI HELISHOW 2010

4th edition of the International Helicopter Technology and Operations Exhibition

2nd - 4th November 2010, East Hall, Dubai Airport Expo Centre, United Arab Emirates

Helishow DUBAI 2010
www.dubaihelicoptershow.com

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- Hosting of existing and potential customers
- Establishing a new business base in the ever-booming trade hub - Dubai

A large yellow and black helicopter, possibly a Mil Mi-24, is shown on a tarmac at dusk or dawn. The helicopter is facing right, and its main rotor blades are visible.

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