

# Police Aviation News

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PAR

## DA42 MPP Guardian on UK tour

*page 18*



Asian buying spree  
The GAP SAR bidders  
Event news

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# LAW ENFORCEMENT

## ARGENTINA

FEDERAL: The Federal police have added a second Eurocopter EC135T2i, LQ-CQN c/n 0973 fleet number H12, to the operation two years after the delivery of the first [H11 LQ-WXI c/n 782]. The fleet continues mainly to rely upon the elderly BO105 [HelihubAB]

## AUSTRALIA

QUEENSLAND: Gold Coast police are a step closer to having an eye in the sky, with officers about to do intensive training for a helicopter trial. The training schedule included mathematics, map reading and simulated passenger safety drills was announced by the city's mayor Ron Clarke. He says that 12 officers would be undergoing the training, Queensland's first police aerial observers course.

In addition to the classroom work Gold Coast Water Police will pass on their expertise in search and rescue drills and Surf Lifesaving Queensland will train them in how to escape a helicopter under water. The NSW Police ASU and the Australian Defence Force will also train the officers.

Gold Coast police will have a helicopter, reputed to be a Robinson R44, for six months from November in a \$500,000 trial funded by the council. The helicopter will not be used for transporting patients. [Brisbane Times]

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## CHINA

**DALIAN:** The Dalian Municipal Public Security Bureau in northeast China is acquiring two EC155 helicopters from Eurocopter for police missions, with the initial rotary-wing aircraft deployed during an upcoming meeting of the World Economic Forum.

Delivered early last month, the first EC155 was utilised for VIP transport and security patrols during the World Economic Forum's *Annual Meeting of the New Champions 2011* – also commonly known as the *Summer Davos* session – held 14-16 September in Dalian. Subsequently the helicopter will undertake missions with additional role equipment such as searchlights and hoist for multi-role police support duties. The second EC155 is scheduled for delivery at the end of 2012.

Currently, there are a total of 16 EC155s operating in China, with eleven operating in the oil and gas sector. [EC]

*Ed: Dalian operated a single Agusta A109E in 2002 but since losing it in an accident are not known to have undertaken air support until the arrival of the new Eurocopter.*



**GUANGXI:** AgustaWestland had delivered an AW139 to Police of the Province of Guangxi. This aircraft will be used to perform a number of roles including law enforcement and civil protection/disaster relief across the province. The AW139 joins an AW109 Power light twin helicopter already in service with the Nanning Public Security Bureau, enhancing the operational capabilities in the province as well as in Nanning, the capital of Guangxi Province. This delivery is part of a helicopter fleet modernization and expansion programme which will include additional helicopters to even better serve the local community. [AW]

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ORDOS: The Public Security Bureau of Ordos, in China’s Inner Mongolia, has ordered two AW GrandNew twin-engine helicopters. The two helicopters will be used to perform fire fighting, rescue, observation, transport and civil protection duties.

The GrandNew was selected, following a tender process and a comprehensive evaluation of the available helicopters. The type was chosen due to its outstanding performance and particularly its ability to operate in the demanding local environmental and weather conditions, which are characterized by strong winds, poor visibility and high summer temperatures. With this latest order AgustaWestland maintains its market leader position in China’s public security market.

Aircrew and technicians will be provided with comprehensive training and the aircraft backed by 24/7 support. This latest selection marks the entrance of the GrandNew helicopter into China’s public security market adding to the AW119Ke, AW109 Power, Grand and AW139 types that are already in service. [AW]

## ESTONIA

BORDER GUARD: The operator has gone public over difficulties it is facing in obtaining spares from AgustaWestland. The Police and Border Guard Board Aviation Corps state that important parts are required by the end of October and they believe they may not get them because of a peak in demand.

After an accident in Brazil involving the AW139, the manufacturer has required the replacement of tail rotor blades for all helicopters that have flown more than 600 flight hours. Estonia has two aircraft currently awaiting parts leaving just one operational only because its flight hours are currently 200, it is due for maintenance in another 100 hours - early November – grounding the fleet. Estonia's helicopters fly 600 hours in an average year.

The Police and Border Guard Board has been waiting for a long time to get replacement parts and they see themselves as firmly on the end of the manufacturers ‘overextended’ delivery list.

When the aircraft were purchased, AW offered an insurance policy guaranteeing replacement parts within 48 hours. But that contract would have cost an extra 900,000 Euros annually and was not taken out.

The agency is now considering buying in the 100 most important rotatable parts to mitigate future problems of this nature. It is expected to cost 4M Euros.



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## GERMANY

**HESSEN:** The State Police in Hessen has ordered a VulcanAir P68 aircraft for fixed wing surveillance missions. Airborne Technologies will integrate its surveillance role equipment prior to delivery.

In selecting the P68 fixed wing aircraft fitted out with the latest surveillance equipment offering by Airborne Technologies, Hessen's airborne surveillance capabilities will be significantly enhanced. The Airborne Technologies equipped P68, will be an additional airborne asset to be operated in conjunction with the Hessen State Police fleet of Eurocopter helicopters, affording the opportunity for much longer, flexible and more cost effective missions and operations.

One key benefit is that very specialised; high value surveillance equipment can be transferred from the helicopter fleet to the P68 quickly and efficiently.

The Vulcanair P68 is one of Airborne Technologies preferred platforms and can offer up to 12 hours on mission when suitably equipped. The aircraft being delivered to Hessen will be equipped with full de-icing and IFR flight capability incorporating an up to date 'glass cockpit.'

Airborne Technologies combines and optimises aviation, data acquisition and processing know-how. They own and operate a fleet of multi-mission aircraft / data processing systems for remote sensing applications. The experience gained from these missions provides them with the knowledge for consultancy and the delivery of comprehensive aircraft and sensor solutions. Airborne Technologies works manufacturer independent but has preferred aircraft and sensor manufacturers for their application driven and tailor made products and turnkey-solutions. [AT]

## JAPAN

**NATIONAL POLICE AGENCY:** AgustaWestland and Mitsui Busan Aerospace have announced that the Japan National Police Agency (NPA) has signed contracts for three AW139 helicopters. The helicopters will be used by the Tokyo Metropolitan Police, Nagaono Prefectural Police and Hokkaido Prefectural Police. The helicopters will enter operational service with their prefectures in Spring 2013. These latest orders bring the number of medium twin-engine law enforcement helicopters ordered for Japan to seven, and follows recent orders by the Tokyo Metropolitan Police Agency and NPA, who will deploy the AW139 to both the Chiba and Osaka Prefectural Police.

The AW139's will feature a comprehensive role fit including, weather radar, search light, cargo hook, rescue hoist, fast roping and rappelling system, loudspeaker system, main rotor blade high visibility painting and snow pads. The advanced avionics systems selected include a side mounted Cineflex T14 camera, Satellite Based Augmentation System (SBAS) capable GPS, Traffic Collision Avoidance System (TCAS) and the Enhanced Ground Proximity Warning System (EGPWS).

These orders bring the number of AW139 helicopters ordered by customers in Japan to over thirty and further strengthens the presence of the AW139 in the Japanese emergency services helicopter market including the NPA and Coast Guard. The AW139 now has orders for over 560 units in more than 50 countries and 400 units are already in service. [AW]



## MALTA

**AFM:** The Pentagon is sending more than \$25M in military equipment, small boats and other support to Tunisia and Malta. Most of the money will be going to provide patrol boats,

trucks, helicopter upgrades, radar and training to Tunisia but Malta will receive around \$4.7M in the form of boats, night-vision equipment, computers and maritime training. The AFM's maritime squadron includes two Protector class patrol boats bought from the USA with American assistance nearly a decade ago. Recent boats and the King Air fixed wing patrol aircraft have been EU funded but the island continues to need new SAR helicopters.

Documents dating back to 2008 have recently been made public by Wikileaks and these give some enlightenment on the last attempt to replace the Alouette helicopters, a type first donated by Gaddafi's Libya in the 1980s, with new build UH-72A Lakota helicopters sourced from the US production line.

It was the US Embassy in Malta that successfully pushed for funding to enable Malta to purchase the Lakota for offshore maritime patrol and rescue.

In 2004, a Senate delegation visiting Malta promised to provide \$6.5M for the Lakota's, initially allocating \$2.976M with a promise of more. Congress was unable to keep the promise of the additional funds in the following year but by that time Malta had placed the order for one helicopter and support at a cost of \$10.6M.

Although the US was belatedly prepared to bring to the table the missing \$3.524M the Maltese Government was unable to find the rest of the purchase, training and support price - \$4.1M. They approached Eurocopter and the German Government to try and defray some of the shortfall. The government could not and the assistance offered by Eurocopter fell short of the needs.

Although it had progressed a long way along the road towards realisation the contract fell through simply because the Maltese Government did not have sufficient funds to top up the very generous aid offered by the USA. [Times]

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## UNITED KINGDOM

**NATIONAL:** Last month PAN ran a story on the effectiveness of downlink systems in the various UK cities affected by major disturbances ['Riots'] and the results suggested that although the whole was made up of many disparate parts that should not work together the officers in the units and some very savvy technical back-up made it work on the day.

Another obvious thread was that all too many of the police forces involved were treating the event like some Klu Klux Klan meeting and keeping silent. You would really think that the police invented downlinks – but that attitude is not new.

One force reportedly heavily involved in mutual aid activity across neighbouring Greater Manchester Police area, Cheshire, decided to say nothing and go the Freedom of Information route [a nice delaying tactic]. The reply eventually came in but unfortunately they forgot the question and messed up the English. Just for completeness Cheshire's FOI response was....

*There are no cooperative instances affecting the operational use of the North West Region air units throughout the region.*

So it seems that despite its primary objectives the Cheshire aircraft did not respond to the GMP disturbances, I was misled and I certainly do not know what the phrase means either! Another source has suggested that the unclear meaning behind the strange statement is that as a consortium they, the whole, are no longer 'cooperating.'

An advertisement for the AgustaWestland AW169 helicopter. The background is a high-angle aerial photograph of a city, likely London, with a river and numerous buildings. A black and yellow police helicopter, marked 'AW169' and 'POLICE', is shown in flight, viewed from a low angle. The helicopter's rotors are blurred, suggesting motion. On the right side, there is a red vertical banner with white text. At the top of the banner is the website 'agustawestland.com'. Below that, the model 'AW169' is written in a large, bold font, followed by the slogan 'VERSATILITY NO LIMITS'. Three bullet points describe the helicopter's features: 'Engineered to satisfy the most demanding Law Enforcement mission requirements', 'Generous cabin space and exceptional accessibility for maximum flexibility', and 'Designed to grant intensive utilisation with low operating and maintenance costs'. At the bottom of the banner is the AgustaWestland logo, a stylized sunburst, and the text 'AgustaWestland A Finmeccanica Company'.

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### AW169

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Engineered to satisfy the most demanding Law Enforcement mission requirements

Generous cabin space and exceptional accessibility for maximum flexibility

Designed to grant intensive utilisation with low operating and maintenance costs



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DEVON & CORNWALL: Exeter Airport is working with Devon and Cornwall Police Air Support Unit and Devon Air Ambulance Trust on plans to relocate their facility, which is currently based at Police Headquarters Middlemoor, to the airport site.

The relocation of the police helicopter, which serves the force and the Devon based charitable ambulance operation, is expected to take place in early 2012.

The deal is part of the airport's long term land management strategy to develop its property portfolio to the north side of the airfield. The force had taken a 75-year lease on the airport site.

SOUTH YORKSHIRE: Confusion surrounds the situation in the South Yorkshire Police area. Early last month it was announced that they were to stop operating their MD902 Explorer helicopter - 'SY99' in January 2013. The decision, not unexpected, complied with the plan set out by the National Police Aviation Service [NPAS] a year ago. Within days there had been a complete about face and South Yorkshire was no longer going with NPAS.

Faced with service and financial information from NPAS officials the Police Authority were not impressed at the level of savings being offered. They already knew that when their helicopter was withdrawn their air support needs would be degraded in that response times would worsen from under ten minutes to twenty, or more. South Yorkshire is to be responded to by West Yorkshire, Humberside and North Midlands based in Derbyshire. It was clear that of the three only the North Midlands machine currently showed some slack – the two Yorkshire helicopters were already running at near capacity flying well in excess of 1,100 hours per year where the other was currently flying an average of 650 hours.

After meeting the NPAS team it also became clear that local policing was going to suffer, the envisaged NPAS service was devoid of covering such things as football matches, local crime initiatives and even the occasional public relations exercise.

On the positive side the NPAS arrangements offered an annual saving of £668,000 but there were apparently hidden costs in that there was a contribution towards the cost of a future replacement aircraft that appears to require a significant annual sum around £400,000. This depressed the net saving to just £268,000. Clearly the Authority thought that this was not enough of a saving in view of the losses in service they were facing. No costings have made mention of where the police crew costs are being funded from.

The Authority see themselves as undertaking a stand-alone air support operation through until the aircraft needs replacing using funds from their reserves. There remain many uncertainties. [SYP/Media]

*Ed: South Yorkshire's has had air support since it acquired its own AS355F2 helicopter in 1997. The current aircraft is an MD902 G-SYPS [c/n 104] which was delivered in 2003 would have been ten years old when withdrawn under the NPAS offer. The airframe may be worth about £1M on sale.*

*When the NPAS plans were announced the Chief Constable of South Yorkshire Meredydd Hughes protested and declared his intention to continue with air support in the county. CC Hughes is now retiring and the long term future of the other likely protester in this to-and-fro activity is limited. Police Authorities are to be done away with under government plans.*

*South Yorkshire appears set on staying with their Explorer and has even stated that they believe they will still be able to buy a new role equipped police helicopter replacement for £5M in six years time [2016]. The figure is made up of £3.5M added to £1.5M trade in price – each of those figures would be difficult to realise today let alone in six years time.*

*There has been no mention of the most expensive items in the budget – the people. Pilots we can assume will be a cost to NPAS, but who is paying for the police crews, will they be transferred to a new employer or will their old police forces be faced with funding officers detached but still on their budget?*

*NPAS does not seem to have funds of its own, and it's uncertain whether the old £5M annual contribution is on the table. Perhaps the £400,000 contribution mentioned is to come from all forces – that might ramp up the funds to £17M annually and make NPAS self funding!*

*See also under People in this edition.*

## UNITED STATES

**NATIONAL:** Amid the chaos of the Sept. 11 attacks in 2001, emergency responders found they could not communicate with each other. That problem persists 10 years later, according to a review of the 9/11 Commission's recommendations.

A recommendation to improve radio interoperability for first responders has stalled because of a political fight over whether to allocate 10 MHz of radio spectrum directly to public safety for a nationwide network, or auction it off to a commercial wireless bidder who would then be required to provide priority access on its network dedicated to public safety during emergencies.

Meanwhile the tenth anniversary of 9-11 took up a great deal of time and effort last month as the authorities redoubled their efforts to halt a terror attack on September 11. All the near pointless aerial searches of bridges and other structures were redoubled as a demonstration of Homeland Security at its best [or worst] and added to ongoing difficulties of travelling through airports were a whole tranche of troublesome and intrusive road blocks and vehicle searches clearly designed to ensure the American people did not forget to mark and revere Al Qaeda's greatest victory with a sense of due gravity. Saachi and Saachi could not have done a better job of the PR for the departed terror leader.

A federal jury found a Department of Homeland Security pilot not guilty Friday of lying about his alleged role in the drowning of a would-be illegal immigrant swimming across the Rio Grande toward Texas, but couldn't reach a verdict on three other similar counts.



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Jurors acquitted James Peters on one count of making false statements to federal investigators looking into the 2005 drowning death of Carlos Delgadillo Martinez. A judge declared a mistrial on the three other counts of the same charge.

Prosecutors accused Peters of lying about flying his helicopter low in an attempt to force Delgadillo and another person back to Mexico. Officials say the force of the turbulence from the helicopter's rotor blades made Delgadillo lose his grip on an inner tube.

KANSAS: The Police Department in Wichita wants public input and has posted two surveys on-line to get opinions.

The first survey is focused on the department's strategic planning for 2012-2016. The survey will gather opinions on how citizens think the department is doing, reaction to programs and what the public would like to see from the WPD in the future.

The other survey is on the department's air section. The air section includes the department's helicopter and all it takes to operate. The helicopter is used regularly for monitoring police operations from the air, which includes pursuits, searches for missing persons and large community events.

Lt. Doug Nolte says the department is not getting rid of the air unit, but it is expensive to operate. He says the survey looks to find out what the public thinks is the unit's best uses.

"Especially with tax dollars being very limited, we need to put our money to good use and we need to put our resources to good use and this is one way we'd like to invite citizen participation," said Nolte.

The surveys are being conducted in conjunction with graduate students from Wichita State University [WSU] from the Wichita Police website [www.wichita.gov/CityOffices/Police/](http://www.wichita.gov/CityOffices/Police/).

The survey is an attempt to gather information on public perception of the Air Section. The information will be aggregated by the WSU researcher and a summary will be provided to the police command staff.

MARYLAND: In a major about-turn, Baltimore Mayor Stephanie Rawlings-Blake has this week approved the purchase of four new Eurocopter EC120s and support package for \$9.5M. Less than two years ago, she had threatened to ground the Police Department in a budget reduction plan. [Sun]

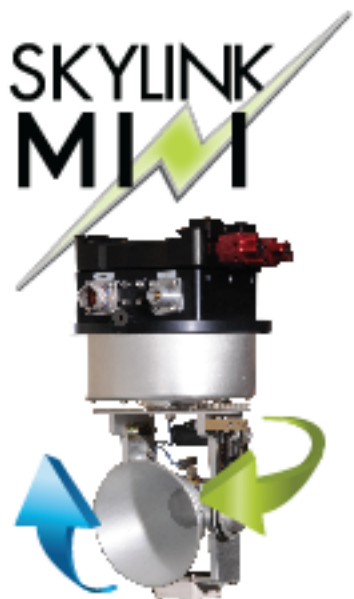
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# AIR AMBULANCE

## CANADA

**BRITISH COLUMBIA:** Citizens of the Central Interior will have a dedicated helicopter air ambulance operating 12 hours a day, seven days a week, at a cost of \$2.35M annually. An eight-week trial of the service undertaken last summer proved worthwhile. The decision brings the number of dedicated air ambulances operating in BC to four. They join a fleet of six fixed-wing air ambulances operated by BC Ambulance Service. [The Province]

## EUROPE

**DRF:** Pratt & Whitney Canada Customer Service Centre Europe GmbH signed a 13-year Fleet Management Program agreement with DRF Luftrettung of Germany for comprehensive maintenance support of its PW206B2 engines. This long-term agreement provides DRF Luftrettung with expanded coverage until 2024 and follows on from an earlier agreement to provide the customer with maintenance support solutions that guarantee operating costs over the term for 34 of the PW206B2 engines installed on DRF Luftrettung's fleet of Eurocopter EC135P2 helicopters.

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DRF Luftrettung employs some 50 helicopters for around-the-clock emergency air rescue missions and the transport of intensive care patients between clinics at eight HEMS (helicopter emergency medical services) bases. Some 1,000 emergency physicians, paramedics, pilots and technicians work for DRF Luftrettung across its 31 HEMS bases located in Germany, Austria and Denmark. Every year the DRF Luftrettung flies about 37,000 missions. All helicopters are optimally equipped for the care of emergency and intensive care patients.

## GERMANY

ADAC: The 1,000<sup>th</sup> Eurocopter EC135 delivered recently to the ADAC is fitted with the Becker Avionics digital audio and intercom system, DVCS6100, installed.

The DVCS system installed in the ADAC EC135 is comprised of one Remote Electronic Unit (REU) 6100, two Audio Control Panel (ACU) 6100's for pilot and copilot, and one ACU6101 Audio Control Panel for the medical cabin.

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## JAPAN

DOCTOR HELI: HeliHub.com has heard that one or more of the current Doctor Heli fleet have become contaminated by radioactive material as a result of flying too close to the Fukushima nuclear plant which had the devastating failure resulting from March's tsunami. After being passed as fit-to-fly by the authorities, Doctor Heli (or possibly one of their current operators) purchased a Geiger counter – the equipment to measure radioactivity – and the results they found gave them sufficient concern to immediately condemn the airframe(s). Industry sources suggest that the affected helicopter(s) are to be buried in concrete.

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The organisation currently flies a fleet of Eurocopter EC135 and MD Explorers on EMS work across Japan. A KB117C2 [EC145] has been noted in the operators colours and a fourth is about to be added – the AgustaWestland AW109. Currently it is not known which airframes have been damaged by radioactivity.

## UNITED KINGDOM

**EAST ANGLIA:** The East Anglian Air Ambulance is seeking extra funding to enable it to fly at night under new European regulations set to be introduced in the UK next year to extend the operational hours and enable landings at sites not previously surveyed. This will allow the operation to undertake operations in line with those already undertaken in other European countries. The UK is adopting the less stringent EU standards in April 2012 and the charity needs £1M to equip the helicopters to fly in darkness; the sum it would cost to add night vision aids – cameras, lights and goggles.

The East Anglian Air Ambulance (EAAA), which serves Norfolk, Suffolk, Cambridgeshire and Bedfordshire, is currently in a tendering process for a new company to provide its two helicopters which are based at Norwich and Cambridge airports. The current provider is Bond Helicopters at Staverton – they stepped in when the existing provider of aircraft went out of business to provide two elderly BO105 helicopters at very short notice. This provision has since been enhanced by providing a former ADAC EC135T1 as one of the airframes.



*Meanwhile the BK117C-1 aircraft previously used by the charity were captured at Sterling's old Norwich hangar awaiting a buyer. In the foreground is the back-up BO105DBS5 G-EYNL formerly used by Humberside Police. It is noteworthy that one of the two airframes, G-RESC, seems to show signs of having one of its engines removed – there is a dispute over one engine after the EAAA undertook an ill advised 'rescue' of the failing company by buying the engine which no longer fits any of the aircraft they operate. [by permission of UKEmergencyServiceAviation]*

**GREAT WESTERN:** Although there was no official word on the impending move of emergency services helicopters from Filton some disquiet was being expressed about the effect of BAE closing the airfield and selling it all for house building.

The BBC carried a story that quotes a Great Western Air ambulance employee, Professor Jonathan Benger, as writing to the local authority stating that relocating from the airfield would have a "substantial impact" on the three years old operation.

BAE Systems was in correspondence with Great Western Air Ambulance and South Gloucestershire Council and others regarding the future use of the airfield.

With a PR disaster for BAE Systems clearly brewing the matter was quickly resolved and an announcement that the Great Western Air Ambulance Service was to remain in Filton despite the sale of the airfield came from the company.

In a letter from the chief executive of BAE, Ian King, the charity has now been told its home will remain within the airfield boundary but not in its current location.

*Ed: The BAE letter said the company understood the importance of the air ambulance to Filton and its critical role in providing emergency services to the region and was committed to working to enable continued operations from within the current airfield boundary. Whether this offer is likely to extend to the police air operations and the aspirations of the fire brigade remains to be seen.*

**HAMPSHIRE & ISLE OF WIGHT:** Plans to introduce night-time helicopter landings at a mainland hospital have won the backing of the Isle of Wight health service. NHS Isle of Wight said it relied on helicopters provided by the Coastguard and the Hampshire and Isle of Wight Air Ambulance to transport Island patients to Queen Alexandra (QA) Hospital, Cosham, when they needed specialist emergency treatment.

In the face of some local anti-noise complaints it has supported a planning application by Portsmouth Hospitals NHS Trust to use the QA helipad 24 hours a day. Currently, the helipad can be used only between 8am and 6pm, a condition imposed by Portsmouth City Council when permission was granted to build it four years ago.

**SCOTLAND:** The Highland's vital air ambulance service will have a new home when the Inverness Airport Business Park opens in November.

Bond Air Services has signed a lease to become the first occupier of the 250-hectare IABP, which will provide the new base for the air ambulance as well as providing helicopter operational support for the Northern Lighthouse Board. Construction work is already underway with completion planned for next month. [Highland News]

**YORKSHIRE:** The air ambulance operator is experiencing some difficulties setting up its northern base at the small airfield of Bagby. The plans appeared accepted but in recent weeks there are signs that new planning hurdles have been set in train.

A Yorkshire Air Ambulance spokeswoman commented "The Yorkshire Air Ambulance were somewhat surprised by this story as we had been given no indication that such action was likely to be taken. At this time, we are not actually operating from Bagby Airfield as one of our helicopters is undergoing necessary maintenance.

Given the nature of the situation, we are still looking into the matter. As we have not con-

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cluded our initial investigations we cannot offer further comment.”

Situated 3 miles south of Thirsk in North Yorkshire, Bagby Airfield is the operating base for a mixture of singles, twins and microlights.

## UNITED STATES

LOUISIANA: Pafford EMS Clinical Air Division has recently introduced a fixed-wing aircraft capable of long-distance medical transfers anywhere in the country.

Air Wing, a Cessna 414 housed at the Ruston Regional Airport, is available 24 hours a day and drastically reduces the travel time for patients in need of medical assistance at a hospital outside of their area.

Since 2006 Pafford EMS based in Ruston LA have been in partnership with Omniflight Helicopters from Dallas, Texas providing Critical Care Helicopter Service for North Louisiana and Southern Arkansas. Pafford are the only dedicated air ambulance in North Louisiana and no one else in the region is running a fixed wing capable of transferring patients over long distances.

Pafford's Clinical Air Division based at The Ruston Regional Airport is also equipped with a 2006 Bell 206L4 helicopter N3180L c/n 52335, called Air One, that responds to emergency scenes and inter-facility transfers within 150 miles of Ruston. That service uses an earlier 1983 Bell 206L3 N1813 c/n 51055 as a back up airframe.

## TEXAS

DALLAS: Children's Medical Center has expanded their fleet of aircraft to two. Last month the operation took delivery of a new \$14M Sikorsky S-76 C++ N797P from PHI Air Medical Inc. The twin-engine helicopter offers a greater range and higher speed than previously. The story suggested that the new aircraft was 'much larger' but HeliHub.com has identified it as an earlier S-76B registration N615D.

The medical personnel on board are employed by the hospital while the pilots are employed

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by PHI who own the helicopter.

Children's is one thought to be the only neonatal and pediatric program within the United States to fly with two pilots in the helicopter. The helicopter is not expected to fly to medical scenes, but rather transport patients from other hospitals to Children's Medical Center in Dallas. [NBC/Helihub]

## SEARCH AND RESCUE GREENLAND



**AIR GREENLAND:** An order has been placed for two Eurocopter's EC225 helicopters to undertake all-weather search and rescue (SAR) and all-weather passenger transportation missions in some of the most challenging operational environments.

With this acquisition of two EC225s – to be delivered in 2014 – Air Greenland will expand the company's Eurocopter fleet, which already consists of 10 AS350 B3 and two AS350 B2 Ecureuil family helicopters, thereby further extending its service capabilities for a range of missions in support of growing offshore oil and gas air transport services, as well as search and rescue operations.

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## UNITED KINGDOM

**GAP SAR:** The bids are being sorted for the interim Search and Rescue tender issued in July for the UK Department of Transport Coast Guard helicopters. The known bidders are Bond, Bristow, CHC and a new consortium, IPOD, incorporating Era Helicopters, BIH [British International] and Vector.

From the track records of these four we might expect Bond to bid Eurocopter [Super Puma], Bristow, the holders of the contract before the current CHC one, could bid either Sikorsky or Eurocopter, CHC pretty much as current [S-92 and AW139] but IPOD is an unknown.

Era and BIH leave the bid equipment options wide open but Vector may add the flavour. As Vector are owned by Eurocopter you might expect them to be influencing the Super Puma option but they are a relatively recent EC acquisition so their current workload with the S-61 Sea King could muddy the waters somewhat. Rebuilt examples of the S-61 would bring about a sharp intake of breath but it is only a temporary measure so the cost cutting they might offer may be attractive.

The 6 year contract providing search and rescue helicopters, crews and support services need to be in place to allow CHC to withdraw the existing S-92 aircraft for service in the Republic of Ireland. Until SAR-H fell apart partly because of CHC the company had contracted to take these used S-92's to Ireland to meet a re-equipment agreement and they will need to meet that deadline.

The Helicopter Service is currently based at Portland and Lee-on-the-Solent in the south of England and Sumburgh and Stornoway in northern Scotland. The Service currently operates 365 days a year on a 24hr basis (apart from Portland which operates on a 12hr basis (daytime operation)). Service delivery shall continue from Lee-on-the-Solent and Portland. Bidders can consider alternative locations for service delivery on the Isle of Lewis and The Shetland Islands. [Rivet]

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# INDUSTRY

Curtiss-Wright Corporation has announced that it has received a contract from **BAE Systems** to provide an image processor subsystem for use on the Autonomous Real-Time Ground Ubiquitous Surveillance imaging systems, ARGUS-IS and ARGUS-IR, which BAE is developing under contract to the Defense Advanced Research Projects Agency (DARPA). Under the agreement, delivery of the subsystems is scheduled to begin in the third quarter of 2011 and is expected to run through the end of this year. Including this initial contract, total orders in 2011 are anticipated to approach \$2.5M, with an estimated total value of \$27.5M over the lifetime of both programmes.

Curtiss-Wright's Motion Control facilities in Ottawa, Canada and San Diego, CA will manufacture the products covered by this agreement, which include high-performance, rugged processor boards and an air-flow chassis.

The week prior to Helitech **Diamond Aircraft UK** and Diamond Airborne Sensing were co-operating with the manufacturers factory in Austria and others in industry to present the DA-42 twin to the emergency services and other specialist groups in the UK.

At Gamston airfield in Nottinghamshire, the base for the UK operation, an example of the new generation DA42M Guardian aircraft with the Austro AE300 engine and the new L3 Wescam MX-15HDi electro-optical turret, Scotty satellite links and a Thales I-Master GMTI/SAR Radar, was made available for demonstration to small groups expressing an interest.

The specialist aircraft has additional features designed to cut noise and reduce susceptibility to ground launched air-to-air missiles. A passive surveillance paint scheme and exhausts exiting on top of the engine cowlings assist in further quietening an already low noise signature machine.

As well as demonstrating to around 50 selected people some were given the opportunity to fly in both the specially equipped Guardian and another in standard configuration.

Although the camera equipment fit was provided by Wescam it is not intended to be any more than illustrative of the capabilities that might be provided by a range of sensor providers.

In addition to the private Gamston demonstrations Diamond Aircraft Industries have been proactively marketing the DA-42 recently; just last month the aircraft was at the Defence & Security Equipment International (DSEi) at the ExCel London, followed by the Business and General Aviation Day at Cambridge and finally attending as the 'only' fixed wing at the Helitech event at Duxford. [www.diamond-sensing.com](http://www.diamond-sensing.com).



The Guardian arriving at the Diamond ramp at Gamston following a spirited demonstration flight over the airfield

PAR

**FLIR Systems Inc.**, has announced that it has received a \$20.9M delivery order from the U.S. Army for its Star SAFIRE® II stabilised multi-sensor systems to support the US Army's MEDEVAC program. The units delivered under this order will be employed on the Army UH-60 Blackhawk helicopters serving in Iraq and Afghanistan.

In its final stages of airborne observation configuration, **Soloy's** MKII Sentinel aircraft was outfitted with two popular airborne observation cameras and flight evaluated.

Recently L3 Wescam and FLIR each provided Soloy their latest cameras to mount for flight evaluation and demonstration to prospective customers.

Mounted on the Sentinel's STC'd wing hardpoint, Soloy test pilots flew the Sentinel through its normal flight envelope and confirmed handling characteristics with both the L3 MX15HDI and the FLIR Star Safire cameras.

Law enforcement and airborne observation users seeking a flexible and cost effective alternative to the more expensive helicopter platform can schedule a Sentinel demonstration and experience the outstanding performance this airborne observation aircraft offers.

A video of the Sentinel along with imagery from its camera has been produced. The video can be seen by visiting Soloy's website, [www.soloy.com](http://www.soloy.com)



A recent delivery of the BK117C2 or EC145 was made to the Virginia State Police [see story below]

After a fairly slow production run between 1982 and 2002 the BK117 series has enjoyed a major boost to production rates since appearing as the EC145 with the conventional tail rotor. Around 450 examples of the BK117 design were produced over 20 years – the more recent BK117C2/EC145 has seen 500 produced in half that time.

**Eurocopter** have started production of the 500<sup>th</sup> EC145 at their plant at Donauworth, with the forward frame holding the windows for serial number 9500 already on the production line. The landmark aircraft is expected to take to the air in approximately three months from now.

Included in the first 500 are 218 UH-72A Lakota for the US military, almost all for the US Army. Additionally, at least 92 of the first 500 EC145s have been built for the US market and supplied via American Eurocopter, principally to the EMS market.

The BK117 first flew as a MBB development of the BO105 in 1979 and entered production

from 1982. The EC145 first flew on 12<sup>th</sup> June 1999, and production started in 2002. The newer Fenestron equipped development will further boost sales and the rest of the projected orders for the US military will assure production beyond 1,000. [Helihub/Wiki]

Over the past three years, **Spectrum Aeromed** has grown revenue by 799.3% to earn the position of 433 on the 2011 Inc. 500 list, *Inc. Magazine's* annual ranking of the fastest-growing private companies in America. The company realized revenue of \$7.9M in 2010. They have 20 full-time employees with headquarters in Fargo and client service offices in Vancouver, Wash. and Munich, Germany. The company's life-saving air ambulance equipment, engineered and manufactured in Fargo, is in use worldwide as evidenced by the fact that 80 percent of the company's revenues are generated through exports.

During China's inaugural helicopter show - China Helicopter Exposition 2011 held last month at the Tianjin Airport Industrial Park **Eurocopter** displayed its three most successful models currently operating in the country: the AS350 B3, EC135 and EC225. Eurocopter currently has a 40% share in this marketplace with over 120 helicopters operating in the region.

Despite the availability of a local 'Chinese copy' in the AC311/Z11 Eurocopter's AS350 B3 is the company's "best-seller" in China for utility work, including power line survey missions. This high-performance single-engine helicopter outclasses its competition in terms of performance, versatility and safety. Overall models in Eurocopter's Ecureuil product line amount to a total of 26 helicopters from this rotary-wing aircraft family operating in China – mostly for utility work and heli-tourism operations.

The EC135 light twin is a proven success with the Shanghai and Guangdong police forces. The heavy twin EC225, a member of the Super Puma family, is seen to be the best multi-purpose helicopter in the 10/11-metric-ton class of rotary-wing aircraft. A total of 10 EC225s currently are operating in China, with one from the Guangdong Provincial Public Security Department being deployed during the Guangzhou Asian Games. The most recent two deliveries of EC225s were made to the China Ministry of Transport's Rescue & Salvage Bureau. [EC]

The first ultra-light civil helicopter manufactured in China made its debut at the first China Helicopter Exposition. The AC310 made its maiden flight in late August and is expected to acquire the aircraft type certificate from Chinese civil aviation authorities next May.

The one-tonne Avicopter AC310 helicopter, equipped with a fuel-efficient engine and flexible rotor system, can carry two to three passengers and cruise at up to 159kmph. Visually it looks very like a 'Chinese Copy' of a Schweizer S300 with several improvements but there is no official reference to a Hughes/Schweizer or Sikorsky design assistance link.

The AC310 made its maiden flight in late August and is expected to acquire the aircraft type certificate from Chinese civil aviation authorities next May.

In 2010, **Turbomeca** signed a contract with the Civil Aviation Flight University of China (CAFUC), to develop the Turbomeca maintenance training programme for qualified engineers and an initial training programme to qualify engines maintenance engineers.

This training provides advanced courses in line maintenance and inspection of Turbomeca engines, which power the half of the Chinese helicopter fleet with licensed engines.

The training facility is managed directly by the head of Turbomeca China training to ensure continuity of relationships between customers and Turbomeca. Pursuing this line of geographical and cultural proximity, training courses are conducted in Chinese by a CAFUC instructor, trained and coached by Turbomeca, who will coach a second Chinese instructor in 2012.

Turbomeca aims to support the growing Chinese helicopter industry, building a long term knowledge and high level of maintenance in China. These new programs train experienced engineers for the new range of engine in China, and also train new engineers for the future.

Efficient training in aeronautics improves flight safety and aircraft availability.

During the China Helicopter Exposition, Turbomeca China (Safran group) announces the signature of a Service Center contract with Citic Offshore Helicopter Company (COHC). This contract will reinforce the proximity support provided to operators in China.

Under this contract, COHC will have the Field Technicians, trained and qualified by Turbomeca, to support small fleet operators in China defined in the contract.

One Turbomeca Field Representative is based at Hong Kong and two others are based in Beijing. COHC's helicopter fleet is composed with eight Super Puma powered by the Turbomeca Makila 1A1, eleven EC 155 equipped with the Turbomeca Arriel 2C1 and Arriel 2C2 engines, and two EC 225 powered with the Turbomeca Makila 2A engines.

A remote control helicopter UAV designed in a Wellington [New Zealand] garage is expected to soon see use for seeking out big game poachers in Botswana and pirates on the high seas.

**Photo Higher** director Kimberley Attwell, a director of a film services company called Photo Higher, began designing and making the helicopters to assist in the main business of aerial filming and photography but the devices have now taken on a significant part of the Ngauranga Gorge based business.

Key to its growth has been the success of Photo Higher's gimbals – self-stabilising camera mounts that can be manipulated by remote control to rotate, roll and pan the camera.

The lightweight, three-axis gimbals can be fitted to any remote-control aircraft, including multi-rotor aircraft which are commonly used in aerial photography. Sales are at about 150 to 200 camera gimbals a month all over the world.

The larger AV200 gimbal sells for \$1180 while the smaller AV130 version is \$1050. The success of the gimbals is driving the \$35,000 mini-helicopter business.

Photo Higher has a petrol-powered craft offering full flight autonomy and a flight-time of four hours and a range of 60 to 100km – an electric version with a flight time of 40 minutes has been offered to both the New Zealand and South Australian police forces.

Photo Higher are based in Wellington, New Zealand and can be contacted by telephone on +64 4 973 3358 or e-mail [Dominion/PAR]

**Taktifol** was initially developed as a tool for sports coaches, and is now used by clubs at all levels (including Premier League and international squads), but due to keen interest from fire brigades in Germany an emergency services version has been developed that is now being made available in the UK and Ireland.

The product is simple – a 60 x 80cm whiteboard sheet with a static charge that allows you to instantly hang it on (almost) any handy surface – vehicle panels, windows, doors, walls



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etc – without the need for pins, tape or anything else, therefore making a rapid presentation possible virtually anywhere without the need for an unwieldy planning board.

Each sheet has fields for general operating parameters, such as incident location and starting time, as well as a large area for the graphical representation of the situation. The goal was to create a layout that would suit almost all incidents where a number of emergency services personnel are present. Used in conjunction with whiteboard markers, each sheet can be wiped with a dry cloth (or a finger for minor adjustments), just like a standard whiteboard, and reused several times. After use, it can be folded, put in a pocket or bag, and therefore easily transported to another location if necessary.

In challenging and unpredictable circumstances, the speed with which the product can be deployed and the ease with which it can be transported, as well as the cost, are obvious advantages over both traditional and electronic alternatives. Taktifol starter sets (1 roll, 1 carry bag, 2 markers, 1 cleaning cloth) are available at £36.99.

The product is manufactured by Taktifol GmbH in Neuburg am Rhein [www.taktifol.com](http://www.taktifol.com) local agents include Playnasium, the UK & Ireland distributor of the product in Bedfordshire [www.taktifol.co.uk](http://www.taktifol.co.uk) and in the US Bartosz Krzesiński can assist with the product [sales@taktifol.us](mailto:sales@taktifol.us)

India's CSIR-National Aerospace Laboratories and **Mahindra Aerospace** have announced the successful maiden flight of their jointly developed C-NM5 light single engine aircraft, marking an important milestone in their collaborative aircraft development programme.

The programme is India's first public-private partnership in the development of aircraft, and this milestone event is the result of teamwork across three development teams – CSIR-NAL, Mahindra Aerospace and GippsAero.

**Airborne Technologies** GmbH has confirmed the order of a Tecnam MMA (Multi Mission Aircraft) by BAE Systems Australia airborne surveillance. The aircraft will be delivered in spring 2012.

The introduction of the Tecnam MMA affords BAE Systems Australia the opportunity of further supporting specialist airborne surveillance tasks, including assisting with homeland security and law enforcement missions, as well as bush and urban fire suppression survey flights.

The operator already offers a range of imaging systems and has worked in close partnership with Airborne Technologies in the deployment of hyperspectral scanners in particular.



Sikorsky parent company **United Technologies** Corp. \$18.4 billion to acquire Goodrich, a move the company hopes will strengthen its position in the aerospace and defense sectors. Goodrich, based in Charlotte, N.C., products include aircraft landing gear, aircraft wheels, brakes, cabin management systems and electronic flight bags.

 An advertisement for Insight Design. The background is a blue sky with white clouds. On the left is a yellow and black helicopter with 'SUFFOLK POLICE' written on its side. On the right is a grey helicopter. In the center, the text reads:
 

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# AIR ACCIDENTS & INCIDENTS

**28 July 2011 Cessna TU206G PN-0281** – Columbia Policia Nacional. Written off at Ituango, Antioquia [ABN]

**3 August 2011 Eurocopter EC135P1 N911SV.** Air ambulance of HELP Flight - St. Vincent Healthcare, Billings, Montana. Operated by Metro Aviation Inc. During pre-flight inspection, the pilot noted a crack in one of the main rotor blades. The aircraft was taken out of service and a new set of blades installed. The damaged blade was shipped to Eurocopter for evaluation. [Concern]

**20 August 2011 Eurocopter AS350B2 N911KS.** Air ambulance of Life Star of Kansas in Topeka, Kansas. En route to a Kansas City area hospital with a patient on board the radios and air conditioner began malfunctioning. The pilot made an uneventful precautionary landing at Executive Airport in Johnson County, Kansas. It was found that there was a generator failure but it had not triggered the warning light on the annunciator panel had not illuminated. Troubleshooting found a faulty data card between the generator and the annunciator panel. Both generator and data card were replaced. [Concern]

**30 August 2011 Beechcraft B200 King Air N200VU.** Air ambulance of Vanderbilt Life-Flight, Nashville, Tennessee. Operated by Seven Bar Flying Service, Inc. The aircraft was returning to Nashville International Airport. While slowing through 190kts on an extended base leg, two large birds were spotted at the 11 o'clock position. Unable to avoid them one bird struck the exhaust pipe on the left engine partially crushing it on impact. The aircraft was able to land safely. The damaged part was replaced within hours. [Concern]



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**1 September 2011 Eurocopter AS350B2 N902CF.** Air ambulance of Care Flight, Reno, Nevada. Operated by Air Methods. Operating to an accident scene near Gerlach, Nevada. During landing aircraft tipped forward onto toe of the skids. Minor damage to the nose of aircraft. No other damage was noted to the aircraft. No injuries to the crew. [Concern]

**10 September 2011 Bell 412** SAR mission by Indonesian Military. The rescue helicopter made an emergency landing while on a mission to find two missing foreign pilots whose plane went down in eastern Indonesia. No one was injured. The forced landing was caused by bad weather and thick fog and made in the mountain of Rumpius Karvak in remote Papua province. The helicopter was initially reported as having crashed after it lost contact with authorities about 20 minutes after it took off from the mining town of Timika. [Media]

**11 September 2011 Bell 412EP N412SM.** Air ambulance of St. Mary's CareFlight, Grand Junction, Colorado. Operated by PHI. While in cruise flight at 11.000MSL en route to Aspen, Co. from Grand Junction Co. the helicopter encountered a bird strike and elected to abort the flight and return to Grand Junction. Evidence of a bird strike was discovered and after thorough inspection of the helicopter no significant damage was found and the helicopter was returned to service. [Concern]

**11 September 2011 Eurocopter EC145 N145SM.** Air ambulance of Mayo Clinic Medical Transport, Rochester, Minnesota. Operated by Omniflight Helicopters, Inc. Shortly after lifting from a scene en route to the receiving hospital, the tail rotor gear box chip light indicator illuminated. The pilot attempted to burn the chip following established aircraft emergency procedures which failed to resolve the chip light indicator and as a result undertook an unscheduled landing without incident. The aircraft remained out of service until the tail rotor gear box was replaced two days later. [Concern]

**19 September 2011 Agusta-Bell 412 EC-JRY** Firefighting helicopter undertaking a ferry flight from Palma del Rio, Cordoba to Alhama de Almeria crashed near Las Zorreras-La Gitana Granada in Southern Spain killing three crew. [Media]

**24 September 2011 Beechcraft King Air AS1126.** Armed Forces of Malta. The maritime patrol aircraft made a normal landing after its flying display during the Malta Air Show but a fire engine noticed smoke coming from a bay in the fuselage and stopped the aircraft. Sources suggested that the smoke was caused by a fault in the cooling system of the Wescam MX15 camera system but investigation suggests that it was another airframe system related to the flight controls that appeared from that region of the aircraft. No damage caused/found returned to service [ToM/L3]

**26 September 2011 Bell 212.** Thailand police operation. Helicopter with seven aboard made an emergency landing while undertaking an operation against illegal logging. Provincial Police Region 3 commander known to be aboard. Uncertain who the ultimate owner of the airframe was. [Helihub]

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## PEOPLE

The Chief Constable of South Yorkshire **Meredydd Hughes** is retiring. He was closely associated with air support in three forces he worked at in his later service.

He joined the South Wales Constabulary in 1979, on leaving university. Whilst predominately serving in uniform operational duties at all levels, he has also worked as the Force Crime Prevention Officer; as an authorised firearms officer; as an IT project manager and on secondment to the HMIC at the Home Office.

Transfer to West Yorkshire Police in 1995 as a Superintendent saw him take up the post of Divisional Commander in the Calder Valley. This was followed by two years as the Commander of the Operational Support Division, where he was responsible for units as diverse as the Air Support Unit, Search and Firearms Teams, and the Mounted Section. During this time he was also Silver Commander at Leeds United FC, and led cross-border operations and major firearms incidents. He was closely associated with the decision to acquire the MD902 Explorer for West Yorkshire.

Promoted in 1999 to Assistant Chief Constable in Greater Manchester Police [GMP], he initially took responsibility for IT, Criminal Justice, and Communications. In September 2000, he took charge of the Uniform Operations Portfolio, and in that role led the policing of numerous public order and major sporting events, including England football internationals, and commanded the successful delivery of the Commonwealth Games. He was again associated with the decision to acquire the MD902 Explorer for GMP.

Promoted to Deputy Chief Constable in South Yorkshire in September 2002 he was in post when the force gave up its AS355F2 helicopter for an MD902. In September 2004 he was promoted to Chief Constable and lead the ACPO Uniformed Operations Business Area, was ACPO Vice Chairman of the Olympic Games Business Area, and the Senior Responsible Officer for the Demand and Resources Project. He was awarded the Queen's Police Medal in the 2006 New Year Honours. [SYP/PAR]

As from 1<sup>st</sup> September, David Thibes was appointed General Manager of Turbomeca Canada, replacing Russ Spray who remains Chairman of Turbomeca USA. As from 1<sup>st</sup> September, Guy Bonaud has been appointed Representative Director of Turbomeca Japan, replacing Marc Lacoue who is to take on other duties at Turbomeca. As from 1<sup>st</sup> October, Frédéric Fourciangue has been appointed Chief Executive Officer of Turbomeca UK, replacing Christian Hamel who is to take on other duties within the Safran group. [www.turbomeca.com](http://www.turbomeca.com) and [www.safran-group.com](http://www.safran-group.com).



Bernard Hogan-Howe has been the new Commissioner of the Metropolitan Police Service since last month. Her Majesty the Queen granted Royal Approval to the appointment after the current Deputy Commissioner was picked from a field of candidates.

Final interviews for the country's most senior police officer were conducted by the Home Secretary and the Mayor of London.

Bernard Hogan-Howe joined South Yorkshire Police in 1979. He was appointed Assistant Chief Constable of Merseyside Police in 1997. In 2001 he became an Assistant Commissioner of the Metropolitan Police before moving on to be the Chief Constable of Merseyside Police from 2004 to 2009. While in post there he was the ACPO Lead on Aviation and set in train the long overdue National Police Air Service which is now causing so much consternation in the UK. He addressed the 2008 Shephard Police Aviation Conference at Olympia just weeks before moving on to fill the post of Her Majesty's Inspector of Constabulary in 2009 with responsibility for the areas of Counter



Terrorism and Serious and Organised Crime. He was seconded to the Metropolitan Police taking on the responsibilities of Deputy Commissioner in July 2011 following the departure of Sir Paul Stephenson. He was awarded the Queens Police Medal for services to policing in 2003.

*Ed: I can only hope his current rhetoric continues to be more inspiring than the content of his Keynote presentation to the 2008 Police Conference. He came across as a man in a hurry to read through his prepared script in order to catch the next bus.*

## EVENTS



Find out more:  
[www.thehelicoptershow.com](http://www.thehelicoptershow.com)

The Helicopter Show Ltd has announced a move of location to a new, purpose-built international exhibition venue with unparalleled exhibit, flying and hospitality facilities at Silverstone.

Originally The Helicopter Show was set for Farnborough in Hampshire, mainly because of its long association with the aerospace industry. A rethink has led to the new move of venue.

The Silverstone Wing, a new, purpose-built international exhibition venue in the middle of England, and associated with the F1 Racing has so excited and inspired the organizers that they decided that it is the perfect, permanent venue for The Helicopter Show.

The Helicopter Show is to be the only comprehensive exhibition of both military and commercial suppliers attracting an audience comprising helicopter professionals & senior decision makers from commercial as well as defence & security sectors together with High Net Worth Individuals.

Silverstone is a world-class brand, the home of British motor racing and host to some of the most prestigious events attended by over 800,000 motorsport fans every year. Less well known until now is the Silverstone Wing, opened earlier this summer. Situated in the heart of the Grand Prix Circuit, it is a 3-storey high and 390m long, high-ceilinged exhibition centre costing £27M, integrating indoor & outdoor exhibition space and hospitality suites, conference, press room, restaurants with permanent kitchens, permanent toilets and a tiered conference theatre.

It is well known to the helicopter fraternity - 95% of the UK's privately-owned helicopters are within 2-hours flying time of Silverstone - it holds the world record for the world's busiest heliport - during the 1999 British Grand Prix there were 4,200 movements in a single day.

Silverstone is centrally located between London and Birmingham in the heart of motorsport valley and with easy links to all major transport links. Heathrow is 70 miles away and road access is exceptionally easy along the A43 dual carriageway from either the M40 or M1. There are 100 hotels locally and in the Oxford, Milton Keynes and Northampton triangle of which Silverstone is the centre.



**HELI-EXPO 2012**  
February 11-14 • Dallas, Texas  
Exhibits open February 12-14

PRODUCED BY



The show takes place 26-27<sup>th</sup> September 2012, just over two months after Farnborough International Air Show, one week after ILA Berlin and one year out from Helitech.

## SINGAPORE

After last month's tale of woe about events falling thick and fast in the Malay peninsula comes news of another unexpected event appearing on the scene with all the signs of a clash of purpose.

Defence IQ are taking their 8<sup>th</sup> Annual Coastal Surveillance conference into Singapore. Covering the field of anti-maritime crime, asymmetric warfare at sea and adapting the latest radar surveillance technology it claims to be Asia's only event dedicated to maritime intelligence.

Unfortunately just an hour's flight away Tangent Link have another with very similar aims set for a two day run the day before.

The Defence IQ event has some powerful speakers lined up including First Admiral (Maritime) Zulkifli Bin Abu Bakr, the Head of Enforcement of Southern Region for the Malaysian Maritime Enforcement Agency and Lt. Commander Darryl Robinson, from the Australian Border Protection Command.

## DIARY

8 October 2011 American Heroes Air Show, St. Louis Missouri, USA. The American Heroes Air Show is the nation's premier admission –free, helicopter-only aviation event produced by

volunteers from coast-to-coast with a passion for aviation and public service. Details from James D. Paules Jr. Volunteer - Executive Producer, American Heroes Aviation Network. +1 (818) 631-8132 Email: [Jim@Heroes-airshow.com](mailto:Jim@Heroes-airshow.com) [www.heroes-airshow.com](http://www.heroes-airshow.com)

11-12 October 2011 AirMed & Rescue Congress China 2011. Pullman Shanghai Skyway Hotel, 15 Dapu Road, Luwan District, Shanghai 200023 China. Organised by Pyxis Consult Shanghai Co. Ltd a business information company specializing in providing market, strategic and technical consultancy in the areas of government, business and corporate service suppliers. More company info at [www.pyxisconsult.com/](http://www.pyxisconsult.com/) For more information on this event, call +61 415 641 774 or email [asiapacificaviationmarketing@gmail.com](mailto:asiapacificaviationmarketing@gmail.com)

18-21 October 2011 Milipol Paris 2011. at the Paris Porte de Versailles Exhibition Centre. The undisputed major international exhibition of internal State security. Milipol Paris 2011 will be welcoming more than 1,000 exhibiting companies from 43 countries and is expecting 30,000 visitors. Milipol Paris is the undisputed meeting place for technological innovation in the field of the security of people and property. The exhibition covers some 18 business sectors and showcases a comprehensive range of solutions, developments and services that help States to protect their populations. [www.milipol.com](http://www.milipol.com)



The World of Martins by the PMCC

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



Gifts for Policemen



The World of Martins by the PMCC

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

19-20 Heli-Power 2011 FIVE at Farnborough, Hampshire UK. Shephard's 13th Heli-Power has been expanded to include the defence, security and resilience sectors – making it **the event defining the future of this coalescing international rotorcraft community.**

Organised in association with A|D|S, the UK's Aerospace, Defence, Security and Space Trade Organisation, and with travel provided from nearby MoD bases, Heli-Power will attract support from government bodies, industry, military and police from across the globe. [www.shephard.co.uk](http://www.shephard.co.uk)

25-27 October 2011 LETA Basic & Advanced Thermographers Seminar hosted by the South Carolina Governors Counter Drug Task Force, Charleston, South Carolina. Contact Person Lt. Trey Bruner +1 803 530 0525 Admin [admin@leta.org](mailto:admin@leta.org)

## National Fire & Rescue Service Trauma Conference

11th & 12th November 2011

Hosted by:  
WEST MIDLANDS FIRE SERVICE  
**ACADEMY**  
[www.wmfs.net/trauma](http://www.wmfs.net/trauma)










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[www.wmfs.net](http://www.wmfs.net)

# [www.policeaviationnews.com](http://www.policeaviationnews.com)

**Do not forget to read the special reports edition on DSEi, BGAD and Helitech**



## THE EMERGENCY SERVICES SHOW 2011

Stoneleigh Park, Coventry | 23-24 November

The Event for all in Planning, Response or Recovery

