

# Police Aviation News

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IPAR



The fruits of Deepwater: US Coast Guard's first-in-class national security cutter completed its builder trials last month, after successfully operating in concert with the service's new maritime patrol aircraft, the Ocean Sentry HC-144, and a newly re-engined HC-65 helicopter. uscg

photo by PAC Tom Spurduto

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## EDITORIAL

*A new report on the state of policing in the UK has created a bit of a stir. Depending upon which way you view the conclusions it carries it seems that the equivalent of 3,500 police officers could be 'freed for frontline duties' from office work if bureaucracy and red tape were cut back. More jobs might be civilianized but there is a clear danger that the sworn police thus freed would eventually be discarded.*

*Sir Ronnie Flanagan, chief inspector of constabulary for England, Wales and Northern Ireland, revealed the results of a nine-month review of modern policing and it seems he has caused disquiet on all fronts.*

*He recommended that more backroom police work could be done by civilian staff and the unnecessary politically correct and over-long stop and search forms, which take 30 minutes to complete, should be simplified. "The 21st century police service is in danger of becoming a slave to doctrine and straitjacketed by process," he said.*

*Jacqui Smith, the latest in a string of politicians to hold the post of Home Secretary, said stop and search forms would be scrapped in three pilot areas as a trial. In truth this has been said so often that it is now only the politicians that believe it.*

*Informed reaction to the report suggests that hundreds of fully trained police would not just be bolstered by a range of 'unsworn' staff but effectively displaced by them. Already acceptance of large numbers of auxiliary police [the Police & Community Support Officers] has resulted in the number of qualified street police dwindling. This in a country that has a police public ratio way below that of New York and many other cities. The lack of law enforcement on the streets of Britain starkly reflects that sad fact.*

*How might these projected developments affect air support in Britain? Well the danger is that the continued pressure to civilianise – or dumb down – policing will drive police towards an even wider reintroduction of civilian air observers. The industry has tried it numerous times before but it has not proved to be popular. That likely development cannot be good.*

*Bryn Elliott*

# CALL FOR PAPERS



**Police Aviation Conference, London 5-6 November 2008**

# LAW ENFORCEMENT

## BAHAMAS

It has been decided that some \$5M of the approximately \$20M in the Confiscated Assets Fund will go towards the Royal Bahamas Police Force's capital budget.

The plan is to address the burden of the cost of police travel by commercial aircraft around the Family Islands by purchasing an aircraft for the Force. This will assist the police and the safe transport of prisoners.

In the Defence Force's capital budget for the first half of 2007/2008 \$4M was spent on Capital Projects including around £2M on aircraft, a Cessna Caravan (\$1,240,000) and a VulcanAir (\$816,487).

## GERMANY

A police aviation related conference is to be part of a programme of 'Rotor & Rescue' conferences at the ILA Berlin Air Show at the end of May.

Going under the title of New Concepts and Challenges in Police Aviation the one day programme will take place on May 28. The published programme includes items on identification and control, smart following, FLIR operations, fast roping and unmanned systems. There is no charge for police but others will have to pay €90. [www.ila-berlin.com](http://www.ila-berlin.com)

## GUYANA

Following a number of high profile murders in the country the Trinidad & Tobago [T&T] Government agreed to help out their neighbour with the loan of air support. A blue and grey BO105 T&T police helicopter arrived in Guyana on February 28 flown by T&T crews but to be supported by the Guyana army.

The Bolkow is to aid the efforts of the law enforcers in tracking down the bandits who cut down 23 persons in two bloody sieges at Bartica and Lusignan.

One newspaper claimed that the helicopter arrived at an airstrip at Mabaruma in the north-west where it was met by members of the Guyana Defence Force Air Corps, refuelled and then flown to the Cheddi Jagan International Airport, Timehri just after 3 pm. Later in the afternoon, the helicopter touched down at army Base Camp Ayanganna.

Two recent massacres had caught the Joint Services without a helicopter for operations against the gunmen. [Stabroek News]

## MEXICO

Aerolineas Ejecutivas S.A. de C.V (ALE), Enstroms newest dealer wasted no time getting started in Mexico. In only four months, the Toluca based dealer managed to sign up three buyers for Enstrom's 480B light turbine helicopter. With two going to a state government for law enforcement and one going into commercial transport, Aerolineas has proven the versatility of the 480B by selling it into such diverse markets.





## TRINIDAD & TOBAGO

The recent sending of the Bolkow BO105 to Guyana has already had potential repercussions. The day following the reported arrival of the helicopter in Guyana the *Trinidad Express* was carrying a story about a convoy of five trucks carrying more than \$1M worth in tyres and rims that turned out to be stolen.

The remaining police helicopter, which investigators believed would surely spot the get-away trucks, could not be used. It was down for maintenance.

Nine gunmen pulled off the heist at the Tyre Clinic 2000 Ltd warehouse at Grant Trace, Beucarro Road, Freeport. They took an hour to load five flat-bed trucks with the best and most expensive tyres before setting off.

To ensure they had a good head start the employees were threatened, beaten and tied up, all cell phones and car keys were confiscated. [Trinidad Express]

## UNITED KINGDOM

**EASTERN COUNTIES:** The consortium made up of Cambridgeshire, Essex and Suffolk is to undertake direct employment of pilots in the new financial year [starting April]. A Chief Pilot has already been employed. [IPAR]

**ESSEX:** There is some doubt hanging over the long term viability of Boreham as the base for the Essex Police Air Support unit and the local air ambulance. When the air operation was set up the Ford Motor Company invited Essex Police to take up residence in the former control tower in the centre of what had been an USAAF wartime bomber base near Chelmsford. The arrangement was mutually positive and provided security to both. At the time the location was a near secret base for Ford Motorsport and clearly the closed door policy Ford had was useful for the security of the helicopter that was not then a 24/7 operation.



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Time has now moved on and Ford's needs have changed. It is reported that the motor manufacturer has reached an agreement with a gravel extraction company that will alter the landscape at the site forever.

Although the former control tower housing the police base will doubtless be preserved, the assumption that the surrounding area will become a vast hole over some years before it is reinstated would suggest that its days of use as an aviation base is likely to be numbered.

No date for gravel extraction – and it could be many years away – has been released. [IPAR]

**KENT:** Although it will be some years before they realise their own limited aspirations in air support – the far off plan to operate a UAV within the South Coast consortium – the police in Kent continue to assign some funding to neighbouring operators to provide a measure of air cover. In the past Essex, Sussex and London have provided emergency cover on an ad-hoc basis. Recently an agreement was reached with Essex to provide a restricted level of pre-planned air support in the year ahead.

To this end Kent Constabulary has set up a small scale forward operating base at Rochester Airport. The facilities are low key, costing under £16,000, the Home Office providing £7,975 in the latest round of funding awards. This I guess is the first ever Home Office aviation funding for Kent under the present system. [PM/HO]

**NORTH EAST:** The first Eurocopter EC135 in the world to reach 10,000 hours flight time did so in the early hours of February 6, 2008 over the north east England.

The EC135T1 G-NESV aircraft entered service at Newcastle International Airport nine years ago in April 1999 and is one of those scheduled to be replaced by 2010 under a contract currently in negotiation between the manufacturers and the police.

Throughout the time that the helicopter has been with the operation crews have flown 30,000 tasks and have helped ground based officer in making 4,500 arrests. Many lives have been saved through a combination of casevac and the location of high risk missing persons.

In spite of its high number of flight hours the EC135 consistently exhibits a high level of user friendliness - in January 2008 it returned a creditable 99% availability.

The Unit Executive Officer for the consortium, Mr Nigel Dunnill said 'It's a credit to engineering staff, all those at Eurocopter who contribute to keeping it operational and the operators themselves that it is so well maintained and reliable.' [NE]



*Ed: When the operation was set up as the North East Air Support Unit consortium they were operating one helicopter and a fixed wing Islander aircraft. The high level of availability shown by the helicopter compared to the Islander led the police to replace it with a second EC135T2 helicopter.*

*Although 10,000 hours is not a high number in itself – there are numerous examples of the Bell 206 in US police service with double that number and numerous oil industry helicop-*

ters with yet higher numbers – it is the mission rate and style of those hours that is noteworthy. Most police operators across the world operate large fleets of aircraft and the individual airframes only fly at a relatively low annual rate, perhaps 400 hours. Even allowing for significant engineering extractions from the flightline over the year, most individual UK operations are flying around 1,000 on one aircraft annually. G-NESV remains the high hour EC135.

Most agree that with the EC135 consistently returning high availability rates it is a highly economic use of a very expensive machine. With all of these early model 'Classic' aircraft having to be withdrawn from UK police service by 2010 it stands to reason that there is going to be no significant difference in resale price between a ten-years old helicopter with 8,000 hours and another with 11,000 hours and yet the user that has extracted the greater number of hours will undoubtedly realize the best value return – perhaps £1M – on the investment. Equally, although all things have variables to be considered, operators disposing of a fleet of ten year old helicopters with just 5,000 hours on each is unlikely to receive best value on their disposal returns compared to that of the 11,000 hour model. Unless of course you are inclined to believe that each and every 5,000 hour example will be worth more than twice the value – i.e. £2.1M.

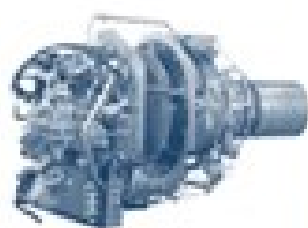
The North East Air Support Unit (NEASU) consortium has more than 20 officers and two helicopters based at Newcastle and Durham Tees Valley airports serving three police forces. The oldest North East helicopter should by rights be up for replacement under the current multiple buy arrangement being undertaken between manufacturers and those police forces that need to change their aircraft. Five EC135T1s need replacing and Cheshire is disposing of their fixed wing. The sixth airframe would be that of NEASU.

Although no official releases have been made on the state of negotiations by the Chiltern led selection group an East Anglian newspaper has already announced that the EC135 was the winner of the competition between the WestlandAgusta AW109E Power, MD902 Explorer and EC135. Unofficially it is known that Eurocopter UK was informed it had been selected as the 'preferred bidder' some weeks back and a number of other decisions have been made including the engine manufacturer. Everything is to be identical and within the framework agreement.

The Home Office has allocated the £538,574 [12%] deposit payments for five of these helicopters. Each is to cost £4.5M, with each force expected to be receiving £1.8M in total. Against the final price will be an estimate £1M resale value of the old helicopter where applicable.

Politics in the region have effectively reduced the bargaining clout of NEASU in these negotiations because of problems besetting Cleveland. The Cleveland force fears review talks under way could see them withdrawing some of their financial support and as a result, because Durham could not make up the difference from its own resources, the unit would be obliged to cut out the second aircraft based at Durham Tees and place reliance upon the one Tyneside-based aircraft. That would increase reaction times to the southern section of the current area. One thing it has done is defer any first payment against the cost from HO funding from this round until next. [BBC/IPAR]

**SOUTH & EAST WALES:** Prior to the delivery of their new EC135T2 leased from Bond [BASL] South & East Wales Police commenced training and operations on the type



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using a BASL spare aircraft – G-SPHU until recently operated by Strathclyde Police.

BASL took over the contract February 1 and commenced operations from the new base at RAF St. Athan. Some of the infrastructure for the new base remains subject to completion. [JP]

*Ed: Although it was nominally complete at Eurocopter UK in Oxford by late January the EC135T2 G-WONN was not operational in time for the start-up of service and is not expected to be ready until his month. As with all the BASL EC135's, in the interests of fleet commonality all are Turbomeca powered and all are configured in a similar manner with low skids and [in the case of the police machines] bolster fitted role equipment. Still G-WONN is not identical to those that have gone before.*

*The performance differences in the specifications between the two configurations are marginal in terms of final cost, weight and performance. The only major gain offered by the high skid role pod version favoured by most UK police forces is in terms of internal space gained through dispersing a significant amount of the onboard role equipment from the rear cabin equipment rack to the role pod. Although a bolster fit police aircraft can still carry a rear loaded stretcher, the space is significantly restricted by the rack. There are potential tactical gains to had from the centre line installation of the sensor pod and searchlight but in the end it boils down to customer choice.*

**SUFFOLK:** Although the Home Office has already allocated £538,574 towards the £4.5M final cost of the replacement helicopter in the latest round of Air Support Capital Funding police chiefs in Suffolk are reported to still be indecisive over whether to scrap air support or spend more than £1M of new money on a new helicopter.

The decision was due to have been made at the end of February. The police authority was to decide whether to order the new Eurocopter EC135 helicopter but will also consider leasing a new craft from a private provider instead.

The current Eurocopter EC135T1 based at Wattisham airfield, near Stowmarket, cost more than £1M to operate in 2007 and was flown for a total of 759 hours. Last year it helped officers to make 133 arrests, locate 37 missing people and find 12 stolen vehicles.

## UNITED STATES

**FEDERAL:** In the wake of claims that the doubling of the number of Border Patrol agents has failed to make a real impression on the floods of immigrants entering the US from Mexico and the south the US legislature has been approving a range of technology upgrades.

A new bill calls for the border patrol to define its technological needs, whether for global positioning systems or advanced unmanned surveillance vehicles or whatever they need.

The Homeland Security Department is to study available technologies and report back to Congress within one year with recommendations. There is a requirement for reports on the efficiency of a whole range of technologies including UAV's in border surveillance.

There is a requirement for the department to seek the ability to routinely and safely operate unmanned aerial vehicles on the border without seeking special permission from the Federal Aviation Administration (FAA), as they now have to do. [HAI]

**FEDERAL:** *Cover Story:* The US Coast Guard's first-in-class national security cutter, *Bertholf*, completed its builder trials last month, after successfully operating in concert with the service's new maritime patrol aircraft, the Ocean Sentry HC-144, and a newly re-engined HC-65 helicopter.

'I have nearly nine years of sea-duty and I wish I could roll back the clock and serve aboard this cutter when she becomes operational,' said Rear Adm. Ron Rábago, the Coast Guard's program executive officer, who was on board *Bertholf* as it departed Pascagoula, Mississippi early last month. 'As *Bertholf* completes her pre-delivery testing, we are very excited about the capabilities that this ship is going to bring to the Coast Guard.'

The Coast Guard anticipates that acceptance trials - the next phase in the process of formally accepting *Bertholf* into its fleet - will be completed this month. The four days of builder trials tested the cutter's systems and performance in advance of the Coast Guard formally accepting it later this spring, and commissioning the cutter for service this summer.

'I'm both excited and proud to have *Bertholf* take another major step forward towards delivery. The Coast Guard is demonstrating that it can meet the many management and technical challenges to bring this complex of a platform on line,' said Rear Adm. Gary Blore, the chief of Coast Guard acquisition.

The flagship in the Coast Guard's first new class of large cutters in 25 years, the 418-foot *Bertholf* is the Coast Guard's largest ever patrol cutter. It is the first of eight planned cutters in the Legend Class, which will modernise the Coast Guard fleet with increased range and endurance, more powerful weapons, larger flight decks, advanced hazardous materials detection systems, and state-of-the-art communication and intelligence systems. *Bertholf* will be based in Alameda, California. [USCG]



**FEDERAL:** US Coast Guard Commandant Admiral Thad Allen, in a recent visit to General Dynamics C4 Systems, said the *Rescue 21* program is operationally ready. *Rescue 21* is now the Coast Guard's primary command, control and communication system.

The Coast Guard recently announced acceptance of *Rescue 21* at Coast Guard Sector Jacksonville, Florida, bringing total system deployment to 11 regions, including Atlantic City and Eastern Shore, New Jersey; Mobile, Alabama, St. Petersburg, Florida, and Port Angeles and Seattle, Washington. The *Rescue 21* system also covers the waters of Delaware Bay, Long Island Sound, New York City and Hampton Roads. *Rescue 21* now covers more than 12,700 miles of coastline.

Once fully implemented, *Rescue 21* will provide communications along the US coastline, Great Lakes region, Hawaii, Guam and San Juan. The system is expected to be complete in 2011 replacing a system introduced in the 1970s.

More information about *Rescue 21* is available on the Internet at <http://www.gdc4s.com/rescue21>.

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FEDERAL: US Coast Guard officials have shelved ambitious plans to spend around \$1 billion on Bell Helicopter's proposed Eagle Eye unmanned aerial vehicle system.

The Coast Guard is still looking for the right UAV for long-range surveillance but the service has decided not to pay Bell for further work on its mini-tilt-rotor UAV.

The Coast Guard selected Eagle Eye in 2002 as part of the 20-year Deepwater programme upgrading the service's fleet of cutters, patrol boats and aircraft.

The plan called for buying 69 Eagle Eye aircraft and 50 control stations from Bell. The Eagle Eye had been developed for the US Navy and the USCG thought that it was pretty much a complete airframe when the US Navy pulled out of it to look at a different programme [the Schweizer 330 based Northrop Grumman RQ-8 Fire Scout] but it seems they misjudged the position.

Bell was supposed to produce three prototypes for delivery from 2006, but as the Deepwater program ran into delays and budget problems, Coast Guard officials began scaling back and reassessing their position across the board. Eagle Eye remained one of the riskiest options. The Coast Guard will be reviewing its options for UAVs and will may consider acquiring either the Fire Scout for ship-board use or go for a land-based type such as the Predator [Star-Telegram]



CALIFORNIA: The Anaheim Police Department Air Support Unit has confirmed the purchase of a second Eurocopter AS350B2 helicopter in a move to standardise its fleet. When delivered later this year the B2 will replace one of two MD500s currently used alongside the first AS350B2 acquire in 2005.

In October 2007 the Anaheim City Council unanimously approved the request to purchase the Eurocopter at a cost of \$2.4M on the grounds that the existing MD would be facing extensive overhaul work shortly. [AEC]

COLORADO: Just weeks after it was shut down in a cost cutting measure the Colorado Springs air support unit has been reinstated to operations. It was decided that the unit should continue to operate its Bell OH-58 helicopter while funding was found to reequip the unit with a new airframe in a year or so. [CS]

KANSAS: The problems surrounding the acquisition of a new police helicopter in Topeka continue to attract the attention of both the City Council and the media.

At a recent meeting the council was read a letter from Shawnee County District Attorney Robert Hecht stating that if the city council does not respond to the resolution to purchase the Robinson R-44 Helicopter by February 20, then the city will face a lawsuit.

The acquisition of the second R44 helicopter has been major news since the council first considered it in December.

KENTUCKY: Thanks to grant aid the Lexington Fayette Urban County Police Department is getting a new Thermal Imaging unit for its helicopter. The money will help upgrade technology on the police department's helicopter, flown by Officer Don Evans who also works for television broadcaster WKYT.

The air unit was created in the wake of a plan formulated in 1995 but only enacted a decade later. It was 2005 before a Bell OH-58 was acquired and 2006 before the ex-DoD craft was upgraded with an engine overhaul and some role equipment. Flights started that summer and in March 2007 it was reported that they received a further DoD surplus airframe. The helicopter, Air One, is usually flown every Friday and Saturday night and whenever else it's needed. [WKYT]

**MARYLAND:** Maryland will purchase three new medical evacuation helicopters this year as part of a plan to keep the response system at University of Maryland Shock Trauma Center among the best. Funding for the aircraft had been in doubt with a \$1.7 billion budget deficit to be turned around but now it has been confirmed that \$110M is to be set aside for the State Helicopter Replacement Fund. This year's batch of three new helicopters will cost \$33.6M.

Although they have been regularly upgraded over the years nine of the state's 12 helicopters are now almost 18 years old, two are 13 years old and one is eight years old. Since 1970, the fleet of emergency helicopters has flown more than 120,000 people to hospitals for life-saving care, about 5,000 such missions annually. [Baltimore Sun]



## AIR AMBULANCE

### EUROPE

**AIR RESCUE ALLIANCE:** In 2007 the air rescue alliance TEAM DRF was alerted to more missions than ever before. The number rose to 39,111 missions: 2,612 or 7.2% more missions were flown compared to the year before.

Among the most frequent reasons for missions were life-threatening illnesses – such as heart attacks or strokes – as well as accidents. In Germany alone the TEAM DRF-helicopters transported 3,685 patients who had suffered apoplexy to hospital. Additionally the crews brought quick help to 3,084 patients with heart attacks. 3,168 persons who had been injured in road accidents got fast help by emergency physicians flown in by helicopter. On average the crews flew 107 missions each day.

One main reason for the increase in the mission numbers is a growing lack of ground-based emergency physicians in some areas. As a result TEAM DRF resources are providing a complete medical emergency care of the populace. Added to this the creation of 'centres of excellence' induce a requirement to transport the patient to more distant specialised clinics once they have been given first treatment on the spot.

TEAM DRF consists of the non-profit organisation DRF (Deutsche Rettungsflugwacht e.V./ German Air Rescue), the German partners HDM Luftrettung gGmbH, the HSD Hub-schrauber Sonder Dienst Flugbetriebs GmbH & Co. KG, the Austrian ARA-Flugrettungs GmbH and the Italian organisation Helitalia S.p.A. In Europe the TEAM DRF partners oper-



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ate 43 HEMS (Helicopter Emergency Medical Service) bases with more than 50 helicopters for emergency rescue and intensive care transportations between hospitals – at eight locations even around the clock. Approximately 700 emergency physicians, 400 paramedics, 180 pilots and approximately 90 engineers are on duty for the TEAM DRF.

Apart from regional air rescue the TEAM DRF provides worldwide repatriations flights. Since 2006 the DRF has been cooperating with the LAR (Luxembourg Air Rescue) for that purpose under the name of European Air Ambulance (EAA). Last year they flew back 778 patients from 96 countries to their home countries for medical treatment. [DRF]



## PAKISTAN

Medical Aviation Services, part of the SAS Group based at Staverton in Gloucestershire, UK has signed up to a technical and training support agreement with Princely Jets of Pakistan.

SAS sold off one of their dwindling fleet of Eurocopter BO105DBS4's, G-PASG, to Princely Air Ambulance last December but it remains in the UK for pilot training.

The Princely Air Ambulance will be Pakistan's first privately operated air ambulance operation designed to provide a HEMS service under contract to corporations in the region.

MAS is to provide maintenance, technical support and type conversion training in the UK before the helicopter is flown out to Pakistan and enters service.

Representatives of the Pakistani CAA are in the UK to oversee the EASA based training and to enable the aircraft, which will be a new type for Pakistan, to be registered and operated there. [Rotorhub]

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## UNITED KINGDOM

**NATIONAL:** The Association of Air Ambulance Charities (AAAC) has announced that Kumho Tyres, an official partner of Manchester United Football Club, will be sponsoring the first ever AAAC annual conference on 10<sup>th</sup> and 11<sup>th</sup> November 2008.

Kumho Tyres have raised considerable funds throughout 2007 and presented a cheque for £ 4,650 to David Philpott, Chairman of the AAAC, at the 2008 Autosport International show in Birmingham.

Speaking on behalf of the charities David Philpott said

*'We are thrilled to be associated with Kumho Tyres, a world class brand that shares our associations commitment to excellence and quality. We look forward to an ongoing partnership in months to come'*

The Association of Air Ambulance Charities is a national umbrella organisation that exists to support the work of the UK's Independent Air Ambulance Charities. Collectively, the Air Ambulances undertake 17,500 missions a year and they are the busiest voluntary emergency service in the country.



**NEW OPERATIONS:** Fund raisers are now reported to be on track to meet a £10,000 target to get the new Derbyshire, Leicestershire and Rutland Air Ambulance operational in time to take-over from the departing County Air Ambulance operation. The new operation will be from the same East Midlands Airport facility and will be able to draw on residual funding from County but it will need to set up and maintain its own funding stream to support the Sloane Helicopters supplied AgustaWestland AW109E Power operation.

It has been confirmed that the long awaited new air ambulance operation is to be set up in Bristol using a BO105 supplied by Bond Air Services Limited [BASL]. Operations will commence in the early part of this year.

**LONDON:** The London air ambulance has landed at the Royal London hospital for the 20,000<sup>th</sup> time.

The MD900 helicopter which has its landing pad on the roof of the hospital 60ft above the Whitechapel Road carried out nearly 1,400 missions in the last year alone, in one of the busiest 12 months in its 19 years' service across the capital. These included 174 road traffic accidents and 420 stabbings.

The air ambulance which began flying in 1989 is run by a charity which also has a rapid response Land Rover when the helicopter can't take off. [www.londonsairambulance.com](http://www.londonsairambulance.com)

## UNITED STATES

TEXAS: HALO-Flight, a Corpus Christi based, non-profit Air Ambulance Service, has taken delivery of the first of two Bell 407s equipped with Chelton Flight Systems' synthetic vision EFIS. Each Bell 407 will be outfitted with Chelton's Primary Flight Display (PFD) and a Multi-Function Display (MFD). Features include an Air Data and Attitude Heading Reference System (ADAHRS), Global Positioning System (GPS), and Automatic Dependant Surveillance Broadcast System (ADS-B). Additionally, the EFIS will include WSI weather integration, Helicopter Terrain Awareness and Warning System (HTAWS) traffic integration, and will run on Chelton's newest, most-advanced software package, 6.0B.

The Chelton EFIS uses 3D graphic technology to translate the terrain ahead of and around the helicopter into a simple, real-time visual picture, helping the pilot "see" aircraft position in relation to its surroundings regardless of darkness or weather conditions. This display reduces instrument scanning and pilot fatigue by consolidating readings of several instruments into one efficient tool, resulting in a dramatically reduced pilot workload and safer execution of flight plans and procedures. United Rotorcraft Solutions, LLC (URS) of Decatur, TX will complete the EFIS installations.

TEXAS: AgustaWestland has announced that CareFlite Dallas/Fort Worth has ordered another AW109 Power light twin turbine helicopter. This purchase adds to the five AW109 Powers ordered in 2001 and further expands CareFlite's fleet dedicated to emergency medical service purposes.



## SEARCH & RESCUE

### CANADA

SAR: Last month a petition was tabled in the Canadian House of Commons calling on the federal government to increase funding for search and rescue operations. Liberal MP Scott Simms is backing the move to pressure Ottawa to ensure there is 24-hour staffing to respond to emergency calls in a more effective manner than current.

It is not felt that the current two-hours-and-thirty-minutes response time for after-hours calls is acceptable. To have crews at the ready 24 hours a day would require only a moderate increase in the search and rescue budget.

### LIBYA

The Libyan government is to receive an ATR 42MP Surveyor maritime patrol aircraft during 2009 under a €31M (\$46M) deal with Alenia.

The deal includes pilots and system operators training, logistics support and spare parts. The aircraft will be similar to the five ATR-42MPs employed by Italian coast guard and customs services.





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## INDUSTRY

Undoubtedly the big news of the month [outside the myriad of happenings at the Heli-Expo show, the subject of a separate report] was the news that **CHC Helicopter Corporation** had agreed to be acquired by energy-focused private-equity fund First Reserve Corporation for 1.5 billion Canadian dollars (US\$1.48 billion) in a deal billed as the largest buyout in the oilfield-services industry.

Primarily an oil industry related news item it is unlikely that this will have any short-term affect upon company operations in the SAR sector – if ever.

The First Call [TFC] has firmed up an agreement with **Gama Aviation** to supply ongoing in-flight care and medical consultation services to the charter company's entire fleet, both in the UK and internationally. For the foreseeable future the Aberdeen-based in-flight medical advice specialists will provide real time "direct to doctor" air/ground telemedicine consultation in the event of an emergency in the air. A team of specialist doctors is on hand 24/7 should they be needed. TFC will also advise Gama on what kit it should put on board its fleet of 32 business jets, which will differ from aircraft to aircraft and sometimes from flight to flight.

**Kazan Helicopters** has reactivated its Ansat light turbine twin helicopter programme following the findings of a preliminary investigation into a fatal accident in July 2006.



Investigation of the crash of an Ansat belonging to the forestry service in South Korea, in which the pilot was killed, has found that 'external factors' were the cause.

The crash was a setback for the first helicopter designed by Kazan, which was Westernised by adding fly-by-wire controls and Pratt & Whitney Canada PW207K engines to increase its market potential.

Five Ansat's had been delivered to Korea for service in forestry and police roles by mid-2006 when the crash occurred. Deliveries had been between December 2004 and July 2005. Kazan had also won orders for one helicopter from Laos and one from Tatarstan, the latter in medical-evacuation configuration. [Flight]

AVIC II, through its subsidiaries Changhe Aircraft Industries Corporation and Shanghai Xinsheng Aviation Industry Investment and Development Company is joining Shanghai Sikorsky as a shareholder. Shanghai Sikorsky is a civil aerospace joint venture company whose other shareholders are Sikorsky Aircraft Corp. and Shanghai Little Eagle.

Sikorsky's business relationship with AVIC II dates back more than a decade to the development and production of the S-92 helicopter. In June 2006, Sikorsky and AVIC II furthered their business relationship and announced a Memorandum of Understanding (MOU) for col-



## Reims F406 Land & Sea Surveillance






laboration on development and manufacture of civil helicopters. In October 2006, Schweizer signed an agreement for S-300 helicopter subcontract production with Changhe, and in July 2007 Sikorsky announced an S-76 helicopter airframe production collaboration with Changhe.

One of 2007's fastest-growing companies in the USA, **Silver State Helicopters**, closed all of its operations across the United States and went into liquidation last month.

The company Web site claimed that it had revenues of \$78.1M in 2006 and on the face of things it was a booming company with over 40 operational sites and a number of police contracts. Within five years of start-up Silver State went from a one-man operation out of Henderson, Nevada to a full-service commercial helicopter operator servicing 44 locations in 18 states with more than 850 employees.

Jerry Airola, Founder, President and CEO of Silver State Helicopters, has a law enforcement background and more than 20 years of executive management experience, he was flying missions for various police agencies across the USA up to the announcement.

In the past the Nevada Economic Development Advisory Board (NEDAB) appointed Jerry as a member and more recently, the National Republican Congressional Committee appointed Jerry to serve on the Business Advisory Council and Nevada State Governor Jim Gibbons placed him on The Public Safety Transition team. In 2005, he was awarded the corporate hero award from the North Las Vegas Chamber of Commerce for his work and leadership in the community. In November 2007, Silver State Helicopters was acclaimed as one of the hottest companies to watch and Jerry Airola was selected as entrepreneur of the year by In Business Las Vegas.

Silver State took delivery of a Robinson R44 Raven II Police Helicopter for deployment with its Sheriff Airborne Law Enforcement (SABLE) Program. The non-profit arrangement was designed to help smaller law enforcement agencies that have no air units. After two years of service, the SABLE programme was assisting 19 agencies in the US and recently started a similar service in the Caribbean.

Last summer Airola appointed David Oglesbee as vice president of special operations for the company. David also had a background in ALE and had most recently been with Bell Helicopter and then MD Helicopters. Fortunately David had already left Silver State before the crash and is now the President of **Gauntlet Aviation** in Hurst, Texas.

The loss of Silver State was a major shock to the US helicopter scene. It took down many would be trainee pilots, police contracts and at least one air ambulance operation.

Yuma Regional Medical Center [YRMC] lost a major air-ambulance provider in Silver State Air Rescue - formerly known as Sun Care Air Ambulance. Local aviator Gary Ewing founded Sun Care, which backed Silver State Air Rescue after partnering with the national company.

Fortunately there is another provider in the region so at the moment the area has not been plunged into undue difficulties. **Tri State Care Flight** will continue as YRMC's only provider of emergency helicopter services to destinations such as hospitals in Phoenix. YRMC does not plan to search for a second provider as Tri State currently has a helicopter and fixed-wing airplane in Yuma and plans to add a second helicopter shortly. Tri State also has helicopters and airplanes stationed in the nearby cities of Bullhead City and Quartzsite that can back-up the Yuma fleet. [Yuma Sun]



**Oxford Airport** has started work on a brand new, first class business aviation terminal to cater for private jet crew and passengers. Scheduled for completion in June this year, the new facility will triple the space of the existing general aviation terminal, and will sport a fresh, modern design. It is the first step toward Oxford Airport offering a fully fledged executive handling operation, for which management is currently recruiting for a Customer Services Manager and Customer Service Representatives.

The new terminal represents the first phase of a major investment by Oxford Airport's new owners, the Reuben Brothers, who purchased it last summer from BBA Aviation. It also reflects the fact that business aviation at the airport has doubled over the past three years.

Oxford Airport's opening hours as a fully licensed airfield have increased from 0630hrs to 2230 hrs. Weekend access is also improved with an additional two hours' cover each day. The improvement in opening times gives Oxford Airport a notable advantage over other business airports such as Farnborough, London City, Biggin Hill and Northolt, with the potential to accept traffic from 0600hrs to midnight through progressive improvements to the opening hours over the next two years.

Through 2008 there will be further enhancements at the airport, including more hangar facilities to add to the 170,000 sq.ft. already established.

Beyond the upgrade in business aviation operations there is an expectation that other residents at the airfield will alter their own operations to both accommodate the expansion needs of the airport and their own needs.

Eurocopter UK remains tightly squeezed in the premises used by its forebear McAlpine Helicopters and yet there has already been talk of expansion in capability. With the North Sea and military operations of Eurocopter slated to join the commercial arm already in place a major expansion can be expected. Eurocopter UK is not likely to leave Oxford and its other operations in Hawarden [Chester] but it is likely to add a base in Scotland. Even with that the current site is unlikely to be large enough in its current form. [OA/PAW]

Continuing the unexpected drip-drip of pre-HAI information last month **Bell Helicopter** announced that 2007 saw another double digit increase in the number of commercial helicopters delivered. In 2007 deliveries increased 14% over 2006, which, in turn, was a 29% increase from 2005.

In December the company ended with a total of 181 new helicopters delivered to custom-

The image contains two promotional posters side-by-side. The left poster is for the 'World Congress AIRMED 2008' held in Prague, Czech Republic, from May 20-23, 2008. It features a dark blue background with the text 'World Congress AIRMED 2008' in white and red. A small logo for 'AIRMED PRAHA 2008' is in the top right. A large, stylized red and white graphic resembling a ribbon or a stylized 'A' is on the right. The website 'www.airmed2008.org' is at the bottom right. The right poster is for the 'TranSec World Expo' held in Amsterdam, PTA, from June 25-26, 2008. It has a blue background with the text 'TranSec World Expo' in white. Below it, it says 'Transport Security Expo & Conference' and 'www.transec.com'. The website 'www.transec.com' is also prominently displayed in large white letters. The dates '25-26 June 2008' and the location 'PTA Amsterdam' are at the bottom.

ers. These deliveries represent every market segment and region of the world and were in addition to 14 Huey II kits delivered.

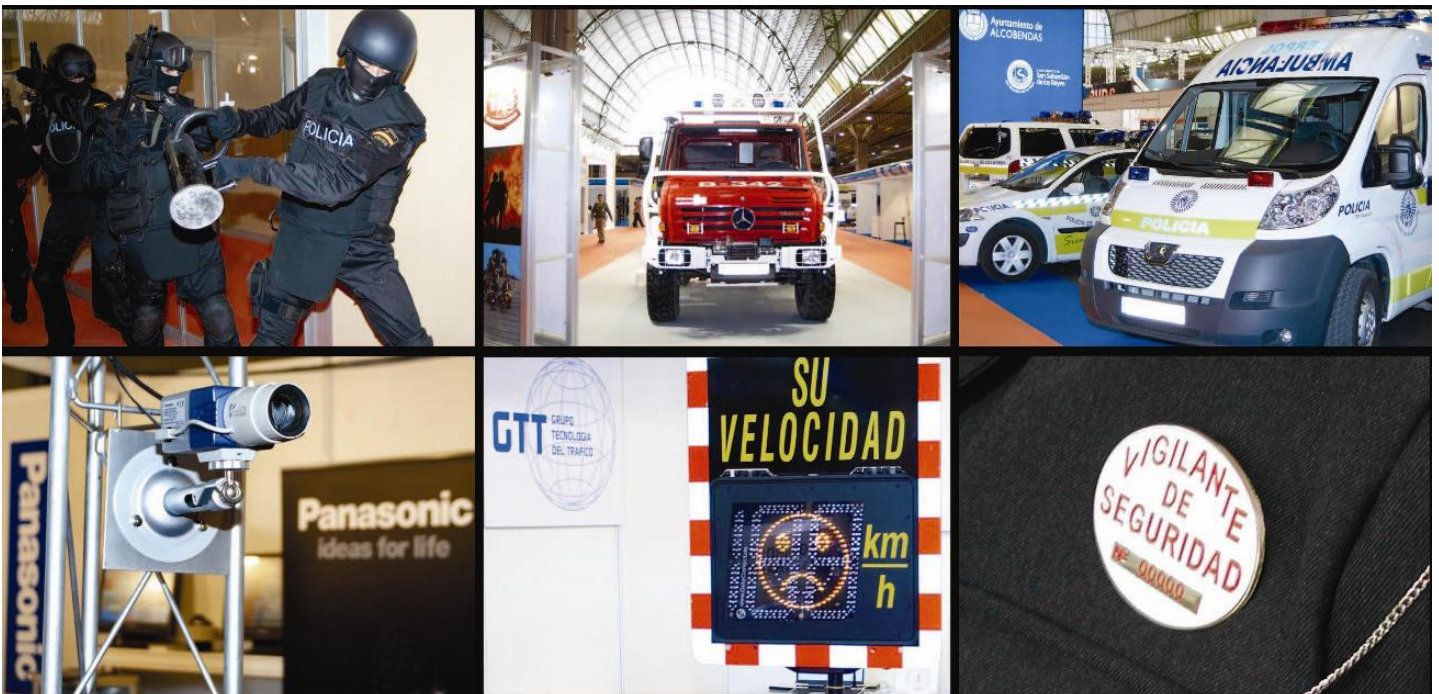
Bell's model 407 continues to lead the way as Bell's most popular commercial product, followed by the new 429, the 412EP and the 206L4. Bell's also sold 26 Huey II kits.

**Aerolite** has received orders for medical interiors for three Agusta Westland AW139 and eleven Beechcraft King Air B200 to be delivered to a Norwegian EMS customer, Lufttransport. [See last month]. Both airframes will get dedicated and turnkey medical interiors, single and dual patient capabilities, integrated patient loading systems, cabinetry and medical system and equipment integrations. Work will be performed at Aerolite's facility in Switzerland with the installation of the helicopter interiors at the Agusta facility in Italy. Deliveries to Lufttransport will be in 2008 and 2009.

Aerolite Max Bucher AG is a leading, independent designer and manufacturer of helicopter and fixed wing aircraft interior solutions for a variety of airframes. Since it began in 1995, Aerolite has delivered over 200 EMS interiors to a worldwide clientele. Aerolite has also become a leading EMS interior supplier for the EC135, EC145, Agusta Grand, AW139 and MD902 airframes. With operations in Switzerland and the US, Aerolite is known for its quality medical, para-public and VIP interiors. For more information please visit Aerolite's web-site at [www.aerolite.aero](http://www.aerolite.aero)

**Hawker Beechcraft** Acquisition Company [HBAC] reported 150 business and general aviation aircraft deliveries for its fourth quarter and 430 for the year 2007. Deliveries for the full year 2007 include those delivered by Raytheon Aircraft, the predecessor business to HBAC, in the first calendar quarter of the year.

Hawker Beechcraft is the world's leading business, special-mission and trainer aircraft manufacturer -- designing, marketing and supporting aviation products and services for





businesses, governments and individuals worldwide. The company's headquarters and major facilities are located in Wichita, Kansas, with operations in Salina, Kansas; Little Rock, Arkansas; and Chester, England, UK. The company leads the industry with a global network of over 100 factory-owned and authorized service centres. For more information, visit [www.hawkerbeechcraft.com](http://www.hawkerbeechcraft.com)

HBAC has announced that UK based **FR Aviation** has joined their worldwide network of authorised service centres to support its Beechcraft line of aircraft. Based at Bournemouth International Airport FR Aviation and its parent Cobham plc have long operated a range of special mission aircraft types in addition to considerable engineering capabilities.



In addition to offering the three ex-Metropolitan Police AS355N helicopters for sale, from July this year **Regourd Aviation**, based in Paris are offering two low hour AS355N's currently flying EMS in Austria.

Knaus Helicopters GmbH of St. Johann, Austria are disposing of the two relatively new helicopters with a view to acquiring further AS355F2's to give them commonality of type in the fleet.

The two EMS configured AS355N's are c/n 5590 OE-XJH with 1,105hrs and c/n 5598 OE-XAP with 1671hrs this compares starkly with the very high hour po-

lice helicopters Regourd are also handling. The pair operate EMS as Martin 3 and Martin 4. The three Metropolitan Police helicopters are now listed as 'exported' and are presumed to have left the Lippitts Hill base. [K/CAA/JP]

Over in Illinois the **Glass Simulator Center** at the Chicago/Aurora Airport has added a King Air 200 Training Device. This simulator can also be used for training on the 90 and 100 series of King Air Aircraft. The Chicago training facility features three other simulators including a Garmin 1000 training device in a Cessna 172 configuration. If you would like more information please call Heidi Brown at +1 630-466-7100 or email [heidi@glasssimulator.com](mailto:heidi@glasssimulator.com)





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US based EC145 operators have a new source for helicopter replacement windows following FAA approval of a Supplemental Type Certificate for **Tech-Tool Plastics** standard and special application replacement windows.

While Tech-Tool designs, manufactures and supplies replacement windows for most popular makes of helicopters, this is the company's first STC for the EC145.

The new windows are available in clear, light smoke grey and bronze tint for all windows. Aft windows are available in dark and very dark smoke grey tint for passenger privacy.

The company's replacement windows are ideal for emergency medical and law enforcement applications. The STC includes windows with standard slide openings that are ideal for aerial photography. FAA approval of an STC for extra large opening slide windows is pending, as is approval for the entire line of EC145 windows by Transport Canada and EASA.





## PULSELIGHT FEATURE

As all helicopter pilots know, their workload is higher than most other activities, even when flying in uncrowded and unrestricted airspace. Imagine how this workload increases when not only are you flying even lower than usual, having to avoid other aircraft, possibly police, EMS and sightseers, as well as trying to position your aircraft to get the best shots when aerial filming an important news event or film sequence?

These are exactly the conditions that pilots flying for companies such as FlyingTV Ltd experience much of the time that they are airborne!

FlyingTV operates, on a ready-to-go basis, two fully dedicated Robinson R44 ENG (Electronic News Gathering) helicopters, G-PIXL and G-PIXX, the world's only purpose-built TV helicopter type. They cover all types of aerial filming, including news, events, air to air filming, sequences for television programmes, as well as publicity shots. Popular UK television programmes that have used FlyingTV's services include: Top Gear, Three Men in A Boat, Blue Peter, Britain's Favourite View; plus, international coverage sporting events such as: Race of Champions, Welsh Grand National, the Derby and University Boat Race.

Being an approved news footage supplier to BBC, ITV and Sky News, FlyingTV is involved in reporting some of the most interesting news stories that occur. Recent assignments include: BA 777 crash; flooding in Gloucestershire; foot and mouth outbreak

As part of his company's key policy of safety first, founder and CEO of FlyingTV, Mike Smith, is constantly looking for ways to improve conspicuity of his aircraft to reduce both the risk of collision and bird strikes, both of which can be fatal.

Mike was made aware of the Pulselite® collision avoidance system through a mailshot from the European distributor, Ross Aviation Ltd.

The Pulselite® system creates high forward and lateral conspicuousness through pulsing landing, hover/taxi and auxiliary lighting.

To reduce the chances of airborne collision and bird strikes, conclusive tests in North America and Australia have proven that the pulsing of external lights creates an illusion of exaggerated motion and makes an aircraft visible for miles, even in poor visibility.

Since its introduction into the US market over 20,000 systems have been purchased by both fixed and rotary wing aircraft owners and operators. The system has greatly contributed to reduced airborne and ground taxiing collisions, as well as reduced incidents of bird strikes and, in the case of turbine engines, reduced engine intake ingestion.

An added benefit from using Pulselite® is that lamp life is increased by as much as three times.

Pulselite® recently demonstrated its versatility and uniqueness when FlyingTV was the only helicopter company that kept working into the night following the crash landing of a British Airways Boeing 777 at Heathrow in January. They continued to deliver live and



One of Mike Smith's R44 Newscopters at the 2007 HeliTech Show





exclusive shots to ITV News, C4 News and ITV's London Tonight programmes after dark.

As Mike Smith reports: 'The pulsing of G-PIXL's landing lights using the Pulselite system ensured that Heathrow's ATC, other involved services and other aircraft, could easily identify and maintain visual contact of our position at all times against a densely populated background of other land based and aerial lights associated with the World's busiest international airport. Heathrow's tower could easily see us against the backdrop of many other lights – even when we were 2 miles away from them. This sort of hi-vis ensured that the controllers were confident enough to let us closer to the story and for longer than any other operator.'

Currently, in the UK Pulselite® systems are fitted to a growing number of commercial operators' and private owners' aircraft.

To summarise, Pulselite®:

- Reduces risk of mid-air collision
- Reduces risk of bird strikes and ingestion
- Triples normal lamp life
- Can be interfaced with TCAS for automatic activation (depending on model)
- Is quick and simple to install
- Is light weight, 280 - 880 grams depending on model
- Has full FAA and EASA STC approval for most popular models including: Robinson R22 and R44, Bell 206, Agusta 109, Eurocopter AS350 and Sikorsky S76.

For further details about Pulselite® contact Mark Biggs at Ross Aviation on +44 1954 542341 or [mark@ross-aviation.co.uk](mailto:mark@ross-aviation.co.uk)



**LoJack Corporation**, the leading global provider of recovery systems for stolen mobile assets, has entered into a technology licensing agreement with Becker Avionics, Inc. (<http://www.beckerusa.com/>), the leading manufacturer of communications, navigation, surveillance and SAR equipment for airborne, maritime and ground use. Under the terms of the agreement, LoJack's time-tested stolen vehicle tracking and recovery software will be incorporated into Becker's search & rescue radio direction finders designed for law enforcement aviation units in the US and Canada.

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This agreement delivers significant benefits to law enforcement agencies that use Becker systems, as it combines industry leading solutions for stolen vehicle recovery as well as search and rescue into a single unit, thus saving precious weight and panel space in the cockpit of the aircraft.

Under the terms of the licensing agreement, LoJack's tracking and recovery software will also be incorporated into Becker's RT 500M and RT 300 land & sea direction finders. The LoJack/Becker systems are available immediately and will be offered directly through Becker Avionics. Upgrades to the new systems are also available to those who have the existing SAR-DF 517, RT 500M and RT 300 direction finders.

Becker's radio direction finders are used by law enforcement agencies for search and rescue missions. Now with the addition of LoJack technology, the system will also track -- in real time -- and recover stolen vehicles equipped with the LoJack transponder. The system easily enables law enforcement to switch from one application to another by simply changing a dial on the direction finder.

*Ed: The LoJack equipment is marketed across the world under other names including Tracker in the UK. Enquiries of both LoJack and Becker prior to publication have not clarified whether this equipment option is to be offered in markets other than the USA at a later date.*

## ACCIDENTS & INCIDENTS

**27 December 2007 Bell 212 N307SB.** Air ambulance of the San Bernardino County Sheriff's Air Rescue based in Rialto, California. The helicopter carrying it's crew and patient were on short final to Arrowhead Regional Medical Center when the pilot watched the oil pressure gauge fall to zero. The oil pressure warning light did not come on. Neither the pilot nor the crew felt or heard anything abnormal. The pilot continued approach and the crew landed safely. The patient was transported inside without incident. The chief mechanic was called out and inspected the aircraft. Both he and pilot decided it was likely a faulty gauge. The pilot flew the aircraft back to the hanger safely while the flight paramedic and physician flew in the Sheriff's Patrol helicopter back. Maintenance crew later found that the oil pressure sensor had broken.[Concern]

**January 2008 Britten-Norman BN2T Defender G-SJCH.** Hampshire Police Air Support. The pilot was injured whilst undertaking post-flight checks. After rotating the propeller the pilot put a finger in the compressor which was still rotating. As a result the tip of the finger was severed. It is thought that through fatigue he had automatically reverted to a pre-flight procedure accidentally. [CAA]

**6 February 2008 Eurocopter AS350B2 N911VA.** Valley AirCare emergency service AirCare 1 lost contact while it was enroute on a 30-mile trip from Harlingen to South Padre Island, Texas to pick up a patient. The helicopter had just aborted its trip due to bad weather when it went down, so there was no patient aboard. A fisherman in the Laguna Madre bay reported seeing an aircraft crash into the bay. US Coast Guard and Texas Parks and Wildlife vessels located the crash site in about 4 or 5 feet of water about 2 miles west of the South Padre Island Convention Center. Divers recovered the bodies of two of the three crew members.



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Olympia Conference Centre,  
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The victims were identified as pilot Robert Lamar Goss, 54, of San Benito; and medics Raul Garcia Jr., 40, of Weslaco, and Michael T. Sanchez, 39, of San Benito. [Media]

**8 February 2008 Sikorsky S-76.**

**C-\*\*\*\*** Air ambulance of Ornge [the coordinator for the services in Ontario, Canada], operated by Canadian Helicopters Ltd from Sudbury. Two people are in serious condition after the air ambulance crashed while responding to a snowmobile collision. The helicopter crashed near a take-off pad close to Snake Lake in Temagami, Ontario, Canada. There were four occupants on board the helicopter at the time of the crash. The two who suffered serious injuries were taken to Temiskaming Hospital. [Media]



**9 February Hughes OH-6A Cayuse N66372.** United States Border Patrol, El Paso, Texas. Lost power and crashed causing substantial damage but no known injuries some 13 miles from Valentine, Texas [FAA]

**14 February 2008. Eurocopter BK117 N116MB.** Air ambulance of Childrens Hospital of Philadelphia (CHOP) operated by EraMed/University Medevac. The helicopter was landing on the helipad on the roof of the hospital. During the final approach, the pilot requested that the lights for the helipad be turned on. While attempting to accomplish this, the safety officer inadvertently activated the foam/fire suppression system. This resulted in discharge of foam and water onto the helipad, with the aircraft inches from landing. Upon touchdown, the pilot kept the engines at flight idle to help disperse the foam and water, and none entered the helicopter. The patient and crew were aware of what was happening and remained in the aircraft until the fire suppression system was turned off. No damage caused. [Concern]

**27 February 2008 Cessna 210N CC-KKU.** Chile Police. Eight people died and five others were injured after the police aircraft crashed into a residential area shortly after taking off from Tobalaba Airport in Santiago.

The aircraft was being flown by two carabineer officials and four aviation mechanical students when it crashed on to a soccer field in which some 14 people were exercising.

A woman and her son practicing sports and the six people aboard the aircraft died in the accident, while five other people doing exercise were injured, two of them seriously. [Media]

**28 February 2008 Mil Mi-8.** Kazakh Ministry of Emergency Situations [MES]. The helicopter crashed in Zhalagash District of (southern) Kyzylorda Region with a mix of fatalities and injuries. Conflicting reports state that the helicopter had on board the governor of the region, Mukhtar Kul-Muhammed, who was both reported as injured and not injured, as well as officials from the regional governor's office and the [regional] department of emergency situations. It seems that one person, possibly a press secretary, died and another was injured as a result of the helicopter crash. [BBC]





## FLIGHT SAFETY

Carlisle-born Jim Martin, 49, recently the Chief Pilot of the air ambulance operation for Great North in Cumbria has just been released from hospital after his most recent air accident in a microlight aircraft. Jim has now cheated death three times after a military helicopter crash, falling off a mountain and now having a 100mph plus impact after the tail of his microlight aircraft fell off at almost 1,000ft.

He and co-pilot Jon Ker, they both fly for Great North, survived the high speed crash of the microlight they were in thanks to the cushioning effect of hitting branches of a tree. Even so the pair were both badly hurt in the crash on December 30 in Northumberland.

In 1988, Mr Martin was the only survivor on board a Chinook helicopter which crashed at an air show in Hanover, Germany. Four fellow crew died in the blaze. Martin and Ker were both rescued from Ben Nevis two years ago when a rope snapped, killing fellow climber, Caldbeck GP Dr Rupert Bennett and just days after returning to HEMS duties they were in trouble again in the microlight.

The pair were flying the five minute hop from the airfield at Longframlington to neighbouring Eschott, Northumberland, in a microlight when the tail came away.

Jim Martin has been released from hospital but he must use a wheelchair until his legs heal, but he hopes to fly again. Meanwhile Jon Ker remains in hospital after suffering brain swelling but he is confidently expected to make a full recovery. [News & Star]

## LETTERS

Dear Sir,

Reading through the Dec 07 (140) issue of PAN which I found online, I noticed that the information provided re the implementation of our new helicopter EMS service in Israel is a little off the mark.

The facts are as follows - Lahak Aviation Ltd. is a private company which was formed with the intention of creating a civil, dedicated Helicopter EMS service in the land of Israel. For that purpose we're now operating two Bo-105 helicopters with Bucher EMS kits that we are purchasing from ECD, and the third is on the way. The first is as you mentioned 4X-BJZ (SN 341) and the second is 4X-BJP (SN 891).

Although we are hiring MDA paramedics as the on board medical crew, and their dispatch calls our operations for some of the EMS missions that we fly, the "operation" is under our company, Lahak, and not as you described.

The point is that we are a commercial service and that the commercial aspects including the financing of the entire operation, helicopters, maintenance, personnel etc... is done by us.

Please take the time to look at our website, although it is currently in Hebrew there are some pictures of the helicopters that you might find interesting. I will be happy to provide more information if necessary.

Kind regards,

Modi Tovel, VP

Lahak Aviation Ltd.

[www.lahakaviation.com](http://www.lahakaviation.com)



*Ed: The writer refers to page 14 of the December 2007 edition of Police Aviation News. This remains on-line as part of the valuable reference archive of at least 12 months back-issues of Police Aviation News on the main web site.*



International Helicopter  
Industry Exhibition  
15 - 17 May 2008  
Moscow IEC «Crocus Expo»



## PEOPLE

Cessna Aircraft Company has appointed Mike Shih to lead the company's China operations. As director - Cessna China Operations, Shih will oversee the production of the Cessna Model 162 SkyCatcher and support business development opportunities in China. He will be based at Textron's Shanghai, China, office and will report to David Brant, Cessna's senior vice president of Product Engineering.

Shih joined Cessna in 1989 and has held various engineering leadership positions, most recently director - Aircraft Structural Integrity for all Cessna models. He has experience with detail structural analyses and certification, support for global sourcing and program management. He has been integral in Cessna's activities in China to date, including customer support, certification support and supplier assessment. He is fluent in Mandarin and Cantonese.

## NEW EVENTS

INTEGRA + SEGURIDAD 2008 is a security exhibition being held at Feria De Zaragoza, Spain on 21 -23 May, 2008

The event incorporates: -

The International Congress for Local Police Chiefs & City Councils

The Big Cities Open Forum

The International Emergencies Congress

The International Congress of Defence and Applied Technologies

The Annual Meeting of The Foundation CLUB DE LA SEGURIDAD

The Security and Emergency National Awards

The Defence and Applied Technologies Exhibition

The International Security and Emergencies Exhibition

*Integra + Seguridad 2008* provides companies with exposure not only to the latest theoretical and technical thinking in respect of security and emergency problems to be discussed at the Congresses but, at the same time, with an opportunity to present their products, advanced technology, training skills and services exclusively to dedicated end-user decision makers, potential manufacturing joint-venture partners and international distributors.

## DIARY

**2-5 March 2008 ISNR Abu Dhabi**, which will be held in the city's International Exhibition Centre.

ISNR Abu Dhabi will incorporate the former Security and Safety Middle East, Infosecurity



Berlin International Air Show (ILA 2008)  
Berlin Brandenburg International Airport  
27 May-1 June 2008

A red circle with a white border, containing the text "The focal point of aerospace." in white, sans-serif font.

The focal point  
of aerospace.

and APTS Middle East exhibitions, in response to requests by exhibitors to streamline the region's security events calendar.

**5-6 March 2008. Avionics Expo 07 Amsterdam, Netherlands.** This, the 6<sup>th</sup> edition will take place in the city centre location, PTA - Passenger Terminal Amsterdam.

Avionics 07 saw the development of the Military and COTS/Embedded conference, which attracted many government and military officials and provoked interest in the COTS/Embedded community. The 2008 event will include an UAV element. Civil Conference <http://www.avionics-event.com/>

**12-13 March 2008 OI2008 Oceanology International Conference and Exhibition at Ex-Cel London.** [www.oceanologyinternational.com](http://www.oceanologyinternational.com)



**18-20 March 2008 SAR 2008 Conference & Exhibition Bournemouth International Centre, Dorset, Hampshire.** The bi-annual UK hosted edition of this stalwart conference. This year will include a delegates visit to the RNLI training facility as well as an afternoon presentation on Eurocopters plans for gaining a foothold in the forthcoming 2012 Future UK SAR competition. Day one should see a flight demonstration on the seafront. A Shephard Conferences event. +44 1628 606962 [afh@shephard.co.uk](mailto:afh@shephard.co.uk) [www.shephard.co.uk/sar](http://www.shephard.co.uk/sar)

**31 March – 2 April 2008. Air Surveillance and Reconnaissance 2008** at the Cafe Royal, 68 Regent Street, London, UK, W1B 5EL, UK. The event features UK & US military insights, Gripen ISR capabilities, updates on SAR, IR Sensors, ASTOR, JSTARS, BAMS, Euro Hawk, Israeli UAV developments and much more. This year will see representatives from the US, UK, German and Swedish Air Forces, the FMV, NATO, U.S. DoD, DSTL, TNO, the International Institute for Strategic Studies, the Metropolitan Police, Northrop Grumman, Raytheon Systems Ltd, Recon/Optical Inc, European Union Satellite Centre, Thales and Israel Aircraft Industries. The police input is from Sergeant Richard Brandon, Training and Technology Manager, Metropolitan Police Air Support Unit.





## REBUILD

These days the major manufacturer Bell Helicopter may be considered by many to have lost its way in the new commercial scene but its old products just seem to come along and prove that the old machines are no less effective than they were in the Vietnam War era.

Many of those 1960s helicopters go on and on serving as low cost starter machines for a range of US emergency services operators. Large swathes of such operators would never taste air support without the cheap DoD surplus OH-58 Kiowa and UH-1 Huey that are made available to them. In time they realise that buying new is often more cost-efficient and economic and the whole industry benefits.

One such operator of DoD surplus is the Regional Aviation Enforcement Unit operated by the sheriff in Washoe County, Nevada. They had a Bell UH-1H Huey that had to be grounded from its heavy lift role in 2006 and the only cost-effective way they could see the return of the helicopter to the air in 2008 was to add fire-fighting to its tasks.

Now, after spending \$250,000 of tax dollars and some \$87,000 in donations the Huey is back in the air powered by a new more powerful engine and carrying a 369-gallon water tank and on-standby for the annual fire-fighting need.

The refurbished helicopter carries Sheriff titles on the side but local officials are at pains to ensure that its fire-fighting role is underlined, after all the Nevada Dept of Forestry donated a pair of composite MRB's to the project and that would have cost Washoe County some \$200,000 if they had had to source them.



Michael Goo  
Washoe CSO



'... local officials are at pains to ensure that its fire-fighting role is underlined ...'