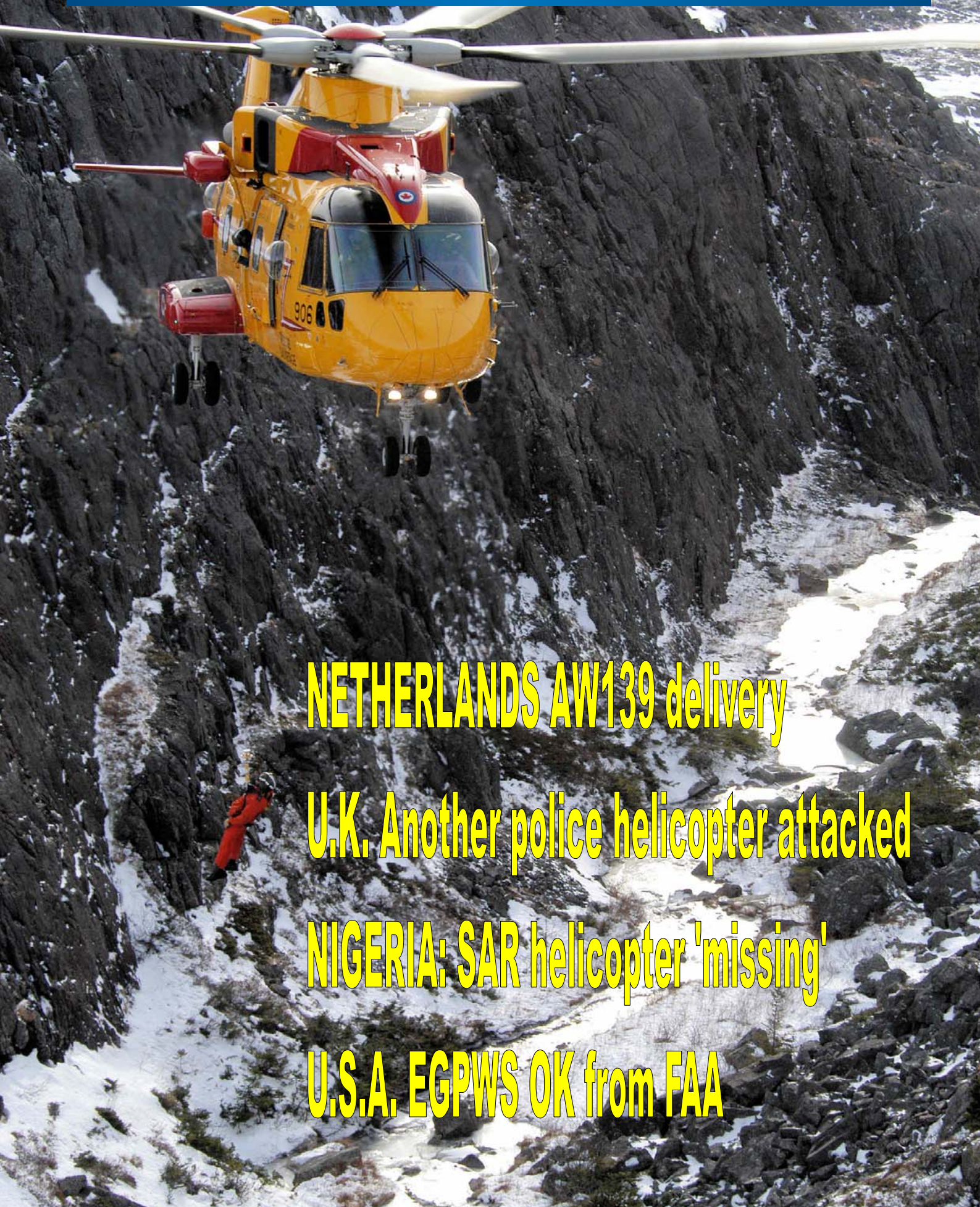


# Police Aviation News

©Police Aviation Research

Number 163 November 2009

IPAR



**NETHERLANDS AW139 delivery**

**U.K. Another police helicopter attacked**

**NIGERIA: SAR helicopter 'missing'**

**U.S.A. EGPWS OK from FAA**



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](mailto:editor@policeaviationnews.com)

#### SPONSORS

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

[www.bobcroweaircraft.com](http://www.bobcroweaircraft.com)  
[www.downlinkexperts.com](http://www.downlinkexperts.com)  
[www.diamond-air.at](http://www.diamond-air.at)  
[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)  
[www.skyforce.co.uk](http://www.skyforce.co.uk)  
[www.wescam.com](http://www.wescam.com)  
[www.powervamp.com](http://www.powervamp.com)  
[www.trollsystems.com](http://www.trollsystems.com)  
[www.turbomeca.com](http://www.turbomeca.com)  
[www.zeiss.com/optronics](http://www.zeiss.com/optronics)

Airborne Law Enforcement Association  
European Law Enforcement Association

[www.alea.org](http://www.alea.org)  
[www.pacenet.info](http://www.pacenet.info)

## LAW ENFORCEMENT

### AUSTRALIA

#### NEW SOUTH WALES:

New federal air safety regulations set to be brought in from 2012 in Australia look set to ground three of the state's five police helicopters.

A report on the state of the NSW Police Force's Aviation Support Branch paints a negative picture of the state of the fleet, with even the twin-engine helicopter dedicated to counter-terrorism operations said to be too small and lacking engine performance.



The BK117 helicopter – Polair 5 - is shared with the NSW Fire Brigades. The BK is claimed to be too small to carry the personnel and equipment specific users have identified. The type of bomb-disposal robot that a specialist police squad, the State Protection Squad, would like to insert by air weighs up to 400kg [880 pounds] and that is 'beyond the capability' of the helicopter type, perhaps a simplistic reference to a Cat A issue.

Polair 5 is one of the two helicopters which would still be able to fly in the Sydney Basin under new Civil Aviation Safety Authority requirements that will make it mandatory for police helicopters to have two engines. The other twin is a Eurocopter AS355N.

The remaining three Eurocopter AS350B2 single-engine helicopters [Polair 1, 3 and 4] stand to be banned from flying over built-up areas – following the European model.

**HD AND SD AIRBORNE VIDEO DOWNLINK SYSTEMS**

MICROWAVE TRANSMISSION CONTROLLERS AND ANTENNAS

**XING**

AUTO-TRACKING SIX CHANNEL

**DIRECTIONAL DIVERSITY GROUND RECEIVE SYSTEMS**

MOBILE OR FIXED SITE

map-based controllers for airborne systems [www.TROLLSYSTEMS.com](http://www.TROLLSYSTEMS.com) +01 (661) 702-5900

**TROLL**

The report by Hawkless Consulting has identified full fleet replacement as the only way to serve the needs of New South Wales and the urban areas of Sydney. Full fleet replacement is estimated to require funding in the region of \$20M. So far just \$2.1 has been assigned to replace Polair 3, a twelve-years old AS350, in 2010-11. The type selected has not been revealed but it is described as a 'new state-of-the-art twin-engine ... designed for night work ... have improved surveillance capability with thermal imaging recording cameras.' Tenders have been submitted, and there are four manufacturers being considered for the single aircraft.

Although the need to change to twin is seen as increasingly urgent with the order lead times it is noted that some police operations will still be able to be undertaken with the single-engine aircraft, even after the introduction of the new CASA regulations.

The demands on the air wing had grown astronomically, with 3,381 tasks performed in 2007 compared with 1,492 in 1997, and flying hours increasing from 1,715 in 1997 to 3,109 in 2007. [SMH.COM/PAR]

## CANADA

BRITISH COLUMBIA: A BC man with a little helicopter training in his past was arrested by US Authorities after flying into Idaho with 80kg of marijuana. The 29-years-old man was looking for an easy \$50,000 payoff but he ended up with a tidy rest period of four years in a US prison.

His case highlights a problem that has US authorities worried. They believe that helicopter flight-school operators don't check students' backgrounds sufficiently, criminal-record checks are not required for licence approval. As a result there have been a number of instances where partially trained individuals are being used to hop across the vast US – Canada border line with contraband cargoes.

Sometimes the pilot trainees drop out of pilot school once they know just enough to handle the machine. Having students fail to complete flight training courses for other non-criminal reasons is not unknown so it does not necessarily raise suspicions in the training organisations. [Canwest]

## CAYMAN ISLANDS

The much-delayed arrival of the police helicopter has again slipped with the latest guesstimate being January 2010. Entry into service will be some time beyond that. The last public announcement in relation to the helicopter stated it would arrive in September this year but since then there have been statements via these pages updating it to November.

The delay is not the airframe but the support infrastructure. A tendering process is taking longer than expected. [Cay Compass]

## 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](http://www.zeiss.com/optronics)



We make it visible.





## CHINA

**NANNING:** AgustaWestland has announced that the Public Security Bureau of Nanning (Southern China) has ordered one AW109 Power light twin engine helicopter. This aircraft will be used to perform a number of roles also including law enforcement and civil protection/disaster relief across the Nanning province.

The Power has been selected for its performance, capabilities, safety and ease of maintenance following a rigorous and comprehensive evaluation process for the supply of a new helicopter to serve Nanning. The Public Security Bureau of Nanning province has a requirement for additional helicopters and the purchase of the AW109 Power is the first step to enhance public security capabilities and operational effectiveness through the acquisition of modern platforms.

This latest contract confirms AgustaWestland products as the civil helicopters of choice for law enforcement and public utility duties in China. The company has found a rapidly growing success with other sales logged for the AW109 Power, but also for the AW119 single engine and the AW139 medium twin models. Nanning Public Security Bureau adds to the Beijing, Shenzhen, Zhuhai and Dailian Public Security Bureau, as law enforcement operators in China using AgustaWestland helicopters. [AW]

## GERMANY

**FEDERAL POLICE:** Aerodata has completed the delivery of 19 mission systems for German Federal Police under a contract of NAMSA (NATO Maintenance and Supply Agency). The contract – awarded in September 2007 – included also the development of STC's for the EC 135 and EC 155. Further, the mission systems can be installed into Super Puma helicopters without any modification. In the meantime, the mission systems are in full operation and have successfully contributed to German Federal Police missions.

**AeroMission** – Aerodata's advanced mission system – integrates various sensors and systems on the helicopter, e.g. the electro-optical system and a video transmission system. The AeroMission capabilities have been optimised in close cooperation with Federal Police. Features have been added to enable determination of street addresses through the intensive use of data bases.

Full sensor control through the software of the mission system enables flexible planning and execution of police tactical missions. [A]



## INDIA

**MAHARASHTRA:** The sudden demise of the Chief Minister of Andhra Pradesh Dr YS Rajasekhara Reddy in a tragic helicopter mishap recently reported in PAN may have resulted in political leaders in that state being too scared to use a helicopter also used for police work but it seems that it has had no effect on the political leaders in other states.

Government misuse of emergency services helicopter resources is at the centre of complaints emanating from Laheri police station in Gadchiroli district of Maharashtra State, central India.

Twenty-four hours before Red guerrillas ambushed a group of 40-odd police personnel killing 17 of them, a candidate for Congress Dharmaraobaba Atram had landed in a helicopter to address an election rally not far away from the scene of the ambush.

Many dying and bleeding policemen repeatedly requested their bosses on their walkie-talkies for reinforcement while fighting about 300 Maoists. All they got was assurances that a helicopter would arrive to shift the injured. But for five long hours of fighting the helicopter never came. So far 50 policemen have died in Maoist-related violence this year and when 15 died in a single incident in February of this year 'urgent' plans were put in place to remedy the lack of air support.

For the survivors of the fire fight there was only one bitter question on their lips; '... what happened to the promised helicopter?' Many claim that even a single sortie by the helicopter to collect the wounded would probably have scared away the Maoists.

The trouble it seems is that the politicians are perceived to be using the available helicopter resources for electioneering. Days earlier it had been reported by a political agent that four helicopters were to be made available in Gadchiroli for use by the politicians. Although none of the four has been delivered three other helicopters have been sourced and deployed on political work.

# Enterprise Control Systems Limited

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

COFDM HDTV Downlink  
COFDM HDTV Uplink  
IP ENABLED

SUFFOLK POLICE

Specialist design through innovation and technology

ECS provides secure digital COFDM uplink and downlink systems for all data Applications and users

[www.enterprisecontrol.co.uk](http://www.enterprisecontrol.co.uk)  
Tel: +44 (0) 1327 860050 Email: [sales@enterprisecontrol.co.uk](mailto:sales@enterprisecontrol.co.uk)

THE QUEEN'S AWARD FOR ENTERPRISE INNOVATION 2007

UKAS



The situation was made worse when the Maharashtra home minister Jayant Patil reached the scene of the state funeral of the seventeen dead officers by helicopter. The Maharashtra government has yet to make a provision for a dedicated helicopter service for Gadchiroli, where over but in theory even now the nearest one is just an hour away in Raipur.

## MALTA

**ARMED FORCES:** After a competitive EU tender process, Aerodata was awarded a contract by the Government of Malta to provide one Maritime Patrol Aircraft. There is a second aircraft on option. The new aircraft will be operated by the Armed Forces of Malta and will perform a major role in the protection of the southern borders of the European Union. The new asset will substantially enhance Malta's contribution to the European FRONTEX activities. In a secondary role, the aircraft will perform Search and Rescue (SAR) service in the Mediterranean Sea.

A total of six international companies responded to the call for a competitive EU tender, all submitting their bids within the allocated timeframe. All bidders were European companies. Of the six bidders only two were found to be technical compliant to AFM requirements. One of the two, Aerodata AG, was selected to supply the AFM with a complete integrated system, training and the provision of a service and support package.

The prime contractor will provide a fully equipped new KingAir B200 with a highly integrated mission system (AeroMission) for the surveillance application. The mission system integrates a Telephonics RDR 1700B 360° belly mounted search radar, a Wescam MX 15i Forward Looking Infrared (FLIR) system, SAR direction finder plus a number of other sensors and communication equipment. The mission system handles all sensors and selects data to be provided through a high speed INMARSAT data link with a bandwidth of 128 kBit/s to the coordination centre on the ground.

Aerodata will also design all modifications required to achieve an EASA STC at its Braunschweig airport facility. As a supplement to the electronic equipment on the aircraft, bubble windows and a drop hatch will be fitted to achieve high performance for the SAR mission.

Recently, Aerodata has been approved as Service Centre for all KingAir models by Hawker Beechcraft and as such is able to provide all aircraft and mission system warranty and maintenance work. Aerodata will provide training for pilots, aircraft mechanics and mission systems operators.

Financing for the new maritime patrol aircraft was funded from the 2009 External Borders Fund (EBF). This is the third contract signing utilising funding from the EBF framework. The project is co-financed with 75% of the funds being sourced from the EBF and remaining 25% being allocated from the Maltese Government.

The sum allocated to this project was €9.696M.

Aerodata will exhibit at the IQPC Coastal Surveillance Conference at Amara Sanctuary Resort Hotel, Singapore from November 3-4, 2009.

*Ed: Even with the EU funding the capital funding relating to the single Beech 200 will probably finally halt the early acquisition of the long mooted UH-72A Lakota. The latest news is that the AFM are again looking to purchase a pre-used type and this may be an ex-Italian Bell 212 as this type is already well known to the AFM through the dual crew Italian examples used on SAR in the islands.*



Photo: Alfred Azzopardi/AFM Press Office

The build up of the AFM resources continues. In Austal, Western Australia, the first two 21.2-metre aluminium patrol vessels for the AFM was launched less than seven months from initial contract signing. Launch of the two remaining aluminium vessels in the order will allow the manufacturer to complete them in time for delivery this month.

The vessels are designed to assist the AFM with surveillance and border protection throughout Malta's coastal waters. As such, each vessel will be equipped with several machine guns and able to reach speeds of more than 26 knots.

The EU-led operation to catch illegal immigrants off Malta this summer was judged as a failure, according to a paper prepared by the French government. The campaign, co-ordinated by Frontex, the EU's border agency, was also marred by legal uncertainty about which member state was responsible for intercepted boats, according to Eric Besson, France's immigration minister.

Besson told his EU counterparts at a meeting in Brussels in September that Frontex operations are currently hampered because of the uncertainty, which resulted in the gradual withdrawal of member states from such joint operations.

Through the summer operations in the Mediterranean Malta and Italy traded bitter exchanges over which country was responsible for boats picked up at sea. It is claimed that 'a huge number' of migrants trying to make a landfall in Europe drowned.

In May, Italy's coastguard began returning intercepted boats to Libya under a controversial bilateral agreement with the North African country.

France has been calling for more funding for Frontex. The operation has seen a dramatic increase in its budget from €6M in 2005 to more than €80M for 2009. The main supporters are various states with direct Mediterranean interests along with Poland, where Frontex is based.

France wants the money to be spent on tracking devices and naval patrols on the EU's Mediterranean coasts. Better co-operation and joint patrols should be set up with non-EU states such as Libya and Turkey to patrol their coasts. Once boats reach the open sea, Frontex should continue to monitor them from the air rather than intercept them.

The European Commission will present a proposal early next year on ways to make Frontex work better that will include some of the French ideas.

# 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](mailto:info@powervamp.com)***



**Powervamp**

Powervamp Ltd, Weston-Super-Mare, England

**[www.powervamp.com](http://www.powervamp.com)**

## NETHERLANDS

KLPD: The National police agency for the Netherlands, the KLPD, took delivery of the first of two AgustaWestland AW139 helicopters on October 13.

With the arrival of the transport helicopter the renewal of the fleet is almost complete. When the delivery of the second AW139 is completed the police will finally have access to a modern fleet consisting of six light helicopters [Eurocopter EC135], the two medium transport helicopters and three Cessna 182 aircraft. Seven old BO105 helicopters, the oldest of which dates from 1974, will be retired after 35 years service.

The increased range of this type finally gets over the gap left in operational capability by the premature retirement of the fixed wing BN-2T fleet. The KLPD had to employ a leased Dornier Do228 to undertake the North Sea surveillance task while the fleet was renewed after the MD900 debacle.

On the positive side having these larger aircraft available has greatly improved the KLPD capability in supporting and inserting anti-terrorist units thanks to its far greater capacity. The AW139 can carry fifteen passengers and is equipped with two P & W PT6C-67C engines of 1697 hp each. The maximum take-off weight is 6,500 pounds. The helicopters have a range of 740km and a top speed of 310 kph. [AW/PAN]

*Ed: The fixed wing twins were withdrawn in 2003 and fixed wing pilots either retrained or dispensed with in the erroneous belief that the forthcoming MD900 fleet was able to replace both the BN-2T and the BO105 in a single airframe. All the registered marks now carried by the new fleet [PH-PXA to PXH] were reserved for a fleet of MD900's in 2003, some of the completed MDs carried the marks but were not actually registered. The long winded nature of this acquisition obliged the KLPD to buy in additional BO105 airframes to maintain operations and spares.*

Pratt & Whitney Canada Customer Service Centre Europe GmbH, a joint venture between Pratt & Whitney Canada and MTU Aero Engines, has signed a new 10-year Fleet Management Program (FMP) agreement with the Netherlands Police Agency KLPD (Korps landelijke politiediensten) to provide comprehensive maintenance support for P&WC engines installed on its fleet of Eurocopter EC135 and AgustaWestland AW139 helicopters.

The agreement covers 12 PW206B2 engines installed on KLPD's six EC135P2 helicopters and four PT6-67C engines powering its two new AW139 medium twin helicopters.



## NIGERIA

Media reports from Nigeria on the internal insurrection being promoted by the so called Niger Delta militants provide a poor picture of air operations in the country. As with the police air support operations a great deal of money has been sunk into new air equipment and patrol boats but the support infrastructure has again been found wanting.

One major strategic advantage the government forces have over the militants is notional air superiority. The Air Force has four Agusta A109E helicopters on order from Italy and Mil Mi-24 and Mi-34 helicopters from Russia. The 109's haven't yet arrived, but the Russian aircraft were delivered this summer.

In a worrying repeat of earlier problems it seems that Nigerian pilots are having trouble getting used to the large sophisticated helicopters, resulting in them only being flown by Russian's in the country as instructors. This raises the additional problem where any actions being planned against the militants may have to be flown by Russians.

The rest of the Nigerian military helicopter fleet, a mix of the Eurocopter Super Puma and AgustaWestland Super Lynx are not in flying condition. The President has directed the Air Force to call on its Western partners to recondition them so they can be pressed into service. [Huhuonline]





**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

## UNITED KINGDOM

**MERSEYSIDE:** On the evening of October 9 another attack was launched on a UK police helicopter. This time the machine was the Merseyside Eurocopter EC135T2 G-XMII at its 'secure' RAF base at Woodvale on the west coast. Reports vary but a ram raid by a Mitsubishi Shogun vehicle through the security fence was eventually halted by unidentified other measures. The vehicle stopped but the occupants kept going and managed to attack the helicopter with 'sledgehammers' on foot. Petrol was poured but not ignited. The attackers were challenged by the crew and ran off leaving damage that grounded the helicopter but was said not to be too serious. The glazing was replaced within days and air support continued by mutual aid.

The local media put the attack down to 'vandals' but the degree of trouble those involved went to suggests that this was again linked to a desire to remove police air support from the region to enable another crime to proceed unhindered. The attackers were pursued across Merseyside, and a subsequent collision led to a police car rather than the helicopter going up in flames. Three were arrested.

Three vehicles were identified as in use for the attack. The Shogun was found burned out close to the RAF station on Moore Lane, Altcar.

A short time later an silver Audi A4 with blacked out windows was seen travelling at high speed along Formby bypass with a number of people on board. Officers tracked and pursued the vehicle from Southport to Liverpool city centre.

The Audi entered the Queensway tunnel under the River Mersey where it was abandoned. At about the same time another vehicle, a black Audi S8, left the tunnel at speed in the direction of Liverpool city centre. Police believe the suspects changed vehicles in the tunnel and pursued the Audi to Upper Parliament Street. There was a collision in Upper Hampton Street; the police car went up in flames and an officer suffered minor injuries.

All of the men were arrested and the Queensway Tunnel remained closed while the abandoned vehicle was removed. The other abandoned vehicles were recovered and forensically examined.

This is the third reported attack on a UK Police Helicopter this year. In May the Surrey Police helicopter was attacked with axes at Fair Oaks Airfield forcing the constabulary to move the aircraft to Odiham, while in June, the West Midlands Police aircraft was destroyed at Birmingham Airport. A replacement aircraft has already been ordered. [Media]

*Ed: This is catching on, and is the fourth serious attack in 12 months. In the wake of these very high profile incidents the sensible answer has been to 'retreat' behind the defences of a 'military camp' but it is clear that even that does not work too well if, like Woodvale, the venue is a low activity base. For 25 years operations have related to University Air Squadrons and the police have been the primary 24/7 operation since they moved in 9 years ago.*



**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

## UNITED STATES

**NATIONAL:** Reports from the USA show that car theft has fallen to a 20-year low despite a 100% rise in the number of vehicles in the US.

The FBI estimates that 956,846 motor vehicles were stolen in 2008, less than half the rate recorded in 1991 – 1.66M. There are more than 245M vehicles on US roads, up from 122M in 1989.

The prime reasons given for the fall in the rate of theft are technological. Better vehicle security measures, locks and immobilisers, make it harder to take them in the first place and the added security offered by alarms and GPS tracking devices [LowJack and Tracker etc] makes up much of the rest. [USAT]

During the International Association of Chiefs of Police (IACP) convention in Denver, Colorado last month American Eurocopter donated \$10,000 to the Airborne Law Enforcement Accreditation Commission (ALEAC). The donation will be used to offset the cost of law enforcement air unit accreditation and will be presented to qualifying agencies that successfully complete the accreditation process.

The ALEAC was founded in 2002 for the purpose of developing professional standards for all US airborne law enforcement units including local, state and federal government agencies. These standards have been adopted by the ALEA as guidelines for starting new aviation units and as recommended best practices for review and adoption by all law enforcement aviation units.



**ARIZONA:** Although Mesa is home to the manufacture of MD Helicopters the city police department is buying a replacement helicopter for its fleet on the second-hand market. The source is Len Jablon Helicopters Inc., of Wheeling, Illinois, the company operates helicopters in the Chicago area.

With prices for new helicopters too expensive, particularly given the city's fiscal constraints, the City Council approved the purchase of a 1998 model MD500E. Improved versions of the 500E are still in production by MD in their plant just down the road at Mesa's Falcon Field Airport, but financial needs must.

The rotorcraft will replace the oldest of the police department's three helicopters, it is being purchased for \$844,800, including tax. A helicopter with no more than 5,000 hours of air time was sought. The city invited seven companies to submit bids, but only three, two from Mesa, responded. The local bids were over £1M and were rejected.

Mesa covers 125 square miles and helicopters are seen as a proven and essential crime fighting and officer safety tool for police. The helicopters fly seven days a week, about 10 hours a day.

The department also wants a fixed-wing aircraft to replace the 1978 Cessna 172 it acquired in 1986. The thirty years old single is inadequate because of 2007 alterations to the air-space around Phoenix Sky Harbor International Airport. New rules force the Cessna to fly above 7,500 feet when it covers west Mesa, and from that height it can't perform effective surveillance. It is unable to carry an adequate camera system to overcome the height. [AZRepublic].



ARIZONA: Elsewhere in the state the Members of the Phoenix Police Air Support Unit were at the American Eurocopter Delivery Center in Grand Prairie late in the month to pick up another AS350B3 AStar helicopter. It is the fourth AS350 for the unit and it will join a diverse fleet covering the Phoenix area.

The Phoenix Police Department's Air Support Unit was established in 1973. The primary mission of the unit is to provide air support to the Phoenix PD's ground patrol units. The unit operates 14 hours a day, seven days a week covering more than 500 square miles and serving over 1.5M residents.

"When we started the process to add another helicopter to our fleet, we knew that it was imperative to meet the performance needs of our expanded mission profile as well as the fiscal needs of our department," said Dave Harvey, Phoenix Police Air Support Unit Commander. "The AS350 provides us with the performance we need as well as better manageability and lower operating costs." [AEC]

ARKANSAS: The Department of Finance and Administration is distributing \$9.6M in Arkansas Recovery and Reinvestment Act funds to criminal-justice programs throughout Arkansas. Statewide projects are receiving \$5.7M in funding, including \$3.5M going toward a new Arkansas State Police helicopter. The type has yet to be selected but unlike the current 13-year-old ASP Bell OH-58 helicopter, the new aircraft will be equipped with a hoist capable of deploying rescuers into remote areas not accessible by other means.

The 1972 Bell was acquired from the DoD in 1996 and has been kept functioning on the basis of spare parts gleaned from a second aircraft over the past few years, new parts are becoming increasingly difficult to source. It is not used intensively but about 75 of its more



## INTRODUCING THE MX-10. SMALL PACKAGE. BIG PERFORMANCE.

"WHAT COUNTS IS NOT NECESSARILY  
THE SIZE OF THE DOG IN THE FIGHT  
— IT'S THE SIZE OF THE FIGHT IN THE DOG"

DWIGHT D. EISENHOWER

**WESCAM** couldn't agree more.

37 pounds - <14" height - All electronics within the turret - All vibration isolation within the turret - 6 imaging/lasing payload options - Fully active 4 axis stabilization - Simultaneous analog & 720p or 1080p HD Digital video outputs - IMU within the turret - Complete MX-GEO automation suite - Compatible with all existing MX-series command & control interfaces, including moving map



Learn more at [www.wescam.com](http://www.wescam.com)

SPECIALIZED PRODUCTS • C/ISR • GOVERNMENT SERVICES • ANMM  
WESCAM

[L3.com.com](http://L3.com.com)

than 100 flights in a year are to assist local agencies.

In 2008, the agency declined more than 40 sorties because of maintenance issues or equipment malfunctions. There have been occasions where [because of the limitations of the current aircraft] pilots weren't able to throw a lifeline to some people who were stranded in a creek, and this led to the death of at least one person. The state police provides the only 24-hour SAR helicopter to assist local law enforcement.

**CALIFORNIA:** A bid by Sheriff Mike Kanalakis to get Monterey County to underwrite the purchase of a law enforcement helicopter has been thwarted.

Kanalakis was hoping the Board of Supervisors would agree to guarantee about \$660,000 in backup funding for a used Robinson R-44 helicopter if a hoped-for federal Homeland Security grant for the purchase doesn't come through.

The Sheriff's Office plans to use the aircraft, which is owned by local developer Don Chapin, to restart his department's helicopter program about nine months after it was canceled because of budget cuts. Kanalakis promised his department would cover annual operations and maintenance costs, with contributions from other sources including area cities.

The supervisors have required him to provide a detailed plan for the helicopter purchase and ongoing expenses without additional county general fund money.

The Marina Police Chief supports the purchase, agreeing it would be a valuable asset for the area and warning the board that the federal grant might not be available again.

Last year, the Sheriff's Office leased the same type of helicopter from Salinas-based Verticare, which has since disbanded. During 11 months the helicopter responded to 669 calls, including 188 when it was the first vehicle at the scene but the \$600,000-per-year operation was slashed early this year as the County was faced with a \$24.6M deficit.

**COLORADO:** The Mesa County Sheriff's Office is performing a series of tests with an example of the Draganflyer X6 unmanned, remote-operated miniature helicopter.

Powered by brushless motors and rotor blades mounted at the end of three arms, the mostly carbon-fiber aircraft weighs in at slightly more than two pounds and can carry a variety of cameras including thermal imaging or infrared cameras as well as standard video. Its primary purpose is seen as enhancing SAR capabilities.

The sheriff's office is the fourth, non-federal law enforcement agency in the US to use the helicopter, which it is leasing. [FreePress]

*Ed: This type of mini-aircraft keeps on nudging at the edges of airborne law enforcement but their role should not be overstated. These things are really niche stuff... by the time they arrive the search equivalent of the 30 minute duration will have been done most cases... but they can go where no man might.... rooftops ... wells and areas in buildings where access is limited.... cellars .... flooded, dangerous or dirty etc.*

*In most cases the street cops will have done the instant job on foot, and air support, where available, from the air, in most cases and the little rotavator will clean up the detail after the operator gets out of bed and drives there..... eventually. At something like £30,000 a time it is not likely to be 24/7 instant response capability with one in each area car, more an added tool to the CCTV scene recording facility larger forces offer, or a tool for the bomb squad the backup resources.*



**MARYLAND:** The Maryland State Police has announced that 'Trooper 6' one of its fleet of medevac configured Dauphin helicopters is to move from its current base in Centreville to a hangar located at Easton Airport.

The helicopter has been housed in a hangar beside the Centreville Barracks on Rt. 301 in Queen Anne's County since 1985. The move is expected to be completed by December 2009. [MSP]



As mentioned last month Eurocopter, the manufacturer of the current Maryland State Police fleet, now filed a formal protest and is not making an offer to replace the ageing AS365 helicopters. The company alleges that the state's specifications for new aircraft are skewed in favour of AgustaWestland and the AW139.

In a letter to Gov. Martin O'Malley and to the state Department of Transportation, the company argued that the process has the effect of creating a sole source procurement.

The original Request for Proposal was canceled. Another was issued in May and then it was modified in June. The June alteration mandated two pilots. New priorities include speed, size, hover capability, crash worthiness, delivery schedule and a requirement to have a mobile flight simulator.

Eurocopter contends the changes guarantee that the AgustaWestland AW139 model will be selected.

After the protest was filed, the team looked into the safety record of the AW139. This revealed that this year there have been in-flight losses of cockpit door windows, middle sections of the aircrafts' fuselage frames are prone to fatigue damage and there are reports of rough rides through rotor system vibration.

Through a series of actions whereby AgustaWestland have injected money into departments and events there is a serious question that the contract may be illegal and an investigation is underway.

**Microwave Downlinks get the whole picture...**

**Suspect**

**GeoPoint shows direction and distance to target**

**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](http://www.thedownlinkexperts.com) to learn more!

MARYLAND: Montgomery County has been awarded a \$250,000 federal grant to get its police helicopter operation operational. It remains unclear whether the County Council will accept the funds. Several council members said they will vote against the planned police helicopter fleet.

The grant was received from the Edward Byrne Memorial Justice Assistance Grant Program, which is under the federal Bureau of Justice Assistance in late September.

The county has now received two former military helicopters and the \$2.5M police drug fund will be the primary source to pay for a two-year evaluation – expected to cost about \$1M.

MASSACHUSETTS: The first female helicopter pilot in the Massachusetts State Police has taken the MSP to court claiming that the commander of the air unit retaliated against her because she rejected his sexual advances back in 2004.

Sergeant Jody Reilly said her skills as a pilot were never challenged until she refused to socialise after work with then-Lieutenant Michael Barry, commander of the Air Wing. The counterpart for the State Police states Barry, who is now a major, restored morale and standards to the Air Wing after Reilly had an affair with his predecessor, Lieutenant Michael Melia, and was shown preferential treatment because of it. Reilly does not contest the affair. Reilly was transferred out of air operations in 2004 and is currently assigned to the Middleborough barracks. [Media]

## AIR AMBULANCE

### CANADA

Aerolite has received an order for ten medical interiors for AgustaWestland AW139 helicopters from Ornge, Canada's leading provider of transport medicine services. The award was preceded by a competitive bid process.

The new helicopters will get a dedicated medical interior, single and dual patient capabilities, and medical system and equipment integrations. Ornge will closely work with Aerolite on all aspects such as clinical functionality, ergonomics and safety of the transport medicine cabin solution. These new helicopters will enable Ornge to provide transport medicine services to the patients of Ontario in a greater variety of conditions utilizing a world-class aero medical environment designed specifically to meet the mission profile encountered in Ontario.

### GABON

The African nation is on the verge of starting up its first limited air ambulance service thanks to a church group based in the USA.

Their aircraft, an eight-seat Cessna 207, is nearly ready for deployment in country. Refurbishment has included the purchase of a new six-cylinder 300hp fuel injected engine, propeller and avionics.

The proposed pilot of the Cessna, Steve Straw, is already in Gabon building up for the start of operations. Straw and his wife, Alace, 37, with their children Joey, 14, Megan, 13, and Samuel, 11, moved to Libreville last year to assess Gabon's runways and work with the New York-based charity, Air Calvary, to launch the service.

Straw, who lived in Maryland until he was 19, is a pilot and mechanic who spent years patrolling oil pipelines in Texas and York. He's also a pastor, raised by parents in State College who have travelled around the world to take part in missionary efforts.



ONE EUROPE • ONE MARKET • ONE CHOICE

**Prague 2010**

**28-30 May**



The plane will make possible trips and supply deliveries between the capital city of Libreville and the country's main bush hospital, Bongolo Hospital, in southern Gabon, near the Republic of Congo border. It's a journey that takes 10 to 12 hours over terrain only a four-wheel drive vehicle can manoeuvre. For more information, visit [www.aircalvary.com](http://www.aircalvary.com)

## PORTUGAL

The three helicopters promised by the National Institute for Medical Emergency [INEM], in 2007, should finally be operational by the end of the year. A study by INEM questions the need for new helicopters.

It is asserted that the existing service is under used the other goes further in stating that the 24 hours a day, seven days a week, 365 days a year service does not even undertake one transport per day. The document also states that helicopters are the most expensive of the INEM offers, costing the institute 14,137 euros per day in 2007.

The two helicopters are stationed at bases Tires [where the Helitech Europe took place last year] and Matosinhos work under the "outsourcing". The service has been operational since 1997 [set up using the former UK Metropolitan Police Bell 222 fleet] but only available 24/7 since 2007. In the last decade the units completed 4,562 missions.

## UNITED KINGDOM

**DIGITAL RADIOS:** Each of the UK charity air ambulances is being withdrawn from front line service and taken to Staverton for the fitment of digital radio equipment. As previously reported, regardless of operator all of the aircraft are going to Specialist Aviation Services [SAS] for the work. As a result last month the SAS hangar boasted the unusual sight of having neighbour Bond Air Services [BASL] Midland Air Ambulance G-WMAS, the Cornwall Air Ambulance G-KRNW and the Dorset and Somerset air ambulance G-DORS within its walls for a period alongside its own aircraft.

The work, which is scheduled to take 21 days for each airframe, is part of a 10-year Department of Health programme to ensure ambulance crews can communicate directly with each other. Because the installation is being undertaken by SAS each of the smaller air ambulance operations faces additional costs in having to fully finance the replacement airframe from BASL over the 21 day period.

The Scottish Ambulance Service (SAS) the only air ambulance operation directly operated by the health service [rather than a charity] is transferring the co-ordination of air ambulance medical transfer requests for the north to the south. The previous set up was handled by communications staff at Raigmore Hospital, Inverness – to a new unit near Glasgow. Ambulance chiefs claim the switch will improve efficiency but not everyone agrees. The extra link

The advertisement features a central image of a Honeywell Observer (MKIII Mission System) cockpit display. The display shows a map with various tracking and search capabilities highlighted by circular callouts:

- SEARCH & RESCUE:** A red and white helicopter flying over a body of water.
- SHIP TRACKING:** A large cargo ship sailing on the ocean.
- TRAFFIC PROXIMITY:** A yellow helicopter in flight.
- VEHICLE TRACKING:** A yellow sports car.
- CAMERA LOCATION:** A landscape view from a camera.

The main display shows a map with a red line indicating a mission path. The text **OBSERVER (MKIII Mission System)** is prominently displayed at the bottom left, followed by the slogan **ON TRACK ON TARGET ON TIME**. The Honeywell logo is at the bottom right, along with contact information:

**Honeywell Aerospace**  
Tel: USA: +1 800 601 3099 International +44 1243 783763  
Enquires: [mission.systems@Honeywell.com](mailto:mission.systems@Honeywell.com)  
Website: [www.skyforce.co.uk](http://www.skyforce.co.uk)

in the chain of command could lead to delays.

At the centre of this perceived problem is the age old problem of all centralisation – no local knowledge.

Calls for hospital transfers by air ambulance used to be sent to the aircraft operator, Gamma Aviation, to arrange but now calls received in Inverness will be relayed to the Glasgow team to dispatch the aircraft. This is supposed to make better use of resources to provide a better service.

Meanwhile the number of missions by Scotland's air ambulances has risen significantly, putting the country's flying doctor service under pressure.

**AIR AMBULANCE FUNDRAISING:** With so many largely independent air ambulance charities raising funds for air ambulance services across the United Kingdom it is sometimes difficult to police the efficiency of each one and even more difficult to maintain an over view of any new charities that are set up to fundraise for new operations. For many years the new industry operated pretty much like a headless chicken with only the Charities Commission to exercise oversight.

Now there is the Association of Air Ambulances [AAA]. The evolution of the AAA has been somewhat fraught over the years (with NAAAS, AAF, CHAS, AAAC, etc), however, the AAA does now represent every operating Air Ambulance charity within mainland U.K., plus all the NHS Ambulance Service Trusts that actually deploy the Air Ambulance helicopters. All are members. The only service not a member is the Scottish Air Ambulance service which is fully funded by the Scottish Parliament, and therefore not a charity. They do have close links through the Ambulance Service.

The AAA does not have legal oversight of the industry and it can often only place pressure on others - including the Charity Commission – to right any perceived areas of disquiet. Generally all affected members are coordinated to write in protest to the Charity Commissioners when appropriate. As a rule nothing happens very fast – if at all.

Recently some eyebrows have been raised over new operations being set up in Ireland but all the industry can do is watch and await the efforts of the trustees and operators to set up a viable operation.

With this as a background a few weeks ago I was asked by 'an ordinary person' a local market trader aware of my interests whether I knew anything about The Children's Air Ambulance [TCAA]. They had been approached in a fairly high pressure way by a person selling The Children's Air Ambulance Flight for Life Lottery. Despite the apparent good cause had not signed up; it had been a close thing but they did not want to give up their card details to a stranger. Fair enough.

Did I know of the TCAA? Well yes, it has been there in the background for years as a dream of Paul Forster who had been involved in commercial motor sport air ambulance work and featured in these pages regularly in the past. PAN December 1999 carried details of his early work providing a complete stand-alone medevac operation for the motor racing scene at a period when charity air ambulances were in their infancy. By 2002 Paul Forster was working for Sloane Helicopters and two years later he was back with Cabair still involved in the specialist medevac role – at which point TCAA was formulated.

A new, but undated leaflet the trader passed to me filled in some of the 'latest' detail and I casually revised my level of knowledge but I quickly became dismayed by what I unearthed. There are a number of sources of information available and confusingly each seems to point in a different direction. The leaflet identifies the TCAA lottery based in New Milton, Hampshire the web site to Torquay in Devon and yet the Charity Commission has the 2006 registered address as Redhill, Surrey. The web site confirms the connection with Paul Forster who, although it does not say so anywhere obvious, has his base in Coventry. To continue the trip around the UK the lottery promoting paperwork speaks of TCAA having its helicopter based at Stapleford in Essex. The only operator of helicopters at Stapleford is MW and they have denied all links. There is no aircraft.





To add to the sense of disquiet the Charity Commission website showed that those running Charity 1111780 or TCAA had not filed accounts for the charity for some time. The 2006 accounts were filed a few days late in 2007 and the 2007 and 2008 accounts have not appeared. According to the web page the former were nearly 500 days late. Lots of red ink on the web page but only a visitor to the page would see that. The Charity Commission had not publicised the shortfall despite approaches by other air ambulance charities.

After the Charity Commission was nudged they came up with accounts for both years – both lodged within 2009. The 2008 accounts were delivered in September 2009. Unfortunately they show that fundraising in 2008 was under £400 and overall the level of funding – is under £20,000.

Some, but not all, air ambulance charities have noted that TCAA has been competing for funds in their area and it is they that have protested. With the national boundary as its collecting area TCAA Flight for Life Lottery promoters going head to head for funds waving the highly emotive flags of 'sick children' and 'air ambulance' they have been perceived as taking advantage and operational air ambulances have been deprived of funds to a 'ghost' organisation with no proven track record. As recorded from time to time in these pages a number of operational air ambulances continue to undertake cross-border poaching of funds in the areas of others – it is not illegal and halting it would be considered a restraint of trade.

The general view is that while a national children's air ambulance might have made sense a few years ago as an inter-facility service the subsequent progress of air ambulance services in general means that they are now in a position to operate both the HEMS and inter-facility role for all age groups. The child specific need is relatively low and of questionable economics when say a child in Scotland wants collecting and taking elsewhere by what will be a dedicated London based helicopter. Ideals are one thing but it is too early for a 24/7 service as the number of lit hospital helipads still remains low.

Pan received a direct answer from Paul Forster the driving force behind TCAA. According to Paul he was obliged to take a back seat during the latter part of last year due to the recession but has since brought in professional fundraisers in the form of Andrew and Nicola Howkins to revitalise the fundraising. The halt explains the low figures.

The association with Stapleford related to intentions Paul had of buying the defunct Aeromega Helicopters formerly based there. That fell through but is still clearly mentioned on the lottery forms. The latest proposal is to base the operation at Biggin Hill in Kent.

The Hampshire address on the flyer is an independent fund-raising organisation working on behalf of the charity.

The Torquay address on the website [[www.tcass.org.uk](http://www.tcass.org.uk)] is current for the charity. It is also the home of Andrew and Nicola Howkins a husband and wife team, former hoteliers and both long involved – usually side by side - in air ambulance fundraising.

Projects have included a non-starter operation in the Channel Islands and the Hampshire and Isle of Wight, Nicola was additionally involved in Devon AA in its early years and most recently acted as a Director for the Dorset & Somerset AA. Some time ago Andrew left Hampshire and joined TCAA.

On September 11 this year, after nine years in post, Nicola Howkins decided that she would like a break to *consider a change of direction in her life*. She moved straight into the same line of work she was taking a break from and joined TCAA.

The website suggests that the aircraft of choice is a Sikorsky S-76B, a type that has not yet found favour with any other UK air ambulance operator. As stated there is not one in service for TCAA and at the current level of fundraising there will not be one for the foreseeable future.

*Children's Air ambulances are not unknown  
But are they right for the UK?*



**EAST ANGLIA:** The East Anglian Air Ambulance [EAAA] crew and their helicopter were pelted with cans and bottles as they tried to help an injured person at a rave near Thetford. The helicopter pilot remonstrated with some of those throwing bottles. Fortunately none of the crew was harmed and the aircraft was not damaged.

On a happier note the same EAAA charity is inviting amateur and professional photographers to help it design both a special range of Christmas cards for 2010, the year in which it celebrates its tenth anniversary, and a special fund-raising calendar for 2011.

Keen photographers from Bedfordshire, Cambridgeshire, Norfolk and Suffolk are asked to submit photos which they feel show their county at its best. They can take photos especially or submit pictures they have previously taken. The photos will be judged by a panel of charity staff and supporters. Five photos will be selected to be used as part of the EAAA's Christmas card collection for 2010 and twelve others will help make up a calendar for 2011, which will go on sale towards the end of next year.

**GREAT NORTH:** An awkward set of circumstances led to the air ambulance service being grounded for a few days due to mechanical failures and a lease expiring.

All three helicopters operated by the Great North Air Ambulance were out of service after the lease on one helicopter, the MD900 Explorer G-GNAA based at Durham Tees Valley Airport, ran out at a time when the other two helicopters a Bolkow and a Dauphin, based at Otterburn and Carlisle Airport, had mechanical problems. A rapid response vehicle stood in for the charity to allow it to respond to any major incidents over the five days the air fleet was not available.

The charity was in the process of leasing a new helicopter for its Durham Tees Valley base, and had hoped to have it in place before the existing contract ran out. One option is SE-JCK already in ambulance trim and being sold by Michael Savback.

It plans to have three larger helicopters, an all AS365N fleet has been mooted, in service next year. Currently a single AS365N G-HEMS is operated.

The short-term lack of availability of at GNAA was not a major problem as both Yorkshire Air Ambulance and the North West Air Ambulance charities also provide cover for Cumbria and North Yorkshire.

The MD900 G-GNAA will return to Specialist Aviation Services [SAS] at Staverton and will provide a welcome spare aircraft to replace the existing BO105's. It was acquired by SAS in 2004, formerly being PH-RVD in the Netherlands.

**HAMPSHIRE & ISLE OF WIGHT:** An 'exciting' new name is being sought for the Hampshire and Isle of Wight Air Ambulance helicopter, with the winner performing the honours at a special naming ceremony.

Facets which could be taken into account when giving the bright yellow helicopter a name include its colour, its paramedics clad in red and its ability to save people. The name needs to be unique, appropriate and fun, and most importantly it should reflect that this air ambulance serves the people of Hampshire and the Isle of Wight.

The winner will be invited to Thruxton Airfield, where the helicopter is based, to meet the aircrew, be shown around the air ambulance, and to formally name the aircraft. The competition closed on October 14, with the winner being chosen by a committee of Hampshire and Isle of Wight Air Ambulance staff and volunteers. The winner will be notified by the end of October.

The Hampshire and Isle of Wight Air Ambulance began operations in July 2007. The Helicopter is based at Thruxton Airfield near Andover with the fundraising Head Office in Southampton.



## UNITED STATES

CAROLINA: American Eurocopter has won an industry-wide competition to provide three new helicopters to Carolinas Medical Center in Charlotte, N.C., the company has announced.

The EC135s are to be delivered this fall and will subsequently be customised to meet the specific needs of the MedCenter Air program at Carolinas Medical Center. As they enter service, the new EC135s will replace an existing fleet of helicopters. The aircraft will serve North and South Carolina, providing 24/7 coverage from three separate bases.

NEW MEXICO: In August, Med-Trans Corporation purchased Lubbock, Texas-based AeroCare from Covenant Health Systems. Last month the company hosted an open house at its hangar at the Clovis Municipal Airport in New Mexico.

The open house was held to introduce their new helicopter, a Bell 407. It replaces the previous MD900. Kevin Johnson, regional manager for Med-Trans, claims the new aircraft offers higher speed, reliability and economy.

## FIRE

### UNITED KINGDOM

Whitewater Rescue is not a skill widely practiced in the United Kingdom but recent weather change developments – untypical heavy flooding and flash floods - have brought about a change in attitude.

A number of Fire Service delegates attended the US National Whitewater Center early in October to learn and hone new rescue skills. The Charlotte Fire Department hosted more than two dozen British fire fighters who participated in the 2009 Flood Fighters Conference. In addition to the Whitewater Center, training exercises were held in Lake James in Burke County and the N.C. National Guard facility in Salisbury. In 2005, members of the United Kingdom Fire Service approached the Charlotte Fire Dept. and N.C. Emergency Management to assist them with developing their flood management programme.

A truly international event is open to all members of disaster and emergency response and emergency management organisations and all first responders. These include Fire, Police, EMS, Mountain Rescue, all terrestrial and water borne search and rescue teams. A conference including presentations given by Chief Fire Officer Paul Hayden of Hereford & Worcester Fire and Rescue Service and Mandy MacKenzie, of the Civil Contingencies Secretariat, Cabinet Office in the UK was supplemented by a variety of aircraft related exercises.

### UNITED STATES

CALIFORNIA: San Diego is getting the free use of a Erickson Sikorsky S-64E Helitanker firefighting helicopter courtesy of San Diego Gas & Electric Co. [SDG&E]. Dubbed "The Incredible Hulk," the helitanker is being leased by SDG&E from Oregon-based Erickson Air-Crane for around \$2M.

The benefit for the city comes three months after city leaders backed a SDG&E plan to shut off power to backcountry customers during peak fire conditions. That factor has led to at least one critic saying use of the helicopter is a direct result of SDG&E's success at winning City Council support for its shut-off plan. The plan affects up to 60,000 rural county residents and is not supported across the board.

The main support comes from those that believe the city needs the helitanker. It can carry seven times as much water as the city's two current Bell helicopters and can fly for 2½ hours without refuelling. It will be available during daylight hours based at Brown Field in Otay Mesa. SDG&E will cover staffing costs and up to two hours of usage per fire incident. After that, local fire agencies will have to pay the \$7,500-an-hour tab.

# SEARCH & RESCUE

## NIGERIA

**NIMASA:** More dark moments in the aviation scene in Nigeria reared into view last month. A meeting between managers and stakeholders of Nigeria Maritime Administration and Safety Agency, NIMASA was turned into turmoil after it became obvious that the regional search and rescue helicopter they nominally operated had 'disappeared' from duty. The AgustaWestland AW139 was delivered to Nigeria in 2008 to undertake SAR and anti-piracy patrols in support of over stretched boats.

Because he was relatively new in post and unbriefed on the status of the helicopter the NIMASA director General, Temi Omatseye could not explain to the audience its whereabouts when questioned by a journalist who clearly knew the truth. The DG passed the buck to Mr. Ishaku Shekarau, the Executive Director, Maritime Safety and Shipping Development who claimed that the helicopter was parked up at a naval yard because the only pilot available was assigned to other duties.

Unfortunately that 'explanation' was immediately shot full of holes when another fully briefed member of the audience who had been at the claimed location the day before said he knew it was not there then.

Authoritative sources claim that the missing helicopter is on lease to an oil company and cannot be easily accessed by NIMASA in case of any emergency. [allAfrica]

## SOUTH KOREA

**COAST GUARD:** AgustaWestland has announced that the Korea Coast Guard has taken delivery of two AW139 medium twin helicopters during an official ceremony held at Vergiate plant (Italy). The AW139s will be used for maritime patrol, search and rescue and emergency medical service purposes.

The Korea Coast Guard will perform a major step forward in providing maritime patrolling and SAR services in the country. These helicopters add to the Gangwon Fire Fighting Department's AW139 already in service in Korea and further expand the increasing success of AgustaWestland products in the region.

The AW139 has the largest cabin in its class for the task with large sliding doors to enable easy and quick access and to perform fast roping. The cabin also allows easy configuration changes to meet operational requirements. With a maximum speed of 167 knots (306 kph) and excellent range and endurance the AW139 can be quickly deployed to the rescue location. Also, the AW139 is the only medium twin-engine helicopter in production that not only meets, but also exceeds, the latest FAR 29 certification standards for safety. The integrated avionic system provides the basis for managing the sensors and comprehensive communications suite required for the mission. The aircraft is fitted with a variety of role equipment also including an advanced FLIR, search/weather radar, search light, rescue hoist and emergency flotation system.

## SPAIN

**CATALONIA:** Spain's Catalonia region has started charging mountain climbers and skiers for the cost of being rescued if it's determined they got into trouble through negligence.

The bills could be steep: \$3,600 per hour of helicopter use, \$48 per hour for each rescuer called into action, and \$62 per rescue vehicle.

For the past year the government of the northeast region — home to part of the Pyrenees mountain range — has been sending bills to all people who required emergency rescues. However, that was just for them to see how much the operation cost and encourage them to be more careful. Spanish rescue officials conducted 365 missions between Jan. 1 and Sept.



15. Less than 1% was due to negligence.

In Canada this charging policy is already in place. In January, four young skiers on B.C.'s Grouse Mountain were billed for a helicopter rescue after they ventured out of bounds. They were later banned for life from the resort. It is not a standard policy for resorts to send out rescue bills.

France has had a similar law on its books since 1985. Skiers who have to be rescued by a helicopter from restricted areas are expected to repay those costs.

## INDUSTRY

**StarChase**, a US East Coast company specialising in tagging and tracking pursuit management solutions for the law enforcement sector has announced that its Pursuit Management System [PMS] has successfully completed its first deployment with the Arizona Department of Public Safety (AzDPS) and is now commercially available for law enforcement agencies across the USA.

The patented PMS reduces dangerous high-speed pursuits by providing a mechanism for remotely tagging and tracking the suspect vehicle. The system launches a GPS tracking device from the police vehicle. The GPS tag adheres to the fleeing vehicle, allowing law enforcement officers to pull back while dispatchers track vehicle location and movements via a secure, Web-based mapping application.

AzDPS is the first state agency to utilise the StarChase PMS and has used it with success multiple times during incidents where traditional pursuits would have occurred. So far, the use of the system has led to several stolen vehicle recoveries, arrests and the discovery of 10 undocumented immigrants smuggled over the US-Mexican border.

StarChase is rolling out the tagging and tracking system nationally through live demonstrations for law enforcement agencies in key cities around the USA. The company showed the product at the recent International Association of Chiefs of Police (IACP) Annual Conference in Denver last month.



EASA has certified the all-weather multi-role **Kamov Ka-32A11BC** helicopter for operation in EU countries. Kamov, a company integrated into the Russian helicopter industry holding managed by Russian Helicopters, builds the helicopters at the Kumertau Aviation Production Enterprise, also part of the holding. The helicopter boasts trademark Kamov coaxial rotors and is fit for a variety of tasks including transportation of people and loads, high-rise construction, patrolling, and SAR operations.

Before type certification by EASA, several Ka-32A11BCs were operated by EU countries for fire fighting and mountain electric lines assembly. The EASA type certificate has opened the skies of EU states for the Ka-32A11BC lifting limitations for commercial operation by private European companies. Until now the Ka-32A11BC had been at the disposal of state institutions only.

Various variants of the Ka-32 are operated in Spain (10 helicopters), Portugal (6), Switzerland (1) and outside of Europe – in Canada, South Korea, Chile, Mexico, Taiwan, Japan, China, Papua New Guinea, and other countries. The Korean fleet of Ka-32s exceeds 60 – these helicopters are very popular within the Forestry Service (fire fighting) and Coast Guard.

**Apical Industries**, Inc. has received ANAC, FAA, Transport Canada and EASA approval for the AB139 & AW139 life raft Kit.

The Apical AB139 & AW139 life raft Kit consists of two externally mounted life raft Pod Assemblies (LH and RH), a life raft inflation reservoir with a mechanical activation system, as well as all of the plumbing, pull cables, and hardware required for installation. The life raft pod assemblies are comprised of an aluminium mounting structure, a fabric top cover, a carbon fibre bottom cover, a 10 man reversible life raft and an integrated composite passenger step. The rafts have a 15-man overload capacity and meet all applicable TSO-C70a requirements.

Now in development is a 12-man reversible life raft with 17-man overload capability for the high density seating configuration.

Apical has also received FAA approval of their Emergency Float Systems with & without life rafts for the **Eurocopter AS355NP** model, adding to previously approved AS355E, F, F1, F2, N models.

Apical's Eurocopter AS355 Emergency Float Systems are the only float systems certified for take-off after a water landing for the Eurocopter AS355. The systems are available with life rafts integrated into the aft floats. The patented integrated design of the Apical raft system conserves valuable passenger space and provides a significant safety benefit over cabin mounted options. The mechanical inflation systems for the floats and life rafts have no squibs or electrical components. The cylinder/valve assemblies, floats and life rafts are available as exchange items, thereby reducing maintenance and down time. All float chambers come standard with field replaceable pressure relief and inflation valves. The float retirement is on-condition rather than a life limit. Additionally, annual inspection of floats, as compared with six month inspection required in some competitors' products, lowers ongoing maintenance costs of the systems.

The **Bangladesh** Air Force is in the throes of a major upgrade to its aircraft fleet – the most obvious being upgrades to its fighters, trainers, light attack aircraft and helicopters. Although this activity is not expected to be finalised until about 2021 there is a proposal for the procurement of two maritime patrol aircraft for the Navy that may lead to a near term procurement – potentially next year.

Bangladesh is seeking a twin-engine retractable undercarriage IFR capable type based upon an existing specification type already in service with at least two countries. The type specification for an armed aircraft appears to suggest an aircraft in the class of the Reims 406 or Beechcraft 200 with sea search radar, a EO/IR sensor is only an option. [Flight/PAR]

**Lockheed Martin** recently completed a successful test of a new infrared sensor turret aboard its Desert Hawk III Unmanned Aircraft System (UAS), marking the first time a small UAS has flown with a 360-degree infrared sensor.

The hand-launched Desert Hawk III has provided the British Army with critical Intelligence, Surveillance and Reconnaissance (ISR) capabilities in both Iraq and Afghanistan. The small UAS (54-inch wingspan) is specifically designed to operate at high altitudes, in high winds and extreme temperatures.

Currently, the Desert Hawk III offers five modular capability payloads for mission flexibility. The payloads include a 360-degree turret with a mix of E/O and/or black and white low-light imagers, an infrared stabilized imager in a roll axis out to 90 degrees, a signals intelligence sensor, the new 360-degree infrared sensor and the upgraded 360-degree E/O imager with continuous zoom.



In conjunction with  
Dubai Helishow -  
Military & Homeland  
Security Show

**Helishow**  
**DUBAI 2010**  
[www.dubaihelicoptershow.com](http://www.dubaihelicoptershow.com)



Further to the earlier story on the use of the type by an US law enforcement agency in Colorado [and the comments appended] the UK agent for the system, **Air2Air**, launched the DraganFlyer X6 state-of-the-art 6-rotor helicopter as a revolutionary aerial photography system that can take high definition video and pictures for all commercial and government operators.

The DraganFlyer X6 offers a range of eleven sensors and an in built stabilisation system called SteadyFlight which makes the X6 easier to fly for beginners and more manoeuvrable for the more experienced pilot.

The DraganFlyer's unique design allows for various camera attachments, including video in high definition 1080p, low light, thermal infrared and 10.1MP still pictures. All video and pictures are instantly available via camera glasses and a laptop link-up to ensure the correct shot is achieved.

In Montreal the DraganFlyer is used by police and for commercial purposes within the film media industry, as well as a broad range of photographic/video applications including weddings and corporate photography.

The DraganFlyer X6 is available for purchase or for hire and comes with full training via an experienced pilot. A number of competing systems already being marketed and successfully sold to law enforcement and government agencies in the UK are its primary competition.

According to the **Forecast International** annual review of the market for airborne anti-submarine warfare (ASW) sensors, the next 10 years will see production of more than 199,000 systems valued at \$6.1 billion. This growth in the airborne ASW sensor market reflects the fact that aircraft remain the most mobile, flexible, and cost-effective ASW systems available to the world's navies. Despite economic doubts and uncertainties surrounding the defense industry in the first decade of the 21<sup>st</sup> century, aircraft continue to be the most dangerous adversary faced by a submarine fleet.

The airborne ASW sector has only eight major corporate participants. Leading the segment is Raytheon, which is expected to achieve sales of \$1.9 billion (31.51% market share) over the next 10 years. The Telephonics Division of Griffon Corp follows, with a projected 10-year sales value of \$559M (9.22% market share). L-3 Communications holds third place, with projected sales of \$300M (4.95%).

These companies have maintained their position by exploiting new technologies and materials to increase equipment reliability and performance while lowering life-cycle costs, crucial qualities among the military services. [Forecast International, Inc. [www.forecastinternational.com](http://www.forecastinternational.com) ].

**NAASCO** has been celebrating 25 years in the business. NAASCO opened its doors in April 1984 and by October of the same year was in profit and that situation hasn't changed since. Founder and current President, John Leslie, started NAASCO with nothing more than a donated test stand, an old kitchen table and a typewriter with a missing capital "A". Twenty five years later, this small company has made a huge impact on the aviation repair and overhaul business through innovative technology and dedication to cost effective solutions to problem components.

In 1992, NAASCO introduced the first in a series of starter generator improvements with the introduction of the original "Long Life" brush, allowing operators to reach TBO (Time Between Overhaul) without a brush change and reducing commutator wear by a factor of ten. Later the company released to the industry the patented ETR-25 "Mercury Mod", a cooling modification for certain 150 amp starter generators and most recently for 200 amp units. The technology continues to include electric motors for blowers, actuators, pump motors and more.

Visit the NAASCO web site at [www.naasco.com](http://www.naasco.com) for the complete story.

**Spectral Imaging** Ltd [Specsim] of Finland, a leading provider of Hyperspectral Imaging

sensors and Airborne Technologies GmbH (Wiener Neustadt, Austria) have agreed a collaboration which aims at providing the airborne remote sensing market with turnkey multiple sensor aircraft.

Specim's role in the collaboration is to provide high performance hyperspectral sensors for the aircraft. Traditional sensors acquire geometrical information. Hyperspectral sensors acquire detailed information about the condition and chemical composition of targets which until now could not be captured.

Airborne Technologies integrates hyperspectral imaging with other sensors, like laser scanners and digital cameras and installs the sensor package in aircraft. Fusion of hyperspectral imaging with topographic information from the laser scanner is becoming a powerful technique in environmental monitoring, forestry, farming and geological surveys as well as prompt monitoring of large scale natural disasters or guiding rescue operations. [www.airbornetechnologies.at](http://www.airbornetechnologies.at)

The Philips Search and Rescue Trust chose **spidertracks** as its flight following provider. The Trust operates and manages the rescue helicopter bases in Hamilton, Tauranga, Rotorua, Taupo and Palmerston North, as well as a fixed-wing air ambulance based in Hamilton and Taupo. With spidertracks, the communications centres can see where all the rescue helicopters are at all times.

The tracking data can be fed directly into the RCC and ambulance communications centres as well as accessed via the internet, the Trust operations bases can also monitor where their aircraft are.

**SELEX Galileo** will provide the Defensive Aids Suite (DAS) as part of the £300M upgrade programme for 28 of the Royal Air Force's fleet of Puma Mk1 helicopters.

The upgrade, based on technology in the combat proven HIDAS system, will include a separate DAS controller and multi-function colour display which will warn crews of threats, increase situational awareness and will have the ability to record mission data for post-flight analysis.

Variations of the system were installed on the RAF Chinook and US AH-64D Apache Longbow helicopters and others.



**Aero Optical** is marketing the HD-DVFAR an extremely powerful High Definition recorder. With multi format and quality settings the operator is able to select the mission format and quality.

The HD-DVFAR has been built to the same quality standards as the other DVFAR range and although many times more powerful, comes in the same housing.

Aero Optical displays already offer both HD and composite inputs, picture in picture, quad split and fog penetration as standard selections on the display controls.

An internal document within **Sikorsky** has revealed a 'new' slant on the mechanical problems related to the S-92 helicopter. According to the document, 25% of the S-92s operated in Europe's North Sea have suffered cracked transmission mounts.

Transmission failure has emerged as the leading theory in the crash of a Cougar Helicopters S-92 last March while it was heading for an oil platform off the Newfoundland coast, killing all but one of the 18 people aboard.

Sikorsky sent a team of engineers to Europe to analyse the problem, working closely with customers to identify the cause and eliminate it. The newly revealed cracking issues are the latest in a litany of problems with the high-tech S-92, which was once billed as the safest helicopter in the world. In Europe there have been emergency inspections in the wake of a maintenance manual mix-up that could lead to transmission failure. Last winter, the entire S-92 fleet was grounded until flawed oil filter components were replaced.



Broken oil filter components that allowed lubricant to leak from the main transmission have been identified in two S-92 incidents, including the fatal Newfoundland crash. A failure to meet the run-dry test is at the core of the problems. The S-92 was certified after Sikorsky demonstrated that the chances of complete oil loss were remote, only to suffer a series of oil loss incidents after the helicopter entered service.

The gearbox problems have raised questions about the Sikorsky CH-148 variants for the Canadian government. It is supposed to replace the ageing Sea Kings but is already late and mired in political controversy over why the EH-101 was not chosen anyway. [Globe&Mail]

**Honeywell** has announced that its latest Enhanced Ground Proximity Warning System (EGPWS) for helicopters has received technical design and production approval from the Federal Aviation Administration (FAA).

Now all helicopter pilots can have EGPWS in their cockpits to help avoid terrain and obstacles such as towers, it is a system specifically engineered for rotary-wing operation and helicopter flight characteristics, and will make helicopters so equipped much safer."

The FAA recently released certification standards for Helicopter Terrain Awareness and Warning Systems (HTAWS) and Honeywell's Mark XXI and XXII Helicopter EGPWS are the first to receive approval that meets the new standard from the FAA.

More than 1,300 helicopters are already flying with EGPWS and there have been no controlled flight into terrain (CFIT) incidents with an operational Honeywell EGPWS system on board. [www.honeywell.com](http://www.honeywell.com)

The 2010 **Helicopter Association International** "Salute to Excellence" Awards *Call for Nominations* deadline has been extended to November 12, 2009. HAI Members and non-members will now have more time to submit nominations and signed acknowledgement forms for one or more of the nine prestigious awards.

In the wake of recent unrest in the UK Post Office **Patrol Store** a major supplier of personal equipment to law enforcers in the UK has announced that deliveries to all UK mainland recipients will now be courier delivered, guaranteed next working day or the cost of postage refunded.

To minimise the impact of the strikes on customers the majority of the increased cost is being absorbed by Patrol Store. The new standard charge is just £3.99 for orders weighing less than 1Kg and, due to the increased volume of packages with the courier they have lowered the upper UK mainland rate to £5.49. Contact +44 1737 642 424 or email [enquiries@patrolstore.com](mailto:enquiries@patrolstore.com)

**Becker Avionics** announced the TSO certification of its BXP6403 Mode S Transponder Class I and II series. The BXP6403 helps customers meet the future requirements of transponder technology by enhancing safety and situational awareness through the use of traffic information. The BXP6403 is a compact and lightweight single block Mode-S transponder. It



**COUNTER  
TERROR  
EXPO 2010**  
14-15 April 2010 | National Hall, Olympia

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

The graphic features a globe with a grid overlay, showing various images related to counterterrorism, including police, military, and emergency services. The text "POLICE" is visible on one of the grid cells.

# COUNTER TERRORISM AND SECURITY

Ensuring maximum protection against attack in an uncertain world

17 and 18 November 2009, Radisson SAS Portman Hotel, London, UK

is compatible with existing Mode A/C systems and provides the addition of data-link technology. The data-link provides flight critical information such as traffic which increases situational awareness while reducing the need for additional traffic detection equipment. Furthermore, the BXP6403 reports additional aircraft specific details to ATC providing a clearer picture of the flight environment.

**AgustaWestland** most important and long-lasting industrial collaboration in Poland with PZL-Świdnik saw the delivery of the first AW109 Power airframe in 1996 and celebrated the delivery of the 500<sup>th</sup> airframe in June 2006. PZL-Świdnik is currently producing airframes for the AW119Ke, AW109 Power, AW109 LUH, Grand and also the AW139 helicopter, of which it is a programme risk-sharing partner. The work given to PZL-Świdnik by AgustaWestland in 2008 accounted for around 35% of PZL-Świdnik total annual turnover.

On 18<sup>th</sup> August 2009 AgustaWestland signed the Preliminary Share Purchase Agreement with Agencja Rozwoju Przemysłu S.A. (ARP) for the purchase of 87.62% of the total share capital of PZL-Świdnik for a total sum of PLN 339 million. The acquisition is subject to the usual antitrust approvals and is expected to be completed around the end of this year. The 87.62% stake will come in addition to the 6.2% already currently owned by AgustaWestland. After the closing of the transaction, AgustaWestland will fully integrate the Polish factory with Poland becoming the third European-leg of AgustaWestland together with UK and Italy.

## ACCIDENTS & INCIDENTS

**25 July 2009 Eurocopter BK117C-1 N159LM** Air ambulance of Lifemed Alaska, Anchorage, Alaska. Operated by Air Methods Corporation. The pilot attempted to start the left engine on aircraft runup for a mission. The start attempt was unsuccessful and aborted. The fireguard outside the aircraft observed flames in the left engine exhaust stack and was instructed by the pilot to extinguish the flames. The flames were extinguished by spraying fire retardant in to the left engine exhaust stack. Due to the corrosive nature of the fire retardant on internal engine components, the engine had to be replaced. [Concern]

**18 September 2009 Bell 430 N431UM.** Air ambulance of Survival Flight UMHS, Ann Arbor, Michigan. Operated by Air Methods Corp. While heading North at 3,000' msl, about 15 miles from destination airport traffic was observed while using NVG's. The traffic appeared to move from left to right about 10 or more miles in front and then stopped moving. Then, it appeared to slowly get bigger, but didn't appear to be a threat. The flight nurse removed her goggles and verified the traffic was, in fact, closing rapidly. An evasive maneuver was initiated to avoid a collision, passing within 500' from the traffic. The traffic had no transponder and a very weak radio. All helicopter lighting systems were operational and in use, but the airplane traffic did not see the helicopter until passed. Use of NVG's to verify distance can sometimes be hindering. Unaided visual cues can add accuracy. Also, too much dependence on automation, like Traffic Collision Avoidance Systems (TCAS), can give the flight crew a false sense of security. [Concern]

**GPEC**<sup>®</sup>

General Police Equipment Exhibition & Conference<sup>®</sup>

[www.GPEC.de](http://www.GPEC.de)

[www.POLICE-EXHIBITION.eu](http://www.POLICE-EXHIBITION.eu)

6th GPEC<sup>®</sup> takes place 4 - 6 May 2010 in Leipzig, Germany

**4 October 2009 Sud Alouette** Armed Forces of Malta. An AFM soldier was injured during an air rescue demonstration in Grand Harbour. The demonstration was being held as part of the AFM Open Day activities at the Valletta Waterfront attended by hundreds of people. The soldier, Bombardier I. Gauci, was lowered from the Alouette onto a rescue launch in order to rescue his 'casualty', Gunner P. Galea. As the two were about to be winched onboard the helicopter they hit the launch's guard rail and fell into the sea. Gunner Galea dived from the launch to help his colleagues as the demonstration became a real rescue. Both were lifted from the water onto the rescue launch and taken by ambulance to hospital where Bdr Gauci was found to have suffered some slight bruising and a mild shock. [ToM]

**9 October 2009 Eurocopter EC135T2 G-XMII.** Merseyside Police Air Support. Attacked whilst on the ground at RAF Woodvale its base on the west coast. Co-pilots screen and side glazing smashed. [Media]

**10 October 2009 Bell OH-58A Kiowa N911AF.** Marion County Sheriff's Office, was substantially damaged following a hard landing at Ocala International Airport (OCF), Ocala, Florida. The certificated commercial pilot and the private-rated co-pilot were not injured. While on final approach for landing, about 120 feet altitude, a vibration was felt and the helicopter experienced a loss of engine and rotor rpm. The pilot lowered the collective for an immediate landing and heard the low-rotor warning horn during the descent. The helicopter experienced a hard landing, and rotated to the left after touchdown. The helicopter suffered substantial damage to the fuselage and tailboom. Additionally, the main rotor blades were damaged and the tail rotor blades were destroyed. [NTSB]

**12 October 2009 McDonnell Douglas MD600N, N613BP** Homeland Security – Customs and Border Protection (CBP) landed hard following a practice 180-degree autorotation at Gillespie Field Airport, San Diego, California. The CBP operated the helicopter as a public-use training flight. The MD factory pilot and the CBP standardisation pilot were not injured. The helicopter sustained structural damage during the hard landing as the skids spread and the aft portion of the skids penetrated the fuselage. The flight was operating from Gillespie Field. [NTSB]

**17 October 2009 Eurocopter AS350 helicopter 'RJ'.03'.** Policia Militar Three police officers were killed after a helicopter carrying six officers was shot down by a criminal group over Rio de Janeiro. The helicopter had been hovering over a shoot out between police and drug traffickers in the Morro dos Macacos slum in northern Rio de Janeiro. Bullets hit it and the leg of the pilot and he reportedly lost control and crashed. The pilot and three other officers managed to get out of the wreckage, but it quickly caught fire, killing two other officers, another died later.

The disturbances came just two weeks after Rio was awarded the right to host the 2016 Olympic Games, for which the city had to overcome fears about violence in the stunning but troubled seaside metropolis to beat bids from Chicago, Madrid and Tokyo.

Police helicopters have before come under fire in Rio from gang members, but this is the first time one was brought down. [Media]

**20 October 2009 Eurocopter EC145 N145CL.** Air ambulance of Carilion Clinic Life-Guard, Roanoke, Virginia. Operated by Air Methods Corporation. While en route to pick up a patient for an interfacility transfer, at approximately 4,800 MSL, near Pearisburg the flight nurse noted lights approximately quarter of a miles away and 4,000 MSL, heading towards the aircraft at the 3 o'clock position. The flight nurse was under night vision goggles at the time, in the forward facing seat behind the pilot. The nurse alerted the pilot and he turned the side strobes on. The other aircraft, a military jet, banked and climbed. A second military jet was noted but there was no conflict.

The incident occurred in a non-radar environment and therefore the Traffic Information Sys-



tem on the aircraft did not reveal any traffic. The other aircraft were not subsequently identified. [Concern]

**22 October 2009 Eurocopter HH-65C.** U S Coast Guard. Two Coast Guard Air Station Detroit pilots, a mechanic and a rescue swimmer undertook a rescue 160 miles out to a vessel in lake Huron and hoisted a 50-years old man off the ship, Peter R Creswell. While en route to Alpena Regional Hospital, the helicopter experienced low oil pressure and landed with one working engine at Alpena airport. [Media]

**22 October 2009 Agusta A119 Koala N119AH.** Air ambulance of TriState Careflight. Suffered substantial damage when it forced landed 15 miles from Blythe, California due to low rotor rpm. The aircraft was en-route to a receiving facility from a scene call. At 4,500 ft in cruise flight, pilot felt an unusual vibration and a decay in rotor RPM. At this point, the aircraft entered an autorotation and a hard landing occurred. Tail boom cut off. [FAA/Concern]

**26 October 2009 Boeing Chinook.** US Army. Three civilian law enforcement officials from the US Drug Enforcement Agency were killed when the helicopter they were travelling in was destroyed in Badghis Province in Northern Afghanistan. There are no details but the operation they were on is believed to be related to drug interdiction in the country. The DEA agents, Forrest N. Leamon, 37, Chad L. Michael, 30, of Quantico, and Michael E. Weston, 37 died with ten soldiers and one civilian in a firefight that broke out as the American soldiers were leaving a raid on poppy fields. In addition to the 10 deaths, 14 Afghan service members, 11 U.S. service members and one US civilian were injured in the crash, USA Today reported. [Media]

**29 October 2009 Lockheed C-130 Hercules.** US Coast Guard. Aircraft based at the Coast Guard Air Station Sacramento went missing at the same time as a US Marine Corps Bell AH-1 Cobra helicopter off the California coast. Initial reports were a belief that the two had collided with a total of nine crew aboard. A fireball was seen about 25 miles off San Clemente Island, west of San Diego. [Media]

## FLIGHT SAFETY

The after effects of 9-11 continue to hit the headlines and from Washington comes news that all that federal spending that resulted in all sorts of near useless 'ultimate' defence equipment being financed. It is good to see that a \$300,000 federal stimulus grant that financed radiation sensors designed to detect 'dirty bombs' and worse have found a relatively low key dirty use at last.

The funding has allowed a helicopter fitted with the radiation sensors from National Security Technologies to assist in cleaning up radioactive rabbit excreta.

Liquid waste products resulting from the production of plutonium were stored safely underground decades ago. Local jackrabbits burrowed in and found the nuclear waste very much to their taste and subsequently began dropping slightly radioactive piles all over the place.

The helicopter survey, which was carried out at a height of 80 feet, allowed contaminated areas to be identified so that less soil needed to be taken and placed in a contaminated landfill. Presumably the new location does not have a jackrabbit population.



[www.policegifts.co.uk](http://www.policegifts.co.uk)



[Gifts for Policemen](http://www.policegifts.co.uk)



[www.police-memorabilia.co.uk](http://www.police-memorabilia.co.uk)

# LETTERS

Hello Bryn

I've just read your Editorial about SWCAP in the October PAN. As usual you have gone to the nub of the issue. I just wish the detractors would either put up or shut up.

The Home Office view you mention is rather difficult to understand. If the police have something that they can use our help on - and ask us - we will help if we can. That's provided it is community or humanitarian work - we don't do criminal stuff.

For example, over the past fortnight we've done a couple of jobs for North Yorkshire Police. We were not acting under police orders (we don't operate under anybody's orders except our own), but we were providing assistance to the police as supportive citizens. The pilots provided their aircraft, time and fuel free of charge - so there is no payment.

We don't need a Police Air Operators Certificate because all SWCAP flights are conducted inside the scope of the Air Navigation Order and the Rules of the Air and within the privileges of the Private Pilot's Licence.

Not going into details but both of our North Yorkshire Police jobs were carried out to a highly professional standard and achieved the results aimed for. And they were only two jobs in amongst many community and humanitarian flights that we do in support of police services throughout the nation.

The stuff SWCAP do is pretty simple air observation and search although we are starting to use heat seeking tackle and nailing other sophisticated kit onto our aircraft. SWCAP frees up our hard pressed professional emergency air services. For example we recently provided six aircraft and crews for the Red Cross Emergency Service to carry out continual air observation over Windermere during the two days Great North Swim - calling in boats approaching the swim area, swimmers in difficulties, and monitoring the road south for potential emergency Red Cross ambulance transportation. Air cover is really a necessity to provide a safety watch over such an event. The alternative would have been one of the emergency services tying up at least a couple of their helicopters for two days. (We do a lot of this sort of safety watch stuff).

One end of the "establishment" does not seem to know what the other end is doing. We have your reported whingeing from the Home Office whilst at the same time our Chairman Tony Cowan is on a funded Winston Churchill Travelling Scholarship to the USA for in-depth meetings and information exchange with the US Civil Air Patrol.

UK Sky Watch Civil Air Patrol and US Civil Air Patrol are very similar. Both organisations use unpaid volunteer pilots. Difference is the US CAP is enthusiastically supported by the US authorities who provide the aircraft, fuel and facilities for them to do their work. The UK SWCAP pilots give their time, aircraft and fuel free of charge - and it's a struggle.

Our voluntary service is used by several police forces, Red Cross, Coastguard, Environment Agency, Local Government Emergency Planning and stacks of other community and humanitarian organisations.

The SWCAP service has operated for ten years and there has never been a single accident or any airspace or legal infringement. There are 250 pilots in SWCAP but only fifty of them are "Responders" - pilots and crews allowed to assist in operations such as I have described above. Our "Responders" are mainly ex and current airline, military, police and emergency people - including Red Arrows - in fact we'd stack our "Responder" guys qualifications and experience up against any other air service's personnel.

I think the only real problem the detractors have with SWCAP is that it works.

kind regards, Arnold

Arnold Parker, Founder, SWCAP

*Ed: Thank you Arnold. Thank you for taking part in this discussion – a stark contrast to those you mention that say and do nothing. They decline to enter into meaningful discussions either face to face or at conferences which are intended to provide a free access forum for the advancement of mutual understanding among the airborne emergency services.*

## PEOPLE

Philippe Beny was appointed Turbomeca Supply Chain - Purchases and Information Systems Vice President from October 1. He succeeds Pierre-Yves Morvan, who was appointed Deputy managing director of Microturbo on August 1, 2009.

Philippe Beny, a graduate from INSEAD and an "Ingénieur des Arts et Métiers", started working for the Group in 1981. After various positions within the European Propulsion Company in the programs, technical, quality and production sectors, Philippe Beny was appointed Deputy Production Director for Snecma in 2001. He was appointed Structures CEI (Industrial Excellence Center) Vice President in 2006 and, in 2008, took on the responsibility of the Chambers and Casings CEI, regrouping the Structures and Chambers CEIs.

In Tennessee the Jackson Police Department announced the promotion of a 20-year veteran officer to take charge of their air unit. Interim Chief Larry Price promoted Investigator Gerald Wiltshire to Sergeant. He serves in the Special Operations Division, Aviation Unit. Sgt. Wiltshire is the department's principal pilot and is responsible for all aviation operations in the department's Bell OH-58 helicopter, Air One. Unit has base office at Jackson-Mckellar Field where it has been operating for about ten years.

One of the longest serving paramedics on the Thames Valley and Chiltern Air Ambulance (TVACAA) has retired after ten years service and was given a fond farewell by the charity's most recent, and most unusual, recruit.

Bob Townson joined TVACAA as a paramedic in 1999 and flew on the very first emergency mission that year finishing his 10 distinguished years' service with one final flight on the charity's EC135 emergency helicopter.

Fellow paramedics, pilots, representatives of the South Central Ambulance Service and staff from TVACAA threw a surprise party for Bob at the George Inn, Wallingford, where they were joined by 'Bob the Paramedic', the charity's new mascot named after the helicopters areas of operation - Berkshire, Oxfordshire and Buckinghamshire.

## DIARY

3-4 November 2009 'Future Challenges in Fire Fighting' an International Conference Working on Fire to be held at Portalhaus Hall 11, Exhibition Center Frankfurt / Main, Germany. The conference programme covers current and future aspects about fire fighting. "Working on fire" at HELI World in Frankfurt will place ground-based and aerial fire-fighting tools and teams in context. Demonstrations and practical experience and the wish to learn from one another will complete the presentations. Fire fighting, First aid, evacuation, Urban Search and Rescue and follow-up care of fire casualties are among the topics like risk mitigation, disaster prevention, and provisions for the civil protection programs. Being held by airtec GmbH & Co. KG [www.airtec.aero](http://www.airtec.aero) Postfach / P.O. Box 70 01 64, D-60551 Frankfurt am Main Telephone: + 49 (0) 69 - 27 40 03 43 Fax: + 49 (0) 69 - 27 40 03 44 Email: [airtec@demat.com](mailto:airtec@demat.com)



## New helicopter project in the pipeline?

**You need Helimetrics Ltd to help you manage the maze. From operational requirements to programme management, aircraft acceptance, and warranty supervision**

Helimetrics Ltd clients already include government agencies, the police, multi national technology companies and private owner-operators

**Helimetrics Limited**

Telephone: 01608 642231 E-mail: [josmond@helimetrics.com](mailto:josmond@helimetrics.com)  
Website: [www.helimetrics.com](http://www.helimetrics.com)



11 November 2009 The Airborne Law Enforcement Association (ALEA) are hosting a Central Region Safety Seminar in Galveston, Texas Link: <http://www.alea.org/public/seminars/central/index.aspx>

The ICC Financial Investigation Bureau is holding its annual **2009 Malta International Financial Crime Forum** from the 11-12 November 2009, co-hosted by the ICC, the Malta Financial Services Authority (MFSA) and the Financial Intelligence Analysis Unit of Malta (FIAU). The unique approach of this specialised interactive forum presents delegates with the latest fraud trends and developments, and assists them in dealing with financial crime, money laundering and counter terrorism financing issues. More information may be found at the course pages on our website at [www.icc-ccs.org/malta2009](http://www.icc-ccs.org/malta2009) If you have any questions, please to contact Mr. Peter Lowe for more information or email [FIB@icc-ccs.org](mailto:FIB@icc-ccs.org)

17-20 November 2009 Milipol 2009 Paris Expo, Porte de Versailles, Hall 1. [www.milipol.com](http://www.milipol.com) Over the past 25 years Milipol has promoted the importance of the different aspects of internal State security. Right from its first edition, Milipol has made news by putting the spotlight on innovation. In addition, in response to requests from security professionals, Milipol is organising a conference on Monday 16 November which will cover key subjects and issues of internal State security. The conference will also be an opportunity to meet leaders and experts from the sector.

24-25 November 2009. The Emergency Services Show 2009 - Making a Difference. Venue: Stoneleigh Park, Coventry. The fourth year running. Bucking the trend of other events, it is set to be bigger and better than ever. Day by day, world events are bringing home the complex nature of today's emergencies. Most recent is a potential swine flu pandemic, which has promptly activated civil contingency plans. This follows in the wake of natural disasters such as the devastating Italian earthquake; ongoing worldwide terrorist attacks and resulting anti terrorist operations; unforeseen emergencies and rescue operations such as the North Sea helicopter crashes all highlighting the overwhelming need for emergency service organisations and agencies to work closely together to ensure a co-ordinated and more effective response.

# GOODRICH RESCUE HOIST USERS CONFERENCE

## SAVE THE DATE

RESCUE AROUND THE WORLD

### February 18-20, 2010

Location:

**Hyatt Regency Houston**

1200 Louisiana Street, Houston, Texas, USA 77002

For more information/registration

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

\*\*\*Accepting Rescue of the Year award submission\*\*\*

INTERESTED IN SPONSORSHIP?

Contact: [david.markley@goodrich.com](mailto:david.markley@goodrich.com) or [ellen.hwang@goodrich.com](mailto:ellen.hwang@goodrich.com)



right attitude / right approach / right alongside

# GOODRICH