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IPAR

Important orders announced

AUSTRIA

BOTSWANA

NAMIBIA

Front Cover: The police in Botswana and Namibia have signed up with Carl Zeiss Optronics (Pty) Ltd/Denel for LEO-II-A5 Extended Performance (EP) sensor turrets for carriage by their newly ordered Eurocopter AS350B3 helicopters. See page 3.

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LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: In the ongoing saga of the police in Queensland trying to add a helicopter to its all fixed wing fleet the local political opposition Shadow Police Minister Rob Messenger has put forward an idea of offering a partnership with commercial television networks. The offer is that they can have the exclusive rights to television footage that their camera operators shoot, if they provide the money for three-month trial for a police helicopter over the Gold Coast. It is suggested that talks are in fact taking place.

What is being suggested is a three-day-a-week, three-month police helicopter trial set around a peak need in November this year and costing around \$A171,000.

This is the latest move by the opposition to support the Queensland Police Union's campaign to pressure the State Government into buying a helicopter for Queensland Police. Major problems relating to footage availability have already been raised. [Brisbane Times]

AUSTRIA

The Bundes Ministry of the Interior [BMI] has signed a deal with Eurocopter for the supply of eight IFR and NVG equipped EC135P2i helicopters. Four of the aircraft will be available for service early in 2008 to enable them to be on hand to oversee the World Cup soccer. The remaining four will arrive in stages up to May 2009.

Breaking Industry News:

WESCAM Selected to provide:

- MX-15i EO/IR imaging turrets to the French Gendarmerie
- MX-15 True HD turrets to the Royal Netherlands Airforce



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The BMI currently has 18 helicopters in the police flight – a mixture of single and twin Ecureuil [AS350/355] – so this is seen as a partial replacement programme to bring the fleet up to the European security standard of twin-engine power.

The total cost for the eight equipped helicopters inclusive of pilot and engineer retraining is given as €47.4M [\$67M]. Although all these aircraft are role equipped with rappelling devices and double cargo hooks the contract as it stands will result in only four new FLIR units being purchased. All of the aircraft will be covered by a power by the hour agreement over ten years.

The BIM issued a European tender in September 2006, and 3 manufacturers participated. The EC135 was selected partly based on its standing as the most-widely used and internationally proven new generation police helicopter, with 113 operating in police missions in Europe and 140 worldwide. [BMI]

Ed: This contract comes after a long decision process stretching back at least 7 years. In the wake of a decision to purchase EC135T1 EMS helicopters in the mid-1990's the BMI took delivery of new aircraft from 1998. When it was decided to separate the EMS fleet to the control of OAMC from 2001 a request for tenders for five new 5t helicopters for police use was floated in January 1999. These plans were repeatedly set aside until the 2006 tender.

BOTSWANA

Last month the Botswana Police Service, represented by the Commissioner of Police, Mr. Thebeyame E. Tsimako, and Eurocopter Southern Africa Pty. Ltd, signed a contract for the purchase of three Eurocopter AS350 B3 helicopters to serve its newly-formed Police Air Support. Two of the aircraft will be delivered in December 2008, and the remaining one in August 2009.

The new fleet will be equipped with FLIR, Spectrolab SX 16 night sun, rescue hoist, cargo swing and external loud hailer for their specific role and are to become a key element in the Botswana Police's crime-fighting missions. With the Botswana Police Air Support starting from scratch, Eurocopter Southern Africa will also provide the type rating training for six pilots and the training of three mechanics.

The AS350 B3 is a strong favourite with Southern African operators. The South African Police Air Support operates a total of twelve AS350 B3s and one B2. The neighbouring country, Namibia, is also launching its new Police Air Support with an AS350 B3, for which the contract was signed on August 23, 2007.

Eurocopter claim the reason behind this success is due to the fact that in comparison with its competitors, the AS350 B3 offers operators greater power, more payload within a wider temperature/altitude envelope, increased sling load capacity (1400 kg at low altitude) and greater cruising speed at maximum weight (140 Kts for a VNE of 155 Kts). It has a maximum take-off weight of 2,250 kg, and 2,800 kg with external load.

Both Botswana and Namibia have signed up with Carl Zeiss Optronics (Pty) Ltd for LEO-II-A5 Extended Performance (EP) sensor turrets. The LEO-II-A5-EP enhances and expands the aircraft's ability to perform long range search and rescue, surveillance, reconnaissance, and other observation missions under all environmental conditions.

The LEO-II-A5-EP configuration includes the latest generation 640 x 480 high resolution 8-9 µm Focal Plane Array (FPA) QWIP thermal imager with three Fields of View, a 3-CCD day-light TV Camera with a powerful zoom lens spatially matched to the thermal imager FOV, wide spectrum Spotter TV Camera with a dual colour and B&W capability providing close-in image magnification (0.35° H), video autotracker, searchlight slaving kits, and an eye-safe laser pointer which enhances the operational effectiveness by covert marking of points of interest. This sensor combination provides the operator with best picture performance under all operational conditions, high altitude, long slant distance operation thereby enhancing safety and covert surveillance. [ECF/CZ]

Ed: In July 2004 there were calls for the Botswana government to purchase helicopters for the police service.

In March 2006 it was announced that - based on some earlier experience using helicopters of the Botswana Defence Force [BDF] the police service would require four helicopters when establishing their air department. They were expected to be based in Gaborone, Lobatse, Francistown and Maun.

FRANCE

GENDARMERIE: L-3 Wescam has been selected by Eurocopter in Germany to provide an initial order of twelve MX-15i electro-optic/infrared (EO/IR) imaging sensors to the French Gendarmerie. System deliveries are scheduled to begin in December 2007, and will continue into 2009. Further systems are expected to be needed to complete the equipping of the new EC135 fleet.

Each system will include long-range infrared and electro-optic payloads. The units will also contain MX-GEO Gen. 3 – the industry's most effective, and accurate, ease-of-use control suite. The suite's combination of GEO-Location, Pointing, Focus and Tracking technology will support operators in determining accurate subject geographical location, and will reduce operator workload by automatically focusing the image and providing assistance in tracking objects.

The EC135 was chosen to replace the single-engine AS350B, BA and BI platforms that have been in operation since 1980. [Wescam]

Ed: The Gendarmerie has not been a large scale user of sensor turrets in the past. All earlier uses [usually Wescam's] have been leased in on a temporary basis and often operated by contractors on their behalf. As a result there is expected to be a steep learning curve for Gendarmerie personnel.

IRELAND

A type of military helicopter used to save more than 500 lives and form the basis of today's police air support in Ireland is to be decommissioned after four decades of service. The Air Corps [IAC] is to 'stand down' the Alouette III which has been central to thousands of missions since it first went into active service.

The IAC Alouette's have been involved in more than 1,700 SAR and 2,882 air ambulance missions during its military lifetime. The number of police missions undertaken with the Garda is not recorded. The IAC uses a new fleet of Eurocopter EC135 and Agusta/Westland AW139 helicopters.

The Garda is taking delivery of its fourth aircraft – an EC135T2i - imminently. The Garda now has one fixed wing BN2-400, an AS355N and two EC135 helicopters.

MALAYSIA

An audit report has revealed that two helicopters purchased for the police air wing could not be used as they did not meet Department of Civil Aviation (DCA) specifications. The DCA refused to register the two Russian-made Mil Mi-171 helicopters as they did not conform with design guidelines set by the International Civil Aviation Organisation [ICAO].

An oversight by the Internal Security Ministry in purchasing the two helicopters had left the police air wing unable to perform its tasks effectively. As a result the government decided to allocate additional monies to buy eight helicopters. The auditor-general has now advised the ministry to ensure these eight helicopters met ICAO specifications.

The two Mil's were given to the Fire and Rescue Department for their use but that created fresh problems in that the government had to spend further amounts to train the Fire and Rescue personnel to fly and maintain the two helicopters. They had already spent money on training police personnel to do the same thing but had not used the trained staff to pass on their knowledge to the new users.

A further example of muddled thinking was exemplified by a failure of the police to hand over support equipment for the helicopters to the Fire and Rescue Department. They were obliged to buy new flight helmets where these had been provided at a discounted price as part of the original contract. The replacements cost more.

LEO 2 sensor turrets intended for the Mil's were not fitted, greatly reducing their operational capabilities. [Straits Times]

Ed: No explanation about what happened to the sensor turrets mentioned was given. The new fleet is yet to be announced.

NEW ZEALAND

In sharp contrast to a UK sourced 'rescue' story from last month a mother praised the emergency services after her 4-year-old son was burned by thermal steam during a boating trip near Rotorua on New Zealand's North Island.

The boy suffered burns to the feet when he stepped, bare-foot, on a steam vent while the boat was parked at Rata [Hot Water] Beach on Lake Tarawera.

The boat that the boy, his mother and two other adults were travelling on then broke down as the group rushed from the beach to get help for the youngster. The adults on the boat then put out a distress signal, which was picked up by the Volunteer Coastguard and the Rotorua based rescue helicopter.

The boat was found drifting towards cliffs by the coastguard and the BayTrust rescue helicopter a short time later, and a police officer dived from the AS350BA helicopter into the lake while wearing full uniform in order to reach the distressed boy and assess his injuries.

The locally based policeman Colin Fraser, 43 years, was told the water in the lake was warm as he hovered about five metres above the surface. After he jumped he found that to be untrue but the former bushman found no difficulty in reaching the boat in the cold water!

As he got on board, a coastguard boat arrived and took the family to shore. The child and his mother were then flown to hospital for treatment. The injuries were thought serious but were later found to be minor. [New Zealand Herald]

Ed: The Rotorua-based BayTrust Rescue Helicopter is a dedicated 24 hour, 7 day a week air ambulance based at Rotorua Hospital.

The contrasting news report from the UK concerned two undertrained Police Support Officers who were ordered to refuse to enter the water after a child sank from sight into water in



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Greater Manchester. No-one except those that were there know the real story but the use of poorly trained and cheap Community Support Officers and the GM Police have received a great deal of negative publicity over the incident.

SLOVENIA

The 600th Eurocopter EC135 helicopter was handed over to the Slovenian Police last month.

Eurocopter handed over the aircraft to Mr. Vojko Robnik, head of Air Support Unit of the Slovenian police, as representative of the Slovenian Ministry of the Interior, which purchased the aircraft. The Pratt & Whitney powered helicopter will be operated by the Flight Squadron of the Slovenian Police. The new helicopter S5-HPH is designated as an EC135 P2i and offers increased payload (MTOW: 2,910 kg) and power as well as improved performance at high altitude and high temperatures. The aircraft is fitted with a searchlight, FLIR sensor turret, data downlink and features a new and unique feature for the EC135 - a fully digital Intercom System.

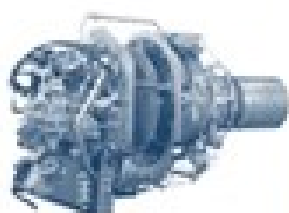
Just 11 years after it was introduced to the market in 1996 the EC135 has proved itself to be a market leader in the light, twin-engine helicopter segment. Increased production rates result in a total of 100 EC135s being delivered in the last year.

Ed; According to figures kept by PAN the Slovenian Police ordered one Agusta A109E Power and took out an option on another in late 2002. The ordered aircraft was delivered as S5-HPG in July 2004. This new aircraft has taken the next registration in sequence so it may be assumed that the option for the second Agusta will not now be taken up.

UNITED KINGDOM

CHESHIRE: On August 17 the *Chester Chronicle* ran a seemingly bland force PR story written around the entry into service of the new Wescam MX-15 sensor turret fitted to the Cheshire Constabulary Britten-Norman BN-2 Islander aircraft. The new turret offers a range of additional capabilities beyond those available on the old LEO4 sensor. Among the enhancements are an improved image resolution, number plate recognition [ANPR] and a means of quickly estimating speed. Later in the month National newspapers latched onto the same story and ramped it up to a ridiculous level.

The tack the national papers took related to hyping up the secondary role of the aircraft to use in detecting drivers speeding and, more controversially, using mobile telephones whilst driving [both being illegal in the UK] to that of primary tasking. They ignored the actualities – including the fact that the speed element was an estimation that would be unlikely to be stand-alone evidence in a court of law and that gaining an acceptable line-of-sight view of a driving using a cellphone in a hard top vehicle is not easy – let alone from a aircraft type unable to hover.



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The original *Chronicle* storyline simply drew attention to not so new US style warning signs erected on the narrow tree-lined A41 roadway near Chester and at other black-spots across the county warning drivers that there was surveillance from Police - aircraft traffic enforcement. The police simply announced that it was using the Hawarden-based Cheshire police spotter plane to monitor roads with poor safety records on its way to and back from incidents. Most air units including Cheshire have operated a similar level of tasking for years. It was the apparently simple reiteration of this economic use of the aircraft that was grabbed by newspapers. From being a normal PR ploy that tends to turn every overflying aircraft and helicopter into a would be police machine - the railway police do it all the time with their very occasional use of highly publicised aircraft - and Northamptonshire Police have just announced a similar scheme, this instance turned sour on the police.

Although it was made plain that the plane was not being scrambled to deliberately target motorists but just keeping an eye on the roads as part of its day-to-day work the national media put a great deal of time and effort into treating the story as direct action. Lots of artwork and big headlines in a prominent position all underscored by a super critical Editorial. A low news day - why let the truth get in the way of a good headline! [CC/Mirror/Express/IPAR]

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EAST MIDLANDS: The new hi-tech EC135P2+ police helicopter for the three force operation completed training and introduction to service in time for a media launch early last month. The air unit supports the police in Leicestershire and Warwickshire, as well as Northamptonshire.

The new £4.3M craft G-EMID c/n 524 was paid for by selling the old helicopter to the Cayman Islands Police and Home Office cash grants of approximately £560,000 for each of the three forces. The unit has now been in operation for 13 years having grown out of three separate ad-hoc operations formerly in use.

Between April 2001 and the end of March this year, the old helicopter attended 1,523 incidents in Northamptonshire, catching 186 offenders and helping in a further 78 arrests, and assisted in finding 101 missing people. [Davenport]

METROPOLITAN: Receiving the new and more costly aircraft appears to have had a detrimental effect on the unit's former PR profile. For many years now the annual local Police Club Showcase at Chigwell has received visits from the now retired AS355N fleet. This year the unit was not available even to be on site to meet a special request associated with World Snooker Star Steve Davies. It may have been pressure of work of course, but the EC145s have been seen at other events.



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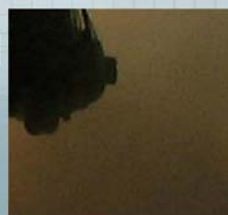
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Meanwhile the three retired aircraft [G-SEPA, G-SEPB and G-SEPC] remain at Lippitts Hill Camp in open storage on the north side by the former dog training facility. As noted in the first week of September the aircraft do not appear to be fully inhibited or protected, just lightly sheeted. It might be assumed that the storage is not long term. Repeated enquiries of the police have failed to ascertain additional details. [IPAR]

SOUTH & EAST WALES: With their new EC135T2i c/n 597 G-WONN recently arrived at the McAlpine Helicopters facility in Oxford for completion for its customer Bond Air Services Ltd [BASL] of Staverton the recent publication of a report to the Gwent Police Authority provides a timely update on this programme.

In the Audit and Resources Committee report dated September 13 the Chief Constable outlines details of the new air support contract to the Police Authority.

The new contract for Air Support was awarded to BASL by South Wales Police Authority following a competitive tender run under European Directives. The Commencement Date for the service has been agreed as February 1, 2008. The current contract with Veritair Ltd. [BIH] terminates the previous day.

The new contract provides for a new aircraft with backup aircraft provision and for a new operating base to be situated in the south-west corner of the former RAF station at St. Athan, Barry, Vale of Glamorgan. Earlier this year the site was approved for armed forces training and it was initially feared that this would have a detrimental effect on the original plans for a co-located base. BASL are happy that there will be no detrimental effect on the original plan.

Role conversion is predicted to be complete in January but in case it is not BASL will have in place a spare police role equipped aircraft. The report speaks of this machine being prepared by BASL at its own cost by December 2007. This is liable to be the former Strathclyde Police EC135T2 G-SPHU [see overleaf].

The specification of the accommodation has been finalised and the contractor was to have started work on converting an existing two-storey building last month. Meanwhile planning

permission for an adjacent hangar is pending but it is anticipated that work will start on construction this month so that completion of both elements should be completed in January. As before BASL has a 'Plan B' already formulated in case of delays arising.

Key engineering and flight personnel have agreed to transfer from Veritair under the protection of employment regulations – in fact a number of Veritair employees have already recently moved over to work with BASL.

The report notes that 'instances of default' in the provision of the existing service have occurred lately due largely to pilot unavailability and poor serviceability with the now elderly AS355F2. This failure to maintain the service is costing Veritair financial penalties.

The editor understands that the selected registration, G-WONN is in a sequence that might see the next one registered similar to G-TWO?

STRATHCLYDE: The Glasgow based police air operation has taken delivery of a new Eurocopter EC135T2i G-SPAO c/n 0546 on lease from BASL. This new aircraft replaces the existing 2003 registered aircraft G-SPHU c/n 0245 which itself replaced an EC135T1 G-SPAU c/n 142 lost in a crash.

The new airframe meets the needs of a renewed seven year lease commencing in July 2007. The renewal of this lease – and perhaps the addition of the new South & East Wales lease goes some way to confirm the leasing option as an alternative to outright purchase. Only purchase attracts Home Office capital funding.

Ed: It will be interesting to see in which direction those police forces faced with replacing their EC135T1 'Classic' airframes in short order move. The hitherto preferred choice has been purchase [and some air ambulance charities are also moving that way] but the BASL lease is a clear alternative – especially if Home Office capital funds are put under strain.

There are positive aspects to purchase – one being that the buyer can specify what they want. All current police role Eurocopter EC135 aircraft supplied under lease by BASL are fitted on low skids with FLIR and searchlight fitted forward on bolsters. They do not have access to the utility role pod fitted to all of the owned aircraft purchased to date. The pod requires the use of high skids which are not certified for the fitment of emergency floatation devices – all Strathclyde Police aircraft have had floatation devices fitted.

Keeping to the low skids allows BASL to maintain fleet commonality across the fleet and has allowed them to use a single spare aircraft to service the support needs of the air ambulance and police fleets. That said there are detail differences between the Strathclyde airframe and the upcoming G-WONN for the police in Wales.

In a small way the new Welsh aircraft is breaking the mould on the previous equipment standard in that G-WONN sports wire cutting equipment – a rarity in the UK.



The new Strathclyde EC135T2i G-SPAO c/n 0546 leaves Oxford on its delivery flight to BASL. In service the aircraft is fitted with skid mounted emergency floatation devices.



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WEST MIDLANDS: The official launch of the new West Midlands Police Eurocopter EC135P2i G-WMAO c/n 501 took place on the lawns of Tally-Ho their police club in Pershore Road, Edgbaston.

The helicopter, funded by West Midlands Police Authority, has been fitted with the latest FSI StarSafire HD video and thermal camera system. This will produce clearer video footage, plus with high definition capability it will greatly increase the quality of evidence obtained. In keeping with the latest UK police standards three monitors have been fitted, giving the helicopter crew greater flexibility in gathering video and thermal imagery evidence.

A Skyquest integrated navigation linked to a digital recording system will enable higher quality images. Tetra digital radio systems will allow greater flexibility for radio communications with officers at the scene of incidents.

Chief Constable Paul Scott-Lee said: 'This new helicopter will be a great asset to West Midlands Police. The advances in technology will mean that we will be able to build upon our achievements and provide an even better level of service.'

The EC135P2i replaces an MD900 Explorer that has now gone on to serve with the Surrey Air Ambulance. In 2006 the unit flew 3,315 operations over 1,160 flight hours in support of ground officers. It also found thirteen missing persons, was responsible for 506 arrests and the recovery of drugs and stolen property worth £2,253,020 [\$4.5M]

The Air Operations Unit is based at Birmingham Airport and comprises 19 police staff with five directly employed civilian pilots and operates 24/7.



The Chief Constable of West Midlands Police Paul Scott Lee with members of the police authority and David Lewis representing McAlpine Helicopters at the launch.

UNITED STATES

FEDERAL: Texas Homeland Security Director Steve McCraw has claimed that a significant number of terrorists with ties to Hezbollah, Hamas and al-Qaida have been arrested crossing the Texas border with Mexico in recent years.

His remarks appear to be among the most specific on the topic of terrorism arrests along



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the Texas-Mexico border. Local officials have suggested that these arrests have taken place but this is the first statement by an important official quoting a name and numbers. The report also throws in a number questions about the viability of the statements. A spokeswoman for Immigration and Customs Enforcement in Texas is quoted as unaware of any border arrests of people with terrorist ties, another did not return calls and a third felt unable to comment.

Although McCraw identified Farida Goolam Mahomed Ahmed, arrested in July 2004 at the McAllen airport with \$7,300 in various currencies and a South African passport with pages missing. Federal officials stated at the time she had entered the USA after wading across the Rio Grande but not long after that they were retracting the link to terrorism as being 'inaccurate.'

Ahmed pleaded guilty to improper entry by an alien, making a false statement and false use of a passport. She was sentenced to time served and deported to South Africa. Other details of the case were sealed.

Now two years later McCraw was describing Ahmed as having links to a group in Pakistan and adding that since March 2006, 347 people from 'terrorism-related countries' have been arrested crossing the border in Texas. [Houston Chronicle]

Ed: It would be interesting to identify these 'terrorism related countries.' Surely, thanks to the 'shoe bomber' the UK could be thus classified!

It is reported that the numbers of National Guard acting in support of the law enforcement agencies at the border with Mexico are being reduced.

By now numbers will have been reduced by half compared with the numbers in place six months ago. They assisted the Border Patrol with air and land surveillance, engineering and other non-law enforcement duties.

Guard troops have been leaving gradually since February, but the heaviest departures began in August. The rollback comes at roughly the midpoint of Operation Jump Start, a Bush administration plan begun in mid-2006 that called for sending 6,000 National Guard troops to the southern border to assist the Border Patrol until next year. The clawback in numbers

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assumes they will be replaced by newly hired staff joining the border agencies. The government is to hire 6,000 agents by the end of next year, boosting staffing to roughly 18,000. [SD Tribune]

ARIZONA: The auction of the Tucson Cessna run between August 10 and September 7 reached \$36,200 on the final day.

CALIFORNIA: In Kern County Sheriff's Office, Bakersfield the County Commissioners have been approached about the unit adding a new \$4M UH-1 helicopter to insert its SWAT teams and fight fires.

The department currently has four light helicopters to undertake patrol operations but these are unable to undertake many of the operations that the Huey is being sought for.

The supervisors questioned where the nearly \$4M million will come from, but approved a motion to draft a letter of intent to buy the chopper. The Board said it will wait until this month's meeting to further consider the budget.

Ed: Kern County currently operates two MD369E and two Bell OH58A.

CONNECTICUT: It is reported that the state attorney general's whistleblower unit is investigating allegations that a state police pilot threatened to kill other troopers and to crash the Trooper One helicopter into airplanes at the department's aviation unit in Hartford.

Allegations are being made against a Trooper pilot with the unit who has flown missions in Afghanistan with the US Army Reserve. He continues to fly the helicopter despite threats reportedly made at least 2½ years ago.

A new allegation has been made to the Attorney General's office that the Trooper made a more vague threat to other members of the aviation unit about what would happen if he was ever removed from the unit.

An internal affairs investigation has been opened but no statement has been made about whether the individual has been suspended from flying after the new incident.

The individual has been with the aviation operation since the Bell 407 helicopter, Trooper One, was put into service in August of 2001. [Courant]

FLORIDA: The St Lucie County Agusta A119 is to go. Omniflight Helicopters of Addison, Texas is to buy the helicopter now used by the St. Lucie County Fire District and Sheriff's Office for \$2M taking the operation into the private sector. A final contract still has to be negotiated. The helicopter and personnel provided by the Sheriff's Office and Fire District will remain in operation until Omniflight is ready to fly.

Sheriff Ken Mascara decided some while ago that he can no longer provide pilots and mechanics because of budget cuts required by tax reform. The Fire District could not afford to operate the service alone and decided to seek a private company to provide air medical service for seriously injured patients. In 2006, 231 trauma patients were flown from St. Lucie County.

Omniflight's proposal was chosen over one offered by Helicopter Flight Services, a Port St. Lucie company with no previous medical evacuation experience.

St. Lucie County SO operates DoD Surplus Bell helicopters but in mid-2002 it expanded into operating the A119 Koala N911SL, only to lose the first aircraft in a crash in the first month. The replacement [also N911SL] entered service in mid-2003.



NEBRASKA: Omaha Police will get two new Bell 206B3 JetRanger helicopters under a \$2.67M contract signed between the City Council and Bell Helicopter for delivery next year. The Omaha Police Department currently has six military-surplus Bell OH58A helicopters in inventory, each more than 30 years old. Four airworthy examples have over 12,000 hours on their airframes and the remaining two just provide parts to the other four. Spares are becoming increasingly difficult to find.

The new aircraft purchase decision came after two years of careful evaluation. OPD pilots tested five different types in a competition to see which company would get the contract. Tested were the Eurocopter EC-120, the MDHI MD520N and MD500E, the Schweizer 333 and the Bell JetRanger 3. The JetRanger won because it was judged safest, easiest to maintain and easiest to transition pilots to from the existing fleet.

OPD mechanics have all been through the Bell school; they understand the type and it will be more economic to remain true to a Bell fleet. Another cost related aspect is that the JetRanger fits the existing hangar, saving the city \$700,000 in potential building costs. The new helicopters are scheduled to be delivered in August and October 2008. [KETV7]

Ed: Six years ago – in August 2001 – there were budgetary threats to OPD air operations. Despite a budget crunch, the Omaha police-helicopters survived being grounded. Just two years later – in November 2003 the Mayor again said if the budget was not passed, Omaha would lose the police helicopter unit. In the wake of pilots leaving more were needed and the future was again, temporarily, in jeopardy.

Then last summer [2006], in a complete reversal of tack, the budget included a request for three new police helicopters over the next four years at a price tag of \$2.8M.

The current plan is to purchase a third in 2010. No new staff would be required and the newer helicopters will require less maintenance.

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TEXAS

DALLAS: With the delivery of a third aircraft Dallas Police Department has completed its current re-equipment plans.

The latest arrival is a Bell 407 N2592T, c/n 53748 and that joins a pair of new Bell 206 JetRanger's delivered earlier in the summer. Of the 206s N1510L c/n-4613 has approx 550 hours on it and the second ship (N1511L c/n 4618) has close to 400. Dallas has tended to use Bell helicopters since being set up around 38 years ago.

Meanwhile the City of Dallas is selling of its original fleet of Bell helicopters by on-line auction. On September 7 Dallas commenced an on-line auction scheduled to close to bids on September 28.

S Jones

Lot 1 - 1978 Bell 206B3 JetRanger N169779; c/n 2346. Total Time: 25,050

Lot 2 1984 Bell 206B3 JetRanger N3211N; c/n 3808. Total Time: 17,500.

Lot 3 1972 Bell OH-58 Kiowa: N1512L / c/n 72-21194. Total time: 9,800





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WASHINGTON: One year after taking delivery of a careworn 37-years old DoD surplus Bell OH-58 Kiowa the Spokane County Sheriff's Office [SCSO] in Spokane took delivery of the refurbished machine.

After many years without air support SCSO started a renewal process in September 2006. The Kiowa, N215SC 70-15148, has now entered service carrying flir and searchlight

AIR AMBULANCE

GERMANY

DRF: The air rescue alliance TEAM DRF is working closely with the ECMO Center of the Children's Clinic Mannheim. The aim is to increase the chances for survival of newborns, infants and children who need an artificial lung, known as ECMO (extracorporeal membrane oxygenation).

The project carries the name 'KITS' (Kids Intensive Care Transport Service) and assures professional smooth transport logistics for sick children. A specialised team of the ECMO centre Mannheim picks up the child and flies them to an ECMO centre with spare bed capacity. If there is a bed shortage in Mannheim, patients can be transported to the other German ECMO centre in Bremen or to a foreign ECMO centre in Graz, Rotterdam or Stock-

holm. The intensive care transportation is carried out using Bell 412 and BK 117 helicopters.

The ECMO teams consist of two paediatricians, one paediatric surgeon and one intensive care nurse of the University Clinic of Mannheim. Donations enabled the Childrens University Clinic of Mannheim to acquire a new transportation unit that offers both special artificial respiration and the ECMO artificial lung.

The ECMO therapy is staff intensive and costly. Between 1987 and the beginning of 2007 the ECMO centre of the University Clinic of Mannheim treated 320 children and developed into a competence centre.

More information on the Internet about the project visit www.kits-germany.de

INDIA

BANGALORE: India is now starting to grasp the US and European concept of operating air ambulances. Hospitals like Kokilaben Dhirubhai Ambani Hospital (KDAH), Escort Hospitals in New Delhi, Manipal Hospital in Bangalore and several other quality hospitals in the country use air ambulance services in cases where the transport by ground ambulance could endanger the life of a patient or in remote areas where there is no ground accessibility.

Recently Apollo Hospitals joined the list of such hospitals. The hospital group has tied-up with Deccan Aviation to launch air ambulance service from Bangalore. There is an urgent need to plug a gap by providing immediate medical assistance which also includes air lifting or medical evacuation by air but medical evacuation in India still has a long way to go. Deccan will provide the helicopter and take care of aviation logistics, Apollo emergency specialists will take care of the medical aspects by providing trained personnel, equipment and medical care during the flight.

India operates a system not supported by insurance schemes and that does not allow for aircraft to be set aside for this role. All flights are currently undertaken on an ad-hoc basis with a range of Deccan aircraft able to step into the role at short notice.

In an effort to turn the current situation around Deccan is in talks with insurance companies to include air evacuation in medical insurance policies so that air-borne emergency medical service is extended to anyone. [The Economist]

UNITED KINGDOM

DEVON: The Devon Air Ambulance Trust (DAAT) launched a revised website on September 24, a date chosen to coincide with the UK National Air Ambulance Week. The website, www.daat.org informs on the work of the service and the charity, together with details of how supporters can make a difference. It includes an online donating facility and shop. The website is an essential marketing tool in highlighting the work of the charity and service.



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National Air Ambulance Week was set up in order for the air ambulance charities across the country to further raise the profile of the service and its charitable status. There are 22 operational Air Ambulances funded by 16 separate charitable trusts in the UK. The first Air Ambulance was in Cornwall, which went into operation in 1987, The Devon Air Ambulance flew its first mission in August 1992 and recently celebrated its 15th birthday

ESSEX: On September 25 the Essex Air Ambulance made its 9,000 flight in response to an emergency, since the launch of the service in July 1998.

East of England Ambulance Service paramedics Richard Mackie and Laurie Phillipson, along with pilot Dave Surtees, were on the 9,000th mission. They regularly work as Aircrew on the helicopter. [EAA]

GREAT NORTH: A fundraising week with an aim to raise £100,000 for Cumbria's air ambulance is to be held this month. The event will be launched on October 7 and run until October 14 and will rely on local businesses, schools and workplaces to raise the much-needed cash for the Pride of Cumbria, the county's Eurocopter AS365N air ambulance G-HEMS.

Jan Hawkins chairman of Friends of the Pride of Cumbria, the volunteer group behind the air ambulance has been fundraising for the ambulance for the past five years and is organising this latest event that they hope will see local businesses and the like hold various events and help raise the target amount.

The Pride of Cumbria costs £1.4M a year to run and receives no official funding. The £100,000 will be enough to cover costs for less than a month.

KENT: One of the leading air ambulance operators in the UK invited its former CEO and founder Kate Chivers to unveil the naming of their MD900 Explorer G-KAAT. The helicopter is now called The Kate Chivers.

Kate Chivers was the leading light when the Kent Air Ambulance Trust and Kent Ambulance NHS Trust Initially started operations [as the South East Thames Ambulance] using an AS355F1 provided by McAlpine Helicopters in December 1989. The unit evolved to take up with a PAS/MAS aircraft but suffered severely from the fatal loss of an AS355F G-MASK in July 1998.

After the trauma of the year following the fatal accident the Kent Air Ambulance Trust re-started full seven days working in September 1999. In 2000 Kate saw in the delivery of the replacement MD900 G-KAAT and a new operating base constructed at Marden, Kent in early 2000.

Having set up a strong operation over a ten year period former nurse Kate Chivers left the KAAT in retirement in January 2003. The operation is now under the guidance of a new CEO David Philpott. He came from the Essex Air Ambulance Charity in 2004 and has overseen further expansion of the service to encompass the new operation at Dunsfold and the existing police operation in Sussex. All three now work together.

The new Explorer helicopter c/n 0062 G-KSSH [ex-West Midlands Police G-WMID] is expected to enter service some time after Helitech, perhaps as late as November. The plans are that the aircraft will be at the show in its new colours [similar to those of G-KAAT] promoting the MD Explorer and air ambulances in general..



THAMES VALLEY: Recently arrived from being the CEO of the Devon Air Ambulance Lyn Paver the new CEO of the Thames Valley and Chiltern Air Ambulance Trust has pledged to raise its profile across the county.

Based close to the Chiltern Police air operation at RAF Benson, near Wallingford, Oxford they use a Eurocopter [Bolkow] BO105DBS4 to undertake a service that is now approaching its 10,000th mission. The BO105 is leased from BASL at Staverton.

Lyn Paver sees her role as enhancing the current standing of the operation and increasing funding to a level whereby it can support the purchase of a new EC135 helicopter. Effectively Ms Paver is bringing the Devon Air Ambulance Trust model of operation in terms of fundraising and an ability to innovate and continually move forward the Thames Valley operation. [Oxford Mail]

WEST MIDLANDS The once frenetic plans to move the East Midlands BO105 aircraft from the airport to Staffordshire have softened to a new dateline of March 2008. It seems that there has been a mix of disinformation circulating in recent weeks and this has been fed, in part, by the new NHS health authority boundaries leading to a re-evaluation of areas of interest.

An existing charity has made a formal offer to take over an East Midlands service using funds already raised in the area. County Air Ambulance Trust is among a number of different groups bidding to replace the East Midlands Airport based helicopter, which serves Derbyshire, Leicestershire and Rutland.

It was the West Midlands Ambulance Service, current NHS based operators of the aircraft that announced the transfer because it claimed that most of the funds for the service were raised in the West Midlands. County Air Ambulance, one of the groups which raises money for the three West Midlands air ambulances, says it has enough cash to fund the £1.2M for a dedicated East Midlands service.

The various charities are now in talks with East Midlands Ambulance Service on how to best replace the provision, being withdrawn in March. There's been talk of Agusta 109 operating Northamptonshire and Warwickshire providing cover but the number of incidents their helicopter already deals with in their own area is going up and some are saying they may be unable to meet the additional commitment.

County are looking to lease a similar aircraft. The service was called out 720 times in the past year and costs about £2,000 a day to run.

YORKSHIRE: The head of Yorkshire air ambulance is to retire. Chief executive Martin Eede joined the charity less than four years ago and worked to raise the organisation's profile.

He has overseen the acquisition of two new generation helicopters [MD900] and the county's first air dispatch desk and says he feels he has now achieved every target he wanted to.

Yorkshire Air Ambulance will get its second MD900 helicopter later this month. It will be based in Sheffield.

FIRE

GREECE

In the wake of fires that killed 67 people in August the Fire and Aviation Management of the US Forest Service in United States has offered to help with future firefighting efforts in Greece. The US effort will include tracking down the suspected arsonists blamed for many of the fires. Total US aid after the Greek fires has reached \$1.9M.

In the aftermath of the fires it was learned that some 46 aircraft [and other resources] was offered to the Greek nation and of these only 8 were in fact found to be not required. [Flight]

UNITED STATES

FEDERAL: A drone developed and operated by NASA at Moffett Field's Ames Research Center in Palo Alto was enlisted in the fight against two major forest fires raging in Central California last month.

The remotely piloted plane, a version of the Predator B known as the Ikhana is built by General Atomics Aeronautical Systems. It is similar to Predators used by the military in Afghanistan, and adapted for environmental science and technology research missions.

The craft flew over both fires using its onboard instrument array to look through the smoke and pinpoint hotspots.

The aircraft continued with a schedule that slated it to overfly and report upon ten or more fires then ravaging the US West Coast. Imagery is delivered via the Web in real time from the unmanned vehicle.

The 20-hour flight was the third in a series of wildfire imaging demonstration flights being conducted by NASA and the US Forest Service as part of the Western States Fire Mission.

[Monterey Herald]

NEW YORK: The firefighters' union, the Uniformed Firefighters Association, says the Fire Department of New York should own a helicopter to help put out skyscraper fires; but the department says that's a bad idea.

Although fire fighting operations across the world are successfully using helicopters in the role and many others simply dream of the day when they will obtain air assets the official line from the New York City Fire Department is that '... it is simply unsafe to use helicopters to suppress high-rise fires in New York City, and the Fire Department has repeatedly rejected that idea due to many operational concerns...'

They do however acknowledge a valuable surveillance role and highlight an established protocol with the NYPD.

On August 18 a battalion chief was sent up in a police helicopter to monitor a fire on the 17th floor of the 26 storey former Deutsche Bank building next to Ground Zero, where two firefighters died. Currently Union officials are arguing over whether a helicopter could have helped during the fire. Firefighters were not able to access water for about an hour on the upper floors of the building because a standpipe had been detached. The building was being dismantled because it was damaged when the twin towers collapsed next door during the attacks of September 11, 2001.

According to the Union the fire commissioner ignored one such proposal brought to him by a group of fire chiefs researching the use of helicopters in response to the 9/11 Commission Report. [The Sun/WCBSTV]

SEARCH & RESCUE

NETHERLANDS



Optimare Sensorsystems AG, based in Bremerhaven, Germany has taken delivery of nine operational and planning versions of the TheMAP 210 electronic chart systems manufactured by Chartworx Holland BV. Six of these systems will be installed in the Dornier 228 aircraft operated by the Netherlands Coast Guard.

The systems have been adapted to integrate with the Side Looking Air-

borne Radar [SLAR] on board the aircraft. www.chartworx.com

UNITED KINGDOM

SKY WATCH: The number of pilots in Sky Watch grew to 212 making it by far the largest voluntary air observation and search service in Europe. Member numbers accelerated in September following a feature article on the work of the service in the Daily Telegraph. Growth was further increased by 14 pilots at the new No.9 (East Yorkshire) Unit at Eddesfield. The Unit will be particularly useful for liaison with the Humberside Coastguard Search & Rescue Centre at Bridlington on the east coast..

INDUSTRY

Aircraft manufacturer **Sino Swearingen** has announced that it has sold a majority controlling interest in the company to Action Aviation Investors, a joint venture between Sino Swearingen's largest distributor, **Action Aviation**, and ACQ Capital.

The deal is expected to close by the end of October.

Action Aviation is the type's largest distributor and they also represent the MD900 Explorer helicopter in many of the world's markets.

It is hoped the sale will be a turning point for Sino Swearingen, which has encountered numerous problems since the certification of its SJ30 light jet in October 2005. Production problems caused by poor tooling delayed the first delivery until this year. The second was delivered to Action Aviation at the National Business Aviation Association (NBAA) convention in Atlanta, Georgia late last month.

Swiss aircraft manufacturer **Pilatus** say they are experiencing unprecedented demand for the Next Generation PC-12 high performance single-engine turboprop. The type made its public debut at the 2007 NBAA.

When the new PC-12 was announced at NBAA last year, it immediately attracted a significant increase in orders. Many Pilatus Sales Centers are already sold out of Next Generation PC-12s through to the end of 2009. The PC-12 has been the number one selling turbine-powered business aircraft for the last four years. The type has made significant sales into the emergency services market worldwide – particularly in Canada and Australia.

The Next Generation PC-12 features a number of improvements, including a fully integrated Honeywell Primus Apex avionics system, a new cockpit designed by BMW DesignworksUSA, and a more powerful Pratt & Whitney Canada PT6A engine.

Pratt & Whitney Canada has now received type certification from Transport Canada for its PT6A-67P engine, selected to power the next-generation Pilatus PC-12 business turboprop aircraft.

A derivative of the popular PT6 family, the PT6A-67P is rated at 1,200 shp (1,824 thermal eshp). It delivers 15 per cent more thermodynamic power to the new PC-12 aircraft for faster climbs and higher cruise speeds.

China is offering for sale eight **Harbin Z-9** utility helicopters to the Philippines military to replace old Bell UH-1H helicopters. Philippines government officials have showed their interest in the Z-9 and other China-made utility helicopters. Companies including MDHI and AgustaWestland are also reported to have joined the bidding for the contract. [China Knowledge]

21st CENTURY POLICE AVIATION

Police Aviation Conference & Exhibition
7 & 8 November 2007
The Hague, Netherlands



Helitech Stand 206

Dart Aerospace Ltd, has received EASA certification for their Fuel Purge Canister Kit which is available for 204/205/212/214 and 412 model helicopters. Transport Canada and FAA Approval has been previously received.

The Fuel Purge Canister Kit safely captures and contains any unused fuel that is purged from the aircraft during a shutdown or false start and prevents the fuel from being released into environmentally sensitive areas.

The Fuel Purge Canister Kit allows the fuel to be safely stored until the aircraft is in a controlled area. At this time, the fuel can be released into an environmentally friendly system by simply opening a drain valve on the canister.

The Fuel Purge Canister may collect fuel from up to 50 false starts and shutdowns. All kits use the same canister and mounting system which makes it compatible with most other aircraft modifications.



Dart Helicopter Services' subsidiary, **Apical Industries** Inc., has also received FAA approval of their Lower Front Fairing Assembly designed for AS350/355 helicopters. Transport Canada and EASA approvals are pending.

The Lower Front Fairing Assembly includes a fuselage panel constructed of high strength carbon and glass fibers surrounding a structural foam core. The fairing mounts in the original location using existing fasteners and is available in two different finishes, a clear coat finish or a primed finish. A thin spray-on metallic coating is applied to the inner surface of the fairing which can serve as a ground plane for antennas if needed.



AS350/355 Lower Front Fairing assembly weighs 11.5 pounds and does not impose any aircraft limitations.

The new **Broadcast Microwave Services Europe GmbH** & Co. KG has launched a new product, the DR2200, onto the world market.

The DR2200 has been specifically developed for use in mobile applications and the compact design of this diversity receiver allows it to be used with the greatest flexibility. To use the DR2200 is only a PC with a software decoder and a free USB-Port necessary. The latest technology enables the device to have a minimum level of system delay and allows data transmission in "real time".

Expected Applications are seen as:

- ◆ Wireless data transmission (video / audio)
- ◆ Mobile receive stations
- ◆ Security and military applications

The DR2200 offers users low system delay (approx. 40ms), Integrated down converters, a frequency range between 2.0 - 2.7 GHz, COFDM 2k transmission, MPEG-2 or MPEG-4 decoding and numerous encryption schemes.

The DR2200 has two antenna inputs featuring integrated down converters. In addition to this, the proven diversity technology suppresses fading and multipath propagations. Even under the most difficult of conditions, this combination offers the highest possible reliability



when receiving signals.

The implementation of the latest technology allows the highest signal quality to be achieved with the minimum of system delay at the same time. In addition, to decode the signal, a PC with software decoder is necessary whereby the software decoder decides for MPEG-2 & MPEG-4.

For security applications the system offers numerous encryption schemes which protect the signal against unauthorized access. The DR2200 is ideal for testing a system without to build up a complex receive station. It is also perfect to record the received signals without any loss of signal by the use of the internal transportstream (270MBit/s).

Broadcast Microwave Services Europe GmbH & Co. KG is the former TANDBERG Television AVS GmbH acquired by highly respected US company **Broadcast Microwave Services, Inc. (BMS)**. TANDBERG complements BMS's existing line of high quality digital and analog microwave communication systems.

With the rise in expectations in the standard of airborne sensors being supplied to the 'top end' operators in the emergency services the previous gap between their needs and 'Broadcast Quality' has narrowed considerably. As a result the industry is now offering broadly similar products to both industries and amalgamating to undertake that.

For more information on Broadcast Microwave Services, Inc., please visit www.bms-inc.com or contact a sales representative at sales@bms-inc.com BMS will be present at the forthcoming Helitech show at Duxford, near Cambridge.

Flying TV the operator of two Robinson R44 Newscopters have moved to new premises just west of London. A new hangar and offices continue a partnership with Heli Air, a leading light helicopter distributor. Heli Air maintains the two R44 ENG helicopters. Flying TV will join with Heli Air to display the original machine G-PIXX at HeliTech 2007 - the biggest European helicopter exhibition at Duxford on October 2-4. It was at this venue 4 years ago that they ordered G-PIXX. G-PIXX has now passed 1000 hours of flying. <http://www.flyingtv.co.uk> Contact Mike Smith on +44 7973 700888



Wintech the developer and manufacturer of the new technology **Trakka searchlight** say that development and production is moving forward apace.

The first law enforcement searchlight fit was in the USA. The first aircraft to be fitted was a Bell appearing to the 2007 Heli-Expo in Florida. At that time the fit was not certified and the aircraft left the show to again operate the SX-16 searchlight. Since then an FAA STC has been cleared and the searchlight is now in service.

Meanwhile the company is working with HELOG in Switzerland in proving the Trakka towards the receipt of EASA Certification. The carrier airframe is understood to be a Puma.

Wintech have been in exploratory talks with potential UK police users during this year but nothing has been signed and PAN understands that there is at least another six months grace before there will be any real pressure to sign up. Meanwhile other operators are being sought within the wider market.



HELI-EXPO

Houston, Texas

February 24-26

Helitech Stand 1605



Turbomeca has inaugurated their newly expanded facilities at Turbomeca Australasia in Bankstown Airport (NSW), close to Sydney. This expansion helps to meet the growing demand for Turbomeca engines. The additional 1,300 square metres encompasses office space, additional workshops, a new assembly hall and a state of the art RTM 322 test cell. Turbomeca Australasia is a unique turbo-shaft engine production and support capability in the region.

Thanks to this expansion, Turbomeca Australasia will be able to assemble, test and then to support the 92 RTM322 and 46 MTR390 engines, respectively powering the MRH90 and Tiger ARH helicopters, for the next 30 years.

Turbomeca Australia is 12 years old and serves as the TurboSupport Center for the Arrius, Arriel and Makila engines and a repair center for Arriel 1 series engines. It has over 100 employees who provide support to more than 150 operators and 400 engines distributed throughout Australia, New-Zealand and all the surrounding islands.



The US Department of the Interior Aviation Management has issued a safety alert that deals with cracks found in **SPH5 helmets**. This design of helmet is used by a number of federal agencies. The cracking in the forward edge by the ear lobes is ascribed to misuse by the wearer and cannot be repaired. The safety alert explains how to help prevent cracking and the resultant \$700 replacement bill. The two page alert document provides a useful link to an 27 page SPH5 users manual http://amd.nbc.gov/safety/alerts/IA_Alert_0701.pdf [SM]

R&D Design Services, Ltd. (RDDS), of Margate, Kent, UK, a leading provider of airborne surveillance systems to worldwide Civil, Police and Military organisations, has announced the UK Civil Aviation Authority (CAA) in association with the European Aviation Safety Agency has granted approval for EASA Part 145. The approval of (EASA Part 145) allows RDDS to issue Form One certificates for the repair and maintenance of mission-critical avionics equipment.

Building on the success of its pioneering image-enhancement technology, RDDS continues to introduce a new range of products for the aviation industry including mission-critical multi-functional displays and other bespoke designs for specific mission applications.

RDDS was founded in 1993 and has built a reputation among Police, SAR and Military airborne surveillance organisations worldwide for providing a full range of image-enhanced aircraft cockpit displays and video distribution systems.

The company is currently working on a low cost replacement for its older 9 inch display systems. Although new build aircraft tend to employ larger systems older aircraft with 9inch displays built in are facing high cost modifications because the replacement screens are no longer available. The new project will bring to the market economic direct replacement screens with advanced functionality. For more information please visit www.rdds.co.uk

NEWS FROM THE SHOWS ... NBAA, Atlanta, Georgia

At the 60th annual Convention of the NBAA in Georgia, **Microturbo** announced the launch of its e-APU program, for a new Auxiliary Power Unit, specially designed and optimised to meet the specific needs of the business aircraft market.

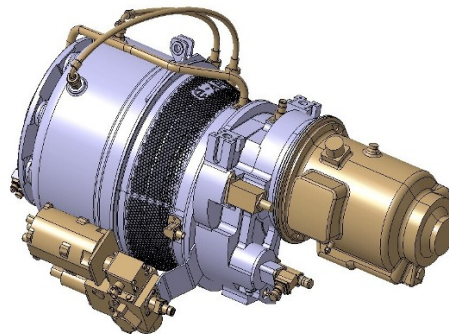
The key features of this new generation of Auxiliary Power Units are a streamlined architecture with two axial turbine stages and a high pressure cycle based on proven technologies, ensuring remarkable reliability, availability and performance.

The e-APU delivers electrical power ranging from 15 to 90 kWe, making it a perfect match

for the requirements of future business jets with their higher demand for electrical power. It also boasts an extended operating envelope of up to 51,000 feet in flight, with a maximum starting altitude at 41,000 feet.

From the environmental standpoint, the e-APU features extremely low pollution and noise emission levels, plus a remarkable acoustic signature of less than 70 dB.

The e-APU is scheduled for its first run on the test bed at the end of 2008 and for certification in 2011.



AMTC – Tampa Florida

At the Air Medical Transport Conference in Tampa Bay – very much an American institution with few International members – the air ambulance industry comes together annually to network and promote the air ambulance world.

Med-Trans Corporation announced a number of new aircraft orders. They have reached an agreement with Bell helicopters to purchase 11 Bell 407's to be delivered between 2009 and 2011, and eight Eurocopter EC135s with an option to purchase eight more in coming years. The first aircraft will be delivered at the end of the first quarter in 2008, and roughly one aircraft per quarter thereafter. These aircraft will be utilized in the expanding operations of Med-Trans Corporation's air medical transportation services throughout the United States.

Airlift Northwest has ordered four Eurocopter EC145 helicopters to expand the company's mission capability and upgrade the company's fleet. Airlift Northwest provides air medical service for one of the largest and most geographically varied service areas in the world-from southeast Alaska to coastal villages in western Washington and central Washington.

The centrepiece of the **Aerolite** booth was a full scale mock-up of a Bell 429 EMS interior. The mock-up, complete with seats, stretchers, cabinets and medical equipment mounts, demonstrated true cabin dimensions and the ergonomic qualities of the interior. After an extensive period of mock up studies and input from potential customers, Aerolite began the design and manufacturing process of Bell 429 EMS interiors for an initial customer. It is planned to have the first interior flying by May 2008.

In addition to the Bell 429 mock up, Aerolite also displayed various EMS components such as an overlay, light weight medical floor for the EC145, stretchers, a stretcher loading platform and medical seating configurations.

Aerolite Max Bucher AG is a leading independent supplier for helicopter and fixed wing aircraft interiors. Although based in Europe it has a representative -Aerolite America LLC, based near Charlotte, North Carolina.

Metro Aviation, Inc. continues to lead the helicopter completion and operations business with continuing product improvements and innovations to enhance safety and operational efficiencies. These improvements now include four different configurations of the Metro Aviation developed EC145 air conditioning system, the latest of which a fully integrated aft evaporator that does not intrude into the aft cabin area. Additional updated EC145 equipment developed by Metro Aviation includes an SPIFR STC with two Garmin 530 NAV/COM integrated with an Avidyne EX500 multifunction display.

Metro Aviation also manufactures its own two piece aluminium floor for EC145 utility or air



medical applications. The company designs and manufactures several other air medical interior components such as a comprehensive medical rack system both for the EC135 and EC145.

Metro took the latest in flight tracking devices to the show in cooperation with the OuterLink Corporation. This has led to an increased capability system that improves safety during both fixed and rotary wing air medical operations around the United States.

Metro announced the grand opening celebration to inaugurate their new facility in Shreveport, Louisiana on November 1 2007. The company will host invited guests to tour the newly finished building which houses administrative offices, helicopter completion operations, manufacturing, spares warehousing, and maintenance.

Iridium® Satellite has announced that four major North American air ambulance and medical transportation fleets have switched to Iridium for mobile satellite communication services.

Air Methods Corporation is installing Sky Connect TRACKER systems for Iridium-based automatic flight following (AFF) as well as cockpit voice and data communications. As the largest air ambulance service in the United States, Air Methods provides air medical transport services for hospitals and communities in 42 states.

Sky Connect has also been selected to supply Iridium-based voice, automated tracking and text messaging services for the California Shock/Trauma Air Rescue (CALSTAR) fleet of helicopters and fixed-wing aircraft. The move will provide CALSTAR aircraft with continual tracking and communications for its operations in northern and central California, including regions around Lake Tahoe.

Ontario-based Ornge, the largest provider of aero-medical transport services in North America, is installing Latitude Technologies' Skynode S200 Iridium terminals on its fleet of Sikorsky S76 helicopters and King Air 200 fixed-wing aircraft. The S200 systems will allow medics to communicate with the doctors in the Ornge operations center and will provide flight tracking and messaging. Ornge has also acquired 15 portable Iridium handsets from Latitude Technologies for additional connectivity when responding to on-scene trauma.

REACH Air Medical Services has chosen SkyTrac Systems to provide Iridium-based AFF and satellite communication solutions for its fleet, including Agusta 109A, Cessna 421C, EC 135 and King Air 200 aircraft. The SkyTrac integrated systems will interface with REACH's existing dispatch center computers. REACH joins a number of air ambulance service providers to switch to Iridium and install SkyTrac equipment including Geisinger, Shannon Air Med, BC Ambulance and Air Methods' REMSA program.



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AIRMED
2008

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Czech Republic

www.airmed2008.org



DSEi London Docklands

FLIR Systems announced the receipt of a \$28.6M order from the United Arab Emirates (UAE) for its Star SAFIRE(R) III stabilized, multi-sensor systems. The units delivered under this order will be used for homeland security and high-value asset protection missions. Work will be performed at FLIR's facilities in Portland, Oregon. Deliveries will begin in 2008 and extend into 2009.

QinetiQ's Zephyr High Altitude Long Endurance (HALE) Unmanned Aerial Vehicle (UAV) has exceeded the official world record time for the longest duration unmanned flight with a 54 hour flight achieved during trials at the US Military's White Sands Missile Range in New Mexico. The flight trials were funded through the Ministry of Defence (MOD) research programme.

The duration of the flight exceeded the current official FAI world record for unmanned flight which stands at 30 hours 24 minutes set by Northrop Grumman's RQ-4A Global Hawk on 22 March 2001. However because there was no FAI official present at White Sands it is not expected to be an accepted official world record.

Launched by hand, Zephyr is an ultra-lightweight carbon-fibre aircraft with a wingspan of up to 18 metres but weighing just 30 kg. By day it flies on solar power generated by amorphous silicon arrays no thicker than sheets of paper that cover the aircraft's wings. By night it is powered by rechargeable lithium-sulphur batteries that are recharged during the day using solar power.



The German Armed Forces have ordered three more **Mega-Voice** systems this month bringing the total this year to thirty.

Having experienced other portable PA systems, in Afghanistan and Uzbekistan, they needed to upgrade their requirements for this year's systems. Top of the list was improved sound-quality and intensity. Previous systems were loud but not clear. The Mega-Voice's sound-quality and intensity are unparalleled and the importance of this is more complex than you might think. There is a fine line between a loud voice and shouting. A human being

responds to emotion; shouting, crying, and screaming etc. with a heightened sense of panic and some people will shut down other sensory inputs when put under pressure. Children do not listen to a shouting teacher or parent, members of the public will not listen to a shouting soldier. They will watch for other aggressive gestures. The optimal way to communicate with someone is to speak not to shout; the tonal frequencies are different when stress is put into the amplified voice. So if the speaker can speak (not shout) into the PA system, and the system deal effectively with the voice amplification, then this not only improves communication, but can make the difference between good communication and no communication at all.

One fire chief explained, whilst using a "quieter" PA system after a gas explosion, he asked fire officers to broadcast a warning message to

"stay inside and keep all windows and doors shut". The poor quality in speech resulted in everybody coming outside to see what all the noise was about!

In urban peacekeeping situations voice amplification is used to avoid and deter dangerous and critical situations and to clearly inform, instruct, evacuate etc. Peace keeping forces will always inform villagers and communities face to face when they can, but under urgent circumstances or when troops are unsure of the reception, then the Mega-Voice facilitates clear speech, recorded or "live", to be carried over great distances, giving time for crucial life or death assessments to be made.

The Mega-Voice can produce a clear Sound Pressure Level (SPL) of 131 dB, but what exactly does that mean? Loudness is usually measured in terms of the SPL. The units of SPL are decibels (dB). The decibel is a measurement of SPL, in the same way that the kilogram is a measurement of weight. The table below shows the SPL for some typical sound situations. For full information and downloadable brochure visit: www.sound-to-go.co.uk



A blue banner for the Berlin Air Show. On the left is the ILA logo with the text "ILA Berlin-Brandenburg". In the center, it says "Berlin Air Show" with the dates "May 27-June 1, 2008" and the website "www.ila-berlin.com". On the right, there is a circular graphic with a red center containing the text "The focal point of aerospace." and several images of aircraft. At the bottom right, it says "Helitech Stand 515".

The German Army [Heer] has embraced the type of small UAV that has been gaining increased acceptance in UK emergency services during this year.

The Heer has fielded a range of UAV craft and the smallest of these is known in their service as the **Mikado mini-UAV** which they deploy at section level in their infantry formations. Both the user and the manufacturer, Air Robot, were at the show exhibiting the craft.

The German Military – through Diehl Defense – commissioned this first-generation device with the original ‘inventor’ – now developing second (MD4-200) and third generation (MD4-1000) units as ‘Microdrones’. For now though the current models—The Mikado and other designations—has a maximum range of 500 metres with a payload of 200 grams and an endurance of about 20 minutes between charges.

In Heer service the craft uses four half hoops to land on [see above] but a number of different layouts have been noted – for instance the UK version marketed by MW Power as the Hi-Cam uses a style of skids akin to those of a standard helicopter [see the cover of last months issue]. There are other detail differences in the craft between operators. In the wake of last months article MW Power www.mwpower.co.uk/ have provided a link to a video of an earlier UK emergency services trial.

<http://news.sky.com/skynews/video/videoplayer/0,,30100-1274530,.html>



Skyquest Aviation, recently noted for their high quality systems integration in the latest UK police helicopters, has been awarded a design and supply contract for airborne camera and closed circuit television systems on the Royal Air Force's tanker variant TriStar aircraft. The contract was awarded by Marshall Aerospace of Cambridge, appointed by Lockheed Martin as the design authority for the UK RAF TriStar fleet.

Skyquest will deliver existing video distribution and touch-screen display technology, and adapt their own camera technology for improved levels of live video during airborne refuelling sorties. Live video can be sent to the flight deck displays, giving aircrew accurate situational awareness during airborne refuelling. Using Skyquest's new QuadView image processing technology, aircrew will be able to select and manipulate video from several cameras to display either multiple on-screen images or select an individual camera for a full screen display.

The work, which forms part of an existing contract between the DE&S Air Refuelling & Communications Fleets Integrated Project Team and Marshall Aerospace, will begin with a trial installation of the equipment at Marshall's Airport in Cambridge October 2007.

Six of the nine RAF TriStar aircraft are fitted for air refuelling, these are known as the K Mk.1 and KC Mk.1 variants. www.skyquest.co.uk

Thales UK has announced the launch of COASTMASTER, a compact, lightweight radar system (30kg) designed to be fitted in standard or electro-optic / infrared unmanned air vehicle (UAV) payload bays. This new radar combines high-performance ground surveillance with advanced maritime capabilities.

Designed to complement Thales's existing airborne surveillance family for naval and maritime customers such as navies, coastguards, customs and excise, and fisheries, COASTMASTER has been specifically developed to meet the requirements of platforms such as UAVs, helicopters and small manned aircraft.

Applications include surveillance of coastal areas, country borders and exclusive economic zones where anti-drug trafficking, economic migration control and counter terrorism, as well

as the protection of vulnerable maritime assets such as ecological protection zones and fisheries, are a focus.

Its breadth of coverage means that COASTMASTER is suited to the detection of small and fast-moving targets whether over land or off shore, in particularly estuarine regions or those – such as the US, Canada, South America and South East Asia – with a large number of islands or waterways.

With UAVs increasingly used in border protection and counter-piracy, COASTMASTER's design ensures low impact on air vehicle operation or endurance, and includes high-fidelity maritime and ground surveillance modes including maritime reconnaissance and moving target indicator, SAR, ISAR and GMTI.

COMING TO HELITECH

Carl Zeiss Optronics are to launch and promote their new airborne sensor system at the forthcoming Helitech [Cambridge, UK] and Milipol [Paris, France] shows this month. The product will be their High Definition LEO-III-HD airborne observation system [see cover image]. Carl Zeiss Optronics (Pty) Ltd is based in South Africa. .

PremiAir, one of the UK's leading Business Aviation/GA focused aviation services businesses will be back at this years Helitech with a prominent stand presence. Among other areas of expertise the company will be promoting its long standing market leading position supplying pilots to UK Police Air Support units. Earlier this year PremiAir made a significant industry move in becoming the manager and operator of The London Heliport at Battersea when the Heliport was purchased by PremiAir's parent company.

PremiAir will be promoting its broad breadth of aviation support services at Stand No. 1206 at Duxford. www.premi-air-aviation.com www.londonheliport.co.uk

You can get details of the forthcoming **Police Aviation Conference** in The Hague, Netherlands from the Shephard Press & Conferences Stand in the main exhibition hall.



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23 July 2007 Agusta A109E G-MEDS. Warwickshire & Northamptonshire Air Ambulance. Operating in VMC and three miles out from Coventry Airport on finals coupled to the ILS virtually the whole electrical system failed. With the exception of the Electronic Heading Situation Indicator [EHSI] all screens went blank. All electrical switches checked and found to be normal. After a short while all electrics except the EFIS returned. The aircraft landed safely. [CAA]

19 August 2007 Agusta A109E G-MEDS. Warwickshire & Northamptonshire Air Ambulance. About five minutes after take-off a complete loss of emergency and essential electrical power was lost without warning. The aircraft was put down in a field safely. [CAA]

3 September 2007. Piper PA-18-150 N2355H. State of Alaska, Department of Public Safety, Anchorage, Alaska. Sustained substantial damage when it collided with terrain, following an uncontrolled descent during takeoff initial climb from an unimproved, off-airport landing site, about 27 miles northeast of Valdez, Alaska. The solo pilot was not injured. During takeoff, after climbing out of ground effect, the airplane lost lift and descended. The pilot reported damage to wings and fuselage. [FAA]

6 September 2007 Eurocopter EC135P1 N911SV. Air ambulance of St Vincent HELP Flight, Billings, Montana. Operated by Metro Aviation Inc. During the return leg of an inter-facility transport at 1500 AGL and 20 NM from Billings, the Pilot/Crew heard a loud bang and felt something impact the aircraft. Suspecting a bird strike, the Pilot made a precautionary landing at the Billings airport (KBIL). The Patient and crew were transported by ground ambulance to SVH. Subsequently a bird strike was confirmed.

7 September 2007 Eurocopter AS350B2 N350MV. Air ambulance of MedFlight of Ohio, Columbus operated by OmniFlight Helicopters Inc. On responding to a call the crew removed tie downs and started up. It was at this point that it was realised that the tail rotor block had been missed. Pilot shut down the aircraft and aborted the response and placed the aircraft out of service pending inspection. A small mark was noted on one of the trim tabs and the tail rotor blades were subsequently replaced and aircraft was placed back in service. [Concern]

7 September 2007 Robinson R44 N A police helicopter made an emergency landing in a Costco parking lot in Azusa whilst operating for El Monte PD monitoring the Azusa area. It was not immediately clear why the helicopter made the emergency landing. A few cities, including Azusa, contract for the helicopter to assist in such operations as car pursuits, suspect chases, and missing people searches.

9 September Helicopter. Indian Border Security Force. An unidentified helicopter caught fire in north Kashmir's Bandipore district. Reports suggest that the machine caught fire due to some technical problem just as it was taking off on a flight to Gurez. Two BSF men sustained injuries and the machine was 'partially damaged' [GKNN]

9 September 2007 Eurocopter AS350 N904CF. Air ambulance. On landing at a spot 40 miles from Carson City, Nevada the tail rotor blades struck a marker. [FAA]

14 September 2007 Eurocopter BK117C1 N237NE Air ambulance of Boston Med-flight, Hanscom AFB, Bedford, Massachusetts operated by EraMED. Aircraft was on short final to landing at hospital helipad when a loose plastic construction tarp on a building being demolished was drawn up into the main rotor system and shredded into numerous frag-

ments. The pilot completed the landing without incident. There were no injuries. [FAA]

15 September 2007 Eurocopter BK117C-1 N273NE. Air ambulance. When landing at Martha's Vineyard in Massachusetts the main rotor came into contact with a tarpaulin. No injuries, damage undetermined. [FAA]

19 September 2007 Kamov Ka-226 RA-????. Moscow Police Dept, Russia. The police helicopter made an emergency landing on Moscow's orbital road after its engine had failed. The Kamov had been on a routine patrol mission crewed by two and carrying two environmental police officers aboard. The engine failure was followed by a fire that destroyed the airframe. Although initial reports gave four occupants and no injuries it was subsequently stated that seven had been on board and that three had been injured. The later report also claimed that the aircraft had not burned out. [TASS]

24 September 2007 Cessna 210 N732XE. US Customs & Border Protection. The plane crashed near Moriarty Airport, 35 miles from Albuquerque, New Mexico killing Julio E. Baray a US Customs and Border Protection officer under instruction and injuring another who was acting as instructor. The plane had been practicing takeoffs and landings just before the crash. [media/FAA]

EVENTS

TranSec World Expo, now in its 6th year, will take place on 25-26 June 2008. The event has become the annual meeting place for transport security professionals to meet with suppliers of dedicated security solutions from Aviation, Maritime, Rail and Supply Chain Security. The Organisers have announced that the event, recently held at the now defunct EXPO XII venue in Amsterdam, is to move to a larger and more suitable venue - PTA Amsterdam for 2008.

The move follows the success of this year's event held in June that received 1,589 Heads, Managers and Directors of Transport Security from 49 countries. With a record 100% of the 2007 stand space already booked for next year, TranSec World Expo has moved to PTA Amsterdam to accommodate additional exhibitors.

Exhibitors confirmed so far for 2008 include: L-3, Rapiscan, Smiths Detection, ADANI, Brijot, Genetec, IDO Security, Autoclear, Smart Approach, Garrett Metal Detection and Varian.

The new official web site for TranSec World Expo 2008 www.transec.com is now live. For further information on the exhibition, sponsorship, speaking opportunities or visiting please contact Peter Jones, Event Director, TranSec World Expo, pjones@niche-events.com + 44 (0) 208 542 9090

The AeroExpo team has announced the launch of a new general aviation show – AeroExpo Prague, Czech Republic, in addition to their already extremely successful UK AeroExpo event in June.

The event will be held next April at Pribram airfield and offers brand new covered exhibition space with adjacent apron, plenty of hard-static display area and almost unlimited open air ground suitable for general aviation aircraft. The 4,700 ft tarmac runway is sufficient for aircraft up to business jet level and is supported by a well maintained grass runway of equal length. Flight demonstrations will also be especially easy to accomplish at AeroExpo Prague.

One difficulty that might be envisaged in the PAN readership arena is that the event is being put on a week of two before the 20-23 May World Congress AirMed 2008 also in Prague, Czech Republic. Guarant International +420 284 001 444 fax +420 284 001 448 airmed2008@guarant.cz www.airmed2008.org

DIARY

9-12 October 2007 Milipol 2007 Paris. 15th worldwide exhibition of internal State security They have moved from Le Bourget to improve the exhibition. We are therefore pleased to announce that MILIPOL PARIS is changing venue and will be held at: Paris Expo Porte de Versailles - Hall 7 <http://www.milipol.com/>



24-25 October 2007 Heli-Asia 2007. Shangri-La Hotel, Kuala Lumpur, Malaysia. Shephard's winning formula for combining top quality conferences and seminars with a highly relevant exhibition returns to MALAYSIA 2007 for the 7th Heli-Asia event. www.shephard.co.uk

25-26 October 2007 Rotor Focus 2007 at the River Rock Hotel and Casino, Richmond, British Columbia, Canada. ACROHELIPRO Global Services Inc. & Aviall Canada Ltd. indicate that this two-day helicopter maintenance symposium planned for Richmond, BC is proceeding and has increased representation from presenters, registrants and sponsors.

On site registration starts Wednesday, October 24 1600 – 1800 in the lobby area. Breakfast is from 0700 to 0800 on Thursday October 25 with a full day of presentations from a range of speakers and manufacturers including Bell Helicopter, Pratt & Whitney, Rolls Royce, Champion and Sagem Avionics. Entertainment in the evening. On day two presentations will include those from Turbomeca, Concorde, Eurocopter, Sagem Avionics and Acrohelipro. Registration information and forms are available by visiting www.acroheliapro.com and click on the Rotor Focus 2007 icon

29-31 October 2007 Night Vision 2007. Ronald Reagan Building, Washington DC. Shephard's 16th Night Vision Conference and Exhibition returns to the USA and will be the global platform for the night vision community. With representatives expected from a wide range of nations and disciplines, attendees will be exposed to the latest thinking in military, paramilitary and civilian organisations, including police and law enforcement operations, and how they can benefit from evolving night vision technologies, operations and systems. www.shephard.co.uk

7-10 November 2007. Defense & Security 2007 Bangkok, Thailand. Tri-Service Asian Defence And Internal Security Event For Land, Sea and Air. draws closer, international participation in the exciting event is accelerating. To date there are 17 countries that will be represented in all areas of the major tri-service event. As official host, the Thai Ministry of Defence has directly invited Defence Ministers and top military officials from 52 countries around the world and ASEAN nations in particular. The exhibition is expected to draw at least 25 official delegations, especially Asian countries such as Vietnam, Singapore, Cambodia, India, Philippines, Laos, Pakistan and Malaysia. www.asiandefense.com

3-5 December 2007 ISNR (International Security National Resilience) London, conference and exhibition at Olympia. ISNR London is founded on the rationale that there's a paramount need for an integrated approach to security issues. The concept has emerged out of Reed Exhibitions' recent acquisition of the Air, Port and Terminal Security (APTS) exhibition and its co-located events, which include Counter Terror World held in December 2006.

Reed Exhibitions is broadening the scope of these existing events into a single platform that will cover the entire spectrum of the homeland security arena. This includes: intelligence and threat assessment, border & transport security, counter terrorism, critical infrastructure protection, crisis management and resilience, plus emergency preparedness and response.

Each ISNR event will consist of a high-level conference, practical workshops and an exhibition area supported by companies that specialise in high-end security technology, systems and services. ISNR London will be hosted in the UK but is a truly international event.



Announcing an exciting event in a stunning venue, in aid of the **British Disabled Flying Association**, a registered charity providing aviation experiences for disabled people and sick children. (www.bdfa.net)

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Programme

- Champagne Cocktails and hot and cold canapés on arrival.
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- (all special dietary requirements will be catered for and can be discussed on booking)

• **Guests of honour** - tbc

• Entertainment

- World class table magician throughout the evening
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- DJ (from the Ministry of Sound)

Prize Draw. - 2 luxury tickets for a fantastic gourmet day trip on the **Orient Express**.

Auction with fantastic prizes - including afternoon tea at the Ritz, Dinner for 2 at Claridges, signed George Michael tour poster, signed George Michael DVD, limited edition Breitling merchandise, West End theatre tickets and an overnight stay with dinner at the Bell, a luxury boutique hotel in Sandwich.

For tickets and/or further information please contact Simon, Joanna or Lauren on **0208 453 0300** or

simon.rapkin@foodevents.co.uk

If you or your organisation would like to sponsor a table for 10 at a cost of £600 please contact

simon.rapkin@foodevents.co.uk

£ 65.00
per ticket.