

Police Aviation News

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SHOWS SPECIAL:
Emergency Response
A.C.P.O.
EBACE

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AIRBORNE RESPONSE

CONFERENCE, EXHIBITION, STATIC DISPLAY, DEMO FLIGHTS



Oxford Airport May 10 -11

Airborne Response was a new formula intended to bring each of the recognised Airborne Emergency Services together in one place to talk through a range of perceived problems affecting the industry.

Although the attendees were the SAR industry, police fire and ambulance in a way it was an attempt at the re-birth of a Police Aviation Conference formula. It was 1996 that Shephard last ran such a police aviation event in London, they apparently abandoned the formula after they believed it had run its course and replaced it with a more focussed SAR Conference that continues. Such shows have a greater attraction to the military and, as you will probably note from scanning the lists of conferences, events with a military leaning make more financial sense. Generally, until Airborne Response, police aviators in the UK were being ignored by the conference fraternity and the same applied to air ambulance and fire. Each industry had general interest shows with conferences but, other than for type related User Group's, opportunities to get together as aviators were few. Type User Groups, PACE and ALEA provide limited opportunities but, with the possible exception of the latter, each of them is exclusive in nature. However, just filling a niche market does not necessarily assure the organisers future success, if the customers do not like the experience Airborne Response will wither on the vine.

The event organisers, operating as International Heli Trade Limited based in Surrey, have a track record of another six shows in the security and architecture industries. They teamed

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up with Bristow Helicopters and the Maritime and Coastguard Agency to build up an event that drew in the other players – RAF SAR, police, fire and ambulance – to address issues that appeared to affect all. Potentially it was to be a 'joined up event', promoting efficient and safe airborne response to new threats and existing challenges.

The crammed conference programme was designed to allow delegates to select the sessions most relevant to their individual roles including regulatory issues, the efficient use of airborne assets, inter-agency co-operation and procurement. Whilst each of these was covered in their measure it became clear that a thread running through the whole event was communication – or more the lack of it. There were fears that the recent wholesale migration of the police to digital radios would further harm already difficult inter-agency communications. The fire and ambulance services have yet to feed in similar systems leaving them with a belief that they could not talk to police aviators easily in the meantime.

The opening session concentrated primarily on SAR matters – including a measure of ambulance input - and the re-equipment of the current civil and military UK SAR fleets from 2012. The lack of easy inter-agency communication was repeatedly aired. The RAF promoted the Aeronautical Rescue Coordination Centre [ARCC] based in Kinloss, Scotland as a potential central point for efficiently coordinating the complete range of emergency services air assets. The ARCC is equipped with a purpose designed and built IBM xSeries system that provides controllers and supporting staff with all the facilities to manage up to 2,000 SAR incidents a year. Already the Blue Boss Intranet system has moved beyond the control of RAF resources [mainly Sea King's] to include the civil Coastguard S-61 helicopters. The Royal Navy helicopters are yet to be included but it is envisaged by the RAF that the system might well develop into one that ensures that '...nothing flies unless the central



control knows about it ...'

The ARCC overview had worked well in the recent natural disaster at Boscastle, Cornwall. 'Boscastle was a success because we were able to throw a lot of helicopters at it.' It is clear from some reactions in the hall that not everyone thought that some remote Scottish control room should get involved in routinely sending a charity ambulance to pick the victim of a car accident in southern England. The extremist ideas were however thought provoking enough to provide the potential for development.

The RAF presentation revealed that they are bringing into service a variation on SLASS – the SLAved Searchlight System – on the Sea King fleet. This latest upgrade to the venerable rescue type slaves the radar to the FLIR Systems SKMS [Sea King Multi-Sensor] System [see July 2004 edition].

There may be radio problems affecting communications between the emergency services in the UK but there are far deeper problems to overcome as well. Historically personal inter-communication between all levels of the UK police, fire and ambulance services has been poor. The services operate efficiently enough in emergency situations but there remains a very real barrier against intermingling of ideas in many areas. It is significantly better between the police and ambulance services but there has always been an antagonism between some police and fire services. It is set against this background that a need to get each of the services to converse in a relaxed manner is set. Taking this problem into an airborne scenario raises further potential problems. Currently the police have their own aircraft, the ambulance use aircraft usually provided by charities and the fire brigade has none. There is a new move to bring about fire brigade air resources after earlier attempts failed but union opposition to the new practices it would promote can again be predicted. It has often been said that you will have to move heaven and earth to get a Chief Constable to give up his helicopter to a central national resource, such difficulties might be magnified if you add in similar feelings harboured by a Chief Fire Officer.

It was against this background that the morning session of day one wound up with present-

tations by a Chief Fire Officer, Alan Riddet, and Alastair McWhirter the Chief Constable of Suffolk Constabulary who is the Chair of the ACPO Air Operations Working Group. Their separately presented theme was the now familiar 'harmonization of emergency services.' There were minor highlights in the presentation that did little more than to underline the difficulties. Talk of 'vested interests' getting in the way did not sound too promising.

For some time now there has been talk of one of the few police forces not to have direct access to an aircraft - the Kent County Constabulary - moving forward. That resolve appears to have stalled when faced with the fact that air support operations require a similar resource to providing 50 police officers on the streets. Officers visible on the street are a very emotive issue at the moment.

Perhaps the audience expected to be served up some radical and forceful message that would propel the emergency services into a resolute effort to overcome the long standing communications difficulties. They were disappointed, all they were served up could easily be described as 'mush.' Platitudes reigned.

Perhaps thankfully the conference was not all about the exasperations surrounding UK operations.

On the afternoon of the first day Tim Rogers the Battalion Chief of the Charlotte Fire Department

outlined his own agencies training and staffing of civilian emergency services personnel to assist military helicopters responding to floods and other emergencies. Although successful when tested the system displayed an Achilles Heel brought about by the war in Iraq. The well equipped airborne resources upon which the training had been undertaken were dispatched to the former war zone and less capable ones substituted - a development that if anything underlined the need for a permanent capability.

Signalling a hint of a subtle change in emphasis from SAR to EMS at Airborne Response, the second day was chaired by Gerhard Kugler, the President of European HEMS & Air Ambulance Committee [EHAC]. Gerhard was in at the birth of European air ambulance technology and, although he retired from ADAC-Luftrettung in May 2000 he retains a constant interest in what he estimates as 370 air ambulances available across Europe.

***Airborne Response* opened doors that user groups and PACE keep firmly shut Here was an opportunity for outside thoughts to enter the arena of the secular ['we always know best'] emergency services. Probably for the first time it was an opportunity for groups such as Skywatch to have their say in a wider forum. But their presence was more in hope than expectation. They need to develop for another 60 years before their potentially useful independent search role may be accepted in the same manner as the Royal National Lifeboat Institute [RNLI] lifeboats were accepted by an earlier generation of officialdom. Even today the RNLI consider themselves volunteers in the country's search and rescue services - volunteer crews funded almost entirely by voluntary donations providing a 24-hour service around the coast of the UK and Republic of Ireland. Today's police [and many areas of officialdom] are too worried about the potential consequences [on their own careers] of an accident to take a chance on getting involved with volunteers who might just save lives. In the presentations at the forum that was *Airborne Response* the RNLI were specifically mentioned and highly praised on a couple of occasions by confirmed and professional SAR people.**

When the chips are down what is the difference between Skywatch and the RNLI?



Injecting a different view on capability was the presentation on day two by Lt. Dwight Crosley, the OIC of Special Operations with LAPD air support. His verbal efforts were greatly enhanced by a range of terrific images by the LAPD's Glenn Grossman. Contrasting with the assets available to Charlotte FD, the Lt. operates a large air fleet owned by the County of Los Angeles. The main fleet consists of a large fleet of the Eurocopter AS350 AS-tar, a type that is progressively replacing an existing fleet of Bell 206. In addition to the AS-tars the LAPD operate a Bell Huey and a fixed wing in specialised roles. The LAPD operation is so large it has the luxury of being able to allow pilots to specialise in additional skills including formation flying for funeral fly-pasts and the external carriage of specialists – frogmen and snipers included.



Glenn Grossman



The planned presentation by Jaafar Nong, a Senior Consultant with the World Food Programme Aviation Services, was lost in a computer glitch. As a result he spend a large portion of the previous day rebuilding a presentation on the technical aspects of the December 2004 Tsunami relief effort. That was an instance where a single disaster attracted so many SAR and relief resources from the World community that a largely intransigent local officialdom was overwhelmed.

If the apparent audience response to the final presentation of the day – that on the use of Night Vision Goggles [NVG] in UK civilian aircraft – is anything to go by it seems that their adoption will be slow and piecemeal. The numbers present with first hand knowledge were few and it appeared their enthusiasm for the costs associated with initial training and maintaining currency was low. The descriptions outlining the intensity of the military training required to ensure their pilots maintain a high enough degree of competency can have done little to change the minds of doubters.

Nonetheless one of the few aircraft fully equipped for NVG operations, the Dyfed-Powys Police Agusta A109E Power,



The Dyfed-Powys Police Agusta A109E Power, attending the show on the second day appears to have been on a training exercise. The right hand screen was blanked off from direct view.



attended the show on the second day.

The conference programme was so intense that to some it seemed that the small exhibition area was being ignored. The plan that the delegates would pick and choose a selection of sessions appears to have been a misjudgement. If they were at the event most took part in every session ... although gaps in the seating grew during the second day. It may have been devoid of sales but the exhibition area was a hive of networking.

The *Airborne Response* conference offered a small event focussed outside static park for associated aircraft.

Throughout the two days Specialist Aviation Services brought with them one of the two MD900 Explorer EMS configured helicopters it acquired from Schreiner in Holland. The MD, PH-SHF, remains Dutch registered pending a placement with a new operator whereas its sister airframe is now in HEMS service as G-GNAA with the troubled Great North AA. It was not the only air ambulance present, County Air Ambulance brought in their recently delivered Eurocopter EC135T2 G-HWAA and Sloane the Agusta A109E Power G-WNAA oper-



ated by the Warwickshire and Northants Air Ambulance.

To ensure this did not become a wholly helicopter affair locally based Air Med were displaying a stretcher equipped Piper PA-31 Navajo G-PZAZ in the static, but two others in their fleet, Navajo G-PZIZ and Cheyenne G-FCED, were nearby—alongside hangar 4 but not highlighted to the delegates.

Police airframe input was rare. Besides the Agusta, locally based McAlpine Helicopters, sponsors of the Conference Dinner, had a number of aerial visitors, their new Eurocopter



EC145 demonstrator dual marked 'Police' and 'Fire & Rescue' was regularly in the circuit. There were no flight demonstrations as such but a British based 8-seat Gippssland GA-8 AirVan took up nearly a full load drawn from the conference on what we all expected to be a jaunt. Flown by Chris Harrison the Gippssland representative at Oxford and Tony Cowan, formerly the pilot for the now departed North East BN2 Islander, the nimble machine was able to demonstrate its capabilities as a spotting platform in the hands of a police pilot.

Tony did a superb job demonstrating the Airvan - particularly as we had all recently had lunch! I guess we were all looking forward to a pleasant trip around the Oxfordshire countryside... instead as one passenger subsequently noted '...we got the Blackpool Pleasure Beach Death Plunge and a replay of the more hairy bits of the Battle of Britain!'

Turn on a sixpence is a phrase not normally associated with an 8-seater but the AirVan certainly delivered the goods. It might be able to do a superb job flying with the more rural UK police forces if only everyone was not so obsessed with twin engines.

Oxford is a busy airport and the drawback to flying fixed wing out of there [or any other commercially operated airfield] was amply demonstrated. The queue for a take off slot was quite daunting. Whilst waiting in the queue for the runway everyone in the 2 metre long cabin was able to speak in normal tones without the aid of headsets. Even in flight the level



Even in flight the level



of aerodynamic and Lycoming engine noise was surprisingly low and conversation easy. The AirVan c/n 46 is still marked VH-KLN, but EASA certification is pending. The European certification authority has been in touch with CASA in Australia and it now appears that the formal paperwork is assured. [Chris Harrison](#) with www.nacaviation.com [the owners of the conference venue] is the man to contact.

One of the last minute passengers on this flight was Edwin A Shackleton. By July 2004 Edwin had flown in a total of 806 different types of aircraft as a passenger and this record has been accepted by the Guinness organisation. His first flight was in 1943 in a De Havilland DH 89 Dominie, and other aircraft have included balloons, airships, helicopters, and microlights. The AirVan was the 814th type on his ever growing list.



The next conference event by this operator is scheduled alongside the International Helitrade Show at the Geneva Palexpo in the autumn of 2006.

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NEC



ACPO 2005

National Exhibition Centre, Birmingham UK May 17 - 19

The number of aviation exhibitors making their way to the Birmingham National Exhibition Centre to take part in the annual ACPO chief police officers conference remains fairly constant. With no police aviation exhibitions the sector has to piggy back on other events and those at the NEC are perhaps among the better options.

The ACPO exhibition and conference, launched in 2001, has grown into a well-respected and essential annual event for the police and public security community in the UK and beyond. As in previous years there are other complementary exhibitions in adjoining halls with interesting items. This positive state of affairs is apparently set to change. The current operators have 'lost' the contract for the ACPO show and next year it will be moving to London and operating under new stewardship at the ExCel Centre in Docklands.

The few aviation products present at ACPO have to vie against products ranging from body armour, clothing, crime prevention and protection equipment, right through to the latest surveillance products, information systems and hi-tech communications innovations. Helicopters, sensors and downlink technology barely get a look in. But it is arguably the place to be; extensive media coverage relating to the complexities of modern policing under discussion and the attendance of the Home Secretary and government ministers, who use the conference to make important announcements, mean that it can be a PR must.

To ensure a high PR profile this year the Eurocopter UK agent, McAlpine Helicopters, brought a spectacular presence to the show. Last year they were using models on stands to promote the principle of air support units trading up to the EC145. This year they brought the real thing to act as a star attraction. It may be dismissed as pure exhibitionism, but the organisers snapped up the high profile offer – and fellow exhibitor Wescam were not backward in coming forward in getting their 15inch pod on the aircraft stand.

ACPO 2005

The McAlpine stand was the prime focus for the aerospace exhibits.

The EC145, complete with rappelling gear, promoted itself, meanwhile McAlpine were showing an EC135 role or 'Macpod' carrying a Wescam turret and a searchlight.

Immediate plans do not envisage one of the Macpod's on the EC145 but it remains a customer option.



In keeping with the show the aircraft was presented for the police role only, but the type was also aimed at stirring interest among fire and ambulance sector visitors. Low key trials and presentations in other roles have already taken place.

The EC145 displayed is a company owned demonstrator and is the only EC145 on the UK register. No orders have been signed for the type but the Metropolitan Police have publicly stated that they will order the type with deliveries commencing this year.

Others among the aviation related exhibitors displaying at ACPO were CAM GmbH-TEL the European agent for the San Diego based Broadcast Microwave Systems [BMS] and Helimedia representing L3 Wescam in the UK. Others, including Ovation Systems and QinetiQ were in adjoining exhibit halls housing the IFSEC security industry exhibition.

Where the 2005 ACPO show gained an edge in being at the NEC was its co-location with other shows. Freely accessible to attendees of ACPO were exhibitions situated in adjoining halls. IFSEC www.ifsec.co.uk a security industry exhibition that nonetheless hosted a number of aviation related products, International Fire Expo www.fire-expo.co.uk and the Safety & Health Expo www.safety-health-expo.co.uk

The bi-annual International Fire Expo is one of the industry's best-supported fire events, with virtually every key UK fire body involved for 2005. The event now spans all aspects of fire fighting, including fleet management and fire rescue, through to fire prevention and protection. Finally there is the Facilities Show www.thefacilitiesshow.com – potentially of the least interest to most ACPO attendees.

Thermoteknix exhibited at IFSEC. They were launching their new MIRICLE® cameras in action on the stand. The cameras had already been given a launch at the SPIE Defense & Security Symposium in Orlando, Florida in April. Their small size and picture quality 'caused a sensation' within the industry and IFSEC provided the first opportunity to see the range in action in Europe.

Although at IFSEC in a security role the MIRICLE® 110K cameras with 384 x 288 microbolometer detector and less than 50mK (0.05 deg C) sensitivity deliver 44% more image resolution than industry standard 320 x 240 detector cameras for better quality imaging. The cameras offer a solution to needs for robust uncooled aerospace cameras.

The cameras incorporate the latest high performance uncooled technology and many features for outstanding cost effective performance. MIRICLE® cameras are not subject to US Government Export License Authorisation.

Thermoteknix Systems Ltd. was established in 1982 and is a major developer and supplier of infrared systems for applications from aerospace to industrial process monitoring. Its headquarters are in Cambridge, England and the company has representation throughout the world. In 1998 Thermoteknix was awarded The Queen's Award for Export Achievement, the UK's highest commercial recognition of export success to satisfy its global customer base. www.thermoteknix.com for information.



If there are any negative aspects about 'The May Series' as they are called it may be that the sheer number of products being showcased in the halls can overwhelm. Few of the typi-



cal air unit visitors would have an interest in many of the computer systems on offer so it remains a case of seeking out and selecting items of interest from the vast array on offer.

CMPI's leading events for the security, safety, police, fire and facilities industries - The May Series - enjoyed a substantial increase in visitor attendance, during a successful run at the NEC last week (16-19 May). Visitor numbers were up but this has yet to be confirmed by ABC audit.

IFSEC, Safety & Health Expo, The Facilities Show, and ACPO - International Police Conference & Exhibition all saw increases in attendance compared with last year's events. Security event IFSEC was consistently busy over four days. Pre-audited visitor attendance showed an increase of 4% on last year's event and with a record number of exhibiting companies reserving stand space for next year, 75% of the show is already sold out.

Safety & Health Expo generated an impressive attendance increase of 10% on last year's event.

ACPO also ran successfully with exhibiting companies all very keen to support CMPI's new launch for 2006, International Police Expo, which will continue to provide companies with direct access to relevant decision makers in the police and crime fighting market. ACPO moves to ExCel in London.

Diary Dates for the May Series 2006/07 at the NEC Birmingham

IFSEC 2006 takes place from May 8-11 2006. Safety & Health Expo, The Facilities Show and International Police Expo all run from May 9-11 2006. International Fire Expo returns from May 21-24 2007.



European Business Aviation Convention and Exhibition

EBACE



May 18 – 20.

Having attended last years NBAA Show in Las Vegas and found it to harbour many unexpected delights – mainly in the air ambulance field – I went to Geneva to sample the European equivalent for the first time at the excellent Geneva Palexpo Conference Centre, Geneva, Switzerland. The 5th Annual EBACE is effectively the European arm of the US NBAA. It is currently totally focused on business aviation in Europe, definitely more business related than the show its far larger US version has evolved into.



EBACE at the Palexpo [in the background] is set in a fully aeronautical location on the edge of Geneva Airport.

EBACE is a show in growth, from being purely a business show displaying business aircraft – jets and larger propeller types – for 2005 it attracted helicopters [the means to travel to take the executive home from the airport the bizjet landed at] and light aircraft [potentially for the executive to play with at weekends]. Having seen the range of subjects covered by NBAA perhaps it is one to watch across all the sectors. The organisers of some existing shows are said to be alarmed at the range of exhibitors it is attracting so perhaps they have made that same judgement. Visitor numbers this year – in mixed weather – were dramatically up. The seven thousand expected over the three days all appeared on day one when 6,903 went through the doors. That was more than 2,000 higher than the equivalent 2004 figure. The numbers noted in following days were not quite as dramatic but they underline growth.

Those visitors were drawn to see 278 Exhibiting Companies in 883 booth spaces [21% up on 2004] and 49 aircraft were present in the outside static. New business aircraft manufacturers, avionics firms, handling organisations, fractional providers, charter/lease companies and aircraft resellers displayed their wares.

Whilst relatively small compared to the US NBAA show, EBACE was a suitable venue for manufacturers to seek publicity. Just a week after entering service, a new large-cabin, long-range **Gulfstream** G450 business jet established a new intercontinental city-pair speed record, flying 3,550 nautical miles from Chicago to London in just 7 hours and 19 minutes at an average speed of Mach .85. There were zero en route winds and the aircraft landed with 3,500 lb of fuel remaining. The G450 set its first speed record on its way to EBACE.



The G450 [background above] took off from DuPage Airport, just 30 miles west of Chicago, at 6:31 p.m. (local) on May 15 and flew 3,550 nautical miles at an average cruise speed of Mach .85, landing at London-Luton Airport at 7:50 a.m. (local) the next morning. On November 19, 2004, EASA validated an existing FAA certification and on May 9, 2005, Gulfstream delivered its first G450 to a customer.

Eurocopter and **AgustaWestland** were the only mainstream helicopter exhibitors present at the show. Both were relatively muted in their exhibits. AgustaWestland, usually high profile 'money no object' players, were served by models in the exhibition hall and a single A109E Elite in the static park. At the show the company announced that orders for its Grand model had risen to 40 since the model was announced at Farnborough nearly a year ago. A first delivery – to a UK corporate owner – will take place at the Paris Air Show, Le Bourget next month. The Grand is designed to compete against the larger Bell 430 and EC145 models.

Eurocopter's minimalist indoor location barely housed their EC130 helicopter and an AS365N3 served to promote the brand in the static. In time perhaps the others will attend, but with the bi-annual major shows like Paris and Farnborough just weeks away from the annual EBACE slot it may well be a move too far for many. The blossoming number of 'must attend' shows continues to strain company PR budgets and in the end the customer pays.

The background event included numerous presentations on business aircraft from the Learjet to the King Air, their engines and systems. Presentations on the interloper helicopters were restricted. *'The role of New Generation Helicopters in business aviation'* was effectively an opportunity for **Agusta-Bell**, Eurocopter and **Sikorsky** to bang their own drums in the somewhat alien atmosphere of fixed wing craft. It was a presentation to a thin audience,

but these I guess are early days yet for this sector at EBACE.

The major players at EBACE include **Bombardier**, **Cessna**, **Embraer** and **Gulfstream** – each of which continues to widen their market penetration to offer new products to the BizJet fraternity. On the edge of their product lines are so-called ‘Special Mission’ aircraft – taken from a BizJet core but suitable for national and local security applications across the World as anti-drug, fisheries or intelligence patrollers. None of these was directly represented at the show; they are perhaps more at home on the fringes of Paris or Farnborough. Even gaining information on these developments at EBACE was at best difficult, they are a sector with no clear home it seems. Before someone dreams up another show perhaps it might be better to incorporate Special Mission park areas at existing shows!



Within the apparently unrelated halls of EBACE there lurked a pure police aviation story waiting to be unearthed. **Thrane & Thrane** based in Denmark recently supplied their TT-3000M Aero-M Inmarsat based satellite communications system

to the New York Police Department for fitment to their new Agusta A119 Koala helicopter fleet. Thrane & Thrane promote the system as the ideal solution for a simple reliable communication tool for the smaller aircraft. The Aero-M system provides a single channel for voice or fax and due to the very compact size and a total weight of only 12.8 lbs [5.8kg] it can easily fit on most aircraft. The target market is short-to-medium haul business, VIP, corporate jets and helicopters. Rotary wing applications include air ambulances, offshore, SAR, logging and police.

In the case of the NYPD helicopters the system uses technology provided by a different company [also at EBACE] **Satcom1**. Satcom1 were at the show offering a system with the ability to reduce operating costs by positively switching from a costly \$9 a minute ISDN connection to a lower cost link when the situation requires it.



For additional details contact Casper Kjøller at Thrane & Thrane on +45 39 55 86 80 fax 8800 E-mail cak@tt.dk www.tt.dk Satcom1 has offices in Denmark, France and Sweden and Karina Larsen can be contacted on +45 46154646 Fax: 4636 E-mail: kbl@satcom1.com www.satcom1

Reported plans for the **Piaggio Avanti** to feature a wider door to ease stretcher entry in the air ambulance role appear to have been placed on the back burner or dropped. The idea was being floated at the Farnborough show before the upgraded Avanti II model appeared. Piaggio appear to now feel that the current door access is acceptable and that the engineering required to provide a wider entrance would not be cost-effective.

The European Cessna Ce208 Caravan fleet is predicted to experience significant growth in 2005. By mid-year, Cessna will deliver 10 new Caravans to operators in Spain, Finland, Poland, and Russia – primarily operating cargo flights. Approximately 60 Caravans currently operate in Europe.

At EBACE, the European demonstrator N208JJ a Grand Caravan with OASIS interior was on display. After EBACE, the Grand Caravan will travel throughout Europe and Russia as part of the 20th anniversary worldwide demonstration tour.

Jet Aviation has expanded the scope of its business aviation pilot training with Emirates-CAE Flight Training (ECFT) by signing a new contract for Gulfstream IV, V and G550 pilot training at ECFT's facilities in Dubai, UAE. In addition, Jet Aviation has renewed a long-standing contract for B737 Boeing Business Jet training with ECFT.

Under the terms of the agreement, Jet Aviation has committed to conducting its pilot training with CAE for Gulfstream IV (including G300 and G400) and Gulfstream V (including G500 and G550) as well as for the 737 BBJ aircraft family fleet. ECFT will offer its new training program for the G550 business jet, the most recent version of the Gulfstream V aircraft family, beginning in fall 2005.

Effectively the static park was full of ambulance aircraft – the profile of the typical visitor in attendance at EBACE though ensured that none were configured with a stretcher. Even those craft easily capable of this less than exciting role were reticent to show it openly, in time stretchers may well appear but the show will need expansion before then. Even the rugged **Pilatus** Porter in the static – a type well known for a variety of emergency services roles - was passenger configured. In terms of airframes present Pilatus were a major exhibitor. On May 4, 1959 the PC-6 had its very first flight. Some 438 units have left the factory at Stans and another 92 were built under licence by Fairchild. The Worlds leading STOL is still in production. In addition to the Porter in the static the company exhibited a PC-12 on their booth.



Pilatus now market the FAA certified Skytruck in Europe. The robust utility type long in service with the police in Venezuela in its original form continues to be built in Poland but has improved its marketing prospects by gaining FAA certification under the watchful eye of the US based **Skytruck Company** www.skytruck.us

The Skytruck is a PT6-engined high-wing cantilever monoplane of all-metal structure, featuring a steerable nosewheel to provide for operation from short, unprepared runways in hot and high conditions. The type is suited for passenger and/or cargo transportation and is the ultimate solution for multiple-mission usage.

Altenrhein Aviation AG, a member of the Pilatus Group, based at the airport in Altenrhein,

Switzerland. In late 2002 Altenrhein was established to take over the operations of FFA Maintenance AG with effect from 1 January 2003. The goal was to develop the markets in Europe from the new site, and to win back local customers in three main areas of operation, business jets, transport aircraft and piston engine and turbo prop aircraft, including the PC-12. They exhibited at the 2004 EBACE and were there this year on the Pilatus booth in a low key presentation reflecting the current situation surrounding the Skytruck. It will be a few months before the FAA certification is added to by a more useful EASA ticket. Meanwhile the aircraft could be operated under US registration. Details from Erich Kunz e.kunz@altenrhein-aviation.com

As with the lack of visible stretchers in airframes the extent of any medical presence was reduced to a couple of companies best known for the supply of medical services to the airlines and business jets.

Overall their service is the supply of medical advice by real time link, 'crash bags' and defibrulators to save the lives of executives having heart attacks in the air.

Based at Farnborough Airport in the UK **MedAire** is best known for the provision and management of just this class of emergency first aid equipment on board airliners and corporate aircraft – direct lines to medical help, on-board defibrillators and remote vital sign monitoring - were promoting their newer security services solutions at the show.

In its core sector MedAire has been providing immediate medical assistance to the aviation industry since 1986. Today, through its MedLink services, those resources are put to use on more than 70 commercial airlines and hundreds of corporate flight departments all over the world.

Remote Diagnostic Technologies, also based in Hampshire, England, were displaying their latest Imarsat based airborne diagnostic equipment standard the Tempus 2000 and displaying its monitoring and voice communication capabilities.

Tempus 2000 allows a person with no medical experience to collect a sick person's vital signs such as blood pressure, pulse and heart condition from any remote land, sea or air location to ground-based medical experts

The equipment has already proven a lifesaver in service with the UK airline BMI. The crew of a BMI aircraft were credited with saving the life of a passenger at 37,000 using this equipment on a flight from Manchester in the UK to Chicago, Illinois. This equipment is already installed on over 400 aircraft worldwide.

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The organisers of EBACE have let it be known that they are committed to holding the event in Geneva until 2009, with the following schedule in place:

- 2006: May 3, 4, 5
- 2007: May 22, 23, 24
- 2008: May 20, 21, 22
- 2009: May 12, 13, 14

It might have been dubbed the Worlds largest airliner by the press, but it looks as if it might also be the largest business jet in a while. A model was being shown of it in an executibve role at the EBACE Show.



Beijing 2008

Even whilst these three shows were being run there was another taking place in China. This is a growth region—driven by a need to set up a meaningful civilian police aerospace security network in time for the Beijing Olympics. It is clearly difficult for that to happen in time. This remains a suspicious militaristic state and private flying in the style accepted in the Western World has yet to gain acceptance. It seems that, like the post 9-11 model of Washington USA that Beijing is a difficult area to fly over—no matter what uniform you wear. Without a major relaxation in the air rules growth of police aviation will be inhibited—Olympics or not.



Carlton Television has given permission for the documentary *Voyage To The Ice*, that followed the multi-recordbreaking flight of Polly Vacher MBE as she flew solo around the world from the North Pole to Antarctica, to be sold to fundraise for the charity Flying Scholarships For The Disabled.

The 25 minute documentary follows Avitrix Polly Vacher on the journey that covered 60,000 nm in 525 flying hours – establishing the world records for the first woman to fly solo over the North Pole in a single engine aircraft, the first woman to fly solo in Antarctica and the first person to fly solo around the world landing on all seven continents.

‘We hope that sales of *Voyage to the Ice* will help us raise significant funds that will benefit the charity established in the memory of Sir Douglas Bader,’ said Polly Vacher. ‘The challenge of learning to fly can help those with disabilities to gain in confidence and come to terms with their situation.’

Voyage To The Ice is available on DVD and Video (£12) from Video/DVD offer, Gilbournes Farm, Drayton, Abingdon Oxon OX14 4HA. Cheques payable to 'Wings Around the World' or from www.worldwings.org Photo: Polly Vacher with the fundraising documentary.



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