

Police Aviation News

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IPAR



USA - *ALEAC launches Accreditation Standards*

UK - *Latest Home Office funding detail is not pleasing everyone*

Germany - New man at the top

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LAW ENFORCEMENT

ARGENTINA

ENTRE RIOS: The provincial law enforcement operation covering an area near Buenos Aires has taken delivery of one of the last examples of the Bell 427 to be produced. The operation under Chief of Police Hector Masuh will be using a new \$3.6M heliport to undertake operations. [Analis Digital]

BOLIVIA

Last month the Russian President Dmitry Medvedev announced that Moscow was planning to supply a large number of helicopters to Bolivia. Medvedev indicated that Russia is willing to expand the list of armaments supplied to the Latin American country and this is likely to include a number of Mil Mi-17 multipurpose helicopters to combat terrorism and drug trafficking.

BRAZIL

FEDERAL POLICE: Early in February it was announced that ECC Leasing Company Limited, a wholly owned subsidiary of Embraer, has sold a second ERJ 145 used jet to Brazil's Federal Police Department (Departamento de Polícia Federal – DPF). The aircraft, whose delivery is scheduled for the first half of 2009, will join the other ERJ 145 delivered in July 2006 and successfully operated by DPF.

The DPF will use the airplane for new missions arising from the expansion of its operational scope. This agreement includes a service package that will benefit both this and the first aircraft, improving their dispatch reliability.

The Federal Police Department (Departamento de Polícia Federal – DPF) is Brazil's national

police force, whose main responsibility is to investigate crimes against the Federal Government, its administration, agencies and public companies, as well as to combat international drug trafficking and terrorism, border control, airports, waterways and checkpoints, and to issue passports.

Front Cover: US Coast Guard image of an instructor from Coast Guard Aviation Training Center Mobile, Alabama demonstrating one of the new M240H machine gun's aboard an MH65 helicopter from Air Station San Francisco.

CAYMAN ISLANDS

Somewhat against the flow of recent reports it seems that there is still a good chance the helicopter bought by the Royal Cayman Islands Police Service in mid-2007 will arrive and see service pretty much in the same configuration it was purchased.

The move reflects the recommendations of the recently arrived independent consultant from the UK. He has advised that the air support unit seems to be sound.

The Eurocopter EC135T1 will face some limitations in its operational capabilities thanks to its VFR capabilities and lack of certified floatation devices but all is not doom and gloom. A long standing thread of opinion is that police aircraft should not – cannot – operate sensibly in an IFR environment. For law enforcement purposes, surveillance and ground searches can still be done with a visual flight helicopter unit. The drift of UK air support operations to SPIFR has been driven by a desire to flying in marginal conditions in the specifics of the unpredictable UK weather environment. In the Cayman the weather is perhaps seen as more predictable, good or bad.

The RCIPS purchased the 1999 EC135 from the East Midlands ASU in July 2007 for \$1.8M. It spent another \$1M on repairs and improvements and then there are storage and shipping costs.

ECUADOR

MD Helicopters (MDHI) has announced agreement on the sale of four MD 530F helicopters to Aeropolicial, a division of the National Police of Ecuador.

The sale came about through Bridgecom S.A. – MD Helicopters' Ecuadorian Representative. The new aircraft will be used for air vigilance, emergency assistance and evacuation of personnel in emergencies. The purchase doubles the size of the current fleet.

Known as a workhorse, the MD 530F has greater take-off power and significantly higher hover ceiling levels than competitive helicopters. By increasing the operational envelope, it enables greater mission versatility and performance. [MD]

GREECE

Last month Vassilis Palaikostas, 44, Greece's most notorious prisoner escaped from an Athens jail in a Hollywood-style helicopter getaway for a second time. He took an Albanian accomplice, Alket Rizai, with him.

Palaikostas previously escaped from the maximum security prison in 2006 in an operation involving helicopters and fast cars but was arrested and returned to jail awaiting trial on new charges of kidnap.

The pair escaped from Korydallos prison by the use of a hijacked AS355 Ecureuil/Squirrel helicopter and its pilot, subsequently found abandoned near Polydendri, north of Athens. The pilot was found hooded and gagged but unharmed, according to the police. Interjet, a small Greek aircraft charter that owned the helicopter, refused to comment. The helicopter was hijacked from Greece's main international airport, and was seen swooping over the prison a couple of times before it flew into the heavily guarded compound and landed on the prison roof and lowered a rope ladder under fire.

As often happens in the region the whole escape became a political embarrassment for the government and their retribution on those involved was swift... the pilot and four, later eight, prison guards were relieved of their work, arrested and questioned. One hapless prison guard who had let the pair associate together in the apparent security of the yard was given a significant suspended prison sentence.

A manhunt has yielded no trace of the fugitives. Paleokostas was serving prison sentences of more than 25 years for a 1995 kidnapping, several robberies and arms possession and Rizaj, 34, was serving a life term for murder. He has also been charged with carrying out two contract killings while on the run for just 3 months after the June 2006 helicopter escape. [Media]

GULF

A Miami-based US Coast Guard Law Enforcement Detachment operating as part of Combined Task Force 151 in the Gulf of Aden assisted in the apprehension of 16 suspected pirates in a 24 hour period.

The eight-person LEDET 405 team is conducting counter-piracy operations aboard USS Vella Gulf (CG 72) and USS Mahan (DDG 72) as part of a multinational task force in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea.

Last month a team from the Vella Gulf boarded a suspected pirate skiff and found several weapons. The seven suspected pirates were arrested.

Nine additional piracy suspects were apprehended after boarding teams from Vella Gulf and Mahan boarded a vessel that contained assorted weapons including a rocket propelled grenade launcher. The USCG teams comprising Guardsmen and Sailors marks the first time CTF-151 has apprehended suspected pirates.



A Russian Kamov Ka-27 Helix helicopter assigned to the Russian destroyer Admiral Vinogradov (DDG 572) investigates a fishing trawler. The helicopter and Admiral Vinogradov are working with the guided-missile cruiser USS Vella Gulf (CG 72) while conducting operations in the Gulf of Aden. Vella Gulf is the flagship for Combined Task Force 151, a multi-national task force conducting counter piracy operations to detect and deter piracy in and around the Gulf of Aden, Arabian Gulf, Indian Ocean and Red Sea. (U.S. Navy photo by Mass Communications Specialist 2nd Class Jason R. Zalasky)

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INDIA

COAST GUARD: Faced with shortage of helicopters for carrying out surveillance in coastal areas in the wake of the Mumbai attacks, the Coast Guard is planning to procure used aircraft to plug gaps in its capabilities. The Government recently cleared a proposal for procurement of around 30 helicopters for us on an urgent basis and with new build helicopters not generally being available off-the shelf used examples are expected to fill the gap. The agency is looking to acquire helicopters of five-tonne class.

The most likely airframe to be looked at is the Hindustan Aeronautics Limited (HAL) Dhruv ALH and although it will ultimately fill the requirement in new build terms others will have to be found to fill the immediate void.

At present, the Coast Guard has a fleet of 17 Chetaks, 24 Dornier-228, and four HAL Dhruv and is also in the process of procuring and inducting six Multi-Mission Maritime Aircraft (MMMA), which would augment the existing fleet of Dornier-228 aircraft in the near future.

TRINIDAD & TOBAGO

Heli-Lynx Helicopter Services of Stoney Creek, Ontario, Canada who operate Eurocopter AS355FX2R helicopters on behalf of the Special Anti-Crime Unit of Trinidad and Tobago (SAUTT), have reported that the machine has just passed 5,000 hours of flight time with no reported electrical failures.

The company fly the 355FX in a hostile, salt-laden, corrosive environment, with high humidity and temperatures. The demonstrated reliability of the Heli-Lynx electrical system has permitted a commendable dispatch rate in airborne law enforcement.

Heli-Lynx created the system to replace the old electrical system as part of an upgrade/overhaul to produce an STC standard referred to as the 355FX. The STC has resulted in a greater reliability and dependability — as proven over the last four years in real-world conditions. www.helilynx.com

UNITED KINGDOM

NATIONAL: The future independence of a number of UK police aviation operations is said to be under threat. The cause is not directly related to the lack of funds that is severely pruning US air operations but to a single minded desire expressed by the Association of Chief Police Officers [ACPO] and associated to the needs of a Government seeking savings.

In the middle of last month the Western Daily Press carried a local story about a perceived threat to the local police helicopter operation – the Western Counties Air Operations Unit [WCAOU]. A consortium of two police forces, the Avon and Somerset and the Gloucestershire Constabularies, the operation flies a Eurocopter EC135T2 G-WCAO from Bristol.

The threat is from a national cost-cutting review of services - including air support - and which appears to seek a National Air Support solution. The ACPO review is looking at the efficiency and structure of police air support units, a review which, if taken to its logical conclusion, will redraw existing boundaries and see some units operating over different areas – there will inevitable be winners and losers.

It is suggested that WCAOU is in the latter category and that they [might] end up covering



more than their current 7,458 sq km with the single aircraft. UK air support was always set up at the whim of the local Chief Constable and Police Authority as their local resource and like air ambulances the high costs were sold as a local facility. The resultant operation did not necessarily reflect the level of local crime and that is one reason that some operations piggy back air ambulances to make them viable. It is the quiet, low crime, areas that are most at risk. Dorset, needed a dual role operation but were never able to pull one together from either the fire or ambulance fraternity. Cumbria simply pulled out of air support after facing problems with their choice of aircraft [Cessna 337], Cheshire appeared to be finding themselves superfluous in an area where their neighbours aircraft are minutes away but ultimately decided to continue with their order for an EC135P2 with the rest of the consortium. The result is that there are a number of potential targets for evening out the provision of air support and it is this that ACPO are working on with a view to lowering the overall cost of UK air support. Options for this long standing dream held by some include less aircraft, fewer individual AOC holders, fewer chiefs, equipment standardisation etc.

This was all fine and clearly potentially easy to arrange between a squeaky clean ACPO and the government mandarins. Well, that was until the Mail on Sunday blew a hole in the perception of a trustworthy ACPO a couple of days later.

According to the MoS – one of the most widely read newspapers in the UK today – it seems that far from the timid public service persona it liked to display the association is actually a very hard headed business raking in millions of pounds for its advice. And they are not even policemen.

The MoS supports its case by highlighting some of the money making wheezes. For instance, it says, if you want to prove you have not got a criminal record to ensure entry into such as the USA the police used to do it for the small change you would expect from a public service. Now the only point of contact is ACPO, they pay the police 0.60p [\$0.86] for these checks and sell them on for a whopping £75 [\$108].

So, in the light of the various lengthy MoS allegations about just how public spirited, even handed and independent ACPO really isn't perhaps any report on air support efficiency and structure will be facing a tough time from local interest groups - even if it is sensible. [MJ/WDP/MOS/PAR]

Perhaps in response to a wider interest in police air support funding, for the first time in many years the annual funding allocations for air support were issued by the Home Office [rather than extracted as if some massive secret].

The headline story is that six new helicopters are to fight crime in nine police forces in England and Wales. Forces in Cheshire, Cleveland, North Wales, Suffolk, Thames Valley and West Mercia will operate the new £5M Eurocopter EC135P2 aircraft.

In keeping with the worries expressed in Avon the West Mercia, Thames Valley and Suffolk aircraft have been linked with trialling a system that allows the nearest helicopter to attend an incident, even if it means crossing police-force borders. It is a headline getter but not really new for any of those areas.

In the Midlands though the new helicopter to be operated by West Mercia and Staffordshire police will be used in a pilot project across a number of consortia in the Midlands where eight forces are to work together for the first time on air operations. The forces are to trial a system whereby the nearest available aircraft will be sent to an incident in the region, even if it means crossing police force borders. The project is expected to make significant cost savings and provide better air support in the region. This will effectively result in those forces currently identified as being 'without air support' [Cumbria, North Yorkshire and Lincolnshire] will no longer fit into that category so easily.

What is new is that other funding for the project will provide enhanced equipment and satellite tracking for aircraft to allow faster deployment and enhanced safety for the operating crews. This brings in Spider Tracks, a New Zealand sourced offering that PAN covered as an 'interesting product' at Helitech 2007. The unit is compact, self contained and only requires an 10-32V DC power supply to operate. The spider is supplied with a cigarette lighter plug for easy connection to the commonly available power socket or it can be hard wired

into whatever type of vehicle is selected. If the vehicle is a helicopter the economy of scale becomes vast. The light-weight design (360g) enables the spider unit to be held in a suitable position with Velcro.

The spider contains a GPS receiver and a satellite antenna and beyond that only needs a view of the sky that can often be provided by simply mounting it on the dashboard. Once switched on the unit provides the ability to track the aircraft at base by simple use of a normal personal computer. In an industry where everything is deemed to be expensive the asked retail price of the unit in 2007 was just £1,225 or \$2,500 before bulk discount. Using the Iridium based systems bring a monthly and flight hour cost. It provides a permanent record of every flight undertaken. www.spidertracks.com

The latest on the five, now six, new buy EC135P2 helicopters that this storyline is about is that it has finally been decided that they will be low skid and [for the time being] the Mac pod high skid option is being discarded. All this centres around the selection of the so called Meeker Mount, a new step arrangement on the EC135 that came out of Canada/America. There was a certain amount of disbelief in the UK that Cal Meeker could produce the goods but the final product simply does what it says on the label and the new owners of these EC135's will for the first time have the opportunity to hang their searchlight and camera pretty much where they like. That may seem innocuous but it can make a difference to operators whether their camera and searchlight are able to 'see' the same subject without having to also look at skids that get in the way. Examples of the skids were on display at the recent HAI Heli-Expo and will feature in the forthcoming show report from PAN.

The downside of this selection is that some space in the rear door area of the role equipped airframe will now be lost to equipment trays – it was the displacement of this that the Mac pod allowed. One minor result is that the aircraft will only be able to accommodate one

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stretcher case. Time alone will tell whether this is a great loss.

The other 'new' product on offer from the other side of the world, the Australian Trakkabeam searchlight currently only sported in the UK by the Greater Manchester Police MD902 Explorer is unlikely to be included in the 'identical six' contract but there are moves in the industry for other UK retrofits and the world market position is even more positive. www.trakkacorp.com

NORTH EAST: As expected, the three force North East Consortium will be consigned to the dustbin of history at the end of this month. The current operation has two Eurocopter EC135T helicopters flying from Newcastle and Teesside in support of Northumbria Police, Durham Constabulary and Cleveland Police. It is expected that the newer of the pair, EC135T2 G-NEAU will travel up to Newcastle from Teesside and be replaced by the EC135T1 G-NESV. The latter will operate for Cleveland Police to be replaced by a new EC135P2 in due course. [pprune/IPAR]

UNITED STATES

NATIONAL: During the recent Heli-Expo show in California the Airborne Law Enforcement Association (ALEA) announced initiation of the Law Enforcement Air Unit Accreditation Program through its subsidiary, the Airborne Law Enforcement Accreditation Commission, Inc. (ALEAC).

The ALEAC authored professional standards for law enforcement aviation operations that are applicable to all airborne law enforcement units regardless of size or level of government. The Airborne Law Enforcement Association adopted these standards and supports their use as a guide for starting new aviation units and as recommended best practices for review and adoption by all law enforcement aviation units.

The Accreditation Program is designed to objectively evaluate and certify a law enforcement air unit's overall compliance with the standards for air units as developed and adopted by the ALEAC and ALEA. The intent of the Accreditation Program is to encourage safe, efficient and accident free aviation operations in support of law enforcement missions.

In commenting on today's announcement, ALEA President Dan Schwarzbach stated, "We are delighted to offer this program of accreditation to airborne law enforcement units throughout the United States and, we hope, soon in Canada. The ALEAC has devoted much work on the development of the standards as well as the creation of a program by which law enforcement air units can become accredited. We believe that the Accreditation Program will not only enhance the safety of an air unit's operation but allow for much greater efficiency as well."

Beginning March 1, 2009, law enforcement air units will be able to apply for accreditation on-line through the ALEA website. Once the application is received, the unit will be required to complete a Unit Information Form and conduct a self assessment of their operation as compared to the standards. A team of assessors will conduct on-site assessments, thoroughly evaluating all aspects of the unit's operation. The assessors' findings will be presented to the ALEAC Board of Commissioners for final approval.

The President of the ALEAC Board of Commissioners is Jim Di Giovanna, former captain and unit commander of the Los Angeles County Sheriff's Department Aero Bureau. In co-announcing this event he stated, "It's been a long time in the making, but we are very happy to arrive at this point today. A lot of people have put considerable time and effort into this project. It has been a commitment to safety which is evident in our slogan, 'Safety Through Standards'. A great deal of credit goes to Kevin Means, the first president of the ALEAC, whose vision it was to offer a program of accreditation to airborne law enforcement units. Without his efforts and the support of the ALEA, this program would not be possible."

The Accreditation Program is designed to objectively evaluate and certify a unit's overall compliance with the Standards as developed and adopted by the ALEAC and ALEA. The intent is to encourage safe, efficient and accident free aviation operations in support of law enforcement missions. The Commission recognises and accepts its responsibility to fairly review and evaluate the relevancy and applicability of the standards as they apply to each unit evaluated.

Once accredited, the Commission furnishes the agency with a Certificate of Accreditation and encourages the agency to arrange for a formal presentation ceremony with the agency Department Head. Accreditation is valid for a period of three years and the costs associated with it range from \$5,000 for a basic unit to \$9,500 multi aircraft and multi-base operation.. It is predicted that the system will lead to safe and efficient law enforcement aviation operation and greater accountability within the agency. Additional positive outcomes should include controlling liability insurance costs and greater support from government officials

FEDERAL: The four Coast Guard helicopters that patrol San Francisco's shoreline have been replaced with upgraded versions of the same airframe that will provide better-armed helicopters that, for the first time, can be armed with machine guns.

The four Eurocopter MH-65C Dolphin helicopters, which are stationed near San Francisco International Airport will have the option to act as armed escorts to arriving and departing cruise ships.

One of the principles behind the arming of the Dolphins is that it is safer to fire bullets down into the water from a helicopter than horizontally from a boat, in part because bullets can bounce like skipped stones on water and there is therefore a lower likelihood of collateral injuries and damage.



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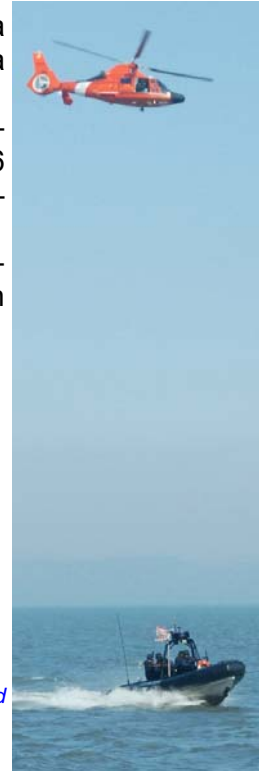
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The Coast Guard set up a demonstration sortie with a Dolphin carrying a machine gun loaded with blanks over San Pablo Bay. The target was a dinghy filled with pretend terrorists wielding fake weapons.

The firearms carried by the helicopters are belt-fed, air-cooled, gas-operated, fully automatic machine guns 4-foot long and weighing 27.6 pounds. They fire 7.62mm ammunition up to 2.5 miles at 200rpm in 10-13-second bursts with 2 to 3 seconds between bursts.

To help pay for new equipment the annual budget for the agency increased from \$3.9 billion before 9/11 to more than \$9 billion sought in 2009.



Coast Guard air crews conduct regular training with cutters and boats to ensure that all Coast Guard crews are always ready. (Coast Guard photo)

New legislation now in draft proposes that commercial unmanned air systems will be given full access to the US national airspace by the end of September 2013.

UAV airspace access forms part of the FAA reauthorization act currently undergoing review by the House transportation and infrastructure and science and technology committees. The proposal calls for the FAA to prepare a "comprehensive plan to safely integrate commercial UAs into the national airspace system" within a nine month timescale starting in 2013.

It requires any commercial system should include a detect, sense and avoid capability but does not preclude small systems operating within visual line of sight being given fast track access ahead of the full opening up of airspace.

Meanwhile the Federal and state dignitaries officially opened the US Customs and Border Protection Unmanned Aircraft Operations Center of North Dakota, its task is to watch over the northern border lands.

CBP Air and Marine Assistant Commissioner Maj Gen Michael C. Kostelnik (Ret. USAF), North Dakota Gov. John Hoeven, U.S. Sen. Byron Dorgan and U.S. Rep. Earl Pomeroy officially opened the facility at Grand Forks Air Force Base.

Kostelnik [right] declared the 'This critical mission asset will bring a new high tech approach to the border security mission and will enhance our valuable partnerships with Canadian and US law enforcement entities.'

CBP Air and Marine's unmanned aircraft systems reduce the number of personnel required to gain operational control of the border. They assist other law enforcement agencies upon request. Once fully staffed with an annual budget of \$2.7M the facility will employ close to 50 federal employees and contractors.

Built by General Atomics Aeronautical Systems in San Diego, CBP's unmanned aircraft, the MQ-9 Predator B,



is capable of flying at speeds of up to 260 miles per hour for more than 18 hours at altitudes up to 50,000 feet. The aircraft is equipped with the state-of-the-art Raytheon electro-optical sensors. This advanced aircraft is also equipped with Synthetic Aperture Radar, helpful in documenting changes, for example due to floods or hurricanes.

The aircraft and crews support the CBP priority mission of anti-terrorism as well as homeland security and disaster relief efforts.

ALABAMA: Coffee County is soon to operate a sheriff's helicopter thanks to a decision by the Coffee Country Commission on January 26.

The Commission have agreed funding for fuel and other support features to keep the Bell helicopter flying. The sheriff will be purchasing fuel from Fort Rucker.

The operation has around \$26,000 in donations from local agencies in Coffee County to help fund and get this aircraft up flying and it was originally thought no public funding would be needed. The helicopter is currently undergoing repairs and modifications to convert it from military to civilian usage.

CALIFORNIA: Kern County Sherriff's Office Air Support Unit, of Bakersfield California, recently took delivery of their Bell Huey II and has now declared they are ready to undertake SAR operations after successfully completing helicopter hoist rescue training from Priority 1 Air Rescue based out of Mesa Arizona.

Priority 1 Air Rescue provided the complete mission package needed to get Kern County operational – this included FAA approved Advanced Mission Hoist Rescue SAR training, SAR mission equipment, HUEY II SAR aircraft configuration, Goodrich Rescue Hoist maintenance inspection training, Rescue Hoisting SOPs, SAR Scenario Flight Exercises, and Virtual Web Training. This coupled with Priority 1 Air Rescue's highly experienced SAR Instructors and impressive resume of past Rescue Hoist trained customers on similar helicopter rescue programs solidified the selection.

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The police in Corona has shut down its Bell 407 based helicopter unit and is placing the aircraft for sale. Budget pressures have been cited. In 2002 operations were started using an leased MD500D helicopter but by early 2003 this gave way to a purchased second-hand 1997 Bell 407 operated as 'Crown 1.'

The move will leave the department without a key crime-fighting tool and end the city's 7-year-old airborne operation, Police Chief Richard Madory said.

The budget shortfall grounded Crown 1 in September last year.

Although they had used fixed wing before then the city started the current air support unit in 2002 with a leased chopper and later that year bought Crown 1 for \$950,000 through a lease-purchase agreement. Crown 1 spent about 25 to 30 hours a week in the air when the operation was in full swing.

A 19-year-old man was arrested on suspicion of approaching a California Highway Patrol helicopter and trying to pull out the pilot when he landed at Fullerton Municipal Airport.

As the helicopter landed in the dark the two helicopter officers noticed someone open the pilot's side door, reach in and tried to grab the pilot and pull him out. The pilot's partner jumped out, ran around the back of the helicopter and confronted the man who was trying to pull the pilot out. A tussle ensued until the pilot jumped out and both officers were able to take the man into custody.

The man from Anaheim was irrational and believed to be under the influence of narcotics.

The Fullerton Airport is the only general aviation airport in Orange County. It is centrally located in the Los Angeles basin, and is adjacent to Interstate 5 and Highway 91. The airport is three miles from Knott's Berry Farm and six miles from Disneyland. It is the home base for a number of organisations including CHP, Anaheim PD and Orange County Fire. It was used by some organisations as a base for demonstration flights associated with the recent HAI Show.




ABOVE: Two Bell 206 helicopters of the California Highway Patrol detail based at Fullerton Airport [PAN image taken last month.]


In Glendale the Police Department is testing a three-way helicopter patrol system with Burbank and Pasadena, seeking to improve efficiency as operators seek to trim budgets with the least negative impact.

The Burbank and Glendale police departments, which formed a helicopter partnership two years ago, say their joint venture has been a success and are pooling their helicopter resources with the Pasadena Police Department on a trial basis. After the initial success of sharing a three-city patrol area two days a week between November and January, they are now operating it four days week with an extension in the trial scheduled for review later this

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Currently helicopters respond to wherever the highest-priority call is across the region. Pasadena claim that the aim is to improve service rather than to save money, but the effort has already shown financial returns for Burbank and Glendale.

After being formalised in May 2007 the joint operation has saved Glendale \$300,000 and Burbank \$375,000 in annual costs over what is a three aircraft consortium. The closer cooperation allowed them to dispose of one helicopter.

Not factored into the coverage area are the other cities Pasadena's five police helicopters also service: San Marino, Alhambra, Arcadia, Sierra Madre, Monrovia, West Covina, Glendora and La Verne. Pasadena contracts out to these cities as part of the Foothill Air Support Team. Pasadena does not need air support assistance from Glendale and Burbank for that contract, since the city devotes only one helicopter to it at any given time.

Pasadena is maintaining the same flight hours, and does not envisage selling a helicopter in the near future.

The Los Angeles Police Department (LAPD) is expected to take delivery of its 15th AS350B2 AStar helicopter shortly. The aircraft was ordered at the end of 2008 and delivery is scheduled for April 2009.

The new helicopter will join the ASD's fleet of rotary and fixed-wing aircraft that has become the largest municipal airborne law enforcement operation in the world. Utilising the AS350B2s in its fleet, the ASD provides support to the LAPD's patrol officers by conducting high-altitude surveillance missions and providing transport for SWAT insertions and other special units at the LAPD.

The ASD patrols a city of 465 square miles, which includes an arid desert climate, the Pacific Ocean shoreline and mountainous terrain. It is a 24/7 operation, with aircraft in the air at all times, and can log anywhere from 17,000 and 20,000 hours annually. [AEC]

COLORADO: A lack of funding means the Colorado Springs Police Department helicopters could get pulled from the sky. Currently both police helicopters are grounded for maintenance, but unexpected expenses mean they remain grounded.

Since the start of this year one of the police helicopters has been getting scheduled maintenance. The budget for the service was \$50,000 but the final cost rose to \$95,000. [news Channel 13]



MASSACHUSETTS: The State Police helicopter based in Chicopee for over 20 years is now housed in a brand new hangar at Westover Metropolitan Airport in the town.

The \$1.25M hangar is 9,700 square feet and includes offices, meeting rooms and enough space for two specially-equipped helicopters. That's compared to the previous 2,000-square-foot hangar the air wing used to occupy across the runway.

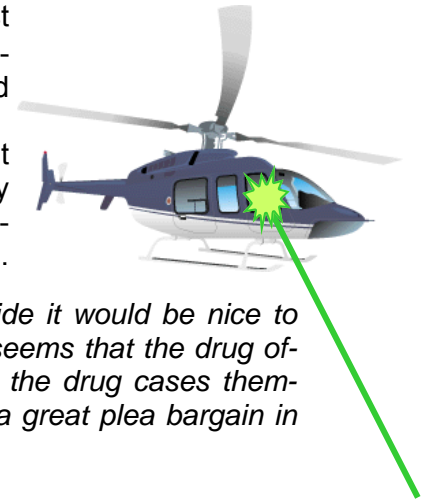
The air wing has three air bases located throughout the state, including Chicopee, Lawrence and Plymouth. Combined, the 21 staff members from the three bases conduct around 1,800 missions annually, with Chicopee undertaking some 700 each year across four counties in the west of the state. Crews assist state and local agencies with search and rescue missions, conduct surveillance, assess scenes and provide aerial photography.

The air wing here has been renting space from Westover Metropolitan Development Corporation, the airport's owner, for the past 20 years. The state recently went out to bid for larger facilities and the corporation won the bid.

Construction began in September 2008 and the building was certified as ready for occupation a few days before the ceremony. The state has signed a five-year lease with the corporation at \$15,000 a month.

There are eight air wing staff members at the Chicopee base. Currently one 2001 Eurocopter AS355N helicopter, N824AH [c/n 5683] is stationed there, with the additional space being suitable for housing a single-engine aircraft for training purposes.

OHIO: Eight months ago 26-year-old Justin Dewalt from northeast Ohio pointed his green laser at a number of aircraft including a medical helicopter and a police helicopter. Last month he was sentenced to a three-year term of prison, the longest sentence noted to date. Dewalt plead 'guilty' to shining the device at a number of aircraft at Hopkins Airport, Cleveland, on June 4 last year. Cuyahoga County prosecutors had accused him of several felonies relating to the Internet purchased green laser as well as separate drug dealing charges.



[Media]

Ed: With these laser attacks on aircraft a growing menace worldwide it would be nice to think that at last courts are being positive about this menace but it seems that the drug offences are the main sentencing factor in this case. Opinion is that the drug cases themselves were worthy of up to 15 years and that someone has done a great plea bargain in this instance.

OKLAHOMA: Officials with Oklahoma City are looking for a long-term solution for the cost of replacing police and fire vehicles, but they are also facing the need to replace their police helicopters at a cost of about \$1.9M each.

The city plans to replace one of the helicopters in 2011 and another in 2012. By then, both of the MD-500E helicopters will be more than a decade old.

TEXAS: In an effort to keep pace with city's growth, the Fort Worth Police Department is looking to expand its air support operation with a new heliport and an intention to move over to faster helicopters. A newer, larger helicopter could go 30% faster.

The new heliport is planned for a site near Meacham Airport able to accommodate the new craft that are too large for the current facility.

The city's population has grown by about 280,000 residents since the existing heliport, which has a sinking foundation, was built in 1973.

The new heliport to be built by the airport authorities and leased to the police is expected to cost about \$2.8M and make use of about \$2.5M in natural gas revenues. Nothing is settled though, the City Council would have to approve the lease and some residents appear concerned about possible flight profiles employed to fly in and out of the new facility.

The wish to acquire larger helicopters is designed to decrease response time is equally uncertain. The un-named desired type won't fit in the current hangar which can only accommodate smaller helicopters with two blades. [Star Telegram]

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AIR AMBULANCE

AUSTRALIA

QUEENSLAND: An Indigenous council in the Gulf of Carpentaria says lives are being put at risk because it cannot get funding for a radar at its airport.

Doomadgee Mayor Frederick O'Keeffe says the community could be isolated by flooding for several months, leaving air travel the only option.

But he says the airport does not have a radar, so planes cannot land if there is low-lying cloud.

He says that affects the Royal Flying Doctor Service and recently meant the town's mail, which contained welfare cheques for the elderly, was stranded on Mornington Island until conditions improved. The community is seeking Government funding to improve things. [ABC]

CANADA

TAKE OVER: Early last month the Emergency Medical Services Corporation announced the acquisition by its American Medical Response subsidiary (AMR) of the air ambulance business of Skyservice Business Aviation Inc., which is a fixed-wing air ambulance operator based in Montreal, Canada, with operations in Quebec, Ontario and British Columbia. Founded in 1989, Skyservice Air Ambulance is a leading worldwide air ambulance service.

The purchase agreement was entered into on January 30, and the transaction is expected to close in 60-120 days, subject to customary closing conditions and Canadian regulatory approval.

LABRADOR: The provincial government has unveiled a new air ambulance for Newfoundland and Labrador. The \$7.8M Beechcraft King Air 350 was welcomed into service last month. The current aircraft in a line first introduced in 1955 the new air ambulance will be an essential part of the emergency response system, serving Newfoundlanders and Labradorians well into the future.

SASKATCHEWAN: The Saskatchewan government has launched a review of its Air Ambulance services. Health Minister Don McMorris notes that access to health services can be a challenge particularly for those in rural and northern Saskatchewan.

The review will examine the current system and weigh the pros and cons of adding helicopters to the Air Ambulance fleet.

Saskatchewan's Air Ambulance Service is the oldest non-military air medical transport operation in the world. The service is administered by Saskatchewan Health and the three King Air B-200 planes, dedicated to Air Ambulance, are based at the Saskatoon airport. [vmf Feb 26/09]

IRELAND

CORK: Plans for a dedicated all-Ireland air ambulance service have been launched in Cork.

Organisers say the charity-funded project aims to raise €85,000 a month to run the service, which is based on a community-funded system operating in Cornwall in England for over 20 years.

Chairman of the trustees of the project Derek Rowe said that he had conceived the idea after a close friend died following a road traffic accident. A Bolkow helicopter arrived in Cork last month with the plan that it operate eight hours a day during weekdays. [RTE]

Ed: Despite positive spin put on this story not a great deal has changed. The BO105 was it

appears on a three day demonstration tour and has by now returned whence it came. The web site www.irelandairambulance.org/ makes mention of many things including an aspiration to operate something more capable than the Bolkow in the form of an MD900.

INDIA

REPATRIATION: Vibha Lifesavers – the medical wing of Hi Flying Aviation will provide large bodied long range jet aircraft for the medical transfer of patients between India, Asia and the Middle East, Europe and USA.

This will make transfer of critical patients safer, faster with very few fuel stops unlike the smaller jets commonly used for international air ambulance.

The aircraft will be equipped with standard lifesaving equipments like monitors, pulse oximeters, ventilators, aviation oxygen and all lifesaving equipments and emergency medications.

The doctors are experienced and qualified to carry out emergency medical evacuations and most of them have visas ready to travel. Hi Flying Aviation is a company based in India with its sister concern at Pittsburgh USA. www.flyingairambulance.com

IRAN

RED CRESCENT: Russia's Ulan-Ude Aviation Plant has delivered the first two of five civil Mi-171 helicopters to the Red Crescent Society in Iran. The non-governmental organisation carries out of humanitarian missions using its own aviation department and has enjoyed the successful use of Russian-built helicopters in the past. Delivery of the remaining three helicopters is imminent.

The advertisement features a large image of a cockpit display. The display shows a map of the London area with various airports and flight paths. A red and white striped helicopter is shown flying over the map. The display includes several control buttons and text labels such as 'Observer', 'Honeywell', 'ZOOM IN', 'ZOOM OUT', 'NAV MENU', and 'SEARCH'. The background of the display is a blue sky with clouds.

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SLOVENIA

AIR AMBULANCE: Last month Hel-air, a Maribor-based flying school, filed a criminal complaint at the Ljubljana state prosecutor's office against the former Prime Minister Janez Jansa over the signing of several governmental decrees related to air ambulance service. The complaint relates to the manner in which operations were transferred from being an air ambulance service provided solely by the Slovenian army and the police following a government decree adopted on 1 December 2005.

UNITED KINGDOM

BRISTOL: The University Hospitals Bristol NHS Foundation Trust has recently secured planning permission to build a specialist helicopter landing platform on the roof of the Queen's Building, Bristol Royal Infirmary, one of the tallest buildings in Bristol city centre. The project is driven by an international body of evidence that highlights that speed of access to specialist healthcare facilities could mean the difference between life and death. The landing facility will significantly improve patients' access to the life saving services on offer at the hospital, while responding to the operational strategy of local air ambulance service providers.

WYG Planning & Design acted as planning consultants to secure permission for a project that will play a critical role in providing a fast response to emergencies across a wide geographical area.

The Trust provides state of the art cardiac, trauma, paediatric and neo-natal services for patients across the South West. www.wyg.com

HAMPSHIRE & ISLE OF WIGHT: Several sites are being considered at Newport's St Mary's Hospital for a possible helicopter landing pad.

Since taking to the skies 19 months ago, the air ambulance has responded to three helicopter emergency medical missions on the Island and undertaken 40 patient transfers to mainland hospitals.

JERSEY: In a tendering process that attracted the interest of a dozen aeromedical companies UK-based Capital Aviation emerged with a three-year contract to provide the Channel Island of Jersey with aeromedical charter services utilising a total of eight PA31 Chieftains and Super King Airs fitted with the Lifeport Patient Loading System. Capital Aviation has provided air charter, including aeromedical services, into and out of Jersey for over 17 years.

Around 3,500 to 4,000 seats are booked annually on scheduled flights so that patients can attend hospitals in the UK for planned and elective care, including some outpatient consultations. For patients that are unable to travel scheduled, normally those whose condition is acute or already an emergency, the only option is private charter or air ambulance flights.

In 2001, 94 charter flights were used to transfer patients to and from Jersey but this increased to 238 flights in 2007 and around 300 in 2008. Further growth is expected. [EBAN]

WILTSHIRE: The Wiltshire Police has signed up the joint police/air ambulance operation of an MD902 helicopter for another 5 year contract period with Police Aviation Services. The deal was struck after the air ambulance charity agreed to improve its contribution to the funding from 30% to 35%. The operation was thrown into turmoil last year when the existing ambulance service was replaced by a larger one with a wider area of responsibility - the Great Western Ambulance Service [GWAS]. The new body decided that it wanted to run its own air ambulance in Bristol and not support the long established Wiltshire operation - many saw a wish on their part to take existing funds for the new project. After a public furore GWAS both set up its new operation [GWAA] and eventually came to an agreement over the Wiltshire operation. The latter has its own long established fund-raising team, although it

will face some changes.

The annual cost of the Wiltshire operation is some £536,000 and the existing fund has around £1M in the bank, allowing it to be self sufficient for two years. It was guarantees relating to the three years beyond that became the initial sticking point. Although the Wiltshire Police helicopter is not available on a 24-hour basis it will supply a night operations capability to its own and surrounding areas in much the same way as is undertaken by Sussex Police.

Last month PAN reported that the GWAA was struggling with its funding and had decided to downgrade its airframe to a BO105 for about a year while it 'caught its breath' on fundraising.

UNITED STATES

NATIONAL: The NTSB held a 4-day public hearing on the Safety of Helicopter Emergency Medical Services (HEMS) operations early last month. The hearings were open to public observation, but were open to participation from the general public.

The goal of the hearing was said to be an opportunity for the Safety Board to learn more about helicopter EMS operations, in order to better evaluate the factors that contribute to accidents by hearing from numerous witnesses involved with all elements of HEMS operations.

Some observers have claimed that the actual content discussed by the selected and agreed participants was merely reviewing existing material and did not apparently add to the knowledge base of the current review.

Grasping the mood of the moment Honeywell has offered its Sentinel™ helicopter avionics system, used widely by UK and European helicopter emergency medical service (HEMS) operators, to pilots in the United States. The system offers critical flight safety information, including high resolution terrain and weather data.

The Honeywell solution offers helicopter operators, including HEMS pilots, a single avionics package that provides a multi-function display and navigation system with high resolution mapping, traffic and XM™ weather, and vertical down track profiling. Sentinel enhances situational awareness and flight safety.

The suite includes a radar altimeter, above ground level readout, a night vision goggle option and obstacles database.

It provides HEMS operators with a single avionics package to meet FAA guidance. Recent FAA guidance for HEMS operators in the US requires weather, terrain, obstacle and altitude above ground obstacles awareness to be improved, and night vision goggles to be used for night operations.



SEARCH *and* RESCUE

CANADA

COAST GUARD: A new Hoverwork AP1-88/400 hovercraft is on the way from the UK to Canada to serve with the Coast Guard. Named 'Mamilossa' - an native word meaning 'he who goes from water to land' - the new, 28.5 metre craft built on the Isle of Wight will become the flagship of a fleet of four Coast Guard hovercraft stationed on the Atlantic and Pacific coasts. The Mamilossa was being shipped from Portsmouth late last month for duties in

the Gulf of the St. Lawrence.

Canada has been operating hovercraft since 1962 and the new 75 tonne craft will incorporate all the lessons they have learned since then. The air-cushion vessel will be used to: break up harbour ice, clear outlets along the St. Lawrence River in spring to prevent flooding, deploy buoys and other navigation aids in summer, and provide support for search-and-rescue and security operations throughout Atlantic Canada.

The new vessel will replace the 22-year-old hovercraft CCGS Waban-Aki which is nearing the end of its useful life.

The new craft is similar to two supplied to the Canadian operator by Hoverwork almost 10 years ago, but with machinery and equipment upgrades to meet the latest operational requirements. .

CHINA

SRT Helicopters, the world's leading provider of high risk operational services and training for rotorcraft users and aviation organisations has won a contract to provide advanced aerial search and rescue (SAR) training to the Chinese Ministry of Transport's Rescue & Salvage Bureau.

The new programme will provide comprehensive advanced training for pilots, crew chiefs and rescue personnel to enhance the Bureau's search and rescue capabilities. In October 2008, the Bureau announced acquisition of four new Sikorsky S-76C++™ helicopters, doubling the Bureau's SAR fleet to eight S-76C rotorcraft. SRT has worked with the US government to coordinate its training programme with the procurement.

SRT, based in Bakersfield, Calif., is a full service helicopter company that specialises in providing high risk operational services and training for private business, military, local, state, and federal agencies. www.srthelo.com

Sikorsky Aircraft has announced the sale of a civil S-76C++™ helicopter to Shanghai Kingwing General Aviation Company, a first sale to this customer in China. This aircraft is expected to fly in support of civil onshore rescue missions organized by China's Ministry of Civil Affairs. Delivery is planned for May 2009.

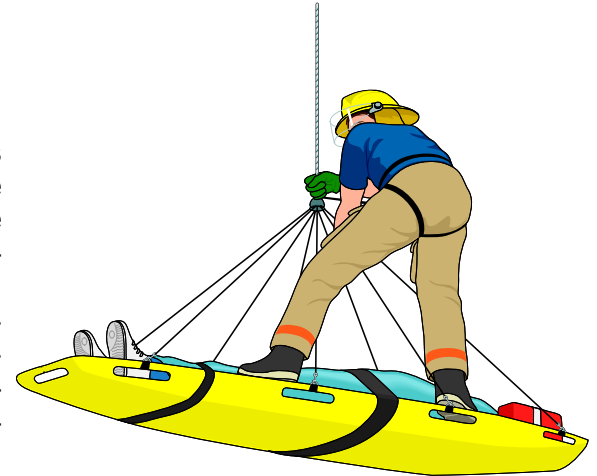
ICELAND

COAST GUARD: The new Bombardier Dash 8 Q300 being acquired for the Icelandic Coastguard to replace a Fokker F27 in the patrol role is expected to be delivered later this year.

Field Aviation in Toronto, Canada is outfitting the aircraft with maritime search radar, side looking radar and an electro-optical/infrared pod. All sensors will feed into an integrated data handling system from L-3 Communications - Integrated Systems. An air-operable rear door will allow crews to paradrop personnel, deploy location flares, oil sampling buoys and larger items such as inflatable life rafts while on mission patrol. Delivery is scheduled for July 2009. Field Aviation has sales or options for 29 MSAs based on the Dash 8 series with a total of 17 delivered to date. [EBAN]

MALTA

A group of illegal migrants, allegedly adrift at sea for a couple of days onboard of their wooden fishing boat, were rescued by the Armed Forces of Malta's P-51 Protector-class patrol boat.



Earlier in the day, Italian rescue authorities in Rome signalled to the AFM's Rescue and Co-ordination Centre at Luqa Barracks, that one of the Catania-based Coast Guard ATR42 patrol aircraft had sighted a heavily overloaded immigrant vessel in a position 48nm from Malta.

An AFM despatched an Air Wing Alouette helicopter and Maritime Squadron patrol boat [P-51] to the area.

The migrants' 40-foot fishing boat was successfully located from the air at around 12 noon, idling along with the current. On arrival of P-51, it was found that the fishing-boat had a broken prop-shaft and that the migrants totalled 115, which included 15 children and 30 women, one of whom is pregnant.



*The 115 illegal migrants as sighted by the overflying AFM Alouette once they were successfully located.
(credit - AFM Air Wing)*

FIRE

RUSSIA

Simplex Manufacturing has announced the sale of a Fire Attack system for the Kamov Ka-32 for use by Kumertau Aircraft Production (KumAPE) of Bashkortostan, Russia. Kumertau took delivery of the Simplex system to further enhance the exceptional capability of the Ka-32 aircraft.

With its high power to weight ratio and durability, this helicopter is well suited for aerial fire-fighting missions. Adding the Simplex Fire Attack tank allows for a water drop capacity of 830 gallons. An even larger tank system for the Ka-32 series, capable of carrying 5,000 liters, or 1,321 gallons is in design.

FISHERIES

UNITED KINGDOM

SCOTLAND: SFPA have recently taken delivery of two new F406 Vigilants G-SMMA and G-SMMB both equipped with 'state of the art' 360° radars. These aircraft replace two F406 aircraft that have flown over 28,000 hours of Maritime Surveillance. SFPA are the leading providers of 'Fisheries Patrol' services in UK waters.

Operated with a crew of 3 the latest version of the F406 Vigilant operates 5 days a week as far as Rockall in the West to the Norwegian waters in the East and co-operates with UK government agency DEFRA who use F406 aircraft to cover the English waters.

Ms. Châu Hoang Naudin, Chairman of the Management Board of Reims Aviation Industries says that these are the first F406 aircraft with the extra fuel tanks installed in the wings which enable many F406 surveillance aircraft to remain airborne for missions of 6 hours or more.



The aircraft G-SMMA and G-SMMB are both equipped with Telephonics™ 1500B belly mounted radar, upgraded with the Caledonian Airborne Systems TWS automated Track-While Scan system capable of tracking up to 20 targets. The satellite based mission system Scorpio™ and Microsoft Windows® based mission workstation ensures immediate contact with the SFPA Marine Monitoring Centre in Edinburgh. This allows operations officers a real time image of fishing vessel activity in the vicinity of the aircraft that is then compared with data from the satellite based Vessel Monitoring System fitted to most EU fishing vessels.

Co-ordinating with the location of their fleet of Patrol vessels the speed and range of the two F406 Vigilant aircraft helps SFPA to deter and detect Illegal, Unregulated and Unreported (IUU) fishing.

G-SMMB is equipped with a Forward-Looking Infra-Red (FLIR) camera installed in the nose of the aircraft which enables day and night surveillance.

Digital and photographic recording of illegal fishing has enabled SFPA to detect those engaged in illegal activities at night.

Reims Aviation Industries design, construct and deliver special Mission F406 Vigilant and F406 Caravan II aircraft. The aircraft are built in Reims from major components manufactured in France.

At mid cruise weight the F406 has a maximum cruising speed of 246 kt (455 km/hr) and when flown for maximum range at maximum altitude can fly over 1900 nm (over 3500 km).

INDUSTRY BRIEFS

In the wake of last months item on the acquisition of **Diamond** DA42 aircraft by the RAF through DO Systems, it has been pointed out that it was not made clear that the dealership in the UK is Diamond Aircraft UK Ltd. In addition James Aviation is contracted to Diamond in the UK to promote the DA42 MPP to potential customers in the civil market.

The new Austro AE300 engine is a turbocharged, common-rail injected diesel engine with single-lever control. The new engine is rated at 170hp whereas the earlier Thielert engine was rated at 135hp. Flight test of this new combination tends to confirm that the extra 70hp (2 x 35hp), total 340hp gives the aircraft a significant improvement in performance whilst the fuel consumption of Jet-A1 remains at around 50 litres per hour. When compared to the light utility helicopter the DA42 MPP is very, very cost effective; price tag with police role equipment of around £1M, a fuel burn of 50 litres per hour, all-weather capability, high speed dash/low speed loiter, and a flight endurance that is likely to exceed the limitations of the crew!

Meanwhile **Eurocopter** is in talks with Diamond with a view to selecting a suitable Diesel engine for flight trials aboard the Eurocopter EC120 helicopter.

Sikorsky successfully undertook the first flight of its S-76D™ helicopter on February 7. The flight undertaken by Sikorsky Chief Test Pilot Greg Barnes and Pilot Mike Hardy included manoeuvring the prototype aircraft through taxi, hover, hover turns, and forward flight to 40



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knots in a test flight that lasted approximately 30 minutes.

The S-76D introduces all-composite, flaw-tolerant main rotor blades; an advanced Thales avionics system and autopilot; dual speed rotor with active vibration control; powerful Pratt & Whitney 210S engines; a quiet mode for enhanced public acceptance; and an optional Rotor Ice Protection System (RIPS) for all-weather capability. The new model will offer an increase in useful load and extended range performance compared with the S-76C+™ and S-76C++™ aircraft currently on offer.

The S-76D helicopter is scheduled to enter production with certification, and customer deliveries in 2010. Sikorsky already has approximately 100 delivery position agreements on the aircraft.

A few days earlier Sikorsky also achieved a major milestone in its X2 TECHNOLOGY™ demonstrator programme by successfully ground testing the aircraft with the pusher propeller installed and spinning for the first time.

The test conducted on January 23 used the fly-by-wire pitch control system with the rotating, high-speed pusher propeller for the first time. Testing has been continuing at Sikorsky's Schweizer Aircraft Corp. rapid-prototyping facility in Horseheads, New York State since the demonstrator's first flight last August.

Med-Trans Corporation, headquartered in Dallas, Texas, has chosen **Metro Aviation, Inc.** as the exclusive provider for all air medical configurations for their new EC135 helicopters. The airframes will receive paint, avionics installation, wiring, air medical interior appointments, and final check flights by Metro prior to delivery. Metro has completed four air medically configured EC135 for the company already and expects to receive another ten airframes to be completed prior to the end of 2011. Based in Shreveport, Louisiana, Metro Aviation has finished more EC135 model type aircraft than any other completion center in the world and specializes in air medical configurations. Metro Aviation has also provided corporate, law enforcement, offshore, utility and para-public completions for multiple model type helicopters around the world over the last 27 years.

At the end of January Northampton based aviation company **Sloane Helicopters**, hosted an event at Sywell Aerodrome to showcase a sophisticated Stretcher System, produced



and supplied by leading manufacturer of specialised internal EMS aircraft configurations LifePort.

The event gave Sloane Helicopters and LifePort, the opportunity to engage with a number of current users of Emergency Medical Service aircraft, along with providing attendees with a series of presentations from representatives of both Sloane Helicopters and **LifePort**.

All attendees were given detailed information focused around Medical Interior Options, compatible with AgustaWestland aircraft, including the MedDeck Patient Handling Platform whose pivoting geometry allows safe and controlled patient loading. A product demonstration was given in the Company's new EMS configured AgustaWestland A109 Power aircraft.

Attendees at the event included operations managers, paramedics, pilots and independent aviation consultants, covering a fleet of eleven air ambulance helicopters, providing EMS to fifteen UK counties.

"It was a wonderful opportunity for us to meet and liaise with many different users of Emergency Medical Services countrywide. The event gave many individuals closely associated with the EMS market and AgustaWestland, an excellent opportunity to view and test an innovative Patient Loading System from LifePort first hand" said Giorgio Bondoni, Sales and Marketing Director of Sloane Helicopters.

Sloane Helicopters is the UK and Ireland Distributor for Agusta and Robinson Helicopters. Under its JAR OPS 3 approved AOC, Sloane operates a fleet of Robinson and Agusta Helicopters, to include the Warwickshire and Northamptonshire Air Ambulance and the Derbyshire, Leicestershire and Rutland Air Ambulance. In addition Sloane Helicopters support the three A109 Powers operated by 32 (The Royal) Squadron, Dyfed Powys Police and the Empire Test Pilots' School.

Like any other police force Leicestershire Constabulary have a substantial number of officers at any one time out on patrol, many of whom will be responding to reported incidents. Leicestershire Constabulary uses state-of-the-art Panasonic CF-19 notebooks that provide officers in the field with 24-hour access to exactly the same information as their colleagues see in the station.

With its wireless connectivity and rugged portability, the CF-19 has liberated officers from having to make journeys back to base to complete time-consuming paperwork.

And with instant access to over 70 applications on each Toughbook, every officer is able to get on with the job of fighting crime. The increased visibility of officers, due to not having to return to the station, is the equivalent of up to 200 officers per year, representing the biggest step forward in communications since the introduction of the two-way radio 40 years ago.

Until recently, making a crime report had been a hugely inefficient and time-consuming business, but by introducing wirelessly-connected **Panasonic CF-19 Notebook** computers to its fleet of squad cars and emergency response vehicles Leicestershire Constabulary has reduced the process to something that can be quickly and easily completed without even leaving the vehicle.

The ability to access all of their office applications in the field is a major benefit. With a live link into databases such as the automatic number plate recognition system it's possible to see in an instant every detail about a vehicle's history and its ownership, including tax and insurance. The system also allows officer's unsure about a point of law to instantly check the Police National Legal Database (PNLD) instead of radioing back to base.

The force took delivery of its first lap-



top in April 2008, and began rolling them out after a short trial. By March 2009 all 300 vehicles in the force will be equipped with a unit. A considerable benefit is that because each Toughbook is issued to a vehicle and not individual officers, it remains in use whenever the vehicle is in use, which is more or less continuously.

Dart Helicopter subsidiary partner **Apical Industries** have added Cable Cutters Kit to their expanding product line. FAA approval has been received; Transport Canada and EASA are pending. The Cable Cutters Kit provides a means of protecting the helicopter during a wire strike by providing the capability to cut a cable of wire before catastrophic damage occurs. The kit is designed to reduce the possibility of a cable of wire entering the cockpit and to reduce the chance of flight control damage. Similar cable/wire cutting devices have proven to be effective even during multiple wire strikes. The kit incorporates both an upper and lower cutter and each cutter is designed with high strength cutting blades. The Apical cutter design was tested to verify the capability to cut a cable having a 14,000 lb tensile strength.



The Aero India trade show in Bangalore was the occasion for **Turbomeca** to report the successful maiden flight of the HAL Dhruv helicopter. Featuring two Ardiden 1H1 series production engines, this flight took place on January 12 at the HAL Helicopter Division, Bangalore, India.

The Ardiden 1H1 engine, to be certified in India under the name 'Shakti', demonstrated excellent aeromechanical behaviour during this maiden flight, confirming its performance capabilities in demanding flight conditions at altitude on the Leh base in north India.

The Ardiden 1H1 was designed to carry out the most demanding missions at altitude and in hot and cold weather. Developed in cooperation with HAL as part of an industrial partnership agreement signed in February 2003, this engine combines simplicity, state-of-the-art technology, robustness and modernity, and all for a significantly lower cost of ownership in comparison to its competitors.



The Dhruv has a take-off weight of 5,500 kg and will initially equip the Indian Armed forces. Under the February 2003 agreement, several hundred engines are to be produced over the next 10 years. The Indian Ministry of Defence has ordered 159 Dhruv helicopters to date.



AgustaWestland and Tata Sons have announced the signing of a Memorandum of Understanding (MoU) for the formation of an Indian joint venture company which will establish a final assembly line for the AW119 helicopter in India. The agreement was signed at the Aero India air show by Mr. Giuseppe Orsi, CEO, AgustaWestland and Mr. Ratan Tata, Chairman, Tata Sons. The joint venture company will be responsible for AW119 final assembly, completion and delivery to customers worldwide while AgustaWestland will retain responsibility for worldwide marketing and sales. The first aircraft is scheduled to be delivered from the new facility in 2011 with production forecast to rise to 30 aircraft per year to meet worldwide demand.





A new Internet Search Engine specifically for the helicopter industry was launched last month as **HeliHub.com**

Initially covering helicopter industry news, HeliHub.com will expand in stages in the coming months to cover many and varied aspects of the helicopter industry - Helicopter Safety being just one of many targeted areas. News is available directly on the site, via an RSS feed or on the increasingly-popular Twitter micro-blogging site.

By taking a "Search Engine" approach, HeliHub.com will provide many and varied links to data right across the internet to provide industry professionals with all their information needs in one central site. HeliHub.com will drive web traffic to a huge number of existing established sites, and users will also benefit from a new approach where issues of commercial competition between rival information sources are swept aside as we single-mindedly focus on being the best starting point for any industry professional seeking reliable information.

While the HeliHub.com team continue to scour the internet for more helicopter industry information, organisations are invited to tell us about their websites, their news and so on - more details can be found on our "Get Listed" page.

The Ministry of Defence is close to agreeing a contract worth more than £400m with Eurocopter to extend the life of Puma transport helicopters being flown by the Royal Air Force in Afghanistan.

Eurocopter, the world's biggest civil helicopter manufacturer and a subsidiary of Franco-German aerospace and defence group EADS, is understood to have submitted its final proposals to the MoD.

The company was awarded a 12-month assessment-phase contract to look at extending the life of more than 30 medium-lift Pumas in 2007 by adding new engines, avionics and communications equipment. The MoD is expected to make a final decision in the spring.

The helicopters are due to retire from service in 2012 but if the life-extension contract is awarded that date will be pushed out to 2020 or even 2025.

Eurocopter intends to increase the size of its business in the UK, Mr Bertling said, with plans to increase its UK turnover of £80m to £100m by 2010 and to double that to £200m by 2013.

In addition to the Puma extension contract, Eurocopter is also hoping to secure a role on a private finance initiative to train Britain's military pilots as well as one on a contract to provide search-and-rescue helicopters. [Financial Times]

DMS Technologies has developed a new Red Flash™ 12V portable power unit – the RF44DC – designed to supply power for remote locations and rugged environments.

The man-portable Red Flash™ remote power unit provide silent portable power and can even be buried during operation. Each unit incorporates three low power outputs (up to 10A), one of which can be used to link to other packs for increased run-time, and a high power output up to 80A. The low power outputs are designed to power ancillary equipment



such as surveillance cameras, low voltage lighting (including IR), perimeter protection and communications systems. The high power output can be used for power tools as well as linking to an inverter for AC power or a converter for other DC voltages.

Among the many features built into the portable power pack are such elements as circuit protection in the event of the gun jamming and a visual power level indication. The case, rated to IP67, has a rubberized handle and large ABS locking clips, weighs just 25Kg and comes complete with connector cables, charger and deck mounting bracket. The wide operating temperature range, from -20°C to +60°C, ensures that the unit can be used in a variety of extreme environments.

For further information contact DMS technologies on +44 1794 525400 or visit the website : www.dmstech.co.uk



Gippsland Aeronautics has announced that the Australian Civil Aviation Authority has issued an amendment to the Type Certificates for the company's GA8 Airvan utility aircraft to cover the turbo charged variant. The variant will be known as the GA8 - TC 320 and is powered by a 320 HP Lycoming TIO-540-AH1A turbocharged fuel injected engine turning a Hartzell 80 inch (2032 mm) diameter, three blade, constant speed propeller.

Gippsland Aeronautics first gained Australian Civil Aviation Authority (CASA) Type Certification of the Airvan in October 2000, with delivery of the first GA8 taking place in December 2000. The Australian certification was upgraded to FAR 23 Amendment 54/55 as a precursor to US Federal Aviation Authority



(FAA) and Transport Canada certification in 2003. The type was subsequently certificated by the European Aviation Safety Agency in 2005. Gippsland Aeronautics has now delivered 135 examples of the normally aspirated Airvan. The majority of these have been export sales and the type can now be found operating in 32 countries.

Deliveries of the turbocharged variant Airvan commenced last month with the first two Turbocharged Airvan deliveries going to Mission Aviation Fellowship for service in PNG and Air Freight Solutions. Email: sales@gippsaero.com

Following the creation of the European Customer Service Centre (CSC) in October 2007, **Eurocopter** is opening a second centre in Hong Kong (CSC Asia-Pacific) to serve customers in the Asia Pacific region. Eurocopter customers operate 1,264 Eurocopter helicopters in the region.

CSC Asia-Pacific will gradually take over all the customer's calls in Asia-Pacific from the CSC in France. As in Europe, CSC Asia-Pacific will attend to customers' queries using the same tools and information systems. Customers' queries range from requests pertaining to urgent parts for AOG (Aircraft on Ground) situations to the management of PBH (Parts by Hour) contracts and warranty claims.

AgustaWestland is cancelling orders with Poland's **PZL Świdnik** as it has lost any chance of taking over the firm. AgustaWestland is looking for potential suppliers of fuselages, which could take over production from PZL Świdnik if the plant is sold to another investor.

	PRAGUE 2009 22-24 May incorporating HELI EXPO EUROPE
www.expo.aero/prague or www.expo.aero/london	
	LONDON 2009 12-14 June incorporating HELI EXPO EUROPE

The time between overhaul (TBO) of the **Turbomeca Arrius 2B2** engine has now been increased from 3,500 to 4,000 hours.

This extension of TBO was possible thanks to customers' compliance with Turbomeca's operating recommendations and enhanced customer communication which included the exchange of valuable experience from the field. The Arrius 2B2 reach the full TBO in very good condition and is available to any operator who has configured their engine to the latest technical upgrades.

The Arrius 2B2 powers the twin-engine light eight-seater Eurocopter EC135 used for a wide variety of missions, including EMS, VIP transport and police work.

More than 2,300 Arrius engines have been delivered, accumulating close to four million flight hours. Turbomeca worldwide network already provides the after sales support of Arrius for 430 customers in 60 countries. For more information, please visit our Web sites: www.turbomeca.com and www.safran-group.com.

ACCIDENTS & INCIDENTS

15 January 2009 Ilyushin Il-76D RA-76825 and Ilyushin Il-76D RA-76827. Russian Interior Ministry. One of the aircraft was waiting alongside the runway at Makhachkala Airport in Dagestan. The second aircraft with 31 aboard was landing in poor visibility. As the landing aircraft [27] passed the stationary one [25] its wing tip smashed into the cabin area killing four of the seven crew members aboard. Two others were injured. The landing aircraft suffered wing damage but no injuries and RA-76825 was written off. [AFM]

20 January 2009 Eurocopter AS350B2 N547AM. Air ambulance of Air Methods Kentucky, Lexington. Precautionary landing made due to engine chip light illumination during cruise flight, patient on board. Landing was made to an open field and aircraft shutdown without incident. Ground personnel were dispatched to the landing location and patient was transported with flight medical crew to hospital. Program mechanics arrived, checked aircraft and returned to service without any damage or further maintenance requirement. [Concern]

20 January 2009 MD 369E N369PD. Atlanta Police Department, Georgia. The pilot was informed before landing about the wind direction and velocity (330 degrees at 18 knots with

		ACPO-APA 2009 Summer Conference & International Policing Exhibition
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www.acpo-apa.co.uk/ Manchester UK

gusts to 28 knots). After an uneventful landing the co-pilot exited the helicopter and he began shutdown of the helicopter. He applied down collective and friction, and following a 2-minute cool down period for the engine, he closed the throttle and guarded the cyclic control. When the main rotor was at 200 rpm, he felt a wind gust from the right side of the helicopter and then heard a loud sound. He applied the rotor brake and exited the helicopter after the main rotor blades stopped. At that time he noted damage to the main rotor blades and also to the tail boom. [NTSB]

27 January 2009 Eurocopter AS350B3 N392LG. Air ambulance of Flight For Life Colorado based Denver operated by Air Methods. As the helicopter was lifting off from its base helipad with a patient on board, the pilot experienced an uncommanded reduction in engine RPM from fly to idle. There were no associated warning lights or fail codes during this malfunction and all engine gauges were within normal operating limits. The pilot reported that he was lifting off and was a matter of inches off the ground. A review of helipad camera tapes demonstrated that the helicopter was not airborne. When the collective was increased, it eliminated all slack on a wiring bundle, resulting in tension on a wire and activation of a switch that reduced the engine to idle speed. The switch and electrical harness were replaced to allow for the movement of the collective. Maintenance had been completed prior to this event, replacing the switch and electrical bundle as part of the 500 hour inspection in compliance with the service bulletin. [Concern]

29 January 2009 Eurocopter AS365N2 Dauphin N272DE. Air ambulance of Boston Med-flight based Hanscom AFB, Bedford, Massachusetts, operated by Era MED. Aircraft was preparing to land at referring hospital, when the pilot noted the right main landing gear was not fully extended in the locked position according to the indicator light. The aircraft returned to base. During the transit back to base, further attempts to deploy the gear were unsuccessful. On arrival the aircraft briefly touched down to dissipate static electricity. With the Dauphin in the hover at five feet the right main gear was manually pulled by the wheel. This was safely and successfully accomplished and aircraft landed safely with all three gear deployed and locked. [Concern]

30 January 2009 helicopter. Air ambulance. A potential disaster was averted in Redding California after a medical helicopter caught fire on the roof of Shasta Regional Medical Center. It happened around 5:15pm. Redding Fire officials say the REACH helicopter was preparing for takeoff when an engine malfunctioned, causing a fire within the engine. The incident caused an automatic fire suppression system to kick in, spreading foam across the hospital roof. The helicopter was shut down and the fire extinguished. The helicopter has been grounded as mechanics investigate the problem.

31 January 2009 EC135P2 SP-HDV. Air ambulance. The Polish-registered helicopter on lease to the Turkish Health Ministry was transiting from Ataturk Airport Istanbul to Ankara with two pilots aboard on its delivery flight. Radio contact had been lost as it was flying near the town of Mudurnu in western Turkey in daylight. A subsequent search found the wreck the next day. [Media]

2 February 2009 Dassault HU-25 Falcon Jet 2129 US Coast Guard. Jet with five people on board made an emergency landing at the Martha's Vineyard Airport after reporting technical

SMi present their 2nd annual conference on...

Border Security 2009

4th & 5th March 2009



problems. The plane landed safely. Initially reported as an electrical fault this was subsequently changed to a hydraulic leak. [Media]

5 February 2009 Bombardier LearJet 25D N600GM. Air ambulance of AIRLIFE Denver of Englewood, Colorado. Operated by International Jet Aviation. Aircraft departed Centennial Airport (Denver, CO) enroute to Rawlins, WY for an inter-facility transport. Approximately two minutes after takeoff the right engine fire warning light illuminated. The Captain reduced power on that engine and the light extinguished momentarily (1-2 seconds) but then came back on. The Captain then reduced the power to idle and the light remained on. All other engine indications were normal (temps, oil pressure, etc). The engine was secured (shutdown), ATC was notified, and the aircraft made an uneventful landing back at Centennial. [Concern]

15 February 2009 Bell? helicopter. The Flight Service, Maule, Chile owned machine was operating on behalf of Celulosa Arauco y Constitucion, a Chilean timber and pulp company known as CELCO, when it crashed into a hill in the Maule region about 185 miles south of Santiago, the capital. Reports state that thirteen people of the fourteen aboard, twelve of them firefighters were killed as the helicopter flew in mist and light rain. The victims, who were between the ages of 18 and 25, were headed to a forest fire in a eucalyptus grove. Chile has been grappling with forest fires, mainly in the south of the country, that have consumed thousands of hectares of land and the dead mainly consist of youths who work for Celco during the season to try and pull together money to study. [Media]

16 or 17 February 2009 Mil Mi-2 Two people have died after an air ambulance helicopter en route to a multi-vehicle traffic pile-up crashed near Jarostow, in southwestern Poland. A police spokesman said one injured person had been taken to hospital. The accident occurred in thick fog, heavy cloud cover and snowfall, but the cause has not been determined. The Soviet-era Mi-2 helicopter was headed to the scene of the traffic accident - involving more than 20 vehicles - to evacuate an injured pregnant woman. It plunged to the ground about 12km from the site. Television footage showed it had crashed in a wooded area near several houses. In late January, another Polish air ambulance, a Eurocopter EC-135, hired by the Turkish health ministry for medical airlifts, crashed in northwest Turkey, killing its two pilots. It was en route from Poland to Ankara.

18 February 2009 Douglas C-47 turbine conversion PNC-. Colombian National Police. Aircraft destroyed after a hand grenade went off accidentally whilst people were boarding at Medellin, Colombia. Eight injured, rear section of aircraft cabin destroyed, aircraft back broken. [Metro]

19 February 2009 MDHI MD600N N608BP. US Border Patrol. Helicopter made a forced landing on the beach near the San Onofre nuclear power plant in northern San Diego County. The aircraft experienced an engine emergency while on a routine patrol mission between Long Beach Airport and Brown Field in San Diego. The MD came down in shallow waters on the shore upright, suffering severe damage to the landing skids and breaking apart. The three officers aboard suffered minor injuries. [Media]

21 February 2009 Bell 230 N880SF. Air ambulance of OSF Saint Francis Medical Center Life Flight, Peoria, Illinois operated by OSF Aviation, LLC. Upon lift off and initial climb from Peoria International Airport (PIA), the flight nurse in the cabin heard a clunk. The pilot noted the #1 hydraulic system caution light illuminated with an accompanying drop in the #1 hydraulic press to zero psi. They returned to PIA and pilot executed a run on landing. Upon inspection it was noted that the hydraulic line had a pinhole chafed in it, leading to the loss of hydraulic fluid. [Concern]

23 February 2009 Eurocopter AS350B2 N353P. Air ambulance operated by Air Evac. The emergency medical helicopter crashed in the Cave Creek area of Arizona while responding to a motorcycle crash. The helicopter struck the ground hard and suffered damage. The three crew members aboard were not injured in the crash. [FAA]

23 February 2009 Eurocopter BK117 N122SL. Air ambulance of ARCH Air Medical Service, St. Louis, Missouri operated by Air Methods Corp. While transporting a patient to a St. Louis area tertiary care hospital, a loud sound was heard which was followed by the complete loss of power on the number two engine. The pilot diverted to St. Louis Downtown Parks Airport where a successful single engine run-on landing was performed. [Concern]

27 February 2009 HH-60 Jayhawk. US Coast Guard. One of the three aircraft operating out of Cape Cod landed on a little league ground off East Grove Street, Middlesboro, Boston, Massachusetts with a suspected oil leak. No damage or injuries. [Media]

PEOPLE

Inspector Gary Smart of South Wales Police starts the New Year as the new Unit Executive Officer of the St Athan based South and East Wales Air Support Unit replacing Inspector Steve Flynn. With 20 years' service, Inspector Smart always had a keen interest in flying and aviation from his youth and had his eye on the Air Support Unit for years.

He was previously a Critical Incident Manager at the Control Room based at headquarters, Bridgend, where he dispatched and managed resources whilst juggling live emergency-response incidents and crimes but has been involved with the air support unit since late last year in preparation for the hand-over. He was on-hand at the launch of the unit's new aircraft Eurocopter EC135T2 G-WONN last year and has already organised for the helicopter to reach out to the public with setting up a charity event at Ty Hafan's Children's Hospice for Wales around Christmas.

In the past year the South & East Wales police helicopter has recovered £3.7M worth of property and illegal drugs, carried out 350 missing people searches, 192 vehicle theft searches, made 156 arrests, 150 burglary searches, 136 police photography missions, 64 vehicle pursuits and found 50 missing people. [SWP]



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On February 26 normal work tasks for the Bundespolizei-Fleiegergruppe [German Federal Police flying group] were temporarily set aside to mark the retirement of Ldt PD Gunter Carloff from his position in charge of the operation.

The mix of stern ceremony and light hearted recollection took place in one of the massive hangars that are a feature of the main base for the flying group near Bonn.

With regular periods of musical entertainment from the Bundespolizei orchestra, speeches from the President of the federal police and Carloff himself power was handed over to the new leader Thomas Helbig, formerly his deputy and chief of staff.

Following on from the ceremony a multi-unit fly-by was staged that drew largely on the Puma, EC135 and EC120 of federal resources but also included an EC155 of Nordrhein-Westfalen and an EC135P2 from *Police of Rheinland-Pfalz*.



[L to R] The President of the Federal Police, the retiring Commander Gunter Carloff, L StB 1, POR Herrmann and the new Commander Thomas Helbig

James (Tony) Cowan from Durham City, the current Chairman of the United Kingdom Civil Air Patrol, a registered charity has been awarded a Winston Churchill Travelling Fellowship by the Winston Churchill Memorial Trust. Tony will use his award to spend four weeks in the USA working alongside the United States Air Force Auxiliary Civil Air Patrol. The Civil Air Patrol in the USA is responsible for around 90% of inland search and rescue (SAR) action and is at the forefront of disaster relief following events such as Hurricane Katrina which devastated New Orleans in 2005.



The purpose of the visit is to study the organisation, training and funding of the US Civil Air Patrol and to apply the lessons learned to the Civil Air Patrol in the UK. Mr Cowan added that, "The civil air patrol in the UK is at a crossroads and is a victim of its own success with the demand for air observation sorties outstripping its limited funds. It is hoped that lessons may be learned from the similar organization in the USA and then applied on this side of the North Atlantic."

Details of the Winston Churchill Memorial Trust and Winston Churchill Travelling Fellowships may be found at www.wcmt.org.uk

Tony Cowan at the controls of a Gipsyland GA8 Airvan, in service with both the UK Civil Air Patrol and the US Civil Air Patrol.

Group Captain Jonathan Dixon has returned to take over as the RAF Search and Rescue Force Commander from Group Captain Steve Garden. To mark the handover, both Group Captains took part in a routine training mission at Holyhead Mountain with staff of the RAF Mountain Rescue Service and SAR aircrew from C Flight of No 22 Squadron based at RAF Valley.

Group Captain Dixon joined the RAF after attending Sawston Village College in Cambridgeshire and later gained a degree in Physics at Nottingham University. He has flown SAR Sea Kings and Wessex as a Support Helicopter pilot and has commanded Nos 84 and 22 Squadrons. He was the Chief of Staff with 903 Expeditionary Air Wing in Iraq and comes back to SAR from a tour on the Directing staff of the Advanced Command and Staff Course. As RAF Search and Rescue Force Commander he will spend a lot of time travelling to the SAR Force's many helicopter and mountain rescue units across the UK. He and his wife Katharine and their two daughters will divide their time between the family's Gloucestershire home and Anglesey.

RECENT EVENTS

In the eyes of the organisers the *Counter Terror Expo* may have firmly established itself as a premier event according to speakers, exhibitors and delegates who flocked to London's QE11 Centre in the heart of Westminster on the 10 - 11 February, but in terms of the exhibition space it failed to deliver and is set for pastures new next time around to overcome its all too evident space drawbacks.

The two-day event broke expected attendance figures by a factor of 50%. In excess of 4,000 governmental, military, law enforcement and business professionals from the UK and Overseas took part in the conference and specialist workshops as well as visiting the exhibition and the infrastructure groaned under the unexpected weight of interest.

The event was themed on international terrorism and although in many ways it exuded the pretty much workaday content of a run-of-the-mill security exhibition with very little pure law enforcement aviation content it looks as if its troubles in part originated from the adventurous title.

Intelligence gathering, policing, critical infrastructure protection and business continuity were the principal headline themes during the course of the event but in many ways the attending aircraft market were lost among the CCTV & surveillance, perimeter security & intrusion detection, training and communication systems. The venue did not help with the exhibition areas being housed in relatively small rooms confusingly laid out over several upper floors. Food became a major problem with an unhappy mix of exhibitor and visitor passing each other in very narrow aisles and inevitable 'invading' booth space to be able to munch their food out of the stream of passers-by.

But despite the low number of aerospace exhibits, restricted to presences from Society of British Aerospace Companies, Britten-Norman, DO Systems and MW, both MW and Britten-Norman reported they had a good show and observed a welcoming reception from visitors discovering them at the show.

DO Systems were promoting the Diamond DA-42 at the show at a time when the same company was able to display a fair amount of sales traffic in the Anti-Terror World. DO Systems has now handled the delivery of three Diamond DA42's to the Royal Air Force and these have now left the UK for warmer climes - either Iraq or Afghanistan.

Despite these personal criticisms the overall success of Counter Terror Expo is already receiving a high volume of exhibitor bookings for next year and consequently it is to move to the much larger National Hall at the Olympia Exhibition Centre in 2010.

The Olympia venue should overcome many of the criticisms of this year's show and provide Counter Terror Expo not only with room from expansion but also provide a range of catering and conference facilities for the event attendees within close proximity to the exhibition. That alone should allow for less awkward lunch breaks!

FORTHCOMING EVENTS

A new dual stream format at the Annual International BAPCO (British Association of Public Safety Communications Officers) Conference and Exhibition will deliver more variety and a greater choice of sessions for practitioners, under the theme "Sharing Information for the Future." This highly educational event, will take place from 21st – 23rd April 2009 at the Business Design Centre, Islington, London.

Resilient Communications are discussed in an operational context, drawing on case studies including Dansk Beredskabskommunikation in Denmark, New York City Wireless Program and Sussex Police Project. Communications and Command Centre sessions present a Fire Control Project Update and information on a major new integrated system for London Fire and Rescue Service - the Command Support System.

The conference will close with DAC Richard Bryan discussing security issues for the 2012 London Olympics.

Alongside the conference, the free to attend, BAPCO exhibition (22nd- 23rd April 2009) enables delegates and visitors to meet over 100 specialist suppliers of tried and tested technologies, and to see brand new product launches and future public safety communications systems.

For the full conference programme, exhibitor list and to register as a delegate or visitor to the BAPCO conference and exhibition visit www.bapco.co.uk

2009
BAPCO
Promoting Integrated ICT for Civil Contingency Responders
Conference and Exhibition
Conference: 21-23 April 2009
Exhibition: 22-23 April 2009
Business Design Centre, Islington, London UK

The graphic features a large circular image of firefighters in full gear at a scene. To the right, there are several smaller circular images: a person at a computer, a police officer on a mobile phone, and a person in a red uniform. A black SUV is partially visible on the right side of the graphic.

Plans are currently underway to hold a Police Aviation Conference in the week prior to Helitech 2009. Circumstances have led to the event being held in the UK again. The venue is scheduled to be the Prince Regent Hotel, Manor Road, Woodford Green IG8 8AE in the east London suburbs.

Slated for September 16-17 the event offers both a rural aspect and yet easy access to the London public transport network. With large free parking facilities on site it is expected that attendees will enjoy an interesting event without many of the drawbacks presented by a Central London venue.

The Editor of Police Aviation News, previously the programme organiser of the well regarded Shephard Conferences events, will be running the whole of the 2009 event in a slightly different format to that previously experienced.

Companies or individuals wishing to take part in the conference and exhibition should contact this publication. editor@policeaviationnews.com +44 1992 714162



DIARY

4-5 March 2009 Border Security 2009 Marriot Hotel, Warsaw, Poland. Will examine the latest policies and procedures from international border security agencies, nations and border police. Assess their latest policies and discuss how new technologies and initiatives are helping to improve security at all levels.

Includes a half day interactive workshop in the form of a dynamic simulation exercise involving air, sea and land borders and relevant responding agencies in Eutopia - a fictitious European country. Delegates will receive intelligence about emerging potential threats, then commission analyses, formulate response tactics, allocate resources and make other key decisions in real time.

Based on a selection of sanitised but actual situations, the session will seek to explore and promote mutual understanding between the relevant agencies of participating nation states. Additionally it will explore the opportunities and constraints bearing upon information and intelligence sharing in such multi-agency, multinational and multiple threat environments.

This is an event for security professionals who want to network with major international speakers and attendees dealing with land, air and maritime border security. Organised by the SMI Group Ltd., www.smi-online.co.uk

17 March 2009 Royal Aeronautical Society. Stewart Lecture: Aviation Medicine Research: An Unending Adventure Dr Charles Billings MS, MD, FRAeS, Emeritus Professor, The Ohio State University, USA. FREE to attend lecture at No.4 Hamilton Place, London, W1J 7BQ, UK. Commencing at 18:00hrs, refreshments served from 17:30hrs. Please contact the Conference & Events Department at conference@aerosociety.com or telephone 020 7670 4345

30-31 March 2009 SAR 2009 - Working together for Global solutions. At the Ritz Carlton, Tysons Corner, Washington DC. USA Conference & Exhibition event. The organisers expect attendees from 25 nations to be present. www.shephard.co.uk

March 30 – April 1st, 2009 The Future of Human Error Management in Aviation. At the Fairmont Hotel Vancouver in Vancouver, BC, Canada. An International Summit focusing on. For more information, or to register, go to: www.chcsafetyqualitysummit.com

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