

Police Aviation News

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IPAR



BACK FOR MORE

Bavaria underscores its satisfaction with the EC135 by ordering a new fleet

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LAW ENFORCEMENT

ANGOLA

A decade ago this country had what appeared to be a thriving police air support wing and they even sent a couple of their pilots to a Police Aviation Conference in London to increase their ability. But times have changed as the apparently thriving fleet of a handful of AS365N helicopters has either crashed or been sold off since the late 1990s.

Four years ago a major 'Reorganisation And Modernisation' of the national police force was reported to have led to the establishment of a so called 'Helicopter Brigade' to boost police intervention capacity. But no hard news ever emerged of what the equipment amounted to.

In some ways the apparent lack of resources in the region have now been underlined by the announcement that Canadian company VIH Helicopters Ltd. has won a six-month, multi-million-dollar contract to help Angola hold its first national elections in 16 years. The deal is just part of a wider 30-aircraft contract the Angolan Government has with another company. The six VIH helicopters, four Sikorsky's, a Bell 212 and a Eurocopter EC135 will be used for pre-election and post-election transportation work for the polls taking place on September 5.

AUSTRALIA

CUSTOMS COASTWATCH: A new helicopter has been added to the northern borders of Australia at Gove (Nhulunbuy) in the Northern Territory. The new arrival is an Eurocopter EC145 assigned to suspected or actual border incidents along the Arnhem coastline and the Gulf of Carpentaria.

The helicopter has a longer range capability than the interim Eurocopter BK117 it replaced, allowing for improved capability in dealing with illegal foreign fishing, people, drug and weapon smugglers, and quarantine and environmental risks. Both helicopters are contracted from Redcliffe, WA based Helicopters (Australia) Pty Ltd until June 2010.



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FRONT COVER: At a time when some sections of the industry are crying foul because certain aircraft are not delivering of their best to the customer Bavaria's decision to purchase eight new Eurocopter EC135 P2i helicopters for their police helicopter squadron to update an existing fleet of EC135's should say it all. But I do not suppose it will.

EUROPE

FRONTEX: Mr. Harald Hartmann [right], the former Head of the Flying Training Organisation of the German Federal Police who retired on December 20 last is now the Project manager for the Frontex Air Crew Training Project based in Warsaw, Poland. This position enables him to conduct special training activities for the Border Police Aviation Units of the EU Member States. To date, he has organised several multinational training activities encompassing Air-Naval Coordination Training, NVG Basic and Advanced Training, Sea-Survival Training, CRM-Training and Crew Exchanges.

Harald Hartmann will be making a presentation on the Air-Crew Training Project at the forthcoming Shephard Police Aviation Conference in London in November.



GERMANY

BAVARIA: Late last month the Bavarian Ministry of the Interior announced its decision to purchase eight new Eurocopter EC135 P2i helicopters for their police helicopter squadron. This will update an already existing fleet of EC135's. The new helicopters are scheduled for delivery between September 2009 and April 2010. [see cover image]

Bavaria has a long history of operating what are now considered Eurocopter types having started in the mid-1960's with French Sud Alouette 2 and 3 and then moving on to the German BO105 and BK117 in the 1970's. In 1999 the Bolkow fleet was changed to the Eurocopter EC135. [EC]

GUYANA

According to information published in Stabroek News the two recently acquired Bell 206 helicopters being used in police air support are part of the Guyana Defence force. The first GDF-1 c/n 3012 was the one previously registered to the Global X Group in the USA as N2464X is painted green and white, is equipped to carry one stretcher and can undertake limited medical evacuations in daytime. Less is known about GDF-2 other than it is blue and silver and fitted with both a nightsun searchlight and a winch capable of lifting 300 pounds. A recent article claims that this may be the only Bell 206BIII in the world so equipped and some question is being raised over whether it can undertake the mission in Guyana's temperatures.

JAMAICA

DRUG TRAFFIC: According to statistics provided by the Jamaica Defence Force, the coast guard was responsible for the seizure of 2,600lbs of marijuana in 2007 - 565lbs more than what was seized in 2006 - and more than 4,000lbs of marijuana at the island's ports since the start of the year.

Most of the marijuana seizures in 2007 were made in ports in canisters attached to vessels. By way of a contrast the majority of the marijuana seized so far in 2008 has been in small go-fast vessels or canoes. [Observer]



MALAYSIA

MMEA: The Malaysian Maritime Enforcement Agency (MMEA) is to acquire its first aircraft and to upgrade its surface fleet.

The operator will be acquiring two Canadian Bombardier amphibious aircraft in the next few weeks and three AgustaWestland AW139 helicopters early next year.

The Bombardier aircraft is being acquired for both a maritime patrol role and fire fighting. The helicopters are to be based in newly constructed hangarage at Subang and Kota Kinabalu.

Nearly half of the current surface fleet of some 25 craft ceded from the police and navy is in urgent need of repair and these are to be progressively built up to at least 45 speedboats for coastal surveillance. [Bernama]

POLICE Meanwhile the Royal Malaysian Police [PDRM] continue to go through what has been a lengthy process designed to re-equip their air fleet. A process that seems to be highlighting all of the known pitfalls in the aircraft acquisition process, and in particular planning, compatibility and capability.

A decade ago the unit operated with a total of 278 personnel including 27 fixed wing and 22 rotary wing pilots flying 14 fixed wing and 10 AS355N helicopters. Since then the fleet has suffered losses to that original fleet but the helicopter fleet currently stands at 12, most of which are now considered to be unable to meet current commitments.



The process started a few years ago in 2005 with a stated intention to buy 21 police helicopters of an undisclosed type but that number has only recently been approved by the Cabinet. A PFI agreement was considered but the latest model suggests the outright purchase of at least one helicopter per state.

With recent political uprisings and demonstrations, the PDRM need this equipment now as the current PDRM AS355's are ill equipped to do monitoring or surveillance. The initial tender process went ahead but appears to have stalled in disarray for a variety of reasons.

In January a story broke suggesting that negotiations to rent '31' helicopters for the police [presumably the intended PFI] involved a conflict of interest for senior members of the police closely linked to a company tipped to be the service provider of the scheme. The same company also had links to a new digital communication system selected for introduction into police service. The newspaper revelations clearly put the whole plan on a new footing and all the plans that had appeared to be falling into place were quietly halted. Most potential bidders simply heard no more of that original set of negotiations.

Two PDRM helicopters are being used by the General Operations Force (GOF) to patrol Sabah waters. The current lack of ability of the existing AS355N fleet is not being forgotten though. Malaysian Internal Security Dept (KKDN) recently tendered for upgrades to their three PDRM AS355N's. The core item in this upgrade is the fitment of the multi-sensor turret to each airframe, the three sensors in the turrets specified are a 3 chip colour camera, TI and spotter 'narrow angle' camera. Front and rear monitors, digital recording and downlink facilities are part of the specification.

Although there were set closing dates these were not adhered to. The original March 31, 2008 deadline was changed twice before closing on May 15 just to allow the bidders to complete the task of sourcing and finding suppliers and design and integration companies. The bids are in but no result has yet been announced. Whether this will fare any better than the last tender seems doubtful.

On pages 4-5 in the October 2007 issue of PAN under 'Malaysia' [still available on-line]. There's mention of LEO 2 sensor turrets for the Mil-171's not being fitted. It appears from local sources that they are stuck at the PDRM air wing. They were purchased for the AS355's through a local contractor but it was only after they were delivered that it became known they did not have the necessary local DCA approvals and/or STC's to get them fitted. As far as is known they remain unfitted to any type.

Underlining the sense of confusion and delay surrounding aircraft acquisition in the region local sources also suggest that the three Eurocopter AS365N3 Dauphin helicopters that were delivered to the Malaysian Maritime Enforcement Agency [MMEA] last year remained ill-equipped for service well into 2008. They may still be awaiting the fitment of role equipment including FLIR. Another source suggests that an Auditor-General report mention of at least two LEO II in storage at the police Air Wing hangar might mean that these were destined for the Dauphin's and/or the AS355N's, with plans to fit them on police Mil Mi-171 helicopters set aside due to compatibility problems. The Mil fleet ended up with the fire department ['Bomba'] after the police rejected them. It has not been possible to confirm whether each of these attempts to fit sensors to Malaysian emergency services helicopters relates to the same LEO 2's or to a series of different sensors – all destined to remain on a shelf through a lack of local expertise in fitting them. [IPAR]

UGANDA

POLICE AIR WING: The police have acquired a helicopter to revive the air wing that has been dormant for many years.

The seven-seat helicopter is an AgustaWestland A119Ke Koala that is already in Uganda but awaiting readying for service. Early last month the Inspector General of Police, Major General Kale Kayihura, was at Entebbe International Airport to receive the unassembled chopper.

It is expected that an existing helicopter will be restored to service after many years grounded to enable the operation of two helicopters. [New Vision/IPAR]

A Picture is Worth a Thousand Words!

The image is a composite. The top half shows a white helicopter with 'N119SP' on its side, flying against a cloudy sky. The bottom half shows a first-person perspective of a firefighter wearing a helmet and yellow jacket, holding a handheld electronic device. The device's screen displays a live video feed of a large building, identified by its sign as 'Friedman's Supermarkets', which is on fire with thick black smoke billowing from the roof. A white arrow points from the helicopter towards the burning building, suggesting a direct communication link between the two.

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UNITED KINGDOM



GREATER MANCHESTER: Some eight months after it arrived in the UK for role equipping the Greater Manchester Police has taken delivery of its new MD Explorer at Barton following a period of trouble-free acceptance testing at Gloucestershire Airport.

The helicopter, with its newly distinctive police livery and registered G-GMPX, was delivered on time by MD Helicopters distributor, Police Aviation Services Ltd, who worked closely with the Manchester police to develop an entirely new suite of role equipment to make it arguably the most sophisticated police helicopter in its class.

As the first UK Police Explorer re-buy, for both the manufacturer, MD, and the distributor the delivery heralds a new era for the Explorer within the UK Police market. It replaces GMPA's previous MD Explorer G-GMPX, which has accumulated 8,000 hours over the last 7 years and which has been purchased by PAS to operate as the new Hertfordshire Air Ambulance. The helicopter entered service immediately with plans for a formal launch ceremony in Manchester scheduled for this month.

The colour scheme carried by the Explorer breaks away from the normal yellow and dark blue in adding a degree of style whilst retaining the basic colours. That set some tongues wagging, they are not the first unit to have wanted to break out of the relatively staid schemes used hitherto. In the past a number of the more adventurous schemes were reportedly squashed by the Home Office as failing to meet the spirit of what are after all a flight safety features. The scheme on GMPX is reminiscent of that applied to the first ever UK police 'Conspicuity' scheme as applied to the Chiltern Air Support AS355F1 TwinStar G-CPOL way back in 1996.

Probably the most important feature 'outed' by public domain images of the new helicopter is the appearance of a new kind of searchlight on the rear of the skids. It has been pretty much an open secret in some sections of the industry that Greater Manchester was to grit its teeth and try the Trakka searchlight from 'Down Under' but they are pretty reticent about publicising it – as might be expected of any operator putting their money into something very new and untried. Anyway the image is out there so PAN feels free to talk about it. Trakka and its forebears have been appearing in the pages of PAN for many years now as a hope for the future and for that reason alone it is hoped that it will not fall at this the last fence. Reports from the current operators in the USA have been very positive.

Although the searchlight has been operating successfully in the US for more than a year now there are predicted to be local 'issues' associated with this new technology in the UK and it is probably going to be six months before they are resolved sufficiently for GMP to feel they made the right decision.

One issue is that the increasing operating height of the UK police helicopters at night may seriously undermine the effectiveness of the Trakka in its primary role of illuminating the




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ground. The thought process is that the tiny cool light cannot do the job that the mighty [and very hot] SX-16 has done for all these years! The Trakka works just fine at 500 feet but no one really knows what it's going to do at the 1,000 feet plus now favoured by UK units. Certainly the existing SX-5 series of lights fitted to early EC135's are struggling but the larger SX-16 and 2 systems remain adequate for task.

So it's all eyes on GMP for a while. If this sleek new technology Trakka light of theirs does come up with the goods over the next few months the whole of a UK industry that in fairness expects it to fail will undergo a complete about face and buy. At least it will save those occasional renewals of badly blistered paintwork that the hot SX-16 brought about!



TERRORISM: At the start of last month The Mail on Sunday newspaper ran a story claiming that Britain's security organization, MI5, has been using a fleet of military Britten-Norman Defender aircraft to monitor Britons who fought alongside the Taliban in Afghanistan.

The announcement coincided with the failure of a jury to convict a group of men alleged to have aided and assisted the 7/7 bombers who attacked London and killed over 50 people. The trio were alleged to have been associated with and trained alongside the suicide bombers and it is feared there will be others hiding in the UK.

The newspapers claim that the British Army aircraft are equipped with eavesdropping equip-

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ment capable of searching out British 'voice prints' picked up by spy planes monitoring radio signals in Afghanistan is the stuff of 'Boys Own.' The same source claims that the aircraft can monitor computer and mobile-phone communication and long-wave radios 'whilst patrolling the skies over Birmingham and Coventry, Leicester, West Yorkshire and Greater Manchester'

If there is any credence to be given to this article in the Mail it claims that security service is capable of trawling the airwaves and extracting voices heard in the UK and matching them with those previously heard in Afghanistan

Needless to say Government sources refused to discuss the matter of MI5 surveillance.

The Mail on Sunday ran another story in the same edition highlighting the alleged continuation of Rendition flights through Britain.

The object of interest this time was a Boeing C-17 that flew in from Turkey, landed at RAF Mildenhall and then flew on to Cuba [and by inference to the Guantanamo Bay camp].

Having previously been caught with its fingerprints on what some see as 'Dirty Business' the UK Government denies that it allows the US to use British airports for rendition flights. Once again local plane spotters were watching as this particular aircraft appeared to receive special treatment on the ramp and told the media who effectively decided that they had done it again.

UNITED STATES



ARIZONA: The police in Mesa are starting to pressure their legislature to find around \$2M in funding to renew their now fairly old MD helicopter fleet. The two MD500 helicopters are a 1990 model with more than 17,000 flight hours and the other dates to 1996, with 14,000 hours.

The city launched its aviation unit with a fixed-wing aircraft plane in 1986.

Mesa were hoping to replace each aircraft when they reached 10,000 hours but through various reasons that plan was overlooked. Mesa still uses the fixed-wing for surveillance operations but the helicopters are in the air much more - a total of 3,900 hours last year.


The plans are not far enough advanced as to mention the type of helicopter being sought.

CALIFORNIA: Flight Management Systems' FMS Moving Map has been chosen by the Monterey County Sheriff's office for their new Robinson R44 Police helicopter.

Chief Pilot Denis Greathead is pleased with the systems performance and is looking forward to the availability of additional GIS data to make the system even more powerful.

FMS, based in Calgary, Canada, has been delivering mapping systems using GIS data exclusively since 1999, and has systems flying worldwide.

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INDIANA: In Crown Point the Lake County Commissioners have signed up to the sheriff's plan to purchase a new \$2.2M police helicopter to replace the current fleet of DoD surplus OH-58s.

The detail is yet to be clarified but the county could either buy the helicopter outright or go into a 7-year lease purchase plan by borrowing money from a Kentucky based private investment group. The sheriff will use \$444,000 of a \$1.1M federal grant in fees collected in the past two years from mortgage companies who need the sheriff's help in foreclosing on homes, a \$180,000 insurance settlement from the crash of an earlier helicopter and the sale of two of the 37-year-old helicopters now in use. [Munster Times]

Ed: This operator has been associated with four OH-58s and a Huey since 1995 and has been looking to upgrade its fleet for a year. Two of the Kiowa's were damaged in hard landings last year.

MARYLAND: A State Audit has found that maintenance issues kept more than one-third of the twelve State Police helicopters grounded on 51 days last year.

The audit by the Department of Legislative Services praised the national reputation and safety record of the police helicopter fleet but said that their ability to make informed decisions relating to availability and maintenance was handicapped by a lack of data. Six helicopters were unavailable for more than 120 days during 2007.

While the service was praised for its safety record the audit was less sure about a claim that they got the patients to hospital within the Golden Hour on 95% of occasions. There was no supporting data. As a result the operation has now started tracking the substance of this claim for the future. They start tracking the official Golden Hour from the moment the helicopter station receives a dispatch request, and end it when a patient gets to a hospital. [Washington Post/ABC]

NEW YORK: The Putnam County Sheriff's Office is selling its Cessna 177N light aircraft to help fund the purchase of \$129,000 worth of laptop computers for police cruisers. The department bought the 1977 Cessna for \$55,000 in 1998 under the administration of then-Sheriff Robert Thoubboron, using funds seized from drug dealers.

The plane was primarily used as a drug spotter but also undertook suspect and misper searches but fell under threat when Sheriff Thoubboron was in office – only surviving because of fears after 9-11 suggested that other operators would be too busy to send assistance.

The current Sheriff Donald B. Smith now says that although the old aircraft has provided some good service the Cessna was no longer needed thanks to air support being available from neighbouring operators. In addition the main pilot of the Cessna, investigator Michael Corrigan, has now moved on.



Reims F406 Land & Sea Surveillance



New York State police have 13 helicopters and six fixed wing in their aviation unit. A chopper based at Stewart International Airport in Newburgh responds to calls in Putnam County. Westchester county police have two helicopters, including a new Bell 407 helicopter the department unveiled in September 2006. The 407 responded to two calls in Putnam County in 2007.

The plane was in the news in the time of the previous Sheriff over allegations related to its misuse as a transport. At the time it operated under a cover operators name and was kept at the Danbury Municipal Airport [Connecticut] – designed it was said to protect the aircraft and the men who flew it from a public airfield. At the time ALEA officials were quoted as saying this practice was unusual but it is not. As if to underline the rightness of this cover story the aircraft was vandalised in May 2001, immediately after being 'outed' by a local newspaper, The Journal, believing it was doing a public service. The paper published an article and a photo of the plane at the airport – the damage attack only affected the Sheriff's aircraft no other planes were damaged.

PENNSYLVANIA: Five Cessna 182 single-engine propeller airplanes used by Pennsylvania State Police (PSP) for tracking criminals, finding missing persons and other tasks were being offered for sale to the general public from last month. PSP is retiring the Cessna's and replacing them with four Cessna 206H Station Airs. [ALEA]

TEXAS: Continuing the story that PAN ran in the May edition, the Dallas Police Department's lone helicopter mechanic, Robert Lannerd 40, has resigned, so ending an internal investigation over whether he falsified safety records. The resignation came four months after the department put him on administrative leave and opened an investigation into his work.

DPD has another mechanic and have used hired private contractors to perform mechanical work on the department's helicopter fleet.

Another report suggests that the resignation is unlikely to lessen the enquiries that have now started over some aspects of the air support operation. It is suggested that unit supervisors may be brought to task for their role in the incident. Already the unit's commander, Lt. Anthony Williams has been transferred out of the unit.

Pilots in the unit became worried about the airworthiness of their aircraft after the unit lost two trained mechanics late last year and effectively thrust all the work onto Lannerd. Conversely he was seen not to be working at a rate expected of someone who was doing the work of three and a worried pilot set a 'trap' to check on his performance. The marked fault on an inspection plate was not rectified and as a result the matter was taken at first to the Lt and then to a higher level.

WASHINGTON: As mentioned last month in the ALEA edition Bell Helicopter delivered a new Model 407 to the King County Sheriff's Office in July. On the last day of July, King County ran an official launch of the new arrival for the press and local people. This event was held at the KCSO Air Support Hanger, King County International Airport (Boeing Field), Seattle.

The new police helicopter will be operated as 'Guardian One' in support of King, Pierce and Snohomish County Sheriff's offices and to meet air support contracts with the Coast Guard (finding and tracking oil spills), Washington State Dept. of Ecology (tracking environmental incidents), and the King County Dept. of Natural Resources (finding river hazards and environmental issues).

The 407 is equipped with an Spectrolab searchlight, small FLIR with downlink and mapping software. The finance came in part from a federal Urban Area Security Initiative (UASI) grant from the Department of Homeland Security.

The new 407 was needed to supplement the existing fleet of 1970's era, military surplus helicopters that are becoming increasingly expensive to keep flying. The Bell 407 will be the primary helicopter used for police work, while another DoD surplus craft, a Bell UH-1N Huey, will be used for rescues involving the hoist. Until the arrival of the new helicopter three airworthy Kiowa's and a Huey flew just 1,000 hours each year between them.

Ed: Although this operator has flown commercial aircraft in the past, the majority of its fleet has consisted of a dozen military 'hand-me-downs', either Huey's or OH-58 Kiowa's mostly acquired in 1995 and either flown or broken for spares.

A decade ago there were claims of doom and gloom from the US helicopter industry as 'up to 3,000' DoD surplus airframes were dumped into emergency services use across the

USA. At the time many pointed out that the vast majority of these machines were fit only for scrap and spares and that eventually their very presence would invigorate sales of replacement machines.

And so in many cases has this happened as the true cost of operating those \$1 craft in the long term was realised. Where perhaps it all went wrong for US industry is that the primary take-up of new equipment has been of European sourced craft.



AIR AMBULANCE

AUSTRALIA

RFDS: The Royal Flying Doctor Service is to acquire a jet powered aircraft for the first time in a tie up with Rio Tinto.

The \$11.4M partnership, titled Rio Tinto Life Flight will provide a free-of-charge, community medical jet service to patients in need of evacuation when time and distance are critical.

Rio Tinto will contribute \$5M to establish the leased jet service while RFDS will contribute medical and nursing staff and equipment for what is expected to be around 500 patients each year.

The jet will halve flight times over typical sectors when compared with the existing turbo-prop aircraft. No type has been mentioned yet.

VICTORIA: In preparation for a new EMSA contract in early 2009 Australian Helicopters has been advertising for crews for the two helicopters destined to provide services in Victoria. The operation will serve HEMS (Helicopter Emergency Medical Service) 5 at Essendon and HEMS 4, Warrnambool with target start dates of March and July 2009 respectively.

AUSTRIA

WELCOME AIR: Last month 328 Support Services GmbH formally handed over a new-build Dornier 328 Jet to privately owned Welcome Air of Austria, the first all new aircraft to be completed at the Oberpfaffenhofen, Germany facility in four years the Dornier OE-HRJ c/n 3206, configured with 31 all-leather seats plus a baggage bay access door, was previously earmarked for Hainan Airlines of China, but was never delivered. 328 Support has been working on the aircraft for the past three months equipping it for service but it will still

have to return to them later this year for the installation of long range fuel tanks and alterations to the interior to allow for two new configurations – a six Quick Change VIP seats or a medevac fit capable of holding up to five stretchers.

Meanwhile Welcome Air will utilise the aircraft for charter flights and on its regular daily scheduled services from Innsbruck to Germany and Scandinavia. Its scheduled and charter and business VIP activity is complemented by its important air ambulance work. Welcome Air subsidiary Tyrol Air Ambulance has been the EU's leading air ambulance for the past three decades and it has transported 39,000 injured passengers home from all continents.

This aircraft is one of the last of the new build 328s but there are a number of refurbishment and conversion programmes ongoing with used aircraft. Dornier may have gone and, despite many attempts at returning it to production, the 328 with them but the type remains very popular.

For two years 328 Support Services GmbH, the holder of the type certificate for the Dornier 328 Jet and Turboprop aircraft, has provided worldwide support to a fleet in excess of 200 aircraft from Oberpfaffenhofen Airport, near Munich, Germany. www.328support.de
www.welcomeair.com

CANADA

Last month Ontario Air Ambulance marked 25 years of distinguished service to the people of Ontario in a special anniversary ceremony at Queen's Park.

The Ontario Air Ambulance service was established in 1977 to provide rapid response to medical emergencies and to provide medical transport in remote, rural and urban communities. Each year more than 17,000 people from across the province rely on this state-of-the-art service when they need emergency care or transportation.

The Ontario Air Ambulance was established by the Ministry of Health in 1977 with 5 dedicated critical care bases strategically located throughout the Province. The rotor wing bases were located in Toronto, Sudbury, and Thunder Bay. Fixed wing bases were located in Timmins and Sioux Lookout.

In 2005, Ontario's ministry of health and long-term care appointed the Ontario Air Ambulance Service Corporation - which later became Ornge - to co-ordinate all aspects of the province's aero-medical transport system. Today, Ontario is served by 11 helicopters and 77 fixed-wing flying out of 22 bases around the province and performing about 18,000 missions annually.

Ornge is investing \$130M in replacing its ageing fleet of Sikorsky S-76 helicopters with new AgustaWestland AW139 helicopters which are the first mid-sized helicopters in the world with anti-icing technology.



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EUROPE

DRF German Air Rescue has established a comprehensive PEER-System. At the beginning of 2008 the DRF introduced the project for mission review and stress management for its crews. Now 20 staff members of the DRF's air rescue centres have finished their PEER Training and will be available to support colleagues in dealing with post-event stress associated with trauma events in their daily mission life.

The demand and the extent of the mission review can vary individually. Some persons can do without any support. For others, interventions in order to cope with stressful experiences can be the right thing. Others might need more, maybe even professional support.

Those with the PEER training are the first layer of help, colleagues helping colleagues. They are trained in psycho-social help and have the skills to demonstrate techniques to deal with stressful missions.

So far pilots, paramedics and emergency physicians of the DRF's air rescue centres Niebüll, Rendsburg, Bremen, Stuttgart, Freiburg and Zwickau have been trained in cooperation with the Institut Psycho Trauma Switzerland (IPTS) led by Dr. Gisela Perren-Klinger. The PEERs are also available for the remaining air rescue centres. The long-term goal is to have PEERs available at all air rescue centres. www.drf.de/english.htm

QATAR

The air ambulance operation is to have two new MD902 Explorer helicopters following a successful evaluation of an Explorer supplied through Dubai based Action Aviation. The first is being delivered now and the other in two months. Others may follow.

The airframe used for the trial is c/n 85 and that was advertised for sale late last month as configured for police and utility roles but it is understood that there is another potential task looming for it that will keep it with Action Aviation. www.actionaviation.com



The 2001 built MD902 Explorer has had a bit of a chequered career. Since last summer c/n 85 is currently registered N3ND owned by a Delaware company but it is better known as the former N3PD with the Suffolk County Sheriff's Office in New York State. Suffolk County bought '85' and sister ship c/n 84 in the summer of 2001 [replacing a Eurocopter BK117] but finally rejected it after suffering the worst of the lack of spares that MD suffered. They re-registered it in 2006 to allow for its replacement Eurocopter EC145 to take up the N3PD. They finally sold '85' to a company in California in June last year. It entered service with NHA Life Flight, Qatar last October.

TURKEY

NATIONAL: Reports from Turkey state that this month will see the beginnings of a full-fledged National air ambulance system for Turkey. Two ambulance helicopters will shortly begin to serve in Ankara and İstanbul.

The Health Ministry has signed a contract for seventeen ambulance helicopters to establish Turkey's air ambulance system and it is expected that the full complement will be in place by year end. In addition three fixed wing aircraft will be purchased.

The far reaching project will include the installation of helipads on top of hospitals in İstan-

bul, Ankara İzmir, Antalya, Bursa, Çanakkale, Afyonkarahisar, Konya, Adana, Kayseri, Samsun, Trabzon, Erzurum, Van and Diyarbakır. [Anatolia]

UNITED KINGDOM

COUNTY: Flying medics covering the Dudley borough have taken delivery of the UK's first helicopter mobile command unit.

The state-of-the-art unit is designed to operate as a mobile support and command point to manage a safe and orderly flow of air ambulance flights, should a major emergency incident occur anywhere in the Midlands region.

The £30,000 unit has room for two control staff who will play a vital role in co-ordinating aircraft movements at the scene of a serious emergency situation.

Ian Clayton, County Air Ambulance operations manager, said: "Should County Air Ambulance be called upon to attend a major emergency situation, it is likely that Air Ambulances will also respond from all over the UK.

"It is therefore necessary to coordinate air safety at the scene and near receiving hospitals, and this is now possible by utilising our mobile command unit".

The new Helicopter Command unit will be held in a state of readiness at the RAF Cosford base of County Air Ambulance.

DEVON: Although the Trust has been operating a helicopter at the site for many months now planning consent to operate an air ambulance service from Eaglescott Airfield in North Devon has only just been granted by North Devon District Council to the Devon Air Ambulance Trust.

The second Devon Air Ambulance has been operating from North Devon since April 2005 and from Eaglescott since April 2006, when the charity was gifted a 125 year lease by the owners.

The service has now completed over 2000 missions.

The charity's Chief Executive Heléna Holt said: "We are delighted that planning consent for our new airbase has at last been granted.

"This means we can move on to a new era for our North Devon operation. Now we can develop a purpose-built hangar, including an operations room and full crew facilities, and we can now look forward to introducing an EC135 helicopter to North Devon as a replacement for our older Bolkow 105 aircraft, when the Trust takes delivery of its own new helicopter in September.

"Most of all, planning consent provides us with long-term stability and the ability to plan effectively for the future and greater peace of mind for the people of North Devon.

"We are very grateful for the support of the local community and parish council. We aim to make them very proud of the North Devon Air Ambulance which they now officially host."

Devon has 2 Air Ambulances – one based in Exeter, the other in North Devon. To date they have flown 13,133 missions, the 13,000th mission was flown in June 2008



Conference and Exhibition
5-6 November 2008
Olympia Conference Centre,
London, UK





HERTFORDSHIRE: Last month the contract signing for the aircraft to be used by the Hertfordshire Air Ambulance took place.

The contract with Medical Aviation Services [MAS] at Staverton in Gloucestershire is for one year and covers the operation of the MD902 helicopter recently given up by the Greater Manchester Police [G-GMPS]. The contract requires the fundraising of a minimum of £80,000 per month and will allow five-days a week operation.

The contract to lease the aircraft was signed by Mr Rob Forsyth for the Charity [Essex and Herts Air Ambulance Trust – EHAAT] and Mr Henk Schaeken, managing director of Specialist Aviation Services which incorporates MAS. Others present were Cliff Gale, air operations manager for the trust and formerly a police inspector and Unit Executive Officer for the Sussex Police and Air Ambulance, Nigel Lemon, sales director for MAS, Jane Gurney, general manager with the EHAAT and Jean Twin, air operations of EHAAT.



JERSEY: Capital Trading Aviation based on the south side of Exeter Airport has succeeded in winning a prestigious air ambulance services contract with the Jersey Health and Social Services Department.

Capital Aviation has provided air charter services to and from Jersey for more than 17 years and these flights included aeromedical services for the island's Health and Social Services Department (HSSD). The Jersey HSSD working party recently decided to appoint a single charter aircraft operator so standards and procedures ensure the best quality service and Capital Aviation has won the three- year contract.

This year it is expected that around 300 charter patient transfer flights to and from Jersey will be undertaken, a threefold growth in seven years.

Capital was launched in 1991 by Capt. Malcolm Humphries with a lone Cessna Golden Eagle. Since then the fleet has grown to include Beech Super King Air 200s, Piper Chieftains, and a range of Cessna's. The air ambulance fit incorporates a Lifeport loading system.

www.capitalaviation.co.uk

GREAT WESTERN: In another instance of areas of responsibility being altered two charities have come to an agreement that it is hoped will serve both themselves and the people they serve. The future of the Air Ambulance service in Gloucestershire has been assured, following the agreement on future fundraising arrangements in the county. In the past it was the County Air Ambulance Charity that had provided the helicopter medical service in this part of England but with the Great Western Air Ambulance Charity now operational it is

expected that this role will move across to them within the next twelve months. Meanwhile the two charities are working together in raising funds in the area.

The Chief Executive of the new Great Western Air Ambulance Charity is Paul Weir who was previously with County. County Air Ambulance operates across the Midlands and Welsh border region and there has been some friction in recent months as new air ambulances have been overlaid on what were previously fairly liberal County fundraising areas that stretched into areas without any previous helicopter cover. This new agreement clearly seeks to avoid a repetition of these growing pains.

The Great Western Air Ambulance was launched in June, and is the latest Air Ambulance operator. The service currently provides a five-day a week operation in the Avon, South Gloucestershire, North Somerset and Wiltshire area, from its base at Filton Airfield near Bristol.

UNITED STATES

MARYLAND STATE POLICE: MSP say one of their helicopters can be anywhere in Maryland within 15 minutes. Their fleet undertakes law enforcement, SAR, homeland security, disaster assessment missions and, primarily, medevac missions. There were 6,000 last year.

Operating EMS flights since March 1970, they were the first civilian agency in the US to transport critically injured patients by helicopter. The current fleet consists of 12 helicopters flown from eight different bases across the state. But now nine of the helicopters are more than 18 years-old and there is a need for an upgrade. In March, the state legislature approved \$33.6M in the 2009 budget for the upgrade or replacement of the fleet of Eurocopter Dauphin helicopters. A total of \$110M is earmarked over the next four years.

To meet the cost of this programme the state is to increase in sales tax from 5% to 6%. The additional revenue will not exclusively fund the helicopters.

Meanwhile a project team is researching whether the most cost effective options are going to be new technology airframes, more of the same type or rebuilding the current airframes. MSP are more than happy with the Dauphin.

FLIGHT SAFETY: American Eurocopter has announced that the deadline to apply for the annual Vision Zero Aviation Safety Award has been extended until September 8. This prestigious award aims to promote aviation safety within the air medical community and American Eurocopter will contribute up to \$10,000 to the winner to further their safety efforts. This is the second year for the Vision Zero Aviation Safety Award. Last year's award went to PHI Air Medical, Inc.

All operators who are members of the Association of Air Medical Service (AAMS) are eligible to apply, and may nominate themselves. For more information on the American Eurocopter Vision Zero Aviation Safety Award, along with the nomination form and instructions, please visit: <http://www.aams.org/Content/NavigationMenu/MemberServices/AnnualAwards/default.htm>



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11th - 13th November 2008

East Hall, Dubai Airport Expo, Dubai, U.A.E.



Online Registration:

Note the new website for the Dubai Helishow: www.dubaihelicoptershow.com

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OHIO: In November Akron Children's Hospital will introduce to service Ohio's only pediatric-dedicated helicopter to enhance the hospital's ability to reach critically-ill infants and children during medical emergencies.

The helicopter, an EC135, will be named "Air Bear" and will feature an eye-catching paint design with the friendly image of a teddy bear easily recognisable in the skies of northeast and central Ohio. Med-Trans Corp. of Dallas, Texas will operate the helicopter from a rooftop base at Akron Children's.

Akron Children's Hospital currently transports about 1,700 patients per year. Most are by ground but some are made by a helicopter dispatched from other sites.

Patient who are more than 30 minutes or 30 miles away from Akron Children's will be considered for helicopter transport and it is predicted that having the facility in-house will lead to some 600 patients being moved annually.

Air Bear will make its industry debut at the Air Medical Transport Conference in Minneapolis on October 19 to 23 but there are already plans for special events to launch it to employees, community leaders, patients and others shortly after that show.



AUSTRALIA

QUEENSLAND: As the bushfire season looms in parts of Australia Queensland is receiving a boost to its firefighting arsenal with two new water bombing helicopters arriving.

The Eurocopter AS350B3 helicopters will cost the State Government \$3.1M a year for the next three years to operate for the 12 week bush fire season which began on August 1. Over the past two bushfire seasons in the state contracted aircraft operated around 185 hours in bushfire-response.

The helicopters will also be used to assist ground crews in spotting fires which will be instrumental in preventing their spread in the hot, dry conditions.

EUROPE

October looks to be a bumper month for fire fighting conferences in Europe, and both are new events so its anyones guess which will be the one to attend. Recent global increases in the profile of wildland fires has placed a considerable burden on emergency management personnel and both of these new events seek to plug into that perception. The first is just a

one-day briefing of the worldwide helicopter firefighting community from experts in current procedures and technology using an air show event as a background, the second is a stand-alone hotel based event.

Slotted into the first day of the 14-16 October 2008 Helitech Europe event at Airport Cascais, Estoril, Portugal. The Shephard Group is offering an Aerial Firefighting Conference off site in the Hotel Quinta Da Marinha, Cascais.

Buses between the conference and exhibition venues will be provided free of charge. To book your place on this event please contact Kathy Burwood Delegate Liaison Manager Telephone: +44 (0) 1753 727001 Email: kb@shephard.co.uk

Only a week later, from 21-22 October Tangent Link are running its start-up Aerial Fire fighting Conference in the Royal Olympic Hotel, 28-34 Athanasiou Diakou Str. 117 43 Athens, Greece.

Although hotel based this event will include a pre-event section off-site to access live demonstrations scheduled to take place on a military airfield on 20 October. More details from Ben Drew of Tangent Link on +44 1732 874754, Fax: +44 5601 148618 Email: bdrew@tangentlink.com www.bdaero.com

UNITED KINGDOM



LIVERPOOL: Three days of the last week in August were set aside for an International Fire Fighters event held in the new ACC conference and exhibition facility on the banks of the River Mersey in Liverpool.

The event followed on from a launch event in May 2007 at the NEC Birmingham and attracted over 100 exhibitors and thousands of visitors. Fire & Rescue Expo is run in association with CFOA, FPA and IFE.

This year's event was very much for those with their feet either firmly on the ground or the rungs of a ladder but it did include a grudging acceptance that perhaps aviation does have a part to play in the future. A halfway house –neither fish nor fowl perhaps is the growing acceptance of the hovercraft within the SAR arsenal of a number of fire brigades in the UK. A number of examples from the UK company Griffon and Airboat Italy were displayed.

The expo was run in conjunction with the firefighters games and as such attracted a fair number of international visitors including representatives from Los Angeles Fire who are currently awaiting their new fleet AW139's but that type was not being represented in Liver-

pool. 'Proper' fire aviation has still to break into the UK market and so far the only significant aviation sales have been of the lightweight Microdrones MD-4-200 quad rotor UAV marketed locally by MW. That craft has been quietly been making its mark in sales to a whole gamut of UK emergency services including those in fire departments. Some of the sales are to fire brigades for a range of roles but others are to the less public domain 'we do not talk about that' fringe – so we can gloss over that! Anyway MW www.mwpower.co.uk were there in Liverpool promoting their craft for future sales with the knowledge that they already possess a healthy enough order book within the police and fire communities for newcomers into an a market that has yet to be fully defined.

MW were sharing their stand in the exhibit hall with Tellemachus a company best known for their support of that same 'we do not talk about that' fringe of policing and intent in this instance upon getting the images of the MW craft and other sensors delivered across the Internet for viewing on 'ordinary' computers rather than specialist equipment - a means of enabling the inspection of a fire scene and allow the input of expert opinion into enquiries without the need for multiple site visits that may threaten the integrity of the venue. www.tellemachus.co.uk

Also in the hall were Eurocopter UK promoting the EC145 in the manner they have for more than a decade now. The possibility of UK sales into fire have been a long term distraction and Eurocopter are simply following the 'no pressure' offering of a potential technology into an industry that still on the whole remains unsure about the worth of the final product. One thing is certain – it will cost a great deal and remains a few years off from realisation although it is perhaps somewhat more important now than it was when McAlpine Helicopters [the fore-



bears of Eurocopter UK] were promoting it in the mid-1990's. Back then it was BK117's equipped with searchlight, FLIR and a Bambi bucket capability, now there is a subtle change and the craft is more simply a flying truck. Air dropping of water is not now seen as a likely requirement but getting the people and equipment from A to B over Britain's ever more crowded road system is an important element.

The presence in Liverpool was just a small part of the ongoing demonstration of the technology. Earlier this year, in May, a joint demonstration of the practicalities of the EC145 to Chief Fire Officers was undertaken using a police crewed Metropolitan Police helicopter flying at the Moreton in the Marsh Fire College. Introducing helicopters into a very union orientated profession is not without its difficulties and that factor alone will slow development.

*Any changes in shopfloor attitude will come from within the industry so therefore it is the appearance of articles in tried and trusted publications **FIRE** that have as much long term influence as any. There are unlikely to be many fire personnel reading this item or even a copy of Flight International at this point in time. Fire Magazine from Keyways Publishing, one of a handful of trusted carriers of information on new technology to fire personnel will be including an appreciation of the Eurocopter EC145 in their new [September] edition to be published next week. www.fire-magazine.com*

SEARCH AND RESCUE

ITALY

Right in the wake of last months long recital of the operations in the Mediterranean Sea came a 'squeal' from the Italian island of Lampedusa as they realised what level of displaced humanity was being thrust upon them. Lampedusa is a tiny island that is closer to Africa than the European continent and, like Malta, it has turned out to be a favourite drop off point for the large number of immigrants that fail to complete the journey from the north African coastline north towards the debatable riches of mainland Europe.

The arrival of migrants, all from Africa, on Lampedusa have been pushing its social services to breaking point. Government officials said the huge influx underlined the need to issue a state of emergency over the problem of illegal immigration which has become a key concern of the new Italian government.

The islanders have seen a 30% drop in tourism and pressing problems with drainage and sanitation. By the first week in August the number of illegal immigrants on the island was expected to be 1,500 - more than double the capacity of the island's holding centre.

In response to the problems the Interior minister Roberto Maroni said that joint patrols of the sea off the coast of Libya with the Libyans will begin shortly and that the move would put an end to this. As a result he was expecting a much quieter August.

That was a silly thing to say!! As has become clear in reports from the region in the past it is the migrants that are calling the shots. The authorities may be monitoring them and seeing them safely on their way but to date no-one has tried to physically stop them in their fool-hardy small boat invasions. The authorities only get involved when things go wrong.

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Within hours of that politicians promises another 55 illegal immigrants landed in Malta in two different groups, capping a difficult week for Mediterranean patrollers.

The calm sea prompted hundreds to flee Africa that first week in August as they sought a better life in Europe. Many made it unaided but some ended in tragedy. It is only the latter category that are making the headlines.

In one 24 hour period the Maltese services rescued over 100 illegal immigrants in three separate SAR operations. One of the boats was nearly submerged when it was found. At least three women died off the coast of Malta but meanwhile almost 800 illegal immigrants arrived on the Italian coast unaided.

No-one knows the true figure but it is believed more than 13,000 would-be migrants have landed in southern Italy in the last eight months in more than 300 landings. The sheer scale of the numbers is putting in the shade the landings of the last major war in Europe.

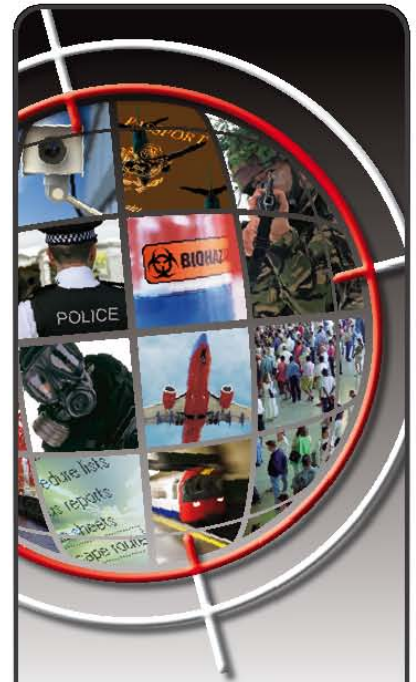
Once they make their landfall on the mainland large numbers simply disappear inland to re-emerge in other parts of Europe thousands of miles from their point of landfall. Last month Latvia's Border Guard reported that although it faced its own problems with its porous northern borders letting in immigrants from such as Russia, Ukraine and Moldova the first seven months of 2008 saw significant numbers of illegal immigrants from Africa, Asia and Latin America arriving from the other direction – where no border controls exist.

This year there had been illegal immigrants from Nigeria, Senegal, Morocco, Ghana, Columbia and Peru in Latin America, China, Sri Lanka, Iraq, Pakistan and Bangladesh and they have arrived equipped with fake European Union (EU) passports and documents from visa free regions including Turkey, Korea and Malaysia. Not all have walked though, many arrive direct in cargo ships from North Africa.

As the month closed the Maltese Forces [again aided by German Federal Police Puma helicopter patrols] were reporting that they had picked up eight rescued illegal immigrants from a fishing vessel 'Madonna di Pompei.' The fishermen had in turn found them in a semi-submerged rubber dinghy. The migrants initially claimed to be the survivors of a group that originally totalled eighteen.

As if that loss of life were not enough days later the number of people lost was revised upwards to seventy-one would-be illegal immigrants to Europe. On reaching dry land the eight rescued off Malta told the police of the greater number. If their tale is confirmed, it would be one of the worst such incidents ever recorded off Malta.

The dead were said to be mainly men but with eight women, four of whom were pregnant, and one child. The last case of serious loss of life off Malta came in May 2007 when 53 would-be immigrants perished at sea. Some 1,700 illegal immigrants landed on Malta in 2007.



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UNITED KINGDOM

SAR FORCE: The RAF is cutting one in five of its helicopter crews from Britain's search and rescue service to send them to Afghanistan, the Ministry of Defence has confirmed.

The crews are being sent to Helmand Province in southern Afghanistan where they will be used to pilot transport helicopters serving British troops. It is hoped the extra support will prevent pilot exhaustion.

The action will result in the number of crews available at each of Britain's six RAF search and rescue stations reduced from five to four and may effect overall availability.

SKYWATCH-CAP: The British Red Cross Emergency Response team based in Inverness, Scotland, now has a written mutual assistance agreement with No 23 Unit Skywatch CAP and has already supported them and the Northern Constabulary in a body search. The briefing for the air sortie was conducted in conjunction with the ARCC at Kinloss.

The first Sky Watch unit to acquire its own aircraft is No. 21 operating out of Croft Farm, Defford, Worcestershire. The aircraft is a tricycle gear Thruster microlight for which half the money was raised by unit members and associates and the other half by the local authority.

INDUSTRY



As briefly mentioned last month, on July 8 GECI-International signed a memorandum of understanding to take a majority stake in the capital of the aircraft manufacturer **Reims Aviation Industries**, a European leading supplier of light airborne surveillance aircraft.

With this strategic acquisition GECI-International reinforces its position as new OEM and

expands its expertise in the construction, customisation and modification of aircraft. In a global marketplace where turboprops are increasingly sought for their economy of operation, production of the twin turboprops; the Reims F406 Caravan I, the similar special mission Vigilant and the separately manufactured Skylander SK-100; fully meet the needs of a rapidly expanding worldwide market.

GECI International is offering its Skylander SK-100 a high wing light utility aircraft similar to the Short Skyvan since 2001, and the company hopes to deliver the first aircraft from its factory in Evora, Portugal, in 2011. It has yet to fly but has a significant order book ahead of a first flight slated for late next year.

GECI-International will bring to Reims Aviation Industries its expertise in aeronautical engineering developed over 25 year's through working closely with the largest manufacturers worldwide. It will enable it to broaden its product range in offering and in adapting the F406 aircraft to all types of applications.

The Skylander team will benefit from the more than fifty years of experience by Reims Aviation Industries in the production of light aircraft, particularly through assistance missions and the establishment of the assembly factory of the SK-100 in Portugal. The pooling of expertise will also allow for the optimisation of the supply chain for the two aircraft.

Now GECI-International have made this investment in Reims Aviation Industries the name of the launch customer for the first 10 firm orders with options for 15 more will be released in the near future.

With a total flight time of more than 250,000 hours in airborne surveillance with the F406, Reims Aviation is a leading supplier of light airborne surveillance aircraft. Reims designs and assembles the "F406", a reliable

twin engine turboprop aircraft with low maintenance costs – perfectly adapted to airborne surveillance including 3 high-growth markets:

- maritime surveillance (e.g. surveillance of migrants, drug trafficking)
- maritime pollution (e.g. surveillance of illegal oil dumping at sea)
- intelligence (e.g. surveillance of terrorist activities)

For over 25 years GECI International has operated in consultancy and development of high-tech engineering, with a privileged presence in the transportation industry and especially aeronautics. Combining expertise, excellence and innovation, the group constituted of 700 employees, spread in more than ten countries, operates worldwide on major programmes.

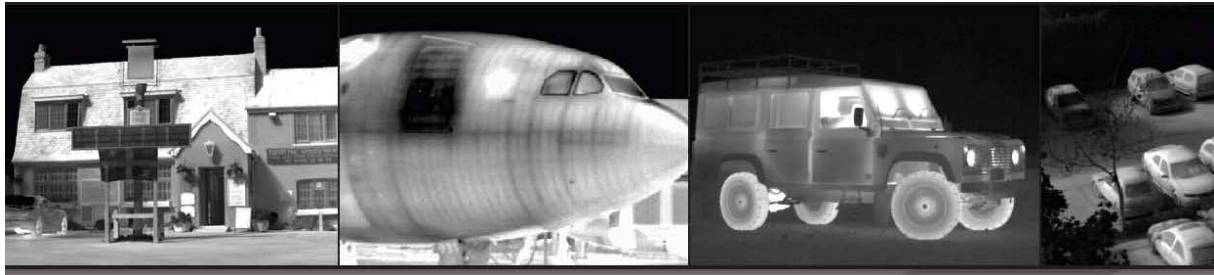
www.geci.net

Below: Scottish Fisheries has recently taken delivery of a new 406 to replace earlier aircraft operated on the mission.



Patriarch Partners, the organisation headed up by Lynn Tilton, the owner of MD Helicopters, has announced that one of the more notable sick companies in its care, American LaFrance LLC, the 175 year-old manufacturer of fire, rescue and vocational vehicles, emerged successfully from its Chapter 11 bankruptcy.

Within days it was announced that the former patient [American LaFrance] is to front up the buying of bankrupt armored-truck maker Protected Vehicles Inc. for \$6M. Tilton's Patriarch Partners LLC then plans to invest around \$5M in PVI. The deal was approved by the US Bankruptcy Court in Charleston as being in the best interest of PVI's creditors. The deal is expected to close by September 3.



MIRICLE Cameras, Cores and Engines are a range of uncooled long-wave thermal imagers suitable for a wide variety of applications. MIRICLE Cameras operate in TEC-less mode, so use less power, have a wider operating temperature range and faster time to image.

MIRICLE cameras are available either as self contained camera units or as OEM cores for integration into end-user products. With low weight and low power consumption MIRICLE is ideal for applications such as UAV, man portable surveillance, driver aids and enhanced vision systems for aircraft. There is also a range of PC software options for configuration and control of MIRICLE.

Models Available include 384x288 and 640x480 resolutions with a range of options including shutterless lightweight versions and a wide choice of optics.

If you would like to claim your free CD containing footage taken with MIRICLE cameras, [please click here](#) For further details and for pricing, please visit www.thermoteknix.com

The European Aviation Safety Agency (**EASA**) is running a two-day workshop entitled 'From JARs to IRs: Management Systems and Authority Requirements' in Cologne on October 9-10, 2008. For more information and the registration form visit the EASA website. www.easa.europa.eu/

Isolair Inc. of Troutdale, Oregon was granted STC approval for a new 1,000 gallon Fire Fighting System for the Sikorsky S61 helicopter. The system features a fibreglass under slung hard mounted tank with a rapid-fill hydraulic hover pump with fill times under one minute. The dump doors are controlled hydraulically and can be operated manually and through the use of an onboard PLC controller. Door functions include Manual, ¼ tank drops and Trail Drops. The tank levels are monitored on the Controller as well. Other system features include an onboard fire-suppressant chemical tank and delivery system, and Collective mounted operating switches. After initial installation, the system can be re-installed in under 30 minutes by a crew of two. The whole system including the hover pump weighs in empty at under 900 pounds.

Isolair already have two systems in operation currently fighting forest fires in Northern California.



At the ALEA Conference and Exposition in Houston Texas based **REB Technologies** (REBTECH) hosted Texas Department of Public Safety Chief Pilot, Jack Reichert to mark the delivery of the first of six new helicopters for the state. Texas DPS will receive five new AS350B2 helicopters and one new EC145 prior to year end, all will feature REBTECH NVG modifications.

REBTECH President Richard Borkowski presented Jack Reichert with a large Bowie knife plaque in appreciation for the confidence placed in his company – the blade marking the cutting edge of NVG lighting.

The aircraft currently in work for the Texas DPS will be the most comprehensively equipped light single engine law enforcement helicopters in North America. Established a dozen years, REBTECH has provided the modification for all aspects of the NVG capabilities offered and installed the equipment in cooperation with the primary completion contractor, Metro Aviation, Inc., located in Shreveport, Louisiana.

The Texas Department of Public Safety, Aviation Section will also add its first EC145 twin engine helicopter complete with external hoist capability as an added dimension to the department's extensive capabilities.

The DPS undertook extensive research prior to making their decision and selected REBTECH as offering the best equipment, support, service, safety and mission reliability of the options considered.

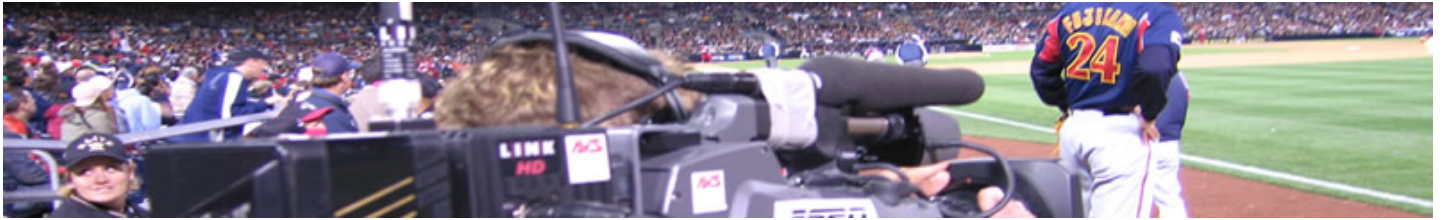
Based in Bedford, TX, the company shares an 8,000 square foot facility with sister-company, Aero Instruments Inc., an FAA approved and certified instrument overhaul, repair and modification service facility that supports REBTECH's night vision equipment lighting modifications. REBTECH currently holds 17 FAA approved STC installations available for installation in Bell, Eurocopter, and Robinson platforms. Military STC approvals include the: B-1, C-130, A-37, F-16, C-5 cockpit & cargo, UH-1H, MI-8/17/24, AH-1, and OH-58.



Photo attached --- Pictured from left to right: Jeff Stubbs, REBTECH Senior VP Operations, Richard M. Borkowski, REBTECH President, Jack Reichert, Texas DPS Chief Pilot, Mike Stanberry, Metro Aviation President, Jim Kettles, Metro Aviation Director of Sales. (Photo credit: Jack Sykes)

The Bush Administration issued a waiver authorising the use of Axsys Technologies' stabilised camera systems at the **Beijing Olympic Games** August 8-24.

President George W. Bush waived the so-called "Tiananmen Square sanctions," thereby allowing Aerial Camera Systems (ACS) Ltd, an Axsys Technologies customer based in the United Kingdom, to use Axsys Technologies' V14 High Definition camera systems to provide state-of-the-art footage to viewers around the world. The temporary waiver allows the HD camera systems, which incorporate military-grade stabilising components, and therefore are normally banned from entering China, to be used during the games.



The presidential waiver permits the use of military-grade technology for this commercial purpose so that millions of viewers around the world were able to experience the highest quality television coverage.

There are very strict controls on technology leaving the US and that is why at many 'open' airshows US based manufacturers have to put up with displays of 'empty' sensor pods on booths and separate secure viewing areas for the 'right' people. It actually gives a degree of advantage to non-US manufacturers that they rarely seem to pull off.

It is always going to be interesting to see what managed to get into the skies over Beijing in the face of an acknowledged iron grip of the military on airspace in China. The Chinese bought a number of police helicopters to kick start air support from cold. Although the distance from the Editorial office to Beijing clearly masked the accuracy of reports there are no signs of any significant police air activity taking place during the Olympic period. The Beijing police fleet is AgustaWestland based but the only reports filtering through to London were of 'Eurocopter' camera ships carrying the Cineflex equipment. Initially this was reported as being a pair of Eurocopter AS365 Dauphin, it transpired that the pair were China Navy Z-9 copies of the 365... both roughly repainted to look like civil aircraft but very much a home produced military option.

Although helicopter numbers did not reach the levels noted in Greece [the last Olympics] the Z-9 based service was not the only one operating. Heliservices was appointed by Beijing Broadcasting to provide helicopter flight services for television and



New helicopter project in the pipeline?

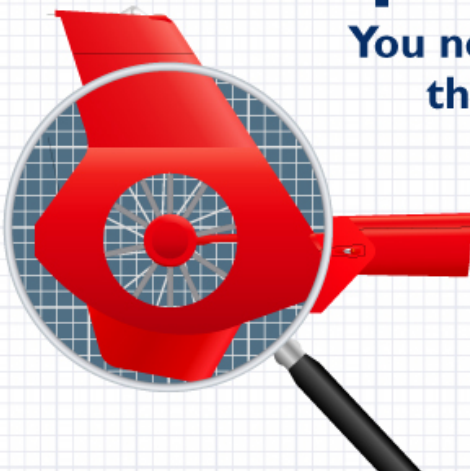
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radio coverage of the Olympic Equestrian event held in Hong Kong.

Heliservices' twin squirrel helicopter assisted in the filming of the Olympic Equestrian cross-country event at Beas River in Fanling on August 11.

On the ground one of the equipment suppliers was **Link**, a company associated with Vizlink the UK parent and MRC the US based digital downlink supplier.

Link supplied over 42 HD wireless camera systems to help bring the Beijing Olympics to a worldwide audience. This is the biggest event ever to be broadcast totally in HD and the Beijing Olympics became the biggest broadcast event in the Olympic history. There was some 5,000 hours of coverage provided for viewers in around 200 countries and regions worldwide. In China the host broadcaster CCTV dedicated 9 channels to the event.

LINK HD systems were at every major venue from the fantastic Birds Nest stadium to the water cube, the canoeing & sailing venues and beyond. The number of associated companies involved reads like a who's who of the top outside broadcast and rental companies.

QinetiQ's **Zephyr UAV** flew for three and a half days at the US Army's Yuma Proving Ground in Arizona, USA. iZephyr is a solar powered high-altitude long-endurance (HALE) Unmanned Aerial Vehicle (UAV).

Last month experts from across the aviation industry came together to test the ground systems which may one day be used to operate UAVs in UK skies. The exercises were being completed by Thales UK, as part of a project involving QinetiQ and the University of the West of England for the **ASTRAEA** programme. ASTRAEA is working with the Civil Aviation Authority to develop the regulations and techniques that will permit the use of UAVs in unrestricted UK airspace.

Following significant progress in the development of a ground control station, the latest tests have gathered feedback from those with extensive flight experience to ensure that the control station provides users with the right information to oversee and control a UAV effectively and safely.

CAA test pilots, a microlight pilot, an ex-military navigator and an air traffic controller have all taken part in the exercises, which involved them taking control of a mock UAV reconnaissance mission using the current ground station software set-up and a flight simulator.

Each invitee completed the standard tasks of a mission commander, from developing a flight plan, right through to overseeing the take-off, flight and landing of an aircraft. The only difference was that they completed these tasks remotely.

The visualisation exercises concluded last month and the results will feed into a report detailing recommendations for the further development of the ground control station software.

The official ceremony transferring six Russian **Kazan** built Mi-17-V5 helicopters to Indonesia took place early last month. The multi-purpose craft can be used for national security and emergency use have been handed over to the Indonesian military. Ordered back in 2005 the helicopters were handed over at the military aerodrome in the city of Surabaya.

The helicopter has a takeoff weight of 13 tons and can carry up to 36 people or a cargo weighing four tons inside the cab or 4.5 tons on the outside suspension. The type is in use in 80 countries.

Hov Pod has introduced a new Turbo charged 4-stroke version of the hovercraft. This craft is able to reach shallow water areas at any time of tide.

The Hov Pod SPX 120 HP Turbo version can transport three adults at speeds of up to 50 mph over any flat terrain, so sea, river, lake, sand, mud, grass, ice and snow. Ideal for exploration into areas not easily accessible to conventional craft. Manufactured from HDPE,

this strong impact resistant material has been used for F1 crash barriers and artificial joints, is very lightweight but very strong with excellent buoyancy properties. Visit <http://www.hovpod.com> for more details.

Dean Atchison was a banker who spent a decade looking for the right business to buy. Last year, he purchased a failing air-medical and ambulance-equipment manufacturer **Spectrum Aeromed** based in Wheaton, Minnesota.

Atchison bought Spectrum in June 2007, put in his doctor brother as Medical Director and moved the company from an industrial unit in Wheaton to Hector International Airport, Fargo, North Dakota where it is better able to serve the customer directly. This past year sales have leaped from \$875,000 to \$4.5M.

Going Stateside next year? Well the immigration department has set January 12 for the latest in its security clampdowns for entry to the US – the compulsory online registration of travellers under the new Electronic System for **Travel Authorization** scheme, known as ESTA.

It is hoped that ESTA will eventually aid business and leisure travellers by eliminating the need to complete the I-94 document used by the vast majority of people entering the States. It is currently on trial with a view to going live in just over four months time.

Nonetheless the form is not expected to disappear immediately the new regulations arrive so you may still have one or two chances to muck up the document like I seem to do every time I attempt filling it in at 30,000 feet. No deadline has been given for the scrapping of the I-94.

ESTA lasts for two years and is updated by that other 'do this before you arrive' system the Advanced Passenger Information System. [ABTN]

Ed: I was among the first to groan when fingerprint and photo regime arrived, but was pleasantly surprised at how few times delays set in when it had been running for a while. Again when the extended fingerprint system emerged I expected the worst to be proved just plain wrong – so far – it seems to work a treat, probably because of the trial runs. Perhaps the fears of what terrorists might do has simply freed up the resources that such a system requires. Perhaps other countries [including the UK where it seems every Government computer system fails to meet the workload] need to follow suit.

The news that a number of UK police and air ambulance **MD900** helicopters were 'voluntarily' grounded for maintenance checks was a bit of a bombshell, more so in that it was a very public grounding carried by a large number of news organisations. These were not just any helicopters grounded these were the 'peoples air ambulance charity' helicopters that were grounded. I cannot recall any prior grounding getting quite the media exposure this event did. Nothing worse than a low news day to boost bad news.



MD Helicopters issued an Service Bulletin [SB], later upgraded to an Airworthiness Directive [AD] advising operators to ground their MD900/902 Explorers on a voluntary basis after an incident in the UK.

The grounding followed an incident involving the MD900 Explorer Virgin HEMS London Air Ambulance G-EHMS at Denham Airfield, in Buckinghamshire. The media stated simply that a tail rotor fault

had occurred and that great skill had been displayed by the pilots in bringing the Explorer into land at the airfield. The effect – and this is why it was so widely reported – was that a large proportion of the UK air ambulance community was grounded for at least a day, many for more.

The roll call of the grounded included Kent, Surrey & Sussex, London, Nottinghamshire & Lincolnshire, Yorkshire and Great North and left large swathes of England without cover. The only way around the problem was to rely on a neighbouring non-MD operation or to lease in a Eurocopter BO105.

Because of the way the MD support industry is set up in the UK nearly all the checks fall to one organisation – Police Aviation Services at Staverton in Gloucestershire – and naturally they have limited resources to support one of the worlds largest fleets of what is after all still a limited edition type.

In addition to the ambulances police forces in Dorset, Humberside and West Yorkshire took their Explorers out of service until checks were completed. One report stated that Greater Manchester and South Yorkshire were not affected, the former because 'it had decided not to' in the wake of taking delivery of their new Explorer G-GMPX and the latter because they were able to quickly handle the problem with their in-house maintenance. Wiltshire had their own problems in that they were already grounded on an engine change, the NOTAR problem effectively halted an imminent return to flight.

Ed: Readers may be recalling that the Explorer, though a very good airframe overall, has suffered more than its fair share of bad luck and a number of temporary groundings of the fleet over the years. It is hardly surprising that this US built type is seen as invoking a European problem – the US fleet is negligible.

For the record I asked Eurocopter whether they could supply the date of the last fleet wide grounding of the EC135, the other mainstay of the UK air ambulance community. No one was able to recall one in the last decade that saw all aircraft out of service until the problem had been remedied or inspected, which is in itself remarkable. I cannot recall any groundings of the Agusta A109 series in the same period either.



The Explorer is an excellent machine and serves the air ambulance and police community well ... but at times it does not deliver the level of service that other craft have been consistently doing for many years.

In an age when anything and everything mechanical is utterly unremarkable on a day to day basis time and time again the Explorer is seen to be wanting through a consistent lack of good engineering back up and investment. Regularly we are seeing a type that is just not up to the job of providing a routine level of service. It's in your face, but for all the wrong reasons.

What if the failure of the NOTAR control had taken place 5 minutes earlier in flight terms – as the helicopter settled to land on the rooftop eyrie on the Royal London Hospital? Would we now be considering some scenario far worse than a diversion and run-on landing?

But criticism should not be directed at MD's UK agents, the SAS Group. Following the decision to voluntarily ground the eighteen MD902 Explorers which it maintains in the UK, two days later MD issued an SB calling for an inspection and modification to the aircraft's tail boom thruster control rod.

Having ferried eighteen Explorers to its base SAS worked round the clock to implement the service bulletin and had scheduled to have sixteen of them back in service by week end.

The only two exceptions were the Wiltshire and Lincs & Notts [Air Ambulance] both of which were already scheduled in for annual maintenance inspections lasting approximately three weeks.

Whilst these aircraft are undergoing maintenance, they are replaced as usual with relief helicopters provided by SAS as well as using mutual aid from neighbouring police and air ambulance services.

The **Royal Aero Club Trust** has opened its bursary scheme for young people for the 2009 season. Each bursary, of up to £500, is available to anyone between 16 and 21 years of age wishing to progress their interest in either air sports or aviation. The closing date for applications is 31 March 2009.

The Royal Aero Club Trust has been running the programme for nine years and a wide range of bursaries has been awarded. Activities available in the programme include gliding, ballooning, paragliding, hang gliding, parachuting, flying microlights, motor gliders, fixed wing or light aeroplanes and helicopters, building and flying model aircraft. Bursaries are also available for Personal Computer or Flight Simulator pilots wishing to have their first experience of an air sport.

Applicants must be UK citizens, resident in the UK, and training and flying can only be conducted at Clubs, Associations or training establishments in the UK. Applications, which must arrive at the Trust by 31 March 2009, are to be submitted through a Sponsoring Organisation, Club or Association.

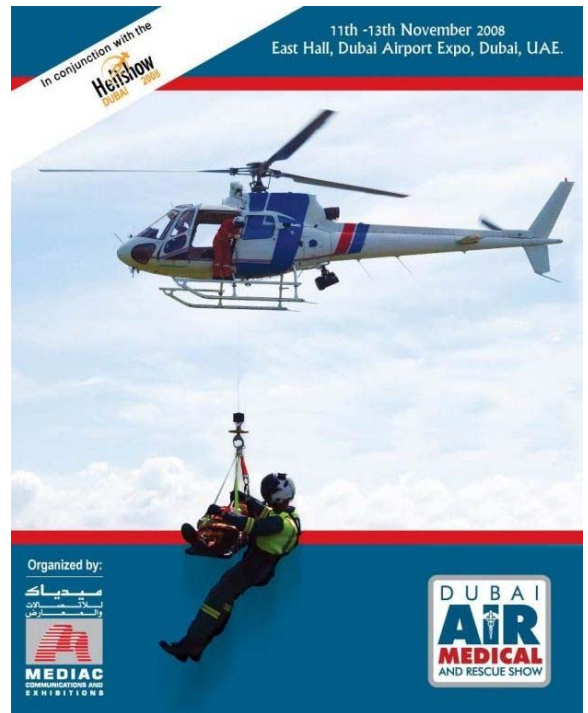
Full details, rules and an application form are available on the Royal Aero Club Trust web site, www.royalaeroclubtrust.org

Pernambuco State Police in Brazil have reported that a remote-control model helicopter killed a 6-year-old boy after it hit him in the head during a demonstration.

The one metre [3 feet] long helicopter went out of control and struck the child, Newton da Silva, in Altinho. He died in hospital. [Int. Herald Tribune]

AeroVironment Inc has announced the receipt of \$4.6M in funding to develop a small Unmanned Aircraft System (UAS) capable of performing 'hover/perch and stare' missions. The UAS is based on AV's small Wasp UAS, a one-pound, 29-inch wingspan battery-powered air vehicle that is being procured and deployed by both the US Air Force and Marine Corps.

The goal is to develop the technology to enable an entirely new generation of perch-and-stare micro air vehicles capable of flying to difficult targets, landing on and securing to a "perch" position, conducting sustained, perch-and-stare surveillance missions, and then re-launching from its perch and returning to its home base.



From this issue Police Aviation News will not be posted on the website of the Airborne Law Enforcement Association.

In the middle of last month the Editor received an E-mail from Steve Ingley the Executive Director of the ALEA stating that unnamed Affiliate member publishers had requested similar access arrangements with ALEA as had existed for PAN and that the Board was unwilling to grant them. As a result and without any notice The Board pulled all the back catalogue of PAN on the ALEA website.

Furthermore it was suggested that the Editor should give up the Associate Membership he had held since 1994 and become an Affiliate. This has been declined on the grounds that PAN does not meet the requirements of an Affiliate and because of its background as a Member publication.*

Eight years ago ALEA PAN came about at the specific request of the then ALEA webmaster [Todd Jager] who invited the E-mail PAN onto the website as a PDF. Regrettably the Board overturned the arrangement overnight without due consultation.

**An Affiliate Member of ALEA is deemed to be engaged in the manufacture, supply, service or insurance of aircraft, avionic or related equipment used in ALE.*

ACCIDENTS & INCIDENTS

31 July 2008 Eurocopter EC135 HA-ECE Air ambulance. One paramedic died and three passengers were injured when an air rescue helicopter crashed with five aboard just south of Budapest. The helicopter was attempting an emergency landing about 30 km south of Budapest, near Kiskunlachaza whilst enroute from Paks to Budapest transporting a 2-year-old child who had suffered burn injuries. [Media]

31 July 2008 Eurocopter AS365N3 N520CF Air ambulance of CareFlight Air & Mobile Services, Dayton, Ohio operated by Air Methods Corp. Aircraft was landing at a hospital helipad when a large bird impacted the nose of the aircraft. The nose cone and pitot tube was slightly damaged. The aircraft was removed from service and a mechanic was dispatched to the aircraft. The aircraft was subsequently repaired and is in service. There were no injuries or other damage.

1 August 2008 Eurocopter AS350B2 N922RJ Air ambulance of Enloe FlightCare, Chico, California. The helicopter was returning from an interfacility transfer with a patient on board when they experienced a near miss with a Cessna type fixed wing aircraft in the vicinity of the local airport. The control tower was closed. FlightCare initially announced on the common traffic advisory frequency that they were seven miles NE of the airport, transitioning to the hospital which is located three miles to the south of the airport. A commercial aircraft reported that they were seven miles south of the airport inbound for landing. FlightCare and the commercial aircraft coordinated altitude and spacing between themselves during several different radio calls. There was no other traffic seen or heard in the airport environment. FlightCare was descending out of 2200 feet and was just Northeast of the airport preparing to cross midfield when the flight crew assisted by night vision goggles suddenly saw an aircraft off to the 8 o'clock position at less than 100 feet and converging. FlightCare continued their descent and the aircraft passed over the helicopter. FlightCare contacted the commercial aircraft and told them they had had a near miss with an aircraft. The commercial aircraft reported that they picked up the other aircraft on their TCAS but had never visualized it or heard it on the radio.

2 August 2008 Eurocopter AS350B3 N204TU. Public Use, US Customs and Border Protection. Was substantially damaged during a hard landing to a platform at the Selfridge Air National Guard Base near Mount Clemons, Michigan. No injuries were reported. The flight originated from the Saint Clair County International Airport, Port Huron, Michigan. [NTSB]

3 August 2008 Bell 222UT N6992 Air Ambulance. MeritCare Life Flight, Fargo, North Dakota operated by PHI. The Bell made an emergency landing west of Minneapolis due to mechanical problems after the number 2 engine failed quit as it prepared to land at Buffalo Airport, Minnesota. They were en-route from Fergus Falls, Minnesota, to the Hennepin County Medical Center. They came down 35 miles short of their intended destination. [Concern/Media]

5 August 2008 Sikorsky S-61N N612AZ U.S. Department of Forestry contracted from Carson Helicopters. A helicopter operating in the firefighting role transporting thirteen people crashed in a remote wooded area killing nine of those aboard and leaving four injured. The accident happened when taking off at the north end of the Buckhorn Fire, Shasta-Trinity National Forest some 35 miles from Redding. The nearest city to the Buckhorn Fire is Junction City 15 miles away in the north of California. A fire broke out after the crash. The survivors were the pilot and three contract firefighters.

Initial reports suggested that it struck trees and came down about 150 yards from the take-off point but an interim report from the NTSB cites power loss as the primary cause.

Six of the dead firefighters were identified as Shawn Blazer, 30, and Bryan Rich, 29, of Medford; Scott Charleson, 25, of Phoenix, Oregon.; Matthew Hammer, 23, of Grants Pass, Oregon.; Edrik Gomez, 19, and David Steele, 19, of Ashland, Oregon. The Carson Helicopters pilot lost was Roark Schwanenberg, 54, of Lostine, Oregon. [Media/NTSB]

9 August 2008 MD Helicopters MD902 G-WPAS. Wiltshire Police and Air Ambulance.

Suffered engine failure. Taken out of service. [Media]

9 August 2008 MD Helicopters MD902 G-EHMS. Air Ambulance of London HEMS. Aircraft suffered a NOTAR failure shortly after lift-off from the London Hospital rooftop helipad en-route to a mission and was obliged to abandon the sortie and land at its maintenance base at Denham Airfield, Buckinghamshire. [Media]

12 August 2008 Beechcraft BE35 Bonanza N4615D. Angel Flight New England. The aircraft nose-dived through low cloud cover into the empty back row of a supermarket parking lot flown by a volunteer pilot flying a Long Island cancer patient and his wife on a mission to the Dana-Farber Cancer Institute in Boston. All three aboard the plane died in the crash.

The four-passenger light aircraft was noted flying erratically by ATC before disappearing off radar. Some witnesses suggested that the aircraft stalled into the car park of Hannaford's store in Highlands Plaza on Robert Drive, Easton. The plane was en route from Westhampton Beach, N.Y., to Logan International Airport. The patient and his wife were Robert and Donna Gregory of Riverhead, N.Y and the pilot 65 years old Joe E. Baker of Brookfield, Connecticut. [Media]

13 August 2008 Fire fighting water bomber aircraft, privately owned but under contract to the Forest Service. Made an emergency landing at the Redding airport when its landing gear failed. [Media report not backed up by any mention on Federal web sites]

18 August 2008 Hughes 369D, N622PB. Public use for the US Forest Service. Collided with terrain near Bonners Ferry, Idaho. The helicopter sustained substantial damage; the commercial pilot and three passengers were not injured. The pilot left Bonners Ferry Ranger Station and was picking up firefighters and had landed on a pinnacle. After loading the helicopter, the pilot began to depart and 10 to 15 feet above the horizon and approximately 30 to 40 feet above the trees, the pilot was having difficulty maintaining altitude in the helicopter. He then performed a 180-degree turn back to his departure point and the helicopter landed. During the landing, the tail rotor drive shaft sheared. [NTSB]

19 August 2008 Piper PA-18-150 N4151T. Public use for the Alaska State Troopers. Sustained substantial damage when it veered off the takeoff area after encountering brush during the takeoff roll, about 27 miles southeast of Slana, Alaska. The airplane was being operated by the State of Alaska, Alaska State Troopers, Anchorage, Alaska, when the accident occurred. The solo commercial certificated pilot was not injured. The pilot was taking off from an unimproved landing area when the airplane encountered high vegetation, which caused the airplane to veer off the takeoff area causing damage to the left wing and left lift-strut. [NTSB]

27 August 2008 fixed wing N. A firefighting plane operating over one of many fires in northwestern Colorado crashed injuring the pilot. The single-engine air tanker went down about 20 miles northwest of Meeker, or 170 miles northwest of Denver.

PEOPLE

Since 1997 Winfried Beikler has been Director of the Aircraft Operations of the DRF (German Air Rescue). Since July 1 Beikler has transferred responsibility to Jörg Baudach.

Beikler began his aeronautical career with the German Federal Armed Forces in 1968. After several leadership-positions within the Army (Heeresflieger), he finished his military career as a captain in 1981. Between 1982 and 1990 he was employed at two civil aviation companies. In 1990, he joined the DRF as chief helicopter pilot and deputy director of aircraft operations. In 1997 he took over as director of aircraft operations.

Beikler has contributed considerably to the implementation and further development of the JAR OPS 3 with the focus on HEMS (Helicopter Emergency Medical Service)-Operations.



UPCOMING

Hosting the 2012 Olympic Games will present the UK with one of the greatest security challenges it has faced in peacetime. The police and other emergency services, together with the intelligence services, will be in the front line, but the Olympic effect will be felt in many other areas connected with security.

Tarique Ghaffur, Metropolitan Police Assistant Commissioner and Olympic Security Coordinator, will be using ISNR London, the international security and national resilience exhibition and conference to be staged at Olympia December 2-3, to explain what is involved in simultaneously protecting the competitors, visitors, infrastructure, host city and ethos of the Games.

The challenges and opportunities associated with the 2012 Olympics are new ground for the UK security industry and Assistant Commissioner Ghaffur will be describing the strategies that are being employed in key areas such as staffing, partnership and procurement. He will also talk about building a legacy of security at the 2012 Games.

The ISNR London exhibition showcases the complete range of total solutions from fully integrated security management systems through to perimeter protection and physical security products. The co-located conference is divided into three streams: Protecting the Critical National Infrastructure, People and Communities and Crisis Response. Speakers include Bruce Mann, Director, Civil Contingencies Secretariat; Shami Chakrabarti, Director, Liberty; Brian Coleman, Chairman, London Fire and Emergency Planning Authority; and Brett Lovegrove, recently retired Head of Counter-Terrorism, City of London Police.

Hosting the Olympics has thrown London into the security spotlight and ISNR London is responding with the launch of an initiative that will address all aspects of the security challenges facing London's businesses and the infrastructure of the capital itself. Mounted with the support of the London Chamber of Commerce & Industry (LCCI), 'The Secure London Initiative' will provide a forum for security professionals across all business sectors to learn, both from their peers and representatives of leading security agencies, how London's commercial enterprises are planning to ensure the security of their people, businesses and assets.

Visit www.isnrlondon.com

Ed: Tarique Ghaffur started his police career with Greater Manchester Police in 1974. After a series of promotions and changes in police services Mr Ghaffur moved to the Metropolitan Police Service in September 1999 as a Deputy Assistant Commissioner. Now Assistant Commissioner Tarique Ghaffur was appointed, head of Central Operations in 2006. He is currently in dispute with his employers, the Metropolitan Police over his status as Olympic Security Coordinator so there may be developments on this.



- 12-16 September 2008 IBC 2008 RAI Centre, Amsterdam. IBC returns to the RAI Centre in Amsterdam this year, with the conference opening on 11 September and the exhibition running from 12 to 16 September. IBC is able to provide a free shuttle service between Schiphol airport and the RAI centre. www.ibc.org
- 24-26 September 2008 5th China International Rescue and Salvage Conference and Exhibition in Xi An, China.
- 28 September 2008 Annual General Meeting of Sky Watch Civil Air Patrol to be held at Peterborough Conington Airport at 11am. www.skywatchcivilairpatrol.org.uk
- 6-8 October 2008 NBAA 61st Annual Meeting & Convention in Orlando.
- 13-14 October 2008. The International Safety & Security Conference: Resilience Summit 2008 offers 72 presentations over a two-day period. The meeting will focus on Enterprise-Wide Risk Management and will have special appeal to senior managers throughout the organization. Six tracks bringing you the latest updates in business continuity--all under one roof! http://www.emergencycorps.org/issc_res.php