



Police Aviation News

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IPAR



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BACK PAGE STORY
SWISS RESCUE
Images from Dino
Marcellino in Zermatt.

FRONT PAGE STORY: -

Police are appealing for witnesses to a road collision which happened on the M11 yesterday (Sunday May 8) at just before 1 pm. Two articulated lorries and a Volkswagen Polo travelling south between junction 7 and 6 were in collision which resulted in the VW Polo leaving the road. Three people in the VW were taken to Princess Alexandra Hospital in Harlow and one of them, an elderly man, remains in a critical condition.



LAW ENFORCEMENT

AUSTRALIA

NEW SOUTH WALES: The police have retired the last of their Bell 206 helicopters. NSW operated a number of JetRanger's since the late 1970s, this one had been in service for 25 years and had flown 19,500 hours by the time of its retirement. It is to be stripped of useful equipment and placed on display at the police headquarters in Parramatta.

The government have allocated some \$A2.8M to funding a replacement Eurocopter AS350B2. [Pprune/NSWP]

EIRE

According to an 'exclusive' report by Don Lavery in the Sunday Independent 24 April, said to be confirmed by the Department of Justice, the Garda Síochana is to get an EC135T2 to replace their first helicopter, an AS355N acquired eight years ago. It is said that McAlpine Aviation will fit it out and a tender document will be issued soon.

This acquisition is in addition to two EC135s for the Air Corps due for delivery this year. No delivery date has been mooted for the Garda machine but it would seem that the earliest date will now be in 2006.

The Garda aircraft are flown by Irish Air Corps pilots on behalf of the Department of Justice, Equality and Law Reform.

Ed: It should be noted that this article is about a tender yet to be issued and therefore all mention of Eurocopter should be judged as speculative.

FRANCE

SECURITE CIVILE: The thirty-second and last Eurocopter EC 145 has been handed over to the launch customer—the French Sécurité Civile. The fleet of EC145 twin-engine helicopters with the Sécurité Civile has chalked up approximately 23,000 flight hours since the delivery of the first aircraft in April 2002.



Since the first helicopters began entering service, a close cooperative effort has been established between Eurocopter, the Aeronautical Programs Department (SPAé) of the French Armament Procurement Agency, and the Sécurité Civile. For several months, engineers and technicians from Eurocopter and the government Flight Test Center (CEV) have provided assistance to the pilots, notably with the helicopter's mountain tests. In fact, 26% of the emergency missions performed by the Sécurité Civile are mountain and high-mountain rescues. The Sécurité Civile also performs sea rescues, fire-fighting missions, patrol operations, and emergency medical transport.

At the end of 2004, some 62 EC145s were in service throughout the world, and had completed 39,000 flight hours. These helicopters are mainly operated in the EMS, Law Enforcement, Corporate and Offshore sectors. Meanwhile, the EC145 has successfully entered the EMS market in the U.S. and Mexico and also made its début in the South Pacific region. A total of 19 EC145s are planned to be delivered in 2005. [EC]

JAPAN

FLIR Systems, Inc. has announced the receipt of a contract from the Japanese National Police Agency (NPA) to provide its latest generation Star SAFIRE® III airborne camera system to support local operations and counter-terrorism missions. The systems will be used throughout the 47 prefectures of Japan on rotary wing aircraft and was selected in an open competition. Deliveries have already started and will be completed by the end of this month.



[FLIR Systems]

MALAYSIA

Sarawak police are reported to have received the delivery of a Eurocopter AS355N Ecureuil helicopter. The helicopter, which arrived early last month, is the second of its model to be deployed for use by the Sarawak police. The first took to the skies in 1990.

The AS 355N is equipped with a siren, loudspeaker, camera and hoist. Malaysia has at least eight police AS355N. [Straits Times]

Ed: This story does not appear to relate to a new purchase, more a redeployment.

UNITED KINGDOM

DORSET: The police are being supported in their continuing bid to fly their helicopter around the clock... by a serving prisoner.

Frederick Stafford, who intends to go straight on his release, said the force helicopter was an important crime-fighting tool and should receive the support it deserves.

The helicopter is currently grounded between 2am and 7am under a planning condition imposed by Purbeck District Council.

Police now claim they do not need planning permission to operate the aircraft from the Winfrith base and have submitted legal papers to the district council.

Mr Stafford, 63, an inmate at the Verne Prison on Portland, said he could not believe the police had been blocked by councillors and stressed the hours between 2am-7am was when 'criminals like myself do their crime'.

He joked: 'What next, a ban on all burglar alarms ringing between 2am and 7am?' [Media]

SOUTH YORKSHIRE: The police operator of a MD900 Explorer are reputed to be looking for a new base location for their operation. The police helicopter has been based at Sheffield Airport since it was set up some 8 years ago.

A South Yorkshire Police Spokesperson said: 'South Yorkshire Police filed an objection last year to the planning application to redevelop the airport for other uses. Currently, we are studying the terms of our existing lease with the airport.' [Media/SYP]

Ed: The police moved in when Sheffield Airport was first opened—at a time when it was envisaged it would grow to be a major hub. In the meantime the status of Sheffield has been downgraded and overshadowed by the development of the former RAF Finningly [Doncaster] and Sheffield is now moving in a different direction to that originally intended.

SCOTLAND: It is reported that the helicopter which will fly George Bush around during the G8 summit has already arrived in Scotland. Bush and his team will arrive in Scotland on-board Air Force One, ahead of the Gleneagles based event.

The US President's aircraft, and its back-up, will remain at Prestwick Airport throughout the summit but the helicopter arrived a few weeks ago in the hold of a Lockheed Hercules as is being assembled. [Daily Record]

Ed: Details of the airborne security arrangements in place to secure the G8 Conference have not yet been released.

WESTERN COUNTIES: The Gloucestershire Constabulary, part of the two force Western Counties air operation operating an EC135T2 from Bristol, has brought in Affiniti a communications integrator to set up a downlink system in the county.

The project, known as 'Heli-tele', allows Gloucester Constabulary's emergency helicopter service to beam live images for relay across the force's state of the art communication network. Incidents can be viewed in real time in the Tri Service Command and Control centre in Waterwells, Gloucestershire enabling key personnel to make informed decisions regarding incident management and control. The system became fully operational in January 2005 but has only now been officially launched.

Gloucester Constabulary's existing emergency helicopter can now beam live images for re-



lay across the force's state of the art communication network, and incidents can be viewed in real time in the Tri Service Command and Control centre in Waterwells, Gloucestershire. Video images are transmitted across the high bandwidth IP network which underpins the project and was built by Affiniti working in partnership with the Constabulary's IT and communications staff. The video images can be securely accessed, viewed and saved by authorised staff located at other points across the network. The network also securely supports all the communications needs of the Force, whether related to data, voice or video. Affiniti co-ordinated and implemented the project. Technology partners included wireless communications company Wireless Innovation LMW which provided microwave links in the network; aerial communications consultancy LMW, which provided the antenna and tracking technology to determine the helicopter's whereabouts within the region; and Controlware, who supplied the video codec technology to move the video images onto the network. [GC]

UNITED STATES

SAFETY: The ALEA are asking units to post information in their Annual Safety Survey. Information about your unit and safety issues is vital to help ALEA serve your safety needs. This will help them address issues pertaining to aircraft that you operate and your opinions about the most likely causes of accidents. This can be anonymous if that's your wish, but please take a few minutes to reply. Details can be found on the [ALEA](#) web site.



FEDERAL: There have been a number of articles relating to the apparent de-selection of the Agusta-Bell AB139 from the US Coast Guard Deepwater programme in the short term.

A report along a similar vein appearing in Rotor and Wing in the US states that the change in direction also affects the future of the Agusta A109E Power [aka MH-68A Sting Ray] fleet with the USCG Hitron squadrons.

Recent plans [and action] to upgrade the capabilities of the current fleet of HH-60 Jayhawk and HH-65 Dolphin helicopters will lead to the whole air fleet being armed. With the principle of the Hitron now proven by the Sting Ray fleet the type will be made redundant as the improved HH-60 and HH-65 fleets come on line.

It is stated that the prime reason these types were not used in the HITRON configuration in the first place related to them being underpowered for the extended and demanding role. [R&W]

ARIZONA: On May 19 representatives of the Phoenix Police Dept. set off to Philadelphia to collect their latest aircraft. After a tour of the Agusta helicopter factory they flew back to Phoenix in the brand new A109E Power helicopter to the Deer Valley Airport, the helicopters new home. The \$4.7-million aircraft is the newest addition to the Phoenix fleet purchased with city bond funds.

An official ribbon cutting ceremony is scheduled on the morning of June 3 at the Deer Valley Airport, 702 W. Deer Valley Road, Phoenix.

Phoenix police pilots will fly the helicopter and it will serve the city's police and fire depart-

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ments.

Phoenix's current helicopter fleet is made up of single engine aircraft. Because of that, a moratorium was placed on long-line rescues on the Valley's mountains several years ago, rescues using the technique was too dangerous to continue with single-engine helicopters. The new Agusta will allow trained firefighters to perform hoist rescues, in which a paramedic and patient can be raised and lowered from the helicopter. Firefighters performed 80 mountain rescues last year and already completed 26 in 2005.

Along with hoist rescues, the new helicopter will be used for fighting fires using a 165 gallon Bambi bucket.

The new helicopter will not be used for regular police patrols first because of the operating cost - estimated at \$563.65 an hour - and because it needs to be available for a rescue or fire. Phoenix will be buying more helicopters this summer. [Newzap]

CALIFORNIA: The Butte County Sheriff's helicopter based in Oroville will help the campaign against mosquitos and the West Nile Virus by using their Global Positioning System to find stagnant swimming pools, which are breeding grounds for mosquitoes. Also, guppies-sized mosquito fish' that eat mosquito larvae and eggs in pools will be available free of charge to anyone who wants to use them for mosquito abatement.

Officials from the Butte County Mosquito and Vector Control District Office joined Sheriff Perry Reniff for a news conference on Friday about the use of the Sheriff's helicopter and for a demonstration on the usefulness of the mosquito-eating fish. [Chico Enterprise]

MARYLAND : In Columbia the Howard County Police are hoping to buy a new \$2M helicopter but it is difficult to find specific mentions of the machine in the County fiscal 2006 operating budget.

The cost of the helicopter is just listed as 'Lease/purchase of equipment for department' in the police budget and as a consequence some County Council members know nothing of the helicopter.

Police had not included money for the new helicopter in the proposed fiscal 2006 budget the department submitted in January. When, in March, it became known that the police department was expecting a \$1M surplus at the end of the current fiscal year, the cost of a Bell 407 was proposed for insertion in the department's 2006 budget request. It is intended to spend \$223,570 for the helicopter in the coming year as part of a 10-year plan. Although listed in the budget as lease/purchase of equipment the county is buying the aircraft subject to the County Council approving a multi-year contract deal with Bell.

Howard police want a new helicopter because the department's current helicopter - which is 35 years old and borrowed from Anne Arundel County - is in need of repair and the annual cost of repairs on the helicopter have become so expensive that it makes sense to purchase a new model. The fate of the old aircraft would rest with Anne Arundel officials.

MISSOURI: Kansas City's three police helicopter unit is under threat, not by from closure by politicians but more a spares shortage. Parts for its ageing fleet of Hughes OH-6A helicopters are hard to find. Funding is inadequate to upgrade the unit to newer airframes.

Police Capt. Jerry Gallagher envisages a solution via a regional police air patrol unit supported by regional rather than just Kansas City Police Department funds.

No other area law enforcement agency operates a helicopter, in part because of the cost. There are supporters from other agencies who have grown used to being able to call upon the KCPD. The Police Chief in Independence, Fred Mills, often calls on them to protect his officers, react to bank robberies and assess tornado damage.

The effort to create a regional unit is in the early stages, but Gallagher, who oversees the helicopter crews, hopes it will succeed within a few years. After that, he says, parts may be impossible to find, adding that the unit's \$280,000 budget won't fund major upgrades.

Without more funding and fleet upgrades, Gallagher worries what might happen. The next two to three years are going to be critical. The more the unit continues without new resources the worse it is going to get. [Kansas City Star]

OHIO: The Toledo Robinson R44 Police helicopter N135WB is returning to the sky after a period when funding was in doubt. The police department's Robinson R44 helicopter was grounded in January in response to the city's budgetary problems. Even now, after four years of operations, the long-term future of 'Air One' has yet to be determined.

The chief grounded the Robinson R44 helicopter on January 1 in response to the city's financial problems. It returned to service last month, due to fly until mid-September. At that point the aircraft should have reached over 2,000 hours and requires a major overhaul at Robinson Helicopter in California.

When the overhaul is complete the financial situation of the city will be re-assessed before deciding whether the R44 will return.

Two years ago, police acquired a \$190,000 federal grant to cover the cost of the overhaul, which is expected to take several months. The money has to be spent before November 23. The helicopter will fly five days a week at various days and times. It was reinstated for the summer because that's when the demand for service is greatest. [Toledo Blade]

PENNSYLVANIA: Sterling Helicopter have been given leave to open a helicopter maintenance facility on a 15,000-square-foot tract of land on River Road, Croydon in Bristol Township.

Company owner Jack Brown said the heliport business would provide routine maintenance for helicopters, particularly those used by the New Jersey and Pennsylvania State Police, the Philadelphia Police Department and area hospitals.

It is estimated the business will usually generate about five helicopter trips each weekday between the hours of 8 a.m. and 5 p.m. when opened — construction could begin by late summer. [Bucks County Courier Times]

SOUTH CAROLINA: The Beaufort County Sheriff, Tanner, has made proposals the County Council to bid on a surplus state-owned helicopter that the Sheriff's Office could use. The plan represents an about 2.5% increase over the current budget \$16M budget.

In the past the council has discussed using a helicopter from the Beaufort County Mosquito Control Department for some law-enforcement tasks. That idea was abandoned because the helicopter does not have police role equipment.

The Sheriff's Office was one of several law-enforcement agencies in the state that expressed interest in a surplus helicopter from the State Law Enforcement Division, SLED Chief Robert Stewart said. SLED has transferred the 1967 OH6 military helicopter to the division of the state Budget and Control Board handling the auction.

The sale is part of consolidation and downsizing measures Gov. Mark Sanford initiated months ago. All fixed-wing law-enforcement aircraft in the state were put under the control of the Department of Natural Resources while SLED assumed control of the helicopters.

The agency has four others. [Island Packet]

Ed: In April 2005 the State sought sealed bids for a 1967 Hughes 369 (OH-6A) helicopter N501SU. The dark blue helicopter was offered with a FLIR 2000 sensor and has flown some 7,140 total flight hours. [see May issue]

TEXAS: The Texas Department of Public Safety, Odessa Police Department and University of Texas of the Permian Basin [UTPB] set up a The American Heroes Air Show last month. Odessa Police Lt. Mark Rowden, is one of the directors of the event explained that the whole idea behind it was to demonstrate and bring attention to the dynamic role that helicopters play in public service as well as the military aspects of society. The American Heroes Air Show ran for seven hours one Saturday. It was the second year for the free entry show, costs were covered by the Texas Department of Public Safety, Odessa Police Department and UTPB.

At the first show in 2003 about 2,500 people came out and expectations were that a similar number would appear this year. Seven aircraft were scheduled to be on static display, including a Customs Black Hawk, a Bell Huey firefighting helicopter and the local DPS helicopter. Supporting these were displays from representatives from the Texas Forest Service, the Texas Alcoholic Beverage Commission, military recruiters, Texas Parks and Wildlife, the Ector County Sheriff's Office, the Midland Police Department, the American Red Cross, the



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Salvation Army and the Crisis Center. The Midessa Auto Theft Task Force, Odessa PD K-9 unit and S.W.A.T. team were scheduled for demonstrations. All this activity was backed up with vintage fire, police and emergency vehicles. [Odessa American]

AIR AMBULANCE

NEW ZEALAND

The Northland Lion Foundation Air Ambulance latest aircraft is a black Sikorsky S-76 replacing a BO105. The new machine is capable of getting patients between Whangarei and Auckland in less than 30 minutes thanks to a 280kmh capability.

The S76 is similar to an existing Northland Electricity rescue helicopter, but will be used as an ambulance, rather than a rescue machine. The new machine would free up the rescue helicopter to concentrate solely on rescue and emergency work.

The Sikorsky was bought from a corporation in the USA for \$1.65M (\$NZ2.44 million), assisted by a \$360,000 grant from the Lion Foundation and a \$12,000 grant for new GPS navigation equipment from the Sovereign life insurance company.

The machine it will upgrade, the smaller yellow Bolkow helicopter, is on the market. Northland placed a BO105 helicopter for sale in January with a asking price of \$800,000.

NORWAY

The government of Norway is considering adopting the software that a Wichita-based air ambulance service is using to dispatch and track the flights of its aircraft.

Allen Zon, director of operations for EagleMed, spent a week in Norway in March answering questions from pilots, doctors and government officials about how EagleMed operates its dispatch center, and how it uses a custom-built computer-aided dispatching software package.

Norway encompasses 149,400 square miles and has a population of 4.5 million people. Its mountainous terrain requires the use of air ambulances for patients in remote locations to reach medical facilities. The country averages as many as 40,000 air ambulance missions a year.

The Norwegian system is significantly different to that in the USA. They can land at a person's house, which US operated are restricted from doing. There is a different set of requirements.

EagleMed's operations covers more than 160,000 square miles -- including most of Kansas and Oklahoma along with parts of Missouri, Arkansas and Texas -- with a larger population base. It was EagleMed's computer-aided dispatch programme that caught the eye of a director of Norway's air ambulance system during the Air Medical Transport Conference (AMTC) in Cincinnati last year.

EagleMed paid \$22,500 for its software, retail price for the package. Softtech absorbed development costs in return for future sales revenue and EagleMed's assistance in marketing the software to other air ambulance services. So far there have been two sales to other US air ambulance units.

The government of Norway is about a year away from making a decision because the package has to be integrated into that country's 911 system. [NBC/Wichita Media]

UNITED KINGDOM

GREAT NORTH: In efforts to turn around the current funding problems the Great North AA has been exploring a number of new funding avenues. Thousands of pounds in over-paid tax will provide some relief and two local authorities in Cumbria are reported to have provided a one-off cash injections of £30,000.

In 1989-90 Great North is one of the original UK air ambulance operations. It had a rocky past, its first helicopter had to be let go, serving as the first North Wales police helicopter

1992-94, before restarting with the same helicopter over ten years ago.

Prior to the post-tsunami cash crises the operation had three helicopters, an MD900 Explorer, a BO105DBS4 and an AS355F1. The Bolkow is stored pending improved funding, probably sufficiently buoyant in late summer, meanwhile North West AA fill the resultant void. The AS355F1—the original airframe—has again been disposed of. [Media/IPAR]

MIDLANDS: County Air Ambulance serving counties across the Midlands with three helicopters has taken delivery of a Land Rover Freelander to support its operation based at RAF Cosford, Shropshire as an emergency response vehicle. Company



JV Like and Sons has donated the car for two years and will also service it free of charge. The air ambulance serves an area of 8,000 square miles and a population of 7.8m in the West Midlands, Derbyshire, Leicestershire, Rutland, Warwickshire, Shropshire, Staffordshire, Herefordshire, Worcestershire, Gloucestershire and Powys. [BBC]

NORTH WEST: The North West Air Ambulance (NWAA), now the only regional medical air emergency service covering the North West, joined forces with the National Trust on a series of training events to familiarise staff with the NWAA and its operation.

The fastest emergency service flew into Lyme Park in Stockport and then went on to Tatton Park in Knutsford to explain its role, operating limits and safety of working around the helicopter to wardens and rangers from a selection of National Trust properties.

Covering Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire, the NWAA costs just under £1M a year to maintain. The NWAA is a registered charity and receives no mainstream funding to cover its region of 5,500 square miles and a residential population of seven million people.

The National Trust was founded in 1895 and more than a century later now cares for over 248,000 hectares of beautiful countryside in England, Wales and Northern Ireland, plus almost 600 miles of coastline and more than 200 buildings and gardens of outstanding interest and importance. The National Trust is a registered charity and completely independent of the Government and receives no mainstream funding. [NWAA]

SCOTLAND: In the financial year 2002/03 there were over 500,000 responses to accident and emergency calls, and in excess of 2 million non-emergency journeys undertaken, as well as over 2,800 missions flown by the service's air ambulances.

Although the Scottish Ambulance Service covers the whole of Scotland, employing around 3,500 staff operating out of more than 150 locations, it centres emergency call handling at just three Emergency Medical Dispatch Centres, (EMDCs), one each in Inverness, Paisley and Edinburgh. There is also an Air Ambulance Control Centre in Dundee which doubles as a Disaster Recovery location.

The project to concentrate emergency call handling at the three EMDCs from the previous eight operations rooms was started in 2002 and completed in March 2004. A large part of the enabler for this centralisation was the installation of a Nortel Meridian 1 Option 61 telephone system at each EMDC site, along with a networked Symposium call centre server

system. Utilising the latest in call centre technologies, the service has been able to smoothly merge operations rooms, and provide significantly enhanced call handling to all its callers.

FIRE

ITALY

Bombardier Aerospace has announced that the Italian Government has purchased one Bombardier 415 amphibious aircraft for its firefighting operations. The contract with Italy also includes the purchase of kits to enhance the aircraft with an autopilot, nose radar and flight data recorder.



MD

'Our fleet of 16 Bombardier 415 aircraft remains the backbone of our firefighting operations. The Bombardier 415 have been the most important contributors to the improvement of our firefighting efforts, helping us reach our goal to reduce the average areas burned by fire. During the first four months of 2005, two of the Italian Bombardier 415 aircraft flew a total of 178 relief missions to those areas of Sri Lanka affected by the tsunami of December 26th, 2004, delivering over 250,000 kg of aid supplies,' said Dr. Vincenzo Spaziante, Vice-director, Civil Protection Department of Italy.

Since entering service with the Italian Civil Protection Department in the spring of 1995, the Bombardier 415 fleet has accumulated over 30,400 flight hours. A total of 62 Bombardier 415 aircraft have been sold to firefighting agencies in Croatia, France, Greece, Italy, Ontario and Québec.

In the Mediterranean region, France, Croatia, Italy and Greece currently operate 40 Bombardier 415 amphibious aircraft and Spain operates 14 CL-215T turboprop aircraft. Also 27 CL-215 piston aircraft are in service fighting fires in Europe. [Bombardier]

Ed: This airframe may be a replacement for the aircraft lost recently.

Last summer the Beriev Be-200 demonstrated its capabilities on the Italian island of Sardinia and in Croatia. After the trials Sorem and Irkut signed a letter of intent for the Italian operator to lease a Be-200—thought to be one of the prototypes—for a 90-day long trial this summer. Meanwhile the type is seeking EASA and FAA certification to enhance its acceptability in the Worlds fire fighting markets. The aim is for European certification—assisted by EADS—by 2007. [Flight]

KOREA

The Korea Forest Service, headquartered in Dae Jeon City, South Korea, has ordered a second S-64E Airplane Helitanker for wildland and urban suppression duty. The Koreans have ordered a comprehensive firefighting package including a 2,650-gallon tank, a flexible hose hover snorkel and water cannon. The S-64 will also be outfitted with a single-point pendant rigging system for external load lifting operations when the helicopter is not used for fire suppression.

Erickson will build the S-64 within the current planned production schedule with delivery to the Korea Forest Service slated for December of 2006.

UNITED STATES

CALIFORNIA: The first of four Sikorsky CH-53D based 'Fire Stallions' was due to be operational last month.

Heavy Lift Helicopters of Clovis, California purchased six CH-53D helicopters at a cost of \$2M each last year. The US Department of Defense had placed them in storage at Davis-Monthan Air Base in Arizona several years ago.

For the firefighting role the helicopters are being fitted with an internal water tank and snorkel system installed in the cargo compartment. Keeping the 9,085 litre [2,400 gallon] tank as an internal fit maintains many original performance values [278km/h 150 knots and 3.5 hours endurance].



General Atomics Aeronautical Systems and NASA are planning a major fire reconnaissance demonstration using a medium altitude long-endurance UAV in the Western USA next year. This demonstration continues fire UAV trials that have been underway for the past five years. General Atomics have used its Altus UAV [right] to monitor wildfires burning across Alaska [Flight].

NEW YORK: The Fire Department in New York is considering the purchase of one or more military helicopters to take firefighters into skies now patrolled only by the NYPD. The main obstacles to progress are the high cost of the preferred helicopter, Sikorsky Firehawk, and the potential for the move to further inflame the bad feeling between the police and fire departments.

The helicopter plan was only floated at the start of May during a presentation shown to senior ranks at the FDNY.

The proposal, produced by FDNY and EMS chiefs, says the department could buy a helicopter for as little as \$15 million to \$20 million. It could be used for everything from extinguishing and surveying fires to delivering firefighters and paramedics to scenes and evacuating victims.

New York City, unlike Los Angeles, Chicago and San Diego, has no rescue helicopters. NYPD choppers are too small for large-scale evacuations or firefighting duties. In the course of its research the team examined Bell and Sikorsky helicopters.

The FDNY said it sees the cost as prohibitive but believes it could have a chance at Homeland Security grants if the helicopters were bought for the New York City metro area. The 2002 McKinsey Report, which looked into ways the department could improve its preparedness after 9/11, recommended the use of helicopters to assess fires and conduct rescue operations.

For the past year, the FDNY has had access to NYPD helicopters, which take chiefs into the air to monitor fires and send live surveillance feeds to the Fire Department's headquarters. [NYT]

SEARCH & RESCUE

UNITED KINGDOM

Children from a primary school in Halesowen, Birmingham were given an interactive education session on sea safety by the coastguard last month.

A Coastguard Rescue Helicopter flew from the Hampshire coast to reinforce the sea safety message to Newfield Park Primary School, Halesowen. The Coastguard Education Team targeted the West Midlands region for the visit as it has been identified that many of the casualties rescued at the coast are people visiting from inland areas such as the West Midlands and have very limited awareness of the dangers of the sea.

The Coastguard Education Team is touring nearly 100 schools to take coastal safety information directly into the Midlands with interactive sessions covering beach and sea safety. The sessions are supported by a resource pack called MAYDAY, which was created by the Coastguard and Royal National Lifeboat Institute (RNLI).

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Experienced Coastguards were on hand to talk to the children about the dangers of tide and weather, using inflatable beach toys and recognising the safety flags on the beach so they can enjoy safe swimming in the sea. They also explained how the Coastguard rescue team operate and what to do in an emergency when at sea - dialling 999 and ask for the Coastguard.

A helicopter crewman has been honoured for his bravery after saving the lives of a submarine crew. Winch operator Darren Jones, who is based at Prestwick, hauled three Canadians to safety after their vessel caught fire and started to drift in heavy seas off Donegal, Ireland.

He then volunteered to board the stricken sub when the last member of its crew took ill. Lieutenant Chris Saunders, 32, was taken on board the Royal Navy Sea King and airlifted to hospital in Ireland last October but later died. The Duke of Edinburgh presented Mr Jones with his bravery award at St James's Palace, London. [Glasgow Evening News]

INDUSTRY briefs

Up to four **Gulfstream** business jets are to be modified for early warning [AEW] and SIGINT roles for the Israeli Air Force. The first aircraft, a type to be known as the Nachshon [Pioneer], is already flying on test in the USA and is due to be delivered to the customer for completion this month. [Flight]

Sikorsky Aircraft has announced that the Republic of Korea has chosen the S-92 helicopter for its presidential mission. Sikorsky will deliver three S-92 helicopters in a VIP configuration beginning in 2007.

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Experience The All New (Jet-A) Die-
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- Event Highlights -
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OEM Avionic Manufacturers On
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11:30-1:00 PM BBQ Luncheon

SMA Engine Technical Presentations
During the Day

Visit with SMA & Gyrocam Tech
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Featuring Gyrocam Demonstrations
During the Course of the Day

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DUBAI INTERNATIONAL AIRPORT

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The S-92 helicopter was selected over the Agusta-Westland EH-101 in a competition conducted by the Korean Ministry of National Defense. The Korean government has flown Black Hawk helicopters in support of the presidential mission for more than a decade.

Ryan International Corporation's 9900BX Traffic Advisory Systems (TAS) and NVG Multi-Hazard Display's (MHD) has been selected by the German Federal Border Police (BGS) as exclusive supplier of independent airborne surveillance radar for installation on the Eurocopter EC135 and EC155 helicopter fleet.



The Chief Training Pilot of Federal German Border Police states: BGS evaluated the Ryan solution as best choice because of Ryan's exclusive Audible Position Alert that announces aircraft position, relative altitude and distance of threat aircraft. Additionally, Ryan provides real-time traffic information on their Night Vision Goggle (NVG) compatible, full-color Multi-Hazard Display.

The strict safety requirements defined by BGS are met using Ryan's advanced 9900BX Traffic Advisory System solution and night vision goggle (NVG) compatible, full-color Multi-Hazard Display (MHD). Ryan's Multi Hazard Display is tested to meet DO-275 Minimum Operations Performance Standard (MOPS) for Night Vision Imaging Equipment. No other avionics manufacturer offers traffic advisory information on a color NVG compatible display configured for 3ATI panel installations. Ryan International Corporation, a global provider of collision avoidance systems, has been serving the aviation community for 40 years. The 9900BX Traffic Advisory System (TAS) and Multi Hazard Display (MHD) is a continuation of a long, rich history of high performance avionics developed by Ryan International.

Eurocopter has selected Ryan International Corporation to supply 9900BX Traffic Advisory Systems (TAS) and Multi-Hazard Display's (MHD) as standard factory options in EC135, EC145 and EC155 Model Eurocopter helicopters.

The Customs and Border Protection agency [formerly the US Border Patrol] were expected to issue a tender for the agencies first unmanned civil surveillance aircraft on May 26. Assuming the programme passes all the hurdles operations may start later this year using an off-the-shelf system for around 224 hours each month.

The type involved will probably reflect the trials undertaken along the Arizona-Mexico border last year operating the **Elbit Hermes 450** and the **Northrop/IAI Hunter** [Flight]

Police Aviation Services is seeking to reduce the size of its fleet by offering three helicopters for sale with RCR Aviation. The aircraft are an AS355F2 G-WMPA, AS355F1 G-PASH and BO105 G-WYPA. By coincidence G-WMPA is currently operating with its former owner, West Midlands Police, during a period of technical difficulties with their MD900 Explorer. The Bolkow is currently configured as an air ambulance. A former police helicopter this helicopter appears to have flown only 1,000 hours since it was disposed of by West Yorkshire Police in 2001. [IPAR]

Red Box International of Fernacre Business Park, Romsey, Hampshire supply the 'Snake Cam' camera system to organisations across the world. 'Snake Cam' is a search camera that is used in many types of rescue situations by such as the Metropolitan Police. Fire services, British Army divers, HM Customs and the Hampshire Constabulary firearms team use the product in their work.

Readers may recall that wearing tv screens on the wrist was tried a few years ago as the Skynet developed by Gil Boyd of Cambridgeshire Constabulary and briefly marketed by ECS. As a general concept it failed to capture many customers. Red Box are trying the



concept again. Manufactured to a more robust specification than the original their Wrist Eye tactical camera system is primarily marketed for use by armed officers using their own tactical cameras rather than anything downlinked from an aircraft. Red Box is run by Allan and Frances Ross and Frances' sons, Adrian and Paul Jackson. [Red Box]/IPAR

Raytheon are to test fly a special mission Beechcraft King Air 350 by year end with customer deliveries slated for 2006. The type is being marketed as a low cost maritime patrol and surveillance aircraft for border control and homeland security.

A mock-up of vthe new system is expected to be available at the Paris Air Show later this month. [Flight]

Wilco now has the STCs to be a battery supplier to Cessna Citation owners. The revised provides for Cessna's 500, 501, 525, 525A, 550, S550, 552, 560, 560XL, 650 and 750 Citations.

The purpose of this STC is to simplify installation of Wilco and Concorde batteries in Cessna Citation aircraft. It also allows the Wilco private label battery to be interchangeable with the original NiCad battery or original Cessna lead acid battery.

The STC provides a temperature sensing plate placed under the battery that effectively measures the relative battery temperature as required to satisfy the aircraft monitoring and annunciating systems, eliminating any placards.

The Wilco and Concorde battery operation is identical to the operation of the original NiCad battery and therefore requires no electrical or mechanical modification of the aircraft or changes in the Pilots Operating Handbook (POH). This is confirmed in the Cessna Citation Service Bulletin.

In development since 1996 **FMS Moving Map** system is a system developed by Law Enforcement people, for Law Enforcement people.

Robinson Helicopter Company is currently getting FAA approval for the FMS Moving Map in their R44 series helicopters, this being the only system Robinson has chosen to have certified.

The FMS Moving Map is a *fully digital* moving map. It is not a scanned in paper map, with overlays. It uses GIS (Geographic Information Systems) shape files and create layers of data. In many cases it is so up-to-date that it will feature streets before they are built.

The system keeps costs down by using modified commercially available software, and added GPS positioning. It can also utilise equipment already existing in the aircraft—the FLIR display capable of a digital (computer) input, and a GPS with a map output, can be used instead of duplicating equipment.

For further details contact Greg Taylor the President of Flight Management Systems, 254009 Bearspaw Road, N.W., Calgary, Alberta, Canada. T3L-2P7 +1 403 651 3388 greg@flightmanagementsystems.com www.flightmanagementsystems.com

Wilco's partnership with **Rapco, Inc.**, offers savings on brakes of \$1,750 per set (\$4,000 core). The brake kit offered through Wilco fits Cessna Citation models 500 and 550 when equipped with ABS brake assemblies 5001445 series or 5001446 series.

Wilco will be at ALA Miami 2005, at the Sheraton Miami Mart Hotel & Convention Center, June 27, 28 and 29. Stop by Wilco's booth (E19) and register to win a diecast model airplane, a \$70 value.

For more information about Wilco batteries, brake kits, STCs, or to make a purchase, call +1-800-767-7593.

Piaggio Aero Industries has delivered its third and last transport and maritime surveillance version of the P180 Avanti to the Italian Navy. The modified Avanti features the aoption of a FLIR Systems SeaFLIR II thermal/daylight imaging system installed in the rear fuselage. [Flight]



Eurocopter has decided to create a new plant in Albacete, close to the Air Force base of Los Llanos (Castilla-La Mancha), in line with the industrial plan agreed within the framework of the Tiger helicopter programme.

Eurocopter will invest more than €60M in tooling, equipment, and installation over the next 10 years.

The plant will allow Eurocopter España to implement a full scope helicopter industry based on the Tiger and EC 135 lines.

George David, the chairman and chief executive of **United Technologies Corporation** (UTC), the giant US industrial conglomerate, has launched a fierce attack on Europe's governments, accusing them of operating anti-competitive policies in awarding military aerospace contracts.

David is angry that UTC has been excluded from a big part of the British £3bn military helicopter programme - a move he sees as a prime example of Europe's closed markets. Earlier this year the Government awarded a £1bn contract for a battlefield light utility helicopter to AgustaWestland, the Italian helicopter group, without a competitive bidding process.

The move has incensed AgustaWestland's rivals, including EADS/Eurocopter. Sikorsky has now joined the row. [Telegraph]

L-3 Communications opened its London Operations office in the middle of last month. The office will play a key role in supporting the strategic development plans of L-3 in both the United Kingdom and Europe. It will also provide strategic support in identifying international business opportunities and providing vital interface with international government officials and industrial partners for the company. To learn more about L-3 Communications, please visit the company's web site at www.L-3Com.com. [L3]

The US House Appropriations Committee approved a bill that would significantly increase Department of **Homeland Security** (DHS) funding for the third consecutive year. The bill would provide a 4.7% funding increase over fiscal year 2005 and about 4.4% more funding than President Bush requested for fiscal year 2006. All but \$1 billion of the \$31.9 billion

measure would be discretionary spending. [HAI]

Meeker Aviation and AirFilm Camera Systems have announced the receipt of an FAA/STC for a new AS350 / 355 Lower Left Hand Down Post camera / sensor mount. Designed and manufactured by AirFilm and sold through Meeker Aviation.

The mount offers the following distinct features:

- 120lb payload capacity, including sensors such as FLIR StarSafire series, Ultra 7000-8000 series, Wescam MX-12, Model 12DS series, Polytech and Taman sensors.

- solid billet aluminum, bolt together construction. no welds

- easy to install, mount clamps directly to airframe. No fasteners added or removed from original airframe. Install or remove in minutes.

- mount weight, 6lbs

- optional Gen II dovetail certified, eases removal and installation of payload. Contact Meeker Aviation +1 604 644 1125 fax: 760 758 9612 www.meekeraviation.com E-mail: meekeraviation@yahoo.com



A lightweight, low cost composite stabilizer manufactured by **Fiber Innovations** of Walpole, Massachusetts using Braiding and RTM processes recently flew on the Bell Helicopter MAPL (Modular Affordable Product Line) demonstrator aircraft. The one-piece, constant section horizontal stabiliser was designed to provide significant cost reduction compared with a conventional composite design by reducing parts count, subassemblies and associated surface preparation, bonding and inspection steps. The RTM composite stabiliser also features simplified attachment to the fuselage, further reducing assembly cost.

The 11 square foot horizontal stabiliser is a fixed control surface that passes through the fuselage and is attached by four bolts. The 17 pound [7.7kg] structure was manufactured using a combination of braiding, hand layup of dry woven fabrics and resin transfer moulding (RTM). The Graphite/BMI part reduces the weight of the existing composite stabiliser and provides a significant cost reduction through reduced parts count and elimination of secondary bonding. [FI]

At this year's Airborne Law Enforcement Association (ALEA) Expo, **Universal Searchlights** of Omaha, Nebraska is debuting two alternatives to the Spectrolab searchlight. The HeliLight 1™ and HeliLight 2™ are small helicopter searchlights offering 2 – 3 times the light output of the Spectrolab SX-16 Nightsun® allowing helicopters to fly higher, safer and quieter.

HeliLights™ feature commercial lamps, patent pending power supply options, no life limited parts, high speed motors with patent pending slewing, standard mounting, all functions patent pending dual control, FLIR slaving, variable focus, 2 year warranty – all at a price lower than the Nightsun®. Coming soon is the HeliLight 3™, a Spectrolab SX-5 Starburst® replacement.

HeliLights use SLASS - the industry standard for slaving a helicopter searchlight to a FLIR. There are over 300 systems in operation and demand still running strong. SLASS is available for FLIR Systems Mark 2, FSI U6000, FSI U7000 and 7500, FSI U8000 and 8500, FLIR Systems Star Safire, FSI Ultra Media, Wescam 12, Wescam 16, Wescam MX-15, Taman POP 200 and Aerial Films Gyrocam. You can find a PDF brochure on-line on the Uni-

versal Searchlights website.

The **FAA** took the rare step of issuing an emergency revocation of the licence of the pilot in command of a Cessna 150 that breached the ultra-sensitive airspace around the White House on May 11. Two days earlier a Canadian-registered Cessna 340 breached the same exclusion zone causing a brief evacuation of the Capitol. It was reportedly having communications problems after taking a lightning strike.

In announcing the action against the pilot, the most severe sanction, the FAA said that allowing him to continue to fly represented an 'unacceptable risk to safety.' Among the long list of sins the FAA says he committed, it noted that through much of the crisis, he let his passenger Troy Martin, a student pilot with 30 hours of training, do the flying.

The next step for security officials and legislators may be to make it quicker and easier to shoot down offending aircraft. Under the current setup, the Customs Blackhawk helicopter normally dispatched to warn away errant aircraft doesn't have the authority to shoot at them or even fire warning shots. The Department of Homeland Security is now considering whether to deploy Coast Guard aircraft, which do have firing authority, in the ADIZ intercept role.

Ed: '...make it quicker and easier to shoot down...' There must be an amendment there somewhere.

Israeli firm **Steadicopter** is claiming a breakthrough for its unmanned aerial vehicle (UAV). The technology was conceived in 1999 at the Technion-Israel Institute of Technology, and nurtured in the Technion Entrepreneurial Incubator.

Currently, the system uses a 1.5m 8kg minicopter, but the technology can work with any helicopter, from hobby-sized to full-sized, said the firm.

Flight instructions and routes are entered into a standard PC. The helicopter flies with an operating range of 10km from ground control for about 90 minutes

The **Eurocopter** president, Fabrice Brégier, inaugurated the AGP - the new workshop dedicated to the series production of large dimension helicopter blades - at the plant in La Courneuve, at a ceremony attended by numerous VIPs.

Above all, the main rotor blades for the NH90 and all the main blades for the Super Puma/EC225 and Cougar/EC725 family of aircraft will be manufactured at the AGP (Large Blade Workshop).

The AGP is equipped with extremely high performance moulding equipment and has a modular installation - with built-in development potential - that can be adapted to new work loads. The air conditioned workshop has a surface area of more than 3,000 m².

The AGP is capable of producing 4 blades per day (three times more than previously), and is organized in product lines, offering the possibility of optimizing the sharing of common processes (non-destructive test and numerical control equipment), while maintaining the specific features of each blade type (with different equipment according to the versions being produced - like the blade deicing systems, for example).

European law enforcement officials say the EU's 3,000 km (1,865 mile)-long eastern frontier running through Poland, Lithuania, Latvia and Estonia has held up well. More than 1,000 guards in that region routinely patrol the borders by foot, on helicopters, in vehicles fitted with night vision cameras and on speed boats. The EU says the newcomers are on track to meet tight control standards set by the bloc's Schengen agreement which effectively eliminated internal borders among most Western members of the Union. The new members, along with Britain and Ireland, still carry out simplified border controls but have dropped routine customs checks at the borders with other EU countries. (Reuters)

The Washington Post reports that after a two hour chase in 40 knot headwinds the Argentine Coastguard seized a Korean jigger off Comodoro Rivadavia. Onboard was found an



undetermined amount of Illex Argentinas, a species of Squid that is also fished in the Falklands. According to the report, this is the fourth vessel caught this year.

Fines could be as much as \$350,000.00 for the jigger's owners, confiscation of the stock and additional fines for the Master. Authorities have reported that some fishing crews have actually sunk their boats and escaped to other vessels, presumably to avoid the penalties.

The practice of poaching stocks that are in decline is not unique to Korea. Portuguese, Uruguayan, Taiwanese, Chinese and Japanese – the list extends even further - registered jiggers and/or long-liners are involved in taking fish without a licence (poaching) and despite their respective Governments' best efforts, the practice seems to be increasing, no matter what the targeted species are.

The Illex has suffered two bad seasons in the past three years and, unlike other fish stocks, Illex only have a one-year life cycle. If the spawning stock is taken then potentially Illex could be commercially extinct within a year. Asian countries are large consumers of seafood, and they have strong fishing traditions.

The Argentine Defence Ministry has ordered more fast boats to patrol against ocean poaching. Last year, a warship fired a warning missile toward a Taiwanese fishing boat as it fled toward international waters;

no damage or injuries resulted. But with some of the vessels hovering outside Argentine waters they cannot be touched. The Falklands have a more restricted patrol, stop and search capability. [Washington Post/SARTMA]

American Eurocopter granted the wishes of more than 75 children with life-threatening medical conditions at the Texas Motor Speedway on May 22 by



providing free helicopter rides in the popular AS350 model helicopter. Working in conjunction with the Lone Star Corvette Club and the Make-a-Wish Foundation, American Eurocopter employees were honoured to make the children's dreams come true, by allowing the youngsters to fly high and experience life to its fullest.

The Make-A-Wish Foundation's children realized their dreams during the Corvette Classic 16, an annual gathering of Corvette enthusiasts boasting over 1000 members to date, with such sponsors as Young Chevrolet and American Eurocopter. Funds raised by the Lone Star Corvette Club during the 3-day event go to children's charities, the main benefactor being Speedway Children's Charities and Make a Wish Foundation. American Eurocopter is proud to be a sponsor of the event and employees look forward to the joy and sheer wonder on the children's faces when their wishes of flying in a helicopter are fulfilled. [AEC]



Accidents and Incidents

May 2005 Helicopter. Mexican Navy. Crashed into the Pacific Ocean off the state of Chiapas while searching for speedboats operated by suspected drug traffickers. Two lieutenants and a captain on board died. The helicopter was searching for two speed boats near Puerto Arista that were presumed to be being operated by drug traffickers. [Media]
Ed: The Mexican Navy operate the MD900 Explorer and Bolkow BO105 in this role.

3 May 2005 Agusta A109K2 JA11PC. Keisatsu-cho Shizouka [Japan air police Shizouka] Five police officers were killed when a police helicopter they were aboard crashed into a residential area in Shizuoka and burst into flames as it was returning to base. Just before the crash onto the ground, it hit the roof of a two-story apartment building, destroying part of the roof and staircase.
The five police officers killed in the crash were the pilot Teruo Morikuni, 59; Shinichi Saito, 49; Teruyuki Kobayashi, 47; Shinji Masuda, 38; and Minoru Suzuki, 35. [The Yomiuri Shimbun]

According to the National Police Agency, there have been two previous crashes of police helicopters, but this is the first one in 39 years to have involved loss of life. In November 1966, two people died when a helicopter of the Osaka prefectural police crashed into the sea. In June 2002, the pilot and two others were injured when a helicopter of the Niigata prefectural police crashed in mountains in what was then Kamikawamura, Niigata Prefecture, when it was searching for a crime suspect. Currently, police across the country own 80 helicopters.

4 May 2005 Sikorsky S-70 N106LA. Los Angeles Fire Department. Aircraft suffered substantial damage when the APU door came loose in flight at Calabas, California and impacted the main rotor blade. No other damage and no injuries. [FAA]

6 may 2005 Sikorsky S-61N 9M-AVQ MHS Aviation Malaysia suffered a heavy landing and damage in Iskandar Muda airport area, Banda Aceh. The helicopter, which helps International Federation of Red Cross and Red Crescent (IFRC) operation in Indonesia was departing to Sibolga, Nias Island, but reportedly ingested grass freshly mown cuttings and lost power settling on the west side of the airport runway. Undercarriage collapsed on one side. No injuries reported. [Media/Pprune]

7 May 2005 Helicopter Canadian Coast Guard. The helicopter crashed off the coastal B.C. community of Bella Bella while the helicopter was slinging materials from the Canadian Coast Guard ship Bartlett to the Driad Point light station. The pilot was returning to the ship from the light station when the lifting tackle became entangled in the tail rotor. [Media]

6 May 2005 Bell 206L4 N119SP Minnesota Department of Public Safety. Aircraft experienced engine problems near Airkin. [FAA]

11 May 2005. P-68 Observer. Italian State Police. 11th Reparto Volo, Pescara Base. Aircraft undertaking routine anti-immigration and smuggling patrol from Pescara to the Tremiti Islands seen to crash into the Adriatic Sea off the mouth of the River Sangro killing three policemen. Initially only scattered debris found and deaths of Maurizio Formisano, 37, Fabrizio Di Giambattista, 33, and Valerio Valentini 30 years old were presumed dead. [DM]

14 May 2005 Eurocopter BK117A-4 N911MZ. Air ambulance with LifeStar in Amarillo, Texas. Made a precautionary landing next to a road due to an oil leak. No damage or injuries reported. [FAA]

15 May 2005 Eurocopter BO105DBS5 N105NG Air ambulance. Helicopter made a precautionary landing due to a chip warning light in a field in Monroe County, New York State. No injury to the pilot or patient reported. No airframe damage. [FAA]

25 May 2005 . MD900 Explorer G-SUSX. Sussex Police Air Support. Bird strike. The pilot of the helicopter, John Sutherland, was forced to make an emergency landing about three miles from its base at Shoreham Airfield in a field after colliding with a common buzzard in flight. None of the crew was injured although the bird broke the lower windshield and struck the pilots legs. [Media/Pprune]

PEOPLE

Jud Blandreth [E Judson Blandreth Jr.] of ABC [American Blimp Corp.] left the company on May 28. Jud had been Vice-President Marketing for the airship manufacturing company for nine years. Marketing and sales will continue with Mr. Glenn R. Beach, being appointed Director of Marketing for all Government and Special Applications of the company's products.

EVENTS

THE 46th INTERNATIONAL PARIS AIR SHOW

13-19 June 2005 Le Bourget www.salon-du-bourget.fr



FLIR Systems are using the Paris Air Show to showcase their new Star HD into the European market. Look for them at Stand B11A, US Pavillion, Hall 3

Embraer has engaged in the centennial commemoration of the first flight of the 14 Bis bi-plane, being overseen by the Brazilian Ministry of Defence. The legendary heavier-than-air aircraft was designed and assembled by pioneer Brazilian aviator Alberto Santos-Dumont, who flew his invention in Paris for the first time on October 23, 1906.

The beginning of celebrations will coincide with 'the Brazil year in France,' and with the opening of the Paris Air Show in Le Bourget on June 13. Embraer will display the first of three 14 Bis replicas built in Brazil on its static exhibition at the show. The 14 Bis will be placed beside Embraer's modern-day Legacy business aircraft during the seven days of the Paris event. At the same time, an exhibit on the life and work of Santos-Dumont will be showing at the Musée de l'Air et de l'Espace, located at Le Bourget Airport. Embraer is sponsoring both the construction of the replicas and the Santos-Dumont exhibit.

Bell Helicopter will be participating in the 2005 Paris Air Show with Team Osprey (Bell-Boeing V-22 Program) Bell will have a Chalet located in Row A / 378-381 and the Exhibits Pavilions Adjacent to the Bell Chalet includes the Bell Eagle Eye Pavilion with a full scale Articulated model in Static Display Bell New Products Pavilion with full scale mockups of the Bell 429 in an Emergency Medical Service configuration and the Bell ARH (Armed Reconnaissance Helicopter.) Team Osprey Bell Boeing V-22 Pavilion with a 1/10th scale articu-

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lated model of a V-22 Osprey tiltrotor aircraft. On Static Display will be a Bell 427 in EMS Configuration while at the Heliport undertaking Customer Flying Demonstrations will be a Bell 430 and 407 in Corporate configuration.

20-24 June 2005 Airmed 2005 Barcelona, Spain <http://www.airmed2005.org>

Following up on the industry's development standards and government policy on aeromedical service, the congress has gradually grown over the years, changing its research and development focus toward the implementation and application of medical resources from the air.

The 2005 congress in Barcelona will carry on with this tradition, emphasising the coordination of resources to achieve interventions that are more effective for all stakeholders, be they individual users, the industry, doctors or public authorities. The event offers a unique opportunity to make the contacts necessary for your activity, as well as a chance to analyse the latest trends in the sector.

30 June – 2 July 2005. AMBEX 2005

International Conference & Exhibition, International Centre, Harrogate, Yorkshire.

Billed as the largest out-of-hospital show in the world, the aerospace specific content is usually quite low but it remains ideal for surface transportation and equipment. Organised by Brintex +44 20 7973 6401. Additional information and attendance registration via www.ambex.net

12 - 13 July 2005, Heli-Pacific. Coolumb, Queensland, Australia

A new event. Heli-Pacific, the only civil and military helicopter event for Australasia. Shephard's inaugural Heli-Pacific conference and exhibition will address the crucial issues confronting both the military and civil users of helicopters in Australasia. <http://www.shephard.co.uk/Events.aspx>



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Information and registrations: www.airmed2005.org



SWISS RESCUE

Dino Marcellino

Zermatt is certainly one of more famous Swiss alpine villages. Set at the foot of the Matterhorn and Monte Rosa, in a fantastic natural landscape, it is the place to be for thousands of visitors, mountaineers and skiers each year.

Flying into the resort may be favoured but for the majority of visitors there is only one means to reach the village: the train. As the train slows down on approaching Zermatt station it briefly takes in a view of the picturesque Air Zermatt helipad, but just for a moment because the train runs under it.

It may be set in a picturesque spot but access to the helipad is difficult. Other than flying in the main access to the helipad is by way of a large elevator capable of carrying ambulances and a small truck or on foot by a steep mountain path.

Air Zermatt was established on April 1968 as a dedicated rescue organisation. Since 1968 the Company has grown from a single helicopter to the current fleet of eight Eurocopter machines (Lama- Ecureuil – EC-135) , 54 staff located at three bases in Zermatt, Raron and Sion.

Rescue remains the primary activity, with more than 1,000 missions undertaken annually, 700 from Zermatt. The helicopters are equipped with high standard of medical equipment, and the rescue crews include medics and paramedics available 24/7 to answer to emergency calls normally forwarded by the national



number 114. In most parts of Switzerland the rescue service is covered by well known REGA fleet of A109Ks and EC145s.

Although a Swiss based resource they sometimes fly on the Italian side of the Alps in collaboration with Italian organisations. On the day of my visit in April the Air Zermatt' EC135 flew to rescue an Italian skier; the patient was transported to the Zermatt heliport and received initial medical treatment whilst awaiting the arrival of an Italian AB-412 air ambulance from the Aosta Valley Sanitary organisation.

The busiest periods are winter and summer when valley and mountain are swamped by thousands of tourists from all around the world.

The helicopters are used in various other activities including transport of material, heli-ski, tourism, air taxi and training. Today Air Zermatt is the third biggest helicopter company in Switzerland.

Work up to 100 hours checks is undertaken locally in the Zermatt hangar, other levels of work are undertaken at the Raron base.

[Words and pictures Dino Marcellino]