

Police Aviation News

©Police Aviation Research

Number 157 May 2009

PAR



FIRST 'HELICOP' BOWS OUT

Alan Bristow 1923-2009

SAY NO TO PILOTLESS

LASER TROUBLE GROWS

PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** editor@policeaviationnews.com

SPONSORS

Bob Crowe
Broadcast Microwave
Diamond Aircraft
Enterprise Control Systems
Honeywell [Skyforce] Mapping
L3 Wescam
Powervamp
Task Management
Turbomeca
Zeiss Optronics

www.bobcroweaircraft.com
www.downlinkexperts.com
www.diamond-air.at
www.enterprisecontrol.co.uk
www.skyforce.co.uk
www.wescam.com
www.powervamp.com
www.skyforce.co.uk
www.turbomeca.com
www.zeiss.com/optronics

Airborne Law Enforcement Association
European Law Enforcement Association
Sindacato Personale Aeronavigante Della Polizia

www.alea.org
www.pacenet.info
www.uppolizia.it

LAW ENFORCEMENT

CANADA

BRITISH COLUMBIA: The unit tasked with coordinating security at the next major Olympic event, the Winter Olympics in Vancouver BC, has recently launched a website. The main aim of the Vancouver 2010 Integrated Security Unit (V2010 ISU) website is to highlight the organisation, its achievements and intentions.

The site provides a point of contact for general inquiries, suggestions, concerns, etc. about the seven thousand sworn security personnel - RCMP and Municipal police officers – employed from across Canada.

The ISU is working with its security partners in planning security for the Games, and although these plans have not been finalized, this will likely include the deployment of non-RCMP security. For security reasons much of the detail will not be available until after the event.

The V2010 ISU will provide a secure Olympic transportation system for athletes, team officials and designated Olympic family members based on current threat assessments and ensure those with access to the site receive the necessary accreditation

The Olympics have been designated as a major event by the Government of Canada. As a result, the RCMP is mandated to complete security background checks to enhance the security of the Olympic Games. It is predicted that more than 100,000 individuals will require accreditation.

COVER CAPTION: The North Weald based Essex and Hertfordshire Air Ambulance has been chosen as the official charity of the Herts Youth Games 2009. The event, now in its 17th year, welcomes around 12,000 young athletes from across the county. This years event will be held on Saturday, May 9 and Sunday, May 10, and as a result the normal availability for the EMS operation will be temporarily extended to seven days. The MD902 air ambulance will be based in the grounds of the Hertfordshire Sports Village, Hatfield and available to answer emergency calls. The aircraft will then recert to 5-day working pending an increase in funds. It is seen here at North Weald on Sunday April 19. Though not flying operationally the aircraft was made available to visitors to an airfield gate guardian unveiling as a PR exercise.



OBITUARY

ALAN EDGAR BRISTOW 1923-2009

The passing of Alan Edgar Bristow on April 26, 2009, takes from the World arena the first accredited police helicopter pilot.

Bristow was the founder of one of the world's largest helicopter companies, Bristow Helicopters, where he served as managing director and then chairman from 1954 to 1985.

Born in South London, in 1923, Alan Bristow was brought up in Bermuda where his father, Sydney, was in charge of the naval dockyard. He later moved to England, and attended Portsmouth Grammar School.

The Second World War broke out on his 16th birthday. The young Bristow joined the British India Steamship Company as a deck officer cadet and faced threats to his life by enemy actions. He was sunk twice, once aboard the SS Malda by Japanese warships, and again aboard the SS Hatarana by the German submarine U214 off the Azores.

Later in the war he joined the Fleet Air Arm, graduating in the top four of his pilot training course. He was sent to America where he became the first Briton to learn to fly the Sikorsky R4 helicopter. He qualified on the novel type at the US Coastguard base at Floyd Bennett Field in June/July 1944.

After the war he returned to Britain and in 1947 was hired by the Westland Aircraft Company as their first helicopter test pilot. It was while there that in June 1947 he flew the significant 'first ever' series of police air support missions in co-operation with the Norfolk Constabulary and the Metropolitan Police.

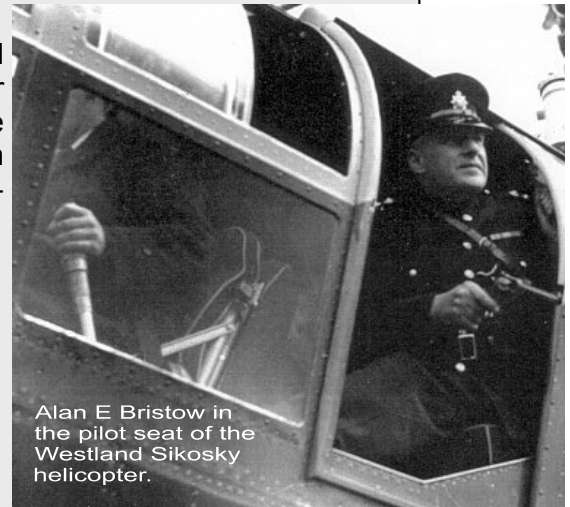
The novel police operations attracted the attention of *Daily Express* photographer Walter Bellamy and he accompanied Alan Bristow and Methwold based Inspector Brunson in an Sikorsky S-51 to search an area of East Anglia where renegade Polish soldiers were reported on the rampage. The police officer was armed with a .38 Webley revolver. The team—with their press shadow—assisted in the capture of one man during the operation. The 60th Anniversary of this event was commemorated in greater detail within the June 2007 edition of *Police Aviation News*.

In later years Alan founded Bristow Helicopters and became a pioneer in the provision of helicopters in support of North Sea gas and oil exploration. It proved to be a highly profitable enterprise. In 1968 he left his 'baby' took over as chief executive of an ailing British United Airways and succeeded in restoring it to profitability before selling it on and returning to Bristow Helicopters for another dozen years. Bristow Helicopters passed through several hands but continued to retain the name of its founder. The company remains a significant player in the helicopter world.

Alan Bristow received many awards and honours, including the Order of the British Empire in 1966 for his contribution and services to aviation, and Croix de Guerre in 1950 for rescuing four wounded French Foreign Legion soldiers under mortar fire and was elected a Fellow of the Royal Aeronautical Society in 1967.



Alan E Bristow
at BAPCO 2005



Alan E Bristow in
the pilot seat of the
Westland Sikorsky
helicopter.

FRENCH PROTECTORATE

REUNION: In last month's edition there was a report of a small UAV noted poking around a prison in the UK - supposed prior to a prison break. In the last few days of April came a report from the other side of the world that a cult leader jailed for sex attacks on children had escaped in a Sud Alouette III helicopter from a prison on the French Indian Ocean island of Reunion. Prison escape by helicopter remains on the agenda but the actual numbers only seem to average out at one each year.

Juliano Verbard, who was serving a 15-year term for rapes and sex assaults on children, and two of his followers were pulled out of their imprisonment by associated who had hijacked a tourist helicopter [Agence France-Presse]

INDIA

SECURITY UPGRADE: India has decided to equip its paramilitary forces with helicopters in the wake of continued threats to Indian airports and the attacks on Mumbai late last year. At present, the forces borrow helicopters from the Indian armed forces or sometimes take them up from commercial sources for the duration of an operation.

It is reported that the five main paramilitary forces, the Border Security Force, the Central Industrial Security Force, the Assam Rifles and the National Security Guards, will be given eight Dhruv helicopters to boost their operations and enhance the ready availability of aircraft.

It is reported that a \$70M [3,500M rupee] contract has been signed with Hindustan Aeronautics Limited [HAL] to cover the purchases. Deliveries are scheduled to include the immediate delivery of four of the helicopters with the remainder to arrive in the next twelve months. [Media]

PIRACY—TWO OCEANS

The big ships and the guns are tending to scare off the pirates, but unfortunately the little men involved in this game of cat and mouse are still enjoying some major successes. Like the longer serving vessels of a the now vast array of international show of force a newly arrived Canadian vessel HMCS Winnipeg was able to scare off one batch of suspects apparently targeting a merchant tanker using its somewhat ancient machine gun equipped CH-124 Sea King helicopter.

The helicopter hovered above the three boats threatening the *Pacific Opal* and lowered its stop sign – written in Somali and measuring three metres by one metre – beside its machine gun.

The stalking pirate boats came to an immediate halt, and stayed motionless until the target vessel was a safe distance away.

The tables were briefly turned on the gathered warships when Richard Phillips the captain of the *Maersk-Alabama* an 17,000 ton US vessel was taken after a brief struggle. As the pirates in vessels alongside the ship fired in the air, Phillips, 53, told his crew to lock themselves in a cabin and surrendered himself to safeguard his men.

Although the vessel escaped Phillips was held hostage in an enclosed lifeboat by four pirates whilst being stalked by US warships and a helicopter in a tense standoff that lasted several days. Phillips jumped out of the lifeboat at one stage but was induced to return under fire from an automatic weapon handled by one of the pirates.



Sergeant Andy Gervais of HMCS Winnipeg participates in a defensive firing exercise from a CH-124 Sea King helicopter in the Indian Ocean in preparation for counter-piracy operations of the coast of Somalia. (Warrant Officer Carole Morissette/Canadian Forces)

The end game drew nearer after the lifeboat ran out of fuel and was eventually taken in tow by the US vessel undertaking the negotiations for Phillips safe return. Shots fired from the US warship killed three of the pirates holding Phillips, another was captured.

Other bandits, among hundreds who have made the Gulf of Aden the world's most dangerous waterway, seized an Italian tugboat off Somalia's north coast as it was pulling barges. Ten of the sixteen crew were Italian, the others included five Romanians and a Croatian.

It is too early yet to judge the International reaction to a request by the Somali government to help it create a coast guard to fight piracy along the country's lawless coastline. The Somali government plans to create a coast guard because it is needed to re-establish the rule of law along Africa's longest shoreline but it will take years to set up and train and it is difficult to see how it can ever attain the capability of the current international forces, their ships and helicopters.

On the other side of Africa the Gulf of Guinea nations also claim a lack of ability in tackling mounting threats from piracy and kidnapping. The region hosts Nigeria and Angola, Gabon, Cameroon, the two Congo's and Equatorial Guinea, much of the international interest lies in oil. Even oil from land-locked Chad is exported through the region. With 25% of the USA's oil coming from the area they have an unwelcome interest but still feel unable to legally act directly. So far it seems the armed forces of the rest of the world are declaring themselves unable to help.

Over the last year attacks have spread to oil platforms, vessels, high-street banks and even Equatorial Guinea's presidential palace. Assaults on banks in Benin, Cameroon and Equatorial Guinea point to organised crime but they call themselves freedom fighters.

Limited local resources are overwhelmed, attempts to bolster them with inappropriate purchases such as the police R44 that could not be refuelled and an inability to keep those resources operational only makes the situation worse.

Gunmen operating in Nigeria's Niger Delta have slashed Nigeria's oil output by a fifth and resulted in the costs of security rising to \$3.5 billion. The impending arrival of a pair of new Bell 427 for the Custom's in Nigeria may assist but always subject to the availability of support resources.

Meanwhile the USS Nashville, a 17,000 ton warship with 400 crew, is courting criticism by touring the region, hosting training courses on topics ranging from oil platform protection and fire-fighting to maritime law, intelligence gathering and hand-to-hand combat.



The LEO just got better...

Introducing the new LEO-III-HD featuring
Carl Zeiss Optronics Sensors & Optics



Carl Zeiss Optronics (Pty) Ltd.

Carl Zeiss Group
Nellmapius Drive, Irene, 0046
Republic of South Africa

Tel: +27 12 674 0215
Fax: +27 12 674 0198
www.zeiss.com/optronics



We make it visible.

MALTA

Command, Control & Communications form the foundation of any type of operation and the control of Malta's maritime borders is no exception.

A new project funded from the 2007 the External Border Fund (EBF) of the European Union, the allocation is co-financed with 75% of the funds being sourced from the EBF and the remaining 25% being allocated from Malta Government funds.

This is the second contract being entered into by the AFM utilising funding from the EBF. The first contract financed four new Austal 21.2 metre patrol boats, worth €9.6M financed by the EU and the Maltese government.

The process that led to the communications contract started in early 2008 when the AFM began to draw up a technical plan for its new communications infrastructure, with the emphasis being laid on the ability to communicate securely, in both voice and data modes while ensuring the maximum interoperability with other local agencies as well as the agencies of other nations.

Of six potential bidders approached four responded and Aeronautics Defence Systems Ltd, was selected to supply, install and commission the required system and provide associated training.

The equipment that forms the system is sourced from Europe, America, Israel and Australia and offers a significant level of flexibility, both as regards future growth as well as the potential to interoperate with a wide variety of different national and international agencies. These capabilities will assist greatly when participating in joint border control operations such as those organised under the umbrella of FRONTEX.



credit ALFRED AZZOPARDI/AFM PRESS OFFICE

SEARCH & RESCUE

SHIP TRACKING

TRAFFIC PROXIMITY

VEHICLE TRACKING

CAMERA LOCATION

Honeywell

Observer (MKIII Mission System)

ON TRACK ON TARGET ON TIME

Honeywell Aerospace

Tel: USA: +1 800 601 3099 International +44 1243 783763

Enquires: mission.systems@Honeywell.com

Website: www.skyforce.co.uk

SOUTH AFRICA

The South African Police Service (SAPS) has scrapped its plans to buy unmanned aerial vehicles (UAVs) to monitor the 2010 Fifa World Cup stadiums during the tournament. The UAV were sidelined for six Robinson R44 Raven II helicopters purchased using the same funding.

The SAPS had initially announced it would purchase ten UAVs – one per stadium – but no official tender was ever issued.

With only a year to go until the tournament the legal problems associated with UAV acquisition and operation in civil airspace remain. At the moment the police cannot purchase UAVs for civilian surveillance purposes, as the Civil Aviation Act would not allow it.

The South African CAA established a UAS standards working group last year to address the issue of UAVs in civilian airspace but the perceived wisdom is that the task is 'going to take a long time'.

The helicopters were purchased as being more viable than the still untried UAV alternative. There are no plans to buy any UAVs in the near future.

TURKEY

Although the exact type is yet to be announced – both AgustaWestland and Sikorsky are said to have tendered - local manufacturer Turkish Aerospace Industries (TAI) is set to build more helicopters for security than originally envisaged.

The number of helicopters to be produced as part of a helicopter procurement project being implemented by the TAI has been raised from 78 to 109 after requests were made for additional craft by the security organisations. The primary law enforcement user is to be the para-military Gendarmerie, scheduled to operate thirty of the chosen type.

Sikorsky and AgustaWestland, have offered the Blackhawk S-70i and AW-149, respectively and a decision over the final type is due later this month. The companies will provide a basic helicopter, which will then be customised according to the needs of the end user by Turkish companies.

Since the initial story AgustaWestland unveiled a full scale mock-up of the TUHP 149 variant of the AW149 helicopter at IDEF 2009 in Istanbul. The TUHP 149 is the AgustaWestland candidate for the Turkish Utility Helicopter Programme (TUHP). It is a new generation 8.1 ton medium lift multi-role helicopter designed to meet the military requirements of Turkish end users.

The TUHP 149 maximizes the involvement of TAI and additional leading Turkish aerospace and defence companies, including ASELSAN, TEI, ROKETSAN, HAVELSAN, building on the strategic partnership already set up by AgustaWestland and Turkish industries through the ATAK programme.

The TUHP 149 features a wide, constant cross section and unobstructed cabin with large sliding doors. The cabin can be easily reconfigured to meet different operational requirements with the capability to transport up to 18 equipped troops. The leading edge technology, open architecture digital avionics and integrated mission and weapon systems allow the aircraft to undertake a wide range of missions. The high performance twin engine helicopter is designed for operations in all environments day and night.

The aircraft can be configured to carry a wide range of weapons, including rocket launchers, air-to-surface and machine-guns as well as external auxiliary tanks in a variety of combinations. Pintle mounted machine-guns can also be fitted on fixed frame windows or in the doors. Structural provisions for the installation of an external cargo hook, heavy duty rescue hoist and a wide range of other mission equipment are provided. [Media/AW]



UNITED KINGDOM

NATIONAL: The UK Civil Aviation Authority (CAA) has launched a campaign to tackle the growing problem of lasers being maliciously directed at aeroplanes and helicopters. The move follows a dramatic rise in the number of incidents of pilots being distracted by lasers during critical phases of flight. During 2008 a total of 206 cases were reported to the CAA, compared with only 29 in 2007.

Many of these incidents involved commercial airliners flying into UK airports. The CAA, regional police forces and government departments have now joined forces to track down those responsible for these attacks.

The laser threat has become a global problem with reports of incidents in the USA, Australia and Canada leading to a number of high profile prosecutions across the world. Many offenders regard what they've done as a prank, but a jail term for a first offence is now common.

Spearheading the campaign is a new device - currently being rolled-out amongst police forces around the country - that can pinpoint the exact location of where a laser beam originates. A photograph can also be taken for use in court.

Areas of the UK reporting high numbers of laser incidents include Liverpool, Manchester, Cardiff and Edinburgh.

The BBC gained exclusive access to an exercise trialling an example of the Laser Event Recorder carried by the MD902 Explorer operated by the air support unit of Greater Manchester Police. The device looks similar to a flat pocketable digital camera and includes the ability to take images of the attack, record the location via GPS and analyse the wavelength of the laser being used creating a 'fingerprint' identification for evidential purposes. It can



Enterprise Control Systems Limited



**Specialist design through
innovation and technology**

Digital Video Airborne Systems,
COFDM Tactical Data Video Links,
Portable Receiving Systems,
Observation Networks

- COFDM HDTV Downlink
- COFDM SDTV Downlink
- COFDM HDTV Uplink



The system can transmit 1 HDTV channel, 1 HDTV and 1 SDTV channel or 2 SDTV channels simultaneously, with AES256 Encryption.



www.enterprisecontrol.co.uk

Tel: +44 (0) 1327 860050 Email: sales@enterprisecontrol.co.uk

warn the police if the laser is powerful enough or close enough to cause physical damage to the eyes.

In the exercise an officer 'stooge' placed in a residential back garden operated a laser device towards the helicopter flying at 1200ft (365m). The effect of the strong and sharp beam on the aircraft interior at that height robbed the crew of night vision but it is believed that the effect on the same aircraft at a distance of less than 500 feet could even be permanent eye damage.

GREATER MANCHESTER: GMP Specialist Operations Division has purchased an Eagle Eye blimp from Birmingham based Sonic Communications.

The craft is expected to enter service next month but meanwhile GMP staff is undertaking training on the handling of the craft and its surveillance systems.

Although the ultimate operator of the Eagle Eye is Specialist Operations, the same section of the GMP as the helicopter and fixed wing the static balloon is not directly associated with air support. PAN last featured this craft in a report from an air day held at Aberporth in Wales in the summer of 2006.

The Eagle Eye blimp has been used operationally with other police forces – primarily West Midlands – but this is the first sale to come to notice. Sonic teamed up with an Israeli company Topivision to make available the helium filled airborne blimp that can be deployed within 20-30 minutes to provide a static surveillance system.

There have been a number of camera carrying helium blimps offered to police over the years and most have originally been offered for sale. The spasmodic nature of the need for the type of static surveillance they offer, the size of the ground crew required and an assumption that a large building is needed to house this type of craft militated against ownership and it has proven time and time again that short-term leases from a contractor make more sense.

Sonic has been able to demonstrate to GMP that the ground crew requirement is manageable and the likely high workload locally clearly demonstrated that purchase was viable. The need for a large building to house the blimp has been overcome by transporting it to the operational site partially deflated in a midsize articulated vehicle ['semi-trailer'] that acts both as protective hangar and control room. [GMP/PAR]

CLEVELAND: The Eurocopter EC135T1 operated out of Teesside Airport since January officially came on line as a Cleveland resource on April 1.

The newer EC135T2 previously based at Teesside is now serving Northumbria and Durham



The Eagle Eye at Aberporth in 2006.

This view clearly illustrates the size of the envelope compared with the two men standing underneath it and gives a glimpse of the trailer unit then in use with the craft. [©PAR]



from Newcastle – with cover over Durham in the south now some 20 minutes away from the base.

The Cleveland Air Operations Unit (CAOU) is now operated independently using G-NESV, staffed solely by Cleveland Police officers and although closer to Durham is not their primary cover provider.

ESSEX: Police in Essex have made more than £500,000 from sharing the force helicopter with their neighbours in Kent. Essex has been sharing the helicopter for the past 12 months, as part of a collaboration project launched in August 2007. Specialist murder squad detectives, marine police and equipment have also been shared.

The £500,000 so far received by Essex has been reinvested in upgrading the aircraft. It has also been used to fund more hours in the air for the helicopter and training more pilots.

Chief Supt Carl O'Malley, Essex Police programme manager for the Kent and Essex collaboration, said: "The Essex Police helicopter is a primary crime-fighting tool and it is great we are also able to provide a service to our collaborative partner, Kent Police.

In the last year, the force's helicopter racked up more than 1,200 hours' flying time. From the start of April 2008 to the end of March this year, the helicopter went to 2,691 incidents and has been involved with more than 200 arrests.

But the force fell in for criticism about how it spent some of its savings after it was disclosed that a cooperative project with a television company had led to police cars and the helicopter being used in support of the programming.

In one sequence a female television presenter pretended to take away a bright yellow 180mph Lamborghini sports car and after having given her a head start of 20 minutes was traced using a Tracker [LoJack] device and pursued by four officers in two 150mph patrol cars for a television company. In doing so it was said that the presenter and the officers broke the speed limit and, in the case of the police, used blue lights.

In the wake of some high profile road deaths caused by allegedly unnecessarily speeding police vehicles the largely self appointed road safety campaign brigade were able to condemn the waste of resources and the dangers presented by the hour long pursuit.

The police put the operation in support of Raw Cut Television, makers of the 'cops and rob-

bers' tv show Police Interceptors down to a useful training exercise but it did not greatly reduce the furore.

NORTH YORKSHIRE: Wardens at Full Sutton prison in Yorkshire managed to deter a helicopter born prison escape after being tipped off. The authorities went to the plotters' cells hours before the escape attempt was due to start.

Accomplices on the outside were set to hire the helicopter for business then force the pilot to land in prison at gunpoint.

Nine Muslim inmates plotted to kidnap the jail imam during prayers with weapons hidden in the prison mosque. They would then move into the open, going to a sports field using the imam as a shield with a view to being picked up by the hijacked helicopter.

The nine, including convicted terrorists, were subsequently transferred to other jails.

WEST MIDLANDS: In another move to introduce civilianisation into the operation the West Midlands Police have advertised for an Air Support Supervisor. The post incorporates some management and control of the air unit together with the duties of air observer. The main responsibilities of this position are to assist with the general supervision of police officers and staff. The post offers £25,080 - £30,621 placing the rate well below the actual cost of a sergeant that might be expected to hold a similar post in the past.

A requirement that applicants attend the UEO course and have previous experience as a UEO or Deputy UEO and experience as an air observer suggests that it may be aimed at attracting a retiring police officer. Hours will mainly be normal business hours but some shifts are proposed as part of a 24 hour shift rota when required.

Microwave Downlinks get the whole picture...

Suspect

GeoPoint shows direction and distance to target

60 FT

New Carry Viewer III Handheld. Smallest, lightest diversity receiver, with GeoPoint!

BMS The Downlink Experts™
Broadcast Microwave Services, Inc.
Toll Free: 800-669-9667 | US (858) 391-3050
Visit www.thedownlinkexperts.com to learn more!

UNITED STATES

FEDERAL: The United States Coast Guard has flown the latest version of its H-65 Dolphin helicopter. The prototype, MH-65D, aircraft 6543, first flew on March 17 and began in-flight trials on March 23 at the Coast Guard Aviation Logistics Center (ALC) in Elizabeth City, North Carolina.

The aircraft is a further update of the original Dolphin/Dauphin fleet, as was the MH-65C, and features a new flight navigation system, common to other Department of Defence helicopter fleets replacing the current compass, directional, yaw rate gyro systems, and GPS system.

The Coast Guard currently operates around 100 H-65 Dauphins, of these, 33 have been upgraded to the 'multi-mission' MH-65 standard with new equipment allowing the type to be used on the 'airborne use of force' mission in place of the leased Agusta MH-68A/A109E's. The role has become increasingly important with the Coast Guard's leading role in the Department of Homeland Security.

Initial Operating Capacity for the MH-65D is expected to be reached during the 3rd quarter of 2010.

The programme is just one of a number of changes made to the fleet as part of the Deep-water re-capitalisation programme.

The helicopter interdiction tactical squadron, or HITRON, stops drug-smuggling speedboats by shooting out their engines. The facility employs 50 officers and 170 enlisted personnel with a payroll of about \$12M.

The HITRON operation moved into Cecil Field in 2001. It stopped five boats carrying 2,640 pounds of cocaine and 7,000 pounds of marijuana in its first year and has since stopped 149 boats and captured 171 tons of cocaine worth more than \$9 billion.

ARKANSAS: Despite the regulations currently holding back widespread UAV trials the North Little Rock Police Department has recently been undertaking trials with a 25 pound [10kg] remote control craft dubbed Helicopter 187.

According to Capt. Leonard Montgomery, who leads the seven-man team responsible for the camera equipped UAV plans are that it might be used to monitor crowds at big events; for surveillance of drug activity; for search-and-rescue missions or hostage crises, but inner city patrol won't happen in the city anytime soon.

Currently, the department has approval from the Federal Aviation Administration to run only test flights in remote areas. Last month a grassed field at the Remington Arms plant in Lonoke was chosen for officers to demonstrate to the media what the machine can do.

Since it was a bit windy, officers launched the helicopter using a hand-held controller. Once it was hovering about 400 feet off the ground, two officers in a police van used laptop computers and videogame controllers to manipulate the chopper and its camera. Flying the craft requires a pilot at the laptop, a safety pilot with a hand-held controller, a camera operator and at least one spotter to alert the pilots of any obstacles. The unit had logged 30 hours of practice flights since October.

The helicopter is capable of automatically correcting its flight but during the media demonstration the breeze appears to have been just too much for the system and the ground operators were obliged to intervene. The breeze does not seem to have been too daunting, the weather service reported winds of about 6 mph. Montgomery said they don't want to risk flying the \$78,000 machine in winds above 13 mph.

The future of this small craft definitely leans towards its static, post mounted, CCTV cousins. North Little Rock has 24 fixed cameras around the city, each takes about two days to move, the helicopter can be in the air filling in gaps within 15 minutes.

CALIFORNIA: The San Bernardino County Sheriff's Department will submit a request to the Governor's Office of Emergency Services for five surplus Bell UH-1 Huey helicopters. The department plans to refurbish the helicopters and use them for drug surveillance or

search and rescue operations. Another option would be to use the Vietnam War-era helicopters for parts. The Board of Supervisors has given the San Bernardino County Sheriff's Department the go-ahead to make a request to the Department of Defense for a number of surplus Bell UH-1 Huey helicopters..

CALIFORNIA: Briefly last month Placer County (CA) Sheriff's Department Air Support Unit made its acquaintance with its new American Eurocopter AS350B3 N911WL c/n 4587. The helicopter was registered in September 2008. Chief Pilot Van Bogardus and Unit Commander Dave Harris collected the AStar from the manufacturers plant in Grand Prairie, Texas and flew it to the Hangar One completion facility in San Diego, California for its role completion.



Over the next 120 days the aircraft will be completed with Technisonic tactical radios, Aero-Computer moving map system, Axsys IR and HD camera, Goodrich hoist, a cargo hook, Sagem Multi-function Display, and Trakka Beam searchlight.

The new aircraft will replace a 1971 Bell OH58A+ that the operation has used since the Auburn Municipal Airport based flight operations commenced in 1995. It is hoped that the Bell, N1851S c/n 41365, can be sold on mission equipped to another law enforcement agency after the AStar is completed.

Placer County is 1400 square miles of diverse geography ranging from the suburbs east of Sacramento to the High Sierra Mountains and Lake Tahoe. The Sheriff's Department is required to fly at altitudes from 100 feet above sea level to over 10,000 feet above sea level, so they needed a helicopter with the performance to match various flight profiles.

LOUISIANA: The Metro Council has approved the purchase of a Robinson R44 helicopter for the Baton Rouge Police Department.

The Robinson, related equipment and training will be purchased with \$946,000 in federal economic stimulus money. It is expected that the helicopter will be used about 1,000 hours annually with fuel, maintenance and hangar space, the copter is expected to cost about \$62,200 per year.



Turbomeca
SAFRAN Group

UPLIFTING EXPERIENCE®
À LA HAUTEUR DE LA LÉGENDE



AIR AMBULANCE

GERMANY

DRF: Her Royal Highness Princess Benedikte of Denmark was the guest of honour at the inauguration of the new Niebüll HEMS Base of the DRF Luftrettung. The base houses the Eurocopter BK117 D-HQQQ operating as 'Christoph Europa 5.' Annually the base operates over 1,000 missions, 10% of them in Denmark. Christoph Europa 5' serves the population in

the northwest of Schleswig-Holstein, the North Frisian islands and holms as well as the western coast of the Danish administered district of Syddanmark.

Four years ago, on April 1 2005, the DRF Luftrettung stationed a rescue helicopter at the clinic of Niebüll. The helicopter was located in a tent hangar, the HEMS office in the clinic building nearby.



From left to right: Her Royal Highness Princess Benedikte of Denmark, Leif Wiuff, air ambulance manager Falck, Carl Holst, County Mayor of the Danish administrative district of South Denmark.

IRELAND

Officially an Air Ambulance Service covering Fermanagh and Tyrone may still be some way away from take-off, if the lack of contact between the potential provider of the service, Alpha 5 and the Department of Health is anything to go by.

Officials from the Department have met with representatives of the Ireland Air Ambulance charity, Alpha 5, to discuss the charity's proposals for a helicopter emergency medical service but there have been murmurs about the officials being sidelined by the charity as they investigate their options in setting up what is a largely separate organisation. Meetings with representatives of other private companies have not included a seat for the health department officials.

It seems that Alpha 5 is approaching potential bases and other facilities without reference to the Department of Health. This has come to light after the Department had a meeting with the owners of St Angelo Airport, who had been approached by Alpha 5, but left the Department in the dark about these moves. In contrast it seems the official view is that the charity seem to be good at raising money but the lack of consultation is clearly putting some noses out of joint.

Alpha 5 have been saying in the public domain that they intended to base the air ambulance at the Tyrone County Hospital in Omagh virtually from day one without constantly briefing the Department of Health who own the hospital.

More official noses were out of joint when Alpha 5 arranged a photocall with the air ambulance but only managed to get the invitation to the Minister for Health less than two days before the event. The Health Minister was unable to attend because of a prior engagement. The fledgling operation has precious little to do with the Ministry of Health at the moment. The service is expected to cover the northern half of Ireland at a cost of £1.6M a year wholly raised by the charity. In the wake of an inability of the Ministry of Health to set up its own air ambulance operation the charity operation won't cost the State anything but clearly it seems that there is an expectation that the official snouts need to be seen in the charity trough.

It is expected to be operational later this year, an improvement on the original middle of 2010 timeline.

UNITED KINGDOM

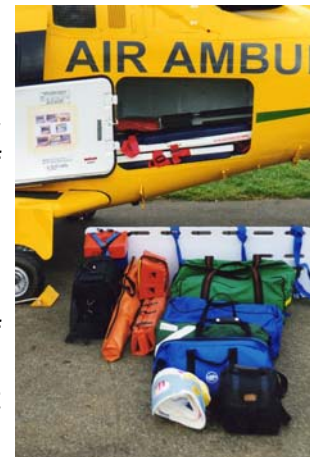
DERBYSHIRE: Derbyshire, Leicestershire & Rutland Air Ambulance (DLRAA) oversaw trials of a new helipad at Derby's new City General hospital last month. The helipad, which is on the roof of the development on the Derby City General site, will become fully operational in June after casualty moves across from Derbyshire Royal Infirmary.

Currently, the air ambulance rarely uses Derby hospitals because it has to land in nearby fields, with patients completing the rest of the journey in a land ambulance.

More commonly, they are taken to other hospitals in the area that have landing spots, including Nottingham and Coventry.

When the new helipad opens, patients can be taken straight from it into a hospital lift, arriving at accident and emergency within minutes of landing.

DLRAA based at East Midlands Airport took over the operation and the fundraising from County Air Ambulance on 1 April 2008. DLRAA's primary response area is the 2,100 square miles of Derbyshire, Leicestershire and Rutland. It will serve in excess of 1.4M people.



DA42 MPP (Multi Purpose Platform)



We offer an all-in-one solution: aircraft and integrated mission equipment for law enforcement - surveillance missions.

Border control | Harbour and coastal surveillance
Monitoring of critical infrastructure | Fire fighting
Flood prevention | Riot screening

Contact: Ferdinand Graf von Zeppelin-Straße 1
2700 Wiener Neustadt, Austria
Tel.: +43 26 22 26 700 - 1181, Fax: +43 26 22 26 700 - 1189
E-Mail: info@diamond-sensing.com
Web: www.diamond-sensing.com

We look forward to see you at the Paris Air Show
15th – 21st June 2009 | Le Bourget | Row A - Nr. 315



Precision from Above



WALES: Wales Air Ambulance unveiled its first 'new generation' helicopter at a special launch in Cardiff Castle on April 1. The Eurocopter EC135T2+ G-WASN c/n 0746 made a spectacular landing in the castle grounds to mark a new chapter in the history of the charity. Over the past year Wales Air Ambulance has been campaigning to raise additional funds required to upgrade its three helicopters from the current Bolkow BO105 model, to comply with Civil Aviation Authority law. Being faced with three aircraft due for change in a very short period of time placed particular strains on the charity but the necessary fundraising was achieved.

The three aircraft upgrade, along with maintaining the operation of the service, created an annual charity funding target of almost £5M.

This is the first EC135 that Wales Air Ambulance aims to introduce and will be stationed at the south airbase in Swansea, where the charity initially grew from eight years ago. The charity is continuing its campaign to introduce two further upgrades at its bases in Mid and North Wales and these aircraft can be expected to be in service this year.

The new fleet is being provided by Staverton based Bond Air Services Limited [BASL] under lease. The ongoing move away from the venerable BO105 has resulted in BASL having at least four 105s for sale, including the three ex Welsh aircraft and another air ambulance configured machine G-NAAB in service with the Hampshire and Isle of Wight Air Ambulance at Thruxton. The latter is about to be replaced by another Bolkow G-TVAM which BASL own. G-NAAB is leased and relatively more expensive to operate.

Industry sources suggest that ultimately the first EC135T2+ G-WASN will gravitate to the north base in Caernarfon. The second machine G-WASS c/n 745, still at Eurocopter Oxford pending delivery will be permanently at the Swansea base. It might be expected that a third machine, yet to be registered or delivered, might carry marks in the same series reflecting its base in Mid-Wales.

UNITED STATES

As industry groups continue to squabble over how to reduce the risks of emergency medical helicopter flights, a safety study commissioned by Bell Helicopter has turned out to be

slightly embarrassing and as a result Bell has had to distance itself from the conclusions to avoid antagonising some corporate customers.

Despite the problem of it having uncomfortable content the study is being described by aviation safety experts as a comprehensive report about enhancing safety for patients and crews alike.

Prepared by international consulting firm Aerospace Risk Management Inc., which has advised numerous airlines and helicopter operators over the years, the study was intended to foster consensus around voluntary safety efforts as a way to head off regulatory or legislative fixes.

While parts of the industry have already signified their support of its terms of reference and conclusions some members of the Air Medical Operators Association [AMOA], which represents companies flying some of the largest emergency medical helicopter fleets, have been critical. The first group includes the thirty or so organisations consulted in arriving at the published conclusions but the AMOA state that they were not part of the process and were not aware what sources were used.

Meanwhile it is being suggested that the 'solution' to the problems will include medical helicopters being required to have collision-warning devices under a federal rule due to take effect in 2011. These new rules, potentially ready this year, will require operators to install terrain awareness devices costing in the region of \$100,000, cockpit voice and data recorders as well as imposing IFR training on pilots and routine risk assessments before each flight.

It is believed that the measures will regulate 73 operators and 850 aircraft but it is not known how many of this number meet all or part of the requirements.

ALASKA: Denali National Park and Preserve will have an on-call Eurocopter AS350B3 AStar helicopter on standby for emergency missions after the park service entered into 70-

COOLSPPOOL

The latest 28.5 volt GPU range
Faster, cooler starts. Perfect for shaft or free turbines. Essential for FADEC aircraft.

NEW Mini 17 A/Hr portable GPU.
Built-in charger, digital voltmeter, protective padded jacket.

Massive performance, true portability, amazingly low weight.

Models from Mini 17 A/Hr to 260 A/Hr Ramp Cart

CALL NOW!

+44 (0)1934 643000

email: info@powervamp.com



Powervamp™

Powervamp Ltd, Weston-Super-Mare, England

www.powervamp.com



Reims F406 Land & Sea Surveillance

The logical economical choice of many operators
Police, Fisheries, Coastguard, EMINT, EEZ patrol.

Recent sales and deliveries
Serial No. 90, 91, 92, 93, 94, 95

Bob Crowe Aircraft Sales Ltd
Tel: +44 (0)1234 750442
www.bobcroweaircraft.com
sales@bobcroweaircraft.com

The advertisement features three images: a cockpit interior on the left, a Reims F406 aircraft on a runway on the right, and a central text block with contact information.

day on-call contract starting May 4 with Wasilla helicopter company Prism. The AStar will be stationed at the NPS helipad at Talkeetna airport.

Contracting issues prevented the helicopter entering service at the start of the climbing season but these had now been resolved. The helicopter will not land above an artificially imposed ceiling of 14,500 feet as most evacuations occur from Medical Camp at 14,200 feet or below. For higher elevation rescues, the Park Service will either request assistance from the Army or ANG providing Boeing Chinook aircraft. [KTNA]

STATE MEDEVAC: One of American Eurocopter's long standing air-medical customers, STAT MedEvac has signed the first long term commercial contract to receive pilot training in the new EC135/EC145 full motion flight training device, which is now in service at the company's expanded training centre in Grand Prairie, Texas.

This full motion flight training device is part of American Eurocopter's significant investment in the enhancement of training capabilities to support the flight safety requirements of its helicopter operators. The system was FAA certified as a Level 6 Flight Training Device (FTD) with motion, later this year it is expected to be upgraded to the status of a Level B Full Flight Simulator.



TOKYO: The Tokyo Fire Department has purchased a new fire fighting system from Simplex Manufacturing Company. Simplex has announced the certification and sale of its Model 316 fire-fighting tank; which is now approved for the Eurocopter Model 225 (EC255) helicopter.

Partnering with Japan Aerospace Corporation (JAC) of Tokyo, Japan, Simplex has delivered this new system to the Tokyo Fire Department, a long-time customer of both JAC and Simplex.



Reims F406 Land & Sea Surveillance

The advertisement features three images: a cockpit interior on the left, a close-up of the instrument panel in the center, and a pilot in an orange flight suit operating the aircraft on the right.

With an internal foam injection system, an engineered drop pattern, and an externally mounted design, Simplex's Fire Attack system greatly increases the flight utility. Equipped by this external system, the EC225 helicopter becomes particularly well-suited for urban fire fighting missions and internally transporting emergency response teams.

UNITED KINGDOM

SOUTH WALES: The fire service has acquired a Microdrone, mini remote controlled helicopter from MW at a cost of £30,000. The lightweight German sourced craft can transmit live images giving a bird's eye view of fire scenes to collect evidence for both fire assessment and post fire survey, potentially for police prosecution purposes.

MW Power is to exhibit at the forthcoming IDET 2009 in the Czech Republic after receiving huge interest from 'Eastern Europe' countries. At FireExpo 2009, to be held at the NEC in Birmingham this month [11-14 May 2009] MW Power will be the first UAV system to be compatible with Vector Command's 'Emergency Command System' following development interest at the recent BACPO 09 www.fire-expo.co.uk [MWP/South Wales Echo/IPAR].

UNITED STATES



TEXAS: United Rotorcraft Solutions (URS) delivered another customized Bell 407 to HALO-Flight of Corpus Christi, Texas. This is the second that URS had contracted with HALO-Flight Inc. based at the Corpus Christi International Airport. This new helicopter will bring HALO-Flight's fleet to three Bell 407's.

URS customised the helicopter with the integration of the Chelton's synthetic EFIS with WSI AV-300 Satellite Weather and Avidyne TAS 610 Traffic Advisory System, the KRA 405B Radar Altimeter, provisions for Chelton Auto Pilot, dual Garmin Comms and Transponder, Technisonic's TFM 136 VHF/800mhz, A711 and A710 audio and a TDFM618 for the medical crew and. The SkyConnect Tracker with 11 channel SOP Dialler for flight following and phone communication was also installed and United Rotorcraft Solutions performed their STC'd Night Vision modifications.

URS installed the Lifeport medical interior with some highly customized features requested by HALO-Flight to better suit their operation. The airframe was fitted with the Paravion air conditioning and bleed air heater/defroster, Super Night Scanner and the AFS Inlet Barrier Filter.

SEARCH AND RESCUE INTERNATIONAL

ELT: Although months have passed since major changes to the emergency locator system took place more and more reports are emerging of aircraft not equipped with the new standard.

The 406 MHz ELT is the new generation. The old-style ELT, which broadcast on 121.5 MHz, is no longer being received by search and rescue satellites. These are the satellites that have been so successful in getting help fast to those in need.

From these reports it appears that large numbers of aircraft in the north of the Americas have not changed to the new system. It is reported that 'a large percentage' of aircraft flying in Alaska today are not equipped with the 406 MHz beacons despite the decision to change over in 2009 being decided as long ago as 2000.

A couple of months ago there were two air taxi accidents near Nome and Kotzebue in bad weather. Neither airplane had a 406 MHz ELT, only the 121.5 MHz. Fortunately; both were fairly close to an airport and only one required rescue.

It is stated that 'the majority' of commercial and private aircraft in Canada are flying with emergency locator beacons that use the outmoded satellite frequency.

Again in Canada since the change a light aircraft still equipped with an analogue beacon and affiliated with a training school went down near Fredericton. Notification of the crash only came from another plane passing overhead and the location co-ordinates were far from where the small aircraft actually went down.

There are said to be fundamental, long standing, problems with the transmitters that are simply being passed on with the new frequency. A single gravity switch that does not activate if it isn't hit at a certain angle is a throwback from the original 121.5 system. Where none of the equipment has changed other than to change the frequency all of the problems from the original system remain in place. The new comes with a \$4,000 installation cost and has its own set of deficiencies. The new digital system will take about 50 seconds longer to alert search officials of an emergency, in which time an aircraft can sink, turn upside down or catch fire, all of which would prevent a signal from getting out.


The system is mandatory in several countries but it will be years before Canada forces the switch.

AFRICA

The United Nations International Maritime Organization (IMO) has opened two new search and rescue sub-centres in Tanzania and the Seychelles to conduct life-saving missions off the east coast of Africa.

At an IMO conference in 2000, African governments adopted a resolution inviting the countries bordering the Atlantic and Indian Oceans, from Morocco to Somalia, as well as the nearby Atlantic and Indian Ocean Island States, to establish five regional search and rescue centres and 26 sub-centres to provide services covering the entire coastline areas.


The Tanzanian and Seychelles sub-centres will operate in conjunction with the existing regional Maritime Rescue Coordination Centre (MRCC) in Mombasa, Kenya, the first African regional MRCC to be commissioned in May 2006. It was followed by an MRCC in Cape Town, South Africa in January 2007 and another in Lagos, Nigeria, in May 2008. The fourth MRCC, in Monrovia, Liberia, is to open this month. [All Africa]




**MX-15
True HD**

Higher Definition.


Leading-edge 1080p HD from Zoom & Spotter Cameras.




1080p



720p



**Standard
PAL**



**communications
WESCAM**

Comparison of MX-15 True HD Output Formats

www.wescam.com
1.800.668.4355

GERMANY

FEDERAL: The German Federal Armed Forces have celebrated 50 years of Search and Rescue provision.

The anniversary was marked with a special event at Landsberg-Lech AB in Southern Germany attended by Air Force chiefs and representatives from the Germany government as well as former members of SAR units.

The first Luftwaffe SAR unit went into operation on April 1959 at Landsberg.

Since then, SAR helicopters from the Air Force and Navy have been employed on some 250,000 missions and assisted some 190,000 people. Among the major incidents German SAR units have been involved in are the floods in Hamburg in 1962 and the ICE high-speed train crash at Eschede in 1998.

Today, SAR helicopters are assigned to ten locations around Germany ready for the call to action. Following the ceremony the guests were able to visit the SAR helicopter unit at Landsberg, equipped with the Dornier/Bell UH-1D Huey as well as its eventual successor, the more modern NH90.

ITALY

ABRUZZO: The recent earthquake in L'Aquila in the Abruzzo region of Italy claimed hundreds of lives despite a massive SAR effort by international teams. A Helica team flying an AS350 provided full HD downlinked **MX15HDi** images in real time for multi-agency disaster management and co-ordination by the department of civil protection. The helicopter and its systems, integration between the Wescam camera and the HELIMEDIA High Definition Video System [HDVS] were designed for the rescue mission.

The earthquake came before the details of a system hire contract were finalised between Helicsa and the Venezia Friuli Giulia Civil Protection Department. No one had expected the system to be put to work so quickly – the AS350 was equipped and dispatched within an hour and the ground receiver was set up very quickly following arrival on site.

The HDVS delivered to Helicsa uses a Skyquest AVDU-5008 20" display that offers touch screen and video matrix capability (for quad splits and other picture functions). This display system is 'HD Ready' – meaning that it can handle HD inputs (including 1080p HD-SDI) but it cannot display 1080p in full resolution. The display resolution is 1366 x 768, so the 1080p images from the MX-15HDi are scaled to fit. Currently no full 1080p display resolution screens are available.

The HDVS is currently fitted with a Britannia mini DV recorder. The Britannia records in SD; there are not many (if any) avionic HD recorders readily available but two, the Flash XDR and Panasonic AG-HPG20, look promising.

The Panasonic one was used by the BBC for HD downlinks during the Beijing Olympics but does not record 1080p.

The HDVS is integrated into a single 60 x 40 x 40 cm unit weighing 40kg [88 pounds] that is rapidly installed into a helicopter by mounting onto a mechanical plate fitted under the cushions on the rear seats. The three integration cables from the MX-15HDi (video, power and control) plug directly into the HDVS. The HDVS takes its 28V power from the aircraft and distributes this to the MX-15HDi and the associated HD video equipment. The antenna and its mount are fully EASA certified on the AS350.



The HDVS consists of the Skyquest monitor, a Honeywell/Skyforce moving map (Observer Mk III) fully integrated with the camera slew capabilities, a Vislink L1600 HD microwave downlink transmitter, Britannia recorder, Troll C100 antenna controller, power distribution and control panel and Auto shed power supply.

The HDVS high gain antenna enables COFDM HD downlinks in excess of 100km to be achieved. The Troll Skylink HD antenna also has an omni antenna for transmitting the images to local (fixed and mobile) receivers. Both the long range and local transmissions can be supported simultaneously.

In the wake of the rescue operations the performance of the system gained the praise of the Italian Prime Minister Silvio Berlusconi.

UNITED STATES

CSAR GOES: The Pentagon has decided to cancel the competition for CSAR helicopters. The move, part of a sweeping overhaul of weapons spending, halts the projected replacement of the Air Force's ageing HH-60 helicopters. The project began in 2002.

Boeing won the initial CSAR competition with a Chinook variant in November 2006, but the Air Force reopened the bidding after the Government Accountability Office upheld two consecutive sets of protests by the losing bidders, Lockheed and Sikorsky.

INDUSTRY

L-3 Avionics Systems announced that its new Trilogy™ ESI-1000 Electronic Standby Instrument is currently on schedule to be certified and available in July 2009. Designed as a backup for glass cockpit avionics, Trilogy is the first solid-state integrated standby system created specifically for Part 23 aircraft.

Modern glass cockpits are still backed up by decades old standby technology. Trilogy replaces those instruments with new technology, and, for the first time, makes a truly all-glass cockpit possible for GA aircraft. Trilogy combines attitude, altitude, airspeed and optional heading data on a clear, 3.7-inch diagonal Active Matrix LCD display. The instrument fits easily into a standard 3-ATI mounting cut out. With an integrated air data computer, solid-state attitude sensor and optional external magnetometer, Trilogy presents accurate flight information independently of other systems.

In the event of a primary glass failure, Trilogy facilitates a transition from primary to standby instrument because it provides a common format to today's primary flight display. It enhances safety by reducing workload and making the transition easier for the pilot.

Florida based, **Night Flight Concepts**, Inc. (NFC) has recently completed night vision training for the Royal Canadian Mounted Police (RCMP) and the Canadian Department of National Defense, 12th Wing. Training for the RCMP took place at two operational locations in Canada and training for 12th Wing took place at the Palm Beach Helicopters training facility in Lantana, Florida. The comprehensive training consisted of helicopter night flight operations utilising night vision devices both in the R44 and AS350B3. As part of the ongoing training, the two organisations are adding night vision capabilities to improve operational safety and efficiency to their respective nation-wide flight departments. Both organisations are also preparing for the 2010 Winter Olympic Games that will be hosted next year by Canada in Vancouver and Whistler, British Columbia.

Night Flight Concepts provided a custom tailored ground and flight training curriculum based on the mission specific requirements of each customer in their operational aircraft. Normal operations and emergency procedures training while operating with night vision enhancement devices provided a complete initial transition of each pilot. The company is expanding their capability with the addition of these two sophisticated and demanding international law enforcement and defence organizations. Air medical, law enforcement, off-shore, military and defence related customers continue to rely on Night Flight Concepts to

provide training for night vision flight operations.

Night Flight Concepts continues to offer new night vision related products and will be introducing NVG maintenance technician training packages this year for flight departments. NFC also provides the NVAG-6 Aviator Night Vision Goggle by NIVISYS, NVG compatible aircraft lighting, and professional night vision consulting. The company is an FAA FAR Part approved 145 repair station providing night vision goggle inspection, overhaul and maintenance.

For more information see the Night Flight Concepts, Inc. website, <http://nightflightconcepts.com> or telephone at +1 888.632.8764.

Reports from the US suggest that the military there are straining at the leash to operate their **unmanned aircraft** technology in the civil arena. They want to use unmanned systems for coastal patrol, border surveillance and fire watching but a more cautious FAA is holding them back.

During the California wildfires last summer, the Air Force, Navy and NASA each offered to launch unmanned systems to track the flames, identify hot spots and determine where the fires were likely to move. But FAA guidelines insisted that only a single drone could fly in the region at one time.

It was NASA version of the Predator - Ikhana – undertook the first flight in support of the fire fighters but the authorities refused to allow the military to fly at the same time even though it would have been possible to put up a high-altitude Global Hawk some 40,000 feet higher and providing a wider perspective on the incidents. Global Hawks operated by the Navy and Air Force were flown at separate times from the NASA drone.

The military, buoyed up with their successes in remote operations over Iraq and Afghanistan are champing at the bit but the more staid ambitions of the civil authority remain dominant. The FAA expects to have a plan covering domestic drone use in place next year, and will try to work with military and other officials in the coming fire and hurricane seasons to allow a degree of staggered flight time but still remains unlikely to allow multiple flights just yet.

Notwithstanding military aspirations, progress is predicted to be slow. High-tech sense-and-avoid technology exists, but only in early stages and possible still a decade away from practical aviation use despite the aspirations of some nations to have them on line far earlier – including 2012.

Eurocopter and its Brazilian subsidiary **Helibras** announced the introduction of the first flight simulator for helicopters in Latin America at the Latin America Aerospace & Defense (LAAD) show in Rio de Janeiro. The flight simulator will be operational in two years time in the state of Rio de Janeiro in Brazil. It will recreate the cockpit environment and missions of a EC725 helicopter. It will be used notably to train the pilots who will fly the 50 military EC725 helicopters that will be built for the first time on Helibras' assembly lines in Itajubá, in the state of Minas Gerais. The simulators will improve flight safety by providing optimal training regardless of weather conditions and aircraft availability and simulating the toughest missions in complete safety.

United Rotorcraft Solutions (URS) delivered to MedCenter Air Carolinas Medical Center an upgraded Bell 430, the latest acquisition for their expanding fleet. The upgrade modifications to the 430 included the Honeywell Mark XXI Enhanced Ground Proximity Warning System, the Outerlink Satellite Tracking System with Voice and Video Recorder, Skywatch 497, scene lighting and a new Ferno LOX System. Major corrosion on the tail boom was re-



paired and the aircraft received new exterior paint. URS also performed all interim inspections on the main and tail rotor drive train as well as rotor system repairs and annual inspection.

This helicopter also received United Rotorcraft Solutions/Ahlers Aerospace newly STC'd Night Vision Modifications.

DART Aerospace Ltd. has received FAA approval of their Aft Facing Seats (2x2) for Bell 205/212/412 aircraft. Transport Canada approval was received in August 2008. EASA approval is pending.

The DART Aft Facing 2x2 Place Seats are direct replacements for OEM aft facing utility seating and install easily into existing floor provisions. The seats come fully assembled and include headrests and seat belt rings. The 2 place seats may be installed together or individually for maximum versatility. Each 2 place seat may be installed on one side or in the center of the aircraft. The lightweight frame is powder coated. Seat pans are manufactured from a durable, high strength, impact resistant aerospace grade thermoformed alloy that cleans easily with mild detergent and does not require any fire retardant treatment. Seat pans and backs are independently replaceable and are easily removed and re-installed without seat frame disassembly. When ordered as spares, the seat backs and pans are LH/RH interchangeable.

FB Heliservices has recently taken delivery of its first AW139 medium twin helicopter at AgustaWestland's Vergiate plant in Italy. This aircraft will be used to provide SAR training for AgustaWestland export customers and it will be operated from RAF Valley in Wales where FB Heliservices already perform SAR training for the UK military services. FB Heliservices signed a contract for two AW139 helicopters in 2008 and delivery of the second airframe is imminent.



The AW139 is equipped for over land and over water SAR operations and includes a rescue hoist, search radar, FLIR camera, cabin mission console, emergency flotation system, life-rafts, comprehensive communications system and a NVG compatible cockpit.

The AW139 has now attracted over 430 orders placed by more than 100 commercial and government customers in over 40 countries to carry out a number of roles including search and rescue, emergency medical services, offshore transport, VIP/corporate transport, law enforcement, homeland security and military utility transport.

FB Heliservices is a joint venture company between Cobham Air Services and Bristow Helicopters Ltd that specialise in the provision of helicopters and associated services to military and government markets. FB Heliservices operate over 60 helicopters and have operations in the UK, Belize, Brunei, Cyprus and the Middle East.

The primary police fixed wing UAV trial being undertaken in the UK appears to have been placed right on the backburner. The **Cyberflight** aircraft being marketed by a company of the same name in Moira, Derbyshire was on trials with the Strathclyde Police late last year but recent information from that source suggests that is no longer the case.



FLIR Systems has received a \$4.1M million Low Rate Initial Production (LRIP) delivery order from Northrop Grumman for its BRITE Star(R) II multi-sensor target designation system. The units delivered under this contract will be installed on Northrop Grumman's MQ-8B Fire Scout Vertical Take-off and Landing Tactical Unmanned Aerial Vehicle (VTUAV). The Fire Scout provides Intelligence, Surveillance and Reconnaissance (ISR) to tactical users without relying on manned aircraft or space-based assets.

AeroComputers, Inc., a leader in the provision of tactical mission management systems, has announced that FLIR Systems has selected its UC-5100 digital map system for use in their two new Pilatus PC-12NG demonstration aircraft. The FLIR Systems Pilatus' are scheduled to see use across North America to demonstrate the capabilities of FLIR's EO/IR systems. The UC-5100 map system is tightly integrated with FLIR's complete line of EO/IR payloads and provides advanced mapping, geointing and video switching capabilities. The UC-5100 map system can be configured with map coverage to accommodate demonstrations across the US and abroad. The AeroComputers UC-5100 is already in use worldwide by law enforcement and military customers engaged in surveillance, reconnaissance, drug interdiction and vehicle tracking. FLIR joins more than 150 law enforcement, fire, and public safety agencies worldwide who have selected AeroComputers mission mapping systems.

The PC-12's operated by FLIR will accommodate demonstrations of the Star SAFIRE and TALON series payloads. In addition to integrating with the Star SAFIRE series, AeroComputers has completed UC-5100 integrations with other FLIR gimbals including the Ultra Series (7000/7500/8000/8500) and the TALON. [AC]

SRT Helicopters, the leader in high risk operational services and training for rotorcraft users and aviation organisations, recently provided training in safe and effective helicopter hoist operation and other emergency services for members of the Canadian chapter of the Airborne Law Enforcement Association (ALEA).

At a recent Canadian Region Safety Seminar in Montreal, Wayne Ibers, SRT's senior rescue instructor, and Vance Colvig, SRT's senior instructor pilot, provided training sessions for pilots and air crew members of several Canadian municipal and provincial aviation units to improve their skill levels and ensure safe and successful rotorcraft emergency missions throughout the country.

Ken Soloksy, chief pilot for the Newark, NJ, Police Department and retired chief pilot for the New York Police Department, also addressed the session and noted, "I attended the presentation and it was outstanding and very professional. Even though I have done a lot of hoisting, SRT's presentation was excellent and informative. I really learned some great

Examples of the **Diamond Aircraft Industries' DA42 MPP** were exhibited at the recent Friedrichshafen air show and another example, equipped with one laser scanner and two SPECIM Hyperspectral Sensors, successfully detected land mines and explosives out of an altitude of 500 feet above ground. The exercise was executed with the help of the Austrian Military (Bundesheer) in Großmittel, Lower Austria.

The DA42 MPP is a platform, which carries various kinds of sensors and performs for surveillance and reconnaissance in Africa, South-America,



Diamond Aircraft Industries' DA42 MPP at the recent Friedrichshafen air show

stuff. On a side note, their presentation preceded mine and the basic "safety", "training" and "operational" messages came through loud and clear in both presentations."

The company was a featured participant at the Dubai Helishow and the Air Medical Rescue Conference in the United Arab Emirates last year. Staff members have been on call for crisis recovery operations on a global basis, including the recent Indian Ocean tsunami, the 9/11 terrorist attacks and Hurricane Katrina in New Orleans.

Worldwide more than 250 airlines and airports put their trust in **CeoTronics** GroundCom Headsets or CT-DECT GateCom for ground handling. CeoTronics has further developed existing systems for application around helicopters.

CT-DECT HeliCom is a digital radio system for effective communication in noise around helicopters. Different than traditional radio communication, all users can listen and speak at the same time – just as on the telephone. There is never the need to push a PTT button and both hands remain free for the actual work; and to send an urgent call there is no need to wait for the free channel.

Up to eight users can communicate with one another via the CT-DECT Interface. If the interface is connected to the helicopter intercom, the pilot can also communicate in full duplex with all users. If necessary, the rechargeable battery and/or the CT-DECT module, instead being inside the heavy duty earmuff, can be placed inside a small belt worn module (CT-DECT Multi). This can then also be used with existing helmets already having communication equipment inside.



The German Armed Forces have just ordered nineteen additional **Fancopter Systems** from EMT, Germany. Two preproduction systems were delivered in late 2006 and at the end of 2007.

The Fancopter, a Micro UAV with vertical take-off and landing capabilities was designed to be used for day and night reconnaissance in an urban environment. The small size of the air vehicle and its electric propulsion make it ideal for special operations in the open or inside of buildings, as well as for detection, close inspection and identification of IEDs, just to name but a few applications.

The air vehicle can be fitted with a number of powerful sensors and it is easy to fly – no pilot experience is required. With a take-off weight of 1.5 kg its battery capacity allows up to 25 minutes of flight endurance or it will provide up to 3 hours observation time while perching. For operation in radio shade or in shielded structures the radio data link can simply be replaced with a glass fibre module.



TranSec
World Expo

Transport Security Expo & Conference

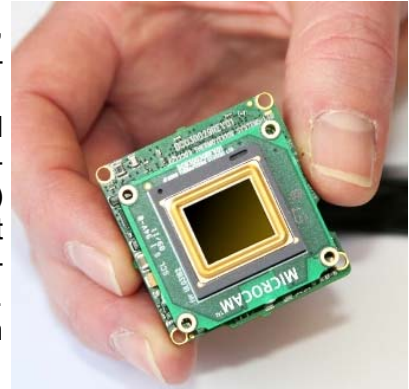
www.transec.com



3-4 June 2009 | Amsterdam RAI

The never ending race to build the world's ultimate miniature, lightest, lowest power-consuming long wave thermal imaging device has resulted in the Thermoteknix MICROCAM.

The shutterless 384x288 25µ pitch MICROCAM module was unveiled last month in Orlando, Florida. Visitors to the event were able to inspect the 26g (1oz) feather-weight and 4 x 4cm (1.57 x 1.57 inch) board size but equally impressive was the claimed frugal 0.6 Watt power consumption – a full third less than that of the closest competing product by another leading thermal imaging camera manufacturer. The European headquarters of **Thermoteknix Systems Ltd** are in Waterbeach, Cambridge, CB25 9QR UK www.thermoteknix.com



Menzies Prince Regent
Woodford Bridge, Essex UK

16 - 17 September 2009

One of London's premier Conference and Exhibition venues located in pleasant surroundings with first class access to Central London brings you a World standard programme of the leading issues in airborne law enforcement today.

Surveillance, patrol, security, technology and flight safety for a professional audience.

**Go to www.pavcon.org for full details or
call +44 (0) 20 8144 1914**

	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

ACCIDENTS & INCIDENTS

Editorial: The world of emergency services aviation is currently blighted by green laser strikes and the number of incidents coming to notice is such that none are listed here to save space.

Similarly the SAR winch training snags being notified to the UK CAA by CHC and the UK Coastguard AW139 fleet is such that [like last month's examples] nothing might be gained from listing them all. Sufficient to say that the numbers are reduced this month.

2 March 2009 Eurocopter BO105DBS-4 G-NAAB. Air ambulance of Hampshire and Isle of Wight operated by Bond Air Services Ltd. Thruxton. Nr1 engine chip light illuminated on approach. Engine retarded to ground idle and uneventful run-on landing carried out. After engineering tests the engine was rejected with a suspect noise traced to engine reduction gearbox. [CAA]

9 March 2009 Eurocopter BO105 G-WAAN Air ambulance. Operated by PLM Dollar Group at Durham Tees Valley airport. Whilst in the cruise the forward LH door opened in flight. Precautionary landing carried out. Door closed and secured. Flight continued without further incident. [CAA]

17 March 2009 Bell 206L1 N59AE. Air ambulance of Air Evac EMS, Inc. Springfield, Illinois. A commercial aircraft was landing for refuel at Springfield, Illinois. The refuelling pad is large enough in size to safely accommodate multiple aircraft. After completion of the approach to landing, the pilot hover taxied close to the fuel tank and as he neared touchdown the main rotor blade made slight momentary contact with a parked and tied down aircraft MRB. The pilot then hovered up and away from the parked aircraft and landed without further incident. No injuries were incurred and damage was limited to a small chip out of the tip cap of one of the MRB's. [Concern]

20 March 2009 Bell 407 N911II. Air ambulance of Air Link at Regional West, at Scottsbluff, Nebraska. Operated by Med-trans. The pilot reported an overtemp sensor. The helicopter was grounded for inspection. During the inspection a overspeed event was found. The helicopter was grounded the next day and the engine was replaced and subsequent maintenance was done. [Concern]

		ACPO-APA 2009 Summer Conference & International Policing Exhibition
---	---	--

www.acpo-apa.co.uk/ Manchester UK

21 March 2009 Eurocopter BK117 C-GDGP. Air ambulance of STARS, Calgary, Alberta, Canada. Enroute to a scene location to rendezvous with a ground Ambulance. Approximately 5 minutes before ETA, a landing zone brief was requested with the responding Fire Department. The initial LZ brief was lacking in detail; consequently, the air crew requested additional information, including: Hazards, Blowing snow and loose impediments, wire hazards, wind direction. According to the briefer, the wind was calm; there were no hazards and no wires.

Crew approached from the east with an orbit to verify the briefing. The approach was flown steeper and slower than normal as a precaution. On final approach, the Captain caught sight of wires directly in the approach path and immediately took avoiding action. The aircraft missed the wires by approximately 1 foot. Mission completed. [Concern]

24 March 2009 Beech BE-90L N304LG. Air ambulance Lifeguard Air Emergency Services, Albuquerque, New Mexico operated by Seven Bar Flying Service. Flight en-route to destination airport; upon approach, pilot selected gear down and the left main gear light did not illuminate. The indicator bulb tested good. The pilot did not note any abnormal sounds during the gear extension. In addition, the red gear handle light went out during the extension process and the gear warning horn did not come on with power reduction or extension of flaps beyond the Approach position. Flight was aborted and aircraft returned to home base (airport of origin) to make an uneventful landing. Maintenance found broken downlock switch wires in wheel well. Wires were repaired and aircraft was returned to service that same evening [Concern].

27 March 2009 Eurocopter EC145 N482LF. Air ambulance of Geisinger Life Flight, Danville, PA operated by Era Med. Life Flight II, Geisinger's St College based aircraft responded to Bucktail Medical Center in Renovo, PA for an interfacility transport. With the patient and med crew on board in Renovo, the pilot attempted to start engine #1. A change in the voltage was noted with no spooling up of the engine. The start was aborted. After a review of the checklist the pilot attempted to start engine again. With this attempt a heavy smoke condition was noted outside the aircraft. After all occupants were out of the aircraft, the pilot opened the engine cowling to find the source of the smoke to be coming from the starter/generator. The unit had failed and was replaced [Concern].

28 March 2009 Eurocopter BK117B-2 N370SS. Air ambulance of Air Care, Longwood, Florida operated by Omniflight Helicopters, Inc. Returning to base, 1 minute from landing aircraft experienced a bird strike. After landing the aircraft was inspected with damage to the avionics access door noted. Door was replaced with serviceable door and aircraft returned to service [Concern].

28 March 2008 Bell 430 N430UH. Air ambulance of AirMed, University of Utah. During cruise flight while returning from a referring hospital the Bell struck a seagull. The crew heard and felt a thump under their feet. They elected to land at the hospital. No damage was found. [Concern]

29 March 2009 Bell 206L3 N708M. Air ambulance of Air Evac EMS, Inc. West Plains, Missouri. Whilst undertaking a post flight inspection the pilot found a large crack in one of the main rotor blades. The crack propagated from the trailing edge of the blade directly towards the rear of the spar. The crack went completely through the blade, but the spar was not compromised. No other signs of damage were noted to the blade. Withdrawn from service. [Concern]

30 March 2009 Eurocopter EC135 PH-??? Air ambulance. Helicopter started up in preparation for departure from Maassluisstraat in Amsterdam. Youth seen to throw object, believed rock at the helicopter. No damage known, helicopter departed. [Zie]

4 April 2009 Sikorsky S-76C N760AF Air ambulance of Angel One Transport of Little Rock, Arkansas. En route from a referral hospital in Wynne, Arkansas to Arkansas Children's Hospital with a patient on board, the aircraft was engaged by a bright green laser that tracked the aircraft for three miles at an altitude of 3000ft MSL. The laser emanated from east of Des Arc on Highway 323 [Concern]

8 April 2009 Cessna 337C N2489S. Fire spotter of the Wisconsin Department of Natural Resources. An experienced Wisconsin DNR pilot, Heath Van Handel, died when the aircraft he was flying crashed into a field near Cary in Wood County. The Cessna was responding from Necedah, WI to a wildfire near the town of Cary. [Media]

8 April 2009 Bell 206L3 N295AE. Air ambulance of Air Evac EMS, Inc. Operating in central Texas. Whilst operating an interfacility transport at 1,000 feet AGL and 110kts the pilot reported a possible bird strike and made a precautionary landing in a small field. The post flight inspection revealed the left hand vertical winglet on the horizontal stabiliser was missing. It apparently had impacted the lower vertical fin causing minor damage to the leading edge up to the honeycomb. [Concern]

25 April 2009 Lockheed P2V Neptune N. Neptune Aviation fire fighting aircraft in transit. Crashed in reported foggy conditions in mountainous territory near Stockton Pass, Utah whilst en-route from Missoula, MT, to Alamogordo, NM killing three persons. The names of the crew are Tom Risk, 66, the pilot and Mike Flynn, 59 and Brian Buss, 32. All three were employed by Neptune Aviation of Missoula, MT. The aircraft was loaded with fire retardant and was reportedly on the way to southern New Mexico to deal with a partially contained 19,000-acre wildfire. [ANN]

25 April 2009 Sikorsky HH-60 Jayhawk '25' US Coast Guard helicopter made a precautionary landing in Peterson's Field in Falmouth after a tail rotor warning light illuminated. The helicopter from Air Station Cape Cod and its three-man crew landed without injury or damage in the farm field off Woods Hole Road. [media]

25 April 2009 Agusta A109E N95RZ. Air ambulance of LifeFlight Toledo in Ohio. Operated by West Michigan Air Care. On landing approach to destination hospital the pilot noted an unsafe gear indication after gear extension. Emergency gear extension corrected the problem without further incident. Subsequent maintenance inspection revealed damage to hydraulic lines. [Concern]

26 April 2009 Eurocopter AS350 N. Air Methods Health-Net's back up medical helicopter was grounded due to a crack in one of the windows. It took place as the AStar was responding to a critical patient call in the Marion County town of Fairview, West Virginia. The patient instead had to be transported by ambulance to a local hospital. [WVM]

FLIGHT SAFETY

In the USA the National Transportation Safety Board today released preliminary aviation accident statistics for the 2008 calendar year, showing improvements in some industry sectors but increased accident rates in others.

On-demand flight operations (classified by regulators as operating under the federal code 14 CFR Part 135), which include air medical, air taxi and air tour flights, logged over 3.6M flight hours and had 56 accidents, killing 66 people - the highest number of fatalities since 2000; there were 43 fatalities in 2007. The accident rate per 100,000 flight hours (1.52) remained virtually unchanged from 2007 (1.54).

The 2008 statistical tables are available at <http://www.nts.gov/aviation/stats.htm>

The European Helicopter Safety Team (HEST) has released its preliminary analysis report on helicopter accidents occurred in EASA Member States between 2000 and 2005.

Analysis is the first step towards reducing the helicopter accident rate by 80% by 2016, an objective stated by the International Helicopter Safety Team. To reach this objective, EH-SAT, the European Helicopter Safety Analysis Team, was formed with the purpose of identifying safety issues and intervention recommendations. The report presents the results of 186 accidents where a final investigation report has been issued by the responsible Accident Investigation Board.

Of the accidents analysed so far, 72 involve General Aviation operations, 66 Aerial Work, 40 Commercial Air Transport, and eight involve State Flights.

Sixty-eight percent of the fatal accidents and 34 percent of all accidents analysed by EH-SAT occurred during the en route phase of flight. In 33 percent of the accidents, the pilot had less than 1,000 hours total helicopter experience. In 26 percent of the accidents, the pilot had less than 100 hours flight experience on the helicopter type involved in the accident. However, accidents also occurred to very experienced pilots.

The analysis aims at identifying all factors, causal or contributory, that played a role in the accidents. The top three identified areas are "Pilot judgment and actions," "Safety Management and Safety Culture," and "Pilot situation awareness." Different patterns were observed for Commercial Air Transport, Aerial Work, and General Aviation.

EHEST is actively seeking new participants and all who are interested in taking part in this safety-enhancing work are encouraged to contact the EHEST secretariat.

<http://www.easa.europa.eu/essi/documents/ReportPreliminaryResultsEHSATv1.0.pdf>

When the Canadian government placed a \$5-billion order for 28 Sikorsky S-92s in 2004, the model was touted as the safest helicopter in the world, with an advanced design certified to tough safety standards that made it ideal for risky offshore operations. But the crash that killed 17 people off Newfoundland recently is raising questions about the safety of the S-92, just as the EH101 based Presidential helicopter was faltering on financial grounds.

Its all to do with whether the aircraft can keep flying if the oil in its main gearbox leaks out, a key safety feature found in other makes of helicopter – including the EH101 variant beaten by the Sikorsky for the Canadian military contract.

Certification documents show that the S-92 couldn't meet a specification that calls for the main gearbox to run for half an hour without oil – run dry. That alone stultified calls for the type to replace the EH101.

The Eurocopter EC-225 passed the dry-run test after engineers added a backup system that sprayed the gears with coolant if the oil leaked.

PEOPLE

Pierre-Jean Flores has been appointed Vice-President, Corporate Secretary at Turbomeca and is to replace Jean-Luc Varga, who is retiring.

Pierre-Jean Flores first joined the Group in 1981 (Messier-Bugatti), where he held various positions in the production division and then in the finance division.

In 2005, he was named Vice President of management control in the SAFRAN Group. In 2006, he was appointed as Vice President of economic and financial affairs for Sagem Communication, and then CEO of Sagem Mobiles.



The banner features a red and white helicopter in flight over a coastal landscape. On the left, the text 'SHEPARD' is in a small red box, followed by 'SAR' in large red letters with 'Search and Rescue' underneath. On the right, an orange box contains the event details: 'Conference & Exhibition 21-22 April 2010 Aberdeen Exhibition & Conference Centre, Aberdeen, Scotland, UK'. At the bottom left, it says 'Image by CHC'.

Stephanie Bourne, a retired civil servant from Newmarket, has been appointed as a trustee for the East Anglian Air Ambulance (EAAA), the charity which provides the air ambulance service in Cambridgeshire. Stephanie is a long term supporter of the charity and, as a member of its board of trustees, will play a key role in setting its strategic direction, agreeing policy and evaluating its performance.

Stephanie spent many years working for the Hong Kong Government in various capacities. This included a period working with The Hong Kong Auxiliary Air Force which provided flying services to the Government and also formed part of the Emergency Medical and Casualty Evacuation network in the Territory.



LETTERS PAGE

Hi Bryn,

Experts say that we're in a deep recession but with record breaking attendance (17,995) and a record number of exhibitors in Anaheim, it was hard a thing to believe for most of us there. I did hear that the HAI Job Fair was a little crowded though.

NAASCO's booth was sandwiched between Eurocopter and Turbomeca and this, being a very busy spot on the show floor, gave us a bird's eye view of the "big guys" activity and a super location.

Prior to show opening, I had a chance to walk the floor for a while. The most impressive display there was the Sikorsky Aircraft exhibit. It was more like Sikorsky City! It had two towers, both two stories high and connected by a sky walk with enough meeting space to house the Obama Administration. The city was also home to Schweizer Aircraft, Helicopter Support and Keystone Helicopter. On display were a Schweizer 333, and S92 and S76.

A little further down was MD Helicopters with two aircraft on display and, from what I heard, MDHI's owner, Lynn Tilton, was handing out autographed pictures to a lucky few. Our neighbor, Eurocopter, had enough aircraft on display to start a small airline and Bell, Agusta, Robinson and Enstrom all had very impressive displays. When all is said and done, it appears the Helicopter Industry is still thriving in a poor economy with the exception of tour operators that depend on the non-existent discretionary income. Hopefully they'll all be able to hold out until things turn around.

On Monday and Tuesday afternoons the NAASCO team tapped a keg of Bud Lite and kicked back with friends and customers to slide away from the business end and talk a little fishing, munch on some peanuts have a good time.

In case you haven't heard, NAASCO had the privilege of signing an agreement with Sikorsky Aerospace Services / Helicopter Support, Inc. for the exclusive distribution of NAASCO's Newly Designed ETR-25 "Mercury Mod" improved Starter Generators for the S76. This modification is designed to help lower the cost of operation of the S76 Helicopter and is a product of almost four years of development and testing in cooperation with Sikorsky's C.U.R.E. Team and NAASCO. Look for more on this in the weeks to come.

The entire NAASCO Team wish you and everyone else at Police Aviation News prosperity in these tough economical times.

All the Best,

Jim Leslie and the NAASCO team



The World of Martins by the PMCC

www.policegifts.co.uk



Gifts for Policemen



The World of Martins by the PMCC

www.police-memorabilia.co.uk

RECENT EVENTS

British Association of Public Safety Communications Officers (**BAPCO**) annual conference and exhibition 21-23 April 2009 at the Business Design Centre, Islington, London.

IPWireless announced it has begun shipping its 3GPP-based PCI Express Mini (PEM) mobile broadband data card for use in public safety networks. The PEM is targeted to be embedded into many existing devices such as UMPCs, broadband routers, biometric computers, tablet PCs - IPWireless has fully tested and integrated the PEM into the **Panasonic Toughbook CF-U1**, a rugged ultra-mobile device, which will be available in the third quarter of 2009.

Working in conjunction with its partner Northrop Grumman, IPWireless' mobile broadband technology was selected for a \$500million public-safety wireless network in New York City. The network comprises more than 400 cell sites, providing coverage to more than 95% of the city.

Northrop Grumman Corporation highlighted its integrated secure broadband wireless, and public safety national security capabilities at BAPCO.

Northrop Grumman will demonstrate the operational benefits of delivering secure mobile broadband data to emergency services and front line policing based on its New York City's public safety wireless broadband network and the successful UK trial of broadband mobile data capability held in collaboration with Sussex Police and the National Policing Improvement Agency (NPIA).

Live streaming video from remote and local cameras will be transmitted over a wireless high speed data path to mobile devices including tablet PCs.

The company's integrated airport security solution was also featured with a demonstration based on the use of TouchTable, a projection display with a touch-sensitive screen, as a collaborative environment. In addition, the company's critical incident response system (CIRS) will be available for viewing. CIRS provides improved collaboration and visualization to enable incident commanders to plan, engage and manage quickly and intuitively emergency situations and complex events.

Northrop Grumman in the UK operates from primary locations at Chester, Coventry, Fareham, New Malden, Peterborough, RAF Waddington and Solihull, providing avionics, communications, electronic warfare systems, marine navigation systems, robotics, C4ISR solutions and mission planning, airport security, aircraft whole life support, IT systems and software development.



In conjunction with
Dubai Helishow -
Military & Homeland
Security Show

Helishow
DUBAI 2010
www.dubaihelicoptershow.com

FORTHCOMING EVENTS

One that did not make the grade in these difficult times is the 21-22 May 2009 **Waypoint Airshow**. The organisers were to operate an emergency services show and conference at Oxford but failed to attract the participation of industry. They are to try again next year. www.waypointmagazine.com/

You can now register to attend **BGAD09** (UK Business & General Aviation Day), which takes place at Marshall Cambridge Airport, UK on Tuesday June 9.

BGAD is free to attend, but the organisers ask all visitors to register online at http://www.ebanmagazine.com/bgad_reg.html Additional information about the event is at that site.

You can find more information about the seminar programme being held on site at <http://www.ebanmagazine.com/bgad.html>

BGAD takes place on the 90th anniversary of Cambridge Airport and the owners of the airport have organised a special fly past of aircraft associated with the airport. This takes place at 13.00. Among the aircraft due to appear are de Havilland Gypsy Moth, Tiger Moth, Dragon Rapide and Vampire, plus contemporary aircraft from Cambridge Flying Club and Marshall Aerospace.

Registration for **DSEi 2009** is now available online. Visit www.dsei.co.uk/apply to apply.

DSEi is a key event for the defence community. Here you will meet every element of the supply chain, from prime contractors exhibiting their total corporate capabilities, to sub-primes and specialist suppliers encompassing contractors, subcontractors and the smallest SME's.

As a visitor you will be able to view the full capability of the international defence industry at a single exhibition, access naval ships berthed alongside the exhibition halls and attend the comprehensive seminar programme

Once your online application is received you will be sent a confirmation email. All applications will be passed through the required registration process and an admission badge will be sent directly to you. *All badges will be mailed from Monday 13th July onwards.*

22-24 May 2009 AeroExpo Europe 2009 Letnany Exhibition Centre, Prague, Czech Republic. Letnany Airfield (LKLT) where the exhibition halls are situated boasts two excellent 800m grass runways on firm, well maintained and drained ground that offers ideal landing for all ranges of aircraft. Larger Jets and any aircraft not wishing to land here can use the 2000m tarmac runway at adjoining airfield 'Kbely'. Visiting aircraft will remain on Kbely, and their passengers and crew will be transported to the exhibition site by bus. Exhibiting corporate aircraft will all need to be at Kbely Military Airfield by Wednesday 20th May 2009. During the day the aircraft will be towed from Kbely to the Letnany exhibition centre.

The indoor display will be in Exhibition Halls 3 which offer all the comfort and facilities expected from a modern Exhibition centre. The static display is located outside the main entrance of the exhibition hall on 20,000 metres square of tarmac ground.

The Letnany Exhibition centre is located only 250m away from a new metro station which takes you into the centre of Prague in less than 10 minutes. A main bus terminal is located next to the metro station and the motorway is in easy reach. info@avbuyer.com www.expo.aero/prague

DIARY

28-30 May 2009 Airborne Law Enforcement Association (ALEA) Northeast Region Safety Seminar, Alexandria, Virginia. Link: <http://www.alea.org/public/seminars/northeast/index.aspx>

20 June 2009 American Heroes Air Show at the Museum of Flight located at Boeing Field (KPAE), 9404 E Marginal Way South, Seattle, WA 98108 1000 to 1600hrs. FREE Admission and Parking. The American Heroes Air Show is a series of helicopter-only, admission-free aviation events designed to enhance the profile of helicopters' and their dynamic role in law enforcement, public safety, communications, and search and rescue, as well as homeland security and national defense. The event features static displays and information from flight crews from participants expected to include the US Army, Navy, Coast Guard, Snohomish County Sheriff, King County Sheriff, local media, Airlift Northwest, Northwest Helicopters, Classic Helicopter Corporation and more. It also offers helicopter rides and a career fair. The event is supported by The Museum of Flight, The Whirly-Girls, Inc., Helispot.com, Vertical Magazine, LoJack, U.S Dept of Justice / DEA, Seattle Fire Dept and King County Sheriffs. Contact: Volunteer Event Director Barry Pomeroy on +1 206 321-7997 or E-mail: Barry@Heroes-airshow.com

