

Police Aviation News

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IPAR



Cayman EC135 Update

Dallas Air Police @ 40

Will UK HEMS Winch?

Conference Preview



Menzies Prince Regent Hotel, Woodford
16 & 17 September 2009

WAFW

PAN—Police Aviation News is published monthly by POLICE AVIATION RESEARCH, 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK. Contacts: **Main:** +44 1992 714162 **Cell:** +44 7778 296650 **Skype:** BrynElliott **E-mail:** editor@policeaviationnews.com

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LAW ENFORCEMENT

AUSTRIA

The Austrian Ministry of Defence announced that a “Jet Ranger” helicopter has made the last flight of this helicopter type with the Austrian Army (Bundesheer) at the Hinterstoisser military airfield near Zeltweg, Austria. This marks the conclusion of 40 years of service and some 100,000 flight hours with the Austrian Army.

The Bell, and the Alouette III also operated by the Bundesheer, was used extensively on the early Schengen Treaty border flights. [Media]

CAYMAN ISLANDS

In recent weeks it has been announced that the long drawn out project designed to take a former East Midlands [UK] police Eurocopter EC135T1 to the islands to operate as a police aircraft are to see fruition this month. It was over two years ago that the aircraft was purchased.

On current plans the Eurocopter, now registered VP-CPS, should be delivered to the Royal Cayman Islands Police Service (RCIPS) in October and work up to fully operational status by December.

The helicopter is capable of flights over water, including those from Grand Cayman to, and between the Sister Islands in its intended policing role although the transit distances are seen as excessive and unsuitable for the helicopter by some local politicians.

Meeting this goal entails final aircraft preparations in Louisiana, USA, staff selection and training and identification of a maintenance service provider and pilots.

It also includes submitting documents to the Cayman Islands Civil Aviation Authority (CICAA) for the grant of a Police Air Operators Certificate and specialized training for the new RCIPS Air Operations Unit.

The aircraft completed airworthiness requirements at the Louisiana facility in July. It was successfully flight-tested following major servicing and the helicopter completed four flight hours, with positive results on both flight and ground tests.





The current turn around in the situation has been led by former UK police officer Steve Fitzgerald using his knowledge of the helicopter type and operating police air support in the UK model during his years with the Lancashire Air Support Unit [AS355N and EC135T] and subsequent period with NPJA on Tetra digital radio integration into aircraft.

Called in late last year as Clear Sky Consultants Steve has been in the islands a number of times giving advice as a project manager he is also now the Unit Executive Officer for the implementation of the Cayman Islands Air Operations Unit working under a PAOC. He will lead on the entire implementation, the aircraft, unit set up, PAOC application, maintenance and pilot selection.

The element that lay at the centre of the furore - the T1 autopilot restriction that is to lead to the type being removed from UK police service - will not be implemented on the grounds that weather conditions and terrain in the Cayman are very different to the UK environment. As the helicopter is twin engine and in a police role, it has been agreed that there is no requirement for emergency floatation equipment and the resultant restrictions will still allow it to undertake 95% of the predicted mission profile.

Rescue was one of the expected roles but at the time the aircraft was manufactured and role equipped UK police had no requirement for a winch and as a result the airframe mounts were not included. Even as blanks. Fitting a winch now will be prohibitively expensive. The lack of a winch on UK aircraft has not stopped them from being used as an occasional rescue tool when circumstances dictate – it is the pilot's decision and is usually endorsed by the CAA in retrospect. Similarly in recent years the current AS350 aircraft police rent from the Cayman Helicopters Company has been involved with rescue operations it was not strictly licensed to undertake. When this was raised at a publically reported meeting it did cause an uproar that led to the current Commissioner, David Baines, issuing an apology to the pilot, Jerome Begot.

Although the historical issues still reverberate, they have abated and it has now been said that the original choice of the aircraft was not as poor as first intimated. Some 36 aircraft were looked at during the selection process, although only two of them were police role equipped. What is now acknowledged is that the 'selection panel' that included the former Commissioner Stuart Kernohan, should have gone one stage further and brought in an outside expert.

So the setting up of the pilotage and maintenance is underway, and the TFO's will be Caymanian officers currently qualified to operate in the leased AS350 – some of them are members of ALEA and have been trained in Florida rather than wholly under the British equipment they will be operating.

The law enforcement role will be more towards that of the US in that the emphasis will be border protection, and watching for drugs and gun runners alongside the \$4m investment in the marine unit, and the flagship \$1.5M interceptor craft.

For the new UEO, he finds that having spent years on the UK airborne Tetra digital radio project and finally closing that project with all UK police aircraft live and fitted, the item that is currently holding back the technical acceptance of the airframe is the fitment of the digital airborne radios!.

Ed: Steve Fitzgerald is scheduled to give a presentation on air support in the region at the PAvCon Police Aviation Conference in Woodford, Essex later this month.

CZECH REPUBLIC

The police are offering for sale one of their 1993 Bell 412HP helicopters OK-BYO, formerly B-4363 c/n 36063. Although advertised commercially the sale is being undertaken directly by a government agency. There is no information on whether this is to be replaced but the operator has been replacing its Bell 412 fleet like for like in recent years. [GAB]

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GREECE

Another helicopter borne prison escape has taken place, this time in Athens, Greece. For one of the prison inmates it was the second time he had escaped.

The first the guards knew about it a helicopter was seen hovering over Korydallos Prison, located in a suburb of Athens while two inmates climbed onto rope ladders and were flown away. Guards fired at the aircraft but no harm appears to have come to aircraft or occupants.

State media reported that two men hijacked the helicopter from Athens airport and ordered the pilot to fly to the prison. The pilot was subsequently found bound near the aircraft where it landed to the north of Athens.

The escapees are 42-year-old Nikos Paleokostas, and 34-year-old Alket Riza. It is the second time Paleokostas has escaped from the same prison using a helicopter. The first time, in June 2006, he was at large for several months before being recaptured. [CNN]

SOUTH KOREA

KNPA: AgustaWestland and UI International have announced they have been awarded a contract by the Korean Public Procurement Services to supply the Korea National Police Agency (KNPA) with one AW119Ke law enforcement helicopter as part of an on-going programme to modernise the Police helicopter fleet.

This is the first AW119Ke to be purchased by the Korean Government and the third law enforcement helicopter sold into the Korean market. It will join two KNPA AW109 helicopters that have been in service for a number of years. The AW119 Koala enhanced is a spacious 8 seat single engine helicopter developed to enhance safety and provide high productivity and performance at a competitive price. The large unobstructed cabin permits rapid re-configuration for a variety of missions such as utility, passenger transport, emergency medical services and the very popular law enforcement role. The high power margins deliver outstanding performance that makes the AW119Ke the most cost effective helicopter in its class. The helicopter will be equipped with a powerful search light and cargo hook for utility operations.



Earlier this year the first AW139 helicopter was delivered to the Gangwon Fire Fighting Department marking the first delivery into Korea of this popular new generation medium twin engine helicopter. Three more AW139 helicopters are scheduled to be delivered into Korea before the end of this year and AgustaWestland has high hopes that the Korean market will provide an excellent opportunity for the AW139 and other AgustaWestland products. [AW]

PIRACY

According to the ICC International Maritime Bureau's Piracy Reporting Centre (IMB) piracy attacks around the world more than doubled to 240 from 114 during the first six months of the year compared with the same period in 2008.

The rise in overall numbers is due almost entirely to increased Somali pirate activity off the Gulf of Aden and east coast of Somalia, with 86 and 44 incidents reported respectively.

The year's second quarter saw 136 reports of piracy compared with 104 in the first three months of 2009, an increase of almost a third.

A total of 78 vessels were boarded worldwide, 75 vessels fired upon and 31 vessels hijacked with some 561 crew taken hostage, 19 injured, seven kidnapped, six killed and eight missing. The attackers were heavily armed with guns and knives in the majority of incidents.

The presence of the naval vessels from several countries in the Gulf of Aden has served to make it difficult for pirates to hijack vessels and has led them to seek new areas of opera-



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tion such as the southern Red Sea and the east coast of Oman, where Somali pirates are believed to be responsible for a spate of recent attacks.

Nigeria continues to be a high risk area, with 13 incidents reported to the IMB and at least 24 other attacks which have not been directly reported.

Attacks in Southeast Asia and the Far East increased 100%, from 10 in the first quarter to 21 in the second quarter. Most recent attacks have been against vessels under way rather than anchored.

This year a high level of activity by the authorities in the region appears to have depressed incidents in the Malacca Straits, only two being recorded in the first quarter and none in the second. Anti-crime activities by the Indonesian authorities appear to be driving down the number of incidents.

In another development, late last month a US Navy helicopter came under gunfire from a hijacked vessel. The vessel had been taken four months earlier and it appears that the aircraft just came closer than they wanted. They did not return fire. [ICC/Media]

UNITED KINGDOM

NORTH YORKSHIRE: The police in North Yorkshire do not have their own air support resource and therefore rely upon mutual aid from other police air units including Cleveland and West Yorkshire. That fact alone has tended to increase the level of acceptance of the local volunteer organisations including Sky Watch Civil Air Patrol [SWCAP] when needs arise.

The York Unit of SWCAP responded to a call from North Yorkshire Police to assist with an unexploded bomb incident at the village of Ebbotston near Scarborough. Aviation archaeologists had been undertaking a licensed archaeological investigation at the site of the remains of an Armstrong Whitworth Whitley bomber which crashed in 1940 returning from a raid on Germany when they came across the half ton bomb.

The local RAF bomb disposal squad [BDS] was brought in and prepared to explode the bomb two days later.

An MT-03 autogyro flown by pilot Arnold Parker and pilot-observer Andrew Stewart photographed the site and surrounding buildings for use at a police briefing prior to the planning of an evacuation of the 1,000 residents and the protection of vulnerable buildings identified by the photo sortie.

The survey and efforts of the BDS worked well and when the widely reported detonation of the bomb took place even a local glass house was saved from serious damage.

North Yorkshire Acting Chief Constable Stephen Reid personally thanked the SWCAP crew.



Picture: photo from SWCAP gyro photo sortie - RAF Bomb Disposal Truck with Bomb Disposal Expert examining the bomb in the excavation. The autogyro is similar to the type operated by police in Germany.

WESTERN COUNTIES: In early July it was reported that Ian Kingston, a pilot with the WCAOU had been reinstated to his job flying the police EC135T2 helicopter. He had originally been sacked in December 2007 after being found guilty of an aggravated drink drive offence in which he had been three times over the limit.

The unit has been adversely affected by his return as it clearly does not suit some members of the air unit and they have requested transfers to other departments leaving the operation short manned and increasing downtime.

When at full strength the WCAOU comprises an inspector, sergeant and eight constables drawn from the Avon and Somerset Constabulary and the Gloucestershire Constabulary. Now five of the constables have gone leaving the aircraft unmanned for some shifts and reliant on mutual aid from other police air units including South and East Wales. Two new officers are now in training and a third is due in November. [Media]

UNITED STATES

CALIFORNIA: A lawsuit filed by a black Los Angeles police helicopter pilot who allegedly was denied choice assignments because of his race started in court last month. Officer Robert Vann is seeking up to \$3.5M in damages.

Vann, 53 years, joined the Air Support Division in 1999 and alleges he was repeatedly thwarted in his attempts to obtain more coveted assignments that brought greater variety rather than increases in salary.

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INDIANA: Last month American Eurocopter delivered the first EC120 to Lake County Sheriff Department's Aviation Unit. The new helicopter will rejuvenate the unit's fleet that started service in Indiana over 30 years ago in 1979. During the intervening years the unit has operated a range of aircraft including Hughes TH55A, Bell OH58 Kiowa and the Huey. The unit is responsible for airborne law enforcement support missions throughout Lake County, Indiana, and surrounding areas.

The unit flies a variety of missions that include pursuit assistance and patrol, and providing aerial support to the K-9, Aquatics, Marine and Tactical special operations units. The EC120 is Night Vision Goggle (NVG) compatible and outfitted with advanced technologies like Forward Looking Infrared (FLIR) system, a remote control SX-5 Night Sun searchlight and a moving map system.

KANSAS: Topeka's budget battle, which began after last April's elections, ended last month with the decision to cut some funding, offering most employees pay increases and adding money for senior citizens projects. Along the way the city's controversial helicopter unit was axed ... but then it wasn't. Confusion still reigns.

The end for the helicopter unit, which began operations in March of 1971, came towards the end of a two hour meeting at City Hall, the confusion came days later when it received a stay of execution to year end.

MARYLAND: The Montgomery County Police Dept., in Silver Spring has taken delivery of the DoD Surplus Bell OH58C previously being held in store by the Princess Ann Police. The long term storage had been regularly raked over by local media and politicians and stories in PAN.

Montgomery County has existing police aviation experience and as long ago as July 2000 was reported to be using a Cessna fixed wing fitted with a WESCAM 16DSA. The helicopter is a new start and the new aviation division expects to have the helicopter reconditioned and flying by the end of the year. The Bell is unregistered but bears the DoD marks 0-15226 '26C' [Media/IPAR]

MISSISSIPPI: The depressingly regular stories about units shrinking and dying would seem to be related to the ongoing depression in commerce. Even so others still go forward, are created or expanded – just the sort of mixed activity taking place in even the good years.

One of the units experiencing growth is DeSoto County Sheriff's Department. Staff levels have recently been increased and a newer helicopter acquired to supplement three former DoD surplus MD OH-6 airframes. A 2003 model Robinson R44 Police helicopter was delivered in mid-August; the piston powered light helicopter is expected to provide lower operating costs and increased efficiency.

A number of OH-6A helicopters have been operated by DeSoto in the past and currently three 1968 vintage machines remain in service, one of them on loan from Kentucky. Others have been sold off to fund the operation and to purchase the new Robinson. Two non-flyable machines were sold off last year and put that money towards covering the new helicopter's \$350,000 price tag. Another will be sold soon, with any proceeds remaining to benefit the sheriff's department.

The unit does not fly constantly; the unit averages 30 calls throughout northwest Mississippi per month and also conducts local routine air patrols.

TEXAS: A Dallas Police Department [DPD] helicopter was moved into the Frontiers of Flight Museum at Dallas Love Airfield for an event to mark the helicopter unit's 40th anniversary last month. The attendees were current and former members of the DPD and their guests - more than 150 people attended, including former Police Chief Frank Dyson, who founded the unit shortly before becoming the Chief.

Sceptics thought starting an aviation unit would be too costly and dangerous but others prevailed. The unit started with a leased helicopter and then the city bought two used helicopters the following year for \$79,000. There were a couple of supervisors, three civilian pilots and several police officer pilots.

Wayne Smith, a retired Dallas police officer, was one of the first pilots. He recalls the wonder of being paid to do something like that. He retired in 1982.

In 2007, the department replaced most of its aging fleet with three new helicopters at a cost of about \$5.3M. The unit now has 14 pilots, two sergeants, a lieutenant and three mechanics. It handles between 500 and 600 calls per month.



*Former Dallas Police Chief Frank Dyson in the unit's latest mount—a Bell 407.
Image Dallas Police Museum Collection*

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UTAH: It has been predicted that the State flight department might be about to have one of its two eight years old AS350B2 helicopters withdrawn from service as a cost cutting measure. Like many states, Utah is trying to find ways to cut spending and the two well equipped Utah Highway Patrol machines are in the firing line.

Meanwhile the unit is pushing out the PR message s highlighting the recent rescues and the lives saved. The annual cost of the two aircraft amounts to more than \$220,000 a year for maintenance and fuel. Losing one would cut out the air component many search & rescue missions. [Media]

AIR AMBULANCE

CANADA

ALBERTA: The possible grounding of MedicAir, a Medicine Hat based helicopter medevac service will leave STARS as the lone service for southern Alberta.

The problem relates to the helipads and the one at Brooks Health Centre may soon prove to be unsuitable without expansion.

Alberta Health Services owns the helipads with the regulatory oversight by Transport Canada, in June the health board inspected and temporarily closed seven pads, six being reopened a week later. The pads were found to be fit for purpose at that time but it is the future that will be the problem.

STARS is due to accept delivery of a fleet of AgustaWestland AW139 helicopters which have a footprint nine feet larger than the current helicopter and too large for the existing helipads.

One helicopter will be stationed in Edmonton and will be responsible for northern Alberta. The second will be at a hangar in Calgary and will be used for the southern end of the province.

To meet Transport Canada's regulations, last year it was estimated that it would cost \$90,000 to install new lights and move a chain link fence to accommodate the new AW139 to bring the Brook Health Centre's pad up to standard. In 2008 there were 20 STARS missions to Brooks.

GERMANY

The DRF Luftrettung is now approved to carry out major technical modifications on all licensed helicopters in Europe. The EASA Part 21J Design Authority is approved to acquire Supplementary Type Certificates [STC's]. Advantages include improved flexibility, less costs and shorter down time for its own helicopter fleet. Last but not least, other helicopter operators profit from the know how supplied by the DRF Luftrettung.

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The first STC's for the DRF Luftrettung issued by EASA dealt with the installation of a cockpit voice and flight data recorder system for the BK117. The engineers were able to carry out these comprehensive installations in the maintenance facilities of the DRF Luftrettung independently.

Since 2007 the Design Approval has comprised minor modifications and repairs. Now the Design Approval has been granted for avionics, structure, electrical systems and medical equipment. The comprehensive approval process took approximately one year and involved the compilation of a manual and training for employees.

UNITED KINGDOM

EAST ANGLIA: A new team of five highly skilled paramedics has just taken to the air aboard the air ambulance serving Norfolk and Suffolk, Anglia One. Unlike the previous paramedics, who spent time aboard the air ambulance but also worked on land ambulances, the new crew will be dedicated to serving aboard the air ambulance.

The charity which operates the air ambulance, the East Anglian Air Ambulance (EAAA), says that as it's now operating two aircraft seven days a week – it also operates Anglia Two which serves Bedfordshire and Cambridgeshire – it requires a permanent and dedicated team of highly trained paramedics, who have undertaken extensive specialist training in dealing with the types of callouts – for example, road traffic accidents or rural/equestrian incidents – to which Anglia One is most frequently tasked.

Four new crew members have just joined the team and one is only the second female para-

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medic to serve aboard the air ambulance though several female volunteer doctors already fly. The new crew members are: Ben Caine from Sheringham; Andrew Downes from Thorpe Marriott; Neil Flowers from Alderton, near Woodbridge; Jemma Varela from Stradbroke; Gary Steward, a highly experienced air ambulance paramedic from Cromer, will continue to fly as part of the crew.

The new crew members were selected on the basis of the extensive clinical training they have undertaken. For instance, they have all passed a Pre-hospital Critical Care and Retrieval Course developed by emergency medical charity Magpas, which is recognised to be one of the best in the UK. They also all have extensive practical experience in pre-hospital critical care.

HERTFORDSHIRE: The Herts Air Ambulance is hosting its annual charity ball at Sopwell House, St Albans, on Friday, October 16, raising all-important funds for the county's life-saving helicopter.

This year's ball will have a carnival theme and Sopwell House will be transformed with palm trees, limbo dancers and reggae. The evening, brimming with colourful Mardi Gras atmosphere, will include a cocktail drinks reception, three-course meal, plus wine on the table, followed by an exclusive charity raffle and auction and dancing to a reggae band. Tickets cost £70 per person.

KENT: The nephew of Kent Air Ambulance pilot Graham Budden - who died eleven years ago when the charity's AS355 helicopter crashed near Rochester, has completed the world's longest canoe race in memory of his uncle and raised over a thousand pounds for the charity.

Peter Budden and his kayak team-mate Dave Townsend set off from Whitehorse in Yukon, northern Canada and paddled 460 miles to Dawson City in 53 hours, 15 minutes. Around 80 people took part, some of the world's best canoeists including elite adventure-racers, ex-Olympic athletes and teams entered from around the world. They finished 15th in the men's section and 19th overall.



MIDLANDS: The two air ambulance charities operating AgustaWestland A109E Power helicopters are to get A109S Grand helicopters with winches starting later this year.

The charity operators of the Agusta helicopters are the Warwickshire and Northamptonshire [WNAA] based at Coventry Airport and the Derbyshire, Leicestershire a Rutland [DLRAA] based at East Midlands airport. They lease the aircraft from AgustaWestland agents Sloane Helicopters, Sywell Airport, Northampton.

A new A109S Grand is due for delivery to Sloane in the next few weeks and that aircraft has been allocated for use by the Coventry operation with delivery expected around year end. Once in service the newer of the two A109s currently in operation [G-MEDX] will move up to East Midlands Airport.

The matter of the hoist is a little less precise, it is being fitted and is to be used but its arrival is very much experimental. All A109 aircraft now come with the aircraft blanks for a hoist/winch in place; for this aircraft Sloane are buying a hoist and it will be fitted to the Grand.

From the point of delivery onward the outcome is not prejudged. Many UK air ambulance charities have publicly stated that they have no interest in winch operations – they leave those to the RAF/RN and UK Coastguard – others are more flexible on the subject.

The DLRAA has identified a potential need – especially in the north of their area [the Derbyshire Peak District] – to meet instances where the topography may preclude the helicopter landing. In these instances the helicopter might winch a doctor down to the patient and fly away. Beyond that the treated patient may then be moved to a suitable position for either a land or air ambulance extraction. That is the theory.

The charities are going to fund training and test flying to explore the capabilities. The high cost of the initial and recurrent training may yet halt the project in its tracks. Although this is to be a strictly daylight capability the cost of the wide range of staff needing this training – all pilots, doctors and paramedics - may be too great. There is an identified need but to be viable it needs to be applied across the flight crews rather than restricted to just one or two specialists. [GB/DS]

Ed: If you wish to get a good look at a AW Grand based helicopter —rather than a mock-up— it is said that the 'Special Performance' DaVinci version of the type being developed for REGA in Switzerland is to attend the Helitech Show at Duxford. Miss that this time and it is likely you will have to trek to Switzerland to see another one.

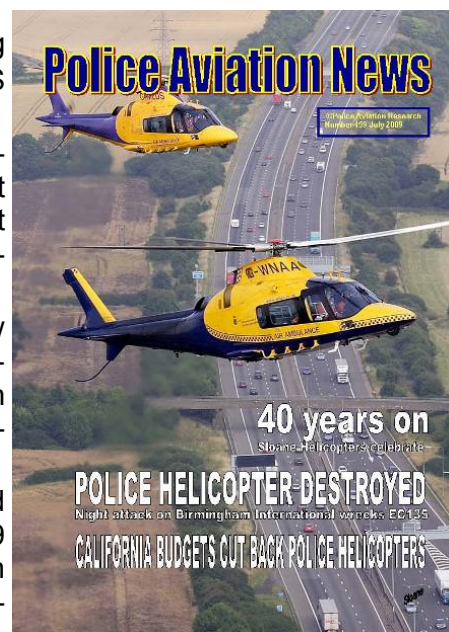
NORTH WEST: The second helicopter flying in support of North West Air Ambulance will be launched from Barton Aerodrome, Eccles near Manchester on September 1 as 'Helimed 74.'

The helicopter used, Eurocopter EC135T2, G-SPHU, will actually begin operations on Thursday September 3 to fit in with existing duty rotas. www.nwaa.net [AA].

WALES: Further west the Wales Air Ambulance is unveiling its 'new generation' helicopter for North Wales at a special launch in Caernarfon town square, on September 8.

The Eurocopter EC135 air ambulance will make a spectacular landing outside Caernarfon Castle to mark a new chapter in the history of the charity.

Landing in the heart of the Square alongside the statue of David Lloyd George, the landmark occasion will be an open event for residents, workers and visitors of Caernarfon to see firsthand the air ambulance that they continue to support. It will be based at Dinas Dinlle, Caernarfon



Over the past year Wales Air Ambulance has been campaigning to raise additional funds required to upgrade its lease of helicopters from the current Bolkow-105 model, to comply with Civil Aviation Authority requirements.

The upgrade, along with maintaining the operation of the service, created an annual target of over £5M. To help meet this challenge the charity launched the '£1 Appeal', appealing for just £1 from each person in Wales to help towards this target.

Chairman Bob Palmer said of the new aircraft "The charity has come a long way since it started in 2001, growing from one helicopter in Swansea to a national operation that can reach anywhere in Wales within just 20 minutes. Having strived to attain this lease, it is our aim to ensure that this new generation of aircraft continues to fly over North Wales for many years to come."

This is the second new generation helicopter that Wales Air Ambulance has introduced in five months. The first EC135 operates out of the charity's airbase at Swansea Airport in the south. Wales Air Ambulance missions are now approaching 11,000.

Last month the new helipad installed at the Morriston Hospital was tested by the charity's south-based EC135 helicopter. Later the same day the helipad accepted test landings by an RAF Sea King and then a police helicopter.

Wales Air Ambulance pilot Capt. Dave Guiney tested three different approaches to the helipad and the landing went smoothly, and leading to the helipad being declared operational.

Morriston Hospital is used on a daily basis by Wales Air Ambulance. The aircrew treat and convey patients to the hospital from across South Wales up to six times a day. When time is critical, the air ambulance can make a life-saving difference by getting trauma patients to the hospital's specialist units for the appropriate care needed, within minutes.

YORKSHIRE: The Yorkshire Air Ambulance has opened a new operational base in North Yorkshire. A new satellite station will be operated from Bagby Airfield, near Thirsk,

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and will allow an air ambulance to be based and refuel in North Yorkshire during busy periods.

Bagby Airfield has offered the facility to the YAA free of charge and means that more remote areas of North Yorkshire will be easier to reach. At the moment the two air ambulances operate from permanent bases at Leeds-Bradford Airport and Sheffield Business Park and cover the whole of Yorkshire.

The news apparently ends earlier puts to build a £2.5M state-of-the-art base at Tockwith after its then chief executive, Martin Eede, announced such proposals back in July 2007.

UNITED STATES

NTSB: The National Transportation Safety Board was scheduled to hold a public Board meeting on September 1 in its Board Room and Conference Center, Washington, DC.

Among the two items are on the agenda are proposals for nineteen recommendations regarding Helicopter Emergency Medical Services (HEMS). These recommendations addresses various safety issues including pilot training; safety management systems to minimise risk; collection and analysis of flight, weather, and safety data; flight data monitoring; development of a low altitude airspace infrastructure; and the use of dual pilots, autopilots, and night vision imaging systems

ARIZONA: Jet Rescue International, an air ambulance company with its headquarters in Scottsdale has taken delivery of its latest aircraft - a LearJet 35A (XA-USD). This will be the second Jet Rescue LearJet air ambulance stationed in Mexico and will be based at Toluca International Airport (MMTO), Mexico City.

The custom medical Interior includes a Life port plus stretcher system, dedicated medical cabinets and full modern ICU equipment. In addition the aircraft avionics allow for worldwide missions.

Jet Rescue Air Ambulance (jet-rescue.com) offers a high level response time of less than two hours to common tourist destinations in Mexico and the Caribbean such as Cozumel, Cancun, Puerto Vallarta, Cabo San Lucas, Acapulco, Ixtapa, San Felipe, Puerto Peñasco and Guerrero Negro.

PENNSYLVANIA: STAT MedEvac of West Mifflin has placed an order for its 15th EC135 helicopter. Delivery of the new aircraft is set for 2010. STAT MedEvac will also soon take delivery of two EC135s ordered in late 2007. In addition to its EC 135s, STAT MedEvac operates six EC 145 helicopters.

The STAT MedEvac fleet is equipped with a number of advanced technologies that underscore the operation's commitment to safe flight, and the new EC135 will exceed all of the recommendations in the National Transportation Safety Board's comprehensive report on HEMS safety. These technologies include IFR capability, Night Vision Goggles for pilots and crew, Traffic Collision Avoidance System, Colour Weather Radar, and Enhanced Ground Proximity Warning Systems.

STAT MedEvac was the first helicopter and HEMS FAA Part 135 air carrier to apply and be accepted into the FAA's Aviation Safety Action Program. The fleet operates from 17 bases in Pennsylvania, Ohio, Maryland, and Washington, D.C. These regional bases link rural and

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community health resources with advanced tertiary care centres and provide quick access to advanced care. STAT MedEvac, a service of the Center for Emergency Medicine of Western Pennsylvania, Inc., is directed by a consortium of hospitals that include: UPMC Presbyterian Shadyside, Children's Hospital of Pittsburgh of UPMC, and UPMC Mercy Hospital.



TEXAS: American Eurocopter has announced the delivery of a state-of-the-art EC145 to Cook Children's Medical Center in Dallas Fort Worth. The delivery was marked at a celebration held at American Eurocopter, Grand Prairie, Texas, on August 28.

The new EC145 will join Teddy Bear Transport services that also include ambu-

lance and fixed-wing airplane transport. The first helicopter entered service in 2004, and the new EC145 will upgrade the fleet and allow Teddy Bear Transport to continue its mission of providing critical care services to the children of Texas and surrounding areas.

VIRGINIA: Sentara Norfolk General Hospital urged Currituck's Board of Commissioners to consider donating \$1M to help replace an ageing, 25 years old, 1986 BK 117-A4 air ambulance helicopter that serves much of North-eastern North Carolina from its Norfolk base.

Replacing the helicopter will cost approximately \$7M with Sentara committed to funding half the cost, or \$3.5M. The helicopter is leased by Nightingale Regional Air Ambulance from Omniflight Helicopter, Inc., based out of Dallas, Texas.

The existing Nightingale aircraft is fitted with sophisticated, state-of-the-art cardiac and pulmonary medical equipment, such as the intra-aortic pump and 12-lead EKG monitor, but after a 25-year lifespan, needs to retire.

The helicopter, N117NG, serves most of the Outer Banks and North-eastern North Carolina, and can operate as far north as Washington DC.



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MEDITERRANEAN

The fire season is in full swing in the region, the most badly affected areas being Greece and Portugal. After the seriousness of fires around Athens became known in Cyprus the island released some of its own airborne fire fighting resources to Greece – only to have fires break out on the island.

Cypriot emergency services had to deal with a fire west of the island which threatened to engulf two villages in the Paphos district thanks to the effect of strong winds. Due to difficult access to the area, the services of the Cyprus Republic's two leased Kamov helicopters along with two British Bases Bell helicopters and a Forestry Department plane were used to tackle the fire.

Hundreds of fire fighters battled wildfires in Greece and Portugal with scores of homes under threat on the rural outskirts of Athens.

In Portugal more than 640 fire fighters helped by 20 water-bombers fought forest and scrub fires in the north and centre of the country.

The fire northeast of Athens, fuelled by strong winds, surged a distance of 30 kilometres (20 miles) towards communities around Mount Penteli.

UNITED STATES

ALASKA: Staff from Poker Flat Research Range has travelled north to assist fire personnel in mapping Interior Alaska's Crazy Mountain Complex fires with unmanned aircraft. The team is stationed at Mile 145 of the Steese Highway, between Circle and Central, which are communities near the Yukon River. They deployed the aircraft from August 5.

The mapping operation used examples of the Insitu Scan Eagle equipped with infrared

cameras. The aircraft have collected data that has allowed fire personnel to track the progression of fires and current hot spots. This work has proven difficult with manned aircraft. Dense and widespread smoke has grounded or severely limited logistical support from the air.

The infrared cameras are performing exceptionally well. The equipment has the ability to peer through dense smoke as the unmanned aircraft fly above active fires. A ground-based pilot controls the aircraft during its flight.

When the university's unmanned aircraft is in flight, no other aircraft is permitted in the airspace. The University of Alaska is the first entity, other than NASA or the Department of Defense, to receive an emergency certificate of authority from the Federal Aviation Administration to fly in civil airspace with an unmanned aircraft beyond line-of-sight.

SEARCH AND RESCUE

CHINA

CHINA RESCUE & SALVAGE: Eurocopter has announced the contract signature of another two EC225 helicopters with the Ministry of Transport (MOT) / China Rescue and Salvage Bureau (CRS).

Two years after the delivery of its first 2 EC225 helicopters in December 2007, this signature took place in the presence of MOT Vice Minister Mr. WENG Mengyong, Captain SONG Jiahui, Director General of the CRS, Mr. FU Shula, President of AVIC International Holding Corporation and Mr. Norbert DUCROT, Senior Vice-President Asia Pacific Sales for Eurocopter.

Captain SONG Jiahui Director General of the CRS remarks at this occasion, "We have successfully completed several successful operations with the EC225 helicopters over the last two years and we are very pleased with their performance. We are convinced that this new acquisition will help us to better meet the demands of a professional maritime rescue team and protect the safety of our people during times of natural catastrophes".

To be delivered in 2011, the new EC225 helicopters will be operated by the CRS for SAR missions, strengthening an existing fleet of ten helicopters and two fixed wing aircraft, which are currently operated by flight teams stationed throughout China.



MALTA

Some elements in the Italian government are unhappy with the ability of Malta to efficiently monitor its SAR zone.

Italian Foreign Minister Franco Frattini believes that a reduction in Malta's SAR area is the way to go. The area is far too large for the tiny island state. His Maltese counterpart, Tonio Borg, says that giving up the area is not on his agenda despite the acknowledgement that it is almost as large as the whole Italian territory and spanned from Tunisia to Crete.

The Italian position is that although Malta has a significant number of patrol and rescue boats Italian patrol boats also monitor the area between Libya, Malta and Italy and it was the Italians who had saved the most lives. The most SAR capable element of the air component is an Italian Bell 212 with a dual Italian/Maltese crew. [ToM]



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A Diamond Aircraft DA42 Guardian twin-engine turboprop aircraft is shown in flight against a cloudy sky. The aircraft is white with grey accents and has 'AIRBORNE SENSORS' written on the side. The cockpit is open, and a pilot is visible. The aircraft is flying towards the viewer, slightly angled to the right.

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UNITED KINGDOM

NATIONAL: With the proposed shake up of RAF search and rescue resources [SAR-H] on the horizon there are indications of how the future will operate in a recently announced plan issued by the Ministry of Defence. In the future the helicopters based in three bases will only be available during the day from 2012.

That is the year that SAR-H should bring a fleet of new rescue helicopters into military service – replaced by a commercial contractor. Although the exact type has yet to be chosen [from a Eurocopter and a Sikorsky] they will be faster than current aircraft. In the light of the enhanced capability of these new helicopters it is believed that an effective and responsive coverage for all night-time incidents can be maintained utilising only nine of the twelve existing bases.

The Ministry of Defence is planning to cut the service at the Chivenor Royal Naval base in Devon and the RAF Boulmer base in Northumberland from 24 to 12-hour cover from 2012. The Coastguard service at Portland in Dorset is already a daytime-only service.

SOMERSET: Public donations to vital life-saving charities are down - some have reported a drop of 50% in two years.

As a reflection of the problem over 30 emergency services from across the West Country gathered in Burnham-on-Sea to take part in a day of action-packed rescue demonstrations and displays.

ESCAPE - the Emergency Services Community Awareness and Promotion Event - was

held on Burnham's South Esplanade from 10am to 5pm and will also include many children's activities and scores of stands and stalls.

Groups including Burnham's BARB hovercrafts, RNLI lifeboats, HM Coastguard, Avon and Somerset Constabulary, Somerset Fire and Rescue and West Country Ambulance will be taking part as will Somerset Air Ambulance, Skywatch Rescue micro lights, Exmoor Search and Rescue, Freewheelers Blood Bikes, Somerset 4x4 Response, Mendip Cave Rescue, St John Ambulance and the police's dog team.

Vehicles and teams from each service were on hand during the day with life-saving demonstrations taking place in the sea, air and on the beach, giving spectators a unique chance to see the work up-close.

BARB, the charity that operates Burnham's rescue hovercrafts, has organised the event since it started in 2004.

INDUSTRY

Vector Aerospace Helicopter Services North America www.vectoraerospace.com now offers Bell Helicopter-certified airframe repair capability for the OH-58 (Kiowa) A and C models, via its new maintenance fixture located at the company's Andalusia, Alabama helicopter repair and overhaul operation.

The newly acquired maintenance fixture now enables Vector to carry out comprehensive structural repairs on the OH-58 airframe; in effect restoring helicopters that might otherwise be deemed non flight-worthy to a "like-new" condition. Vector is fully-capable of performing airframe repairs on OH-58 helicopter fleets throughout the world, including the United States (US) Military, law enforcement, government and security agencies, up to and including NATO countries operating OH-58 helicopters as part of the Foreign Military Sales (FMS) programme.

Medical Aviation Services Ltd – one of the UK's leading air ambulance operators - has announced signing a contract with SunGard Public Sector Ltd to install Tetra radios across the air ambulance fleet in England, Wales and Scotland as part of the Ambulance Service's Airwave programme.

The contract involves installing digitally encrypted tactical radios in the majority of the UK's air ambulances, including those operated by MAS itself and other operators.

The first phase covers 16 helicopters with several types including MD Explorers, EC 135, BK 117 and AS 365 Dauphin. The delivery programme is spread across the next 12 months, with more kits to follow.

The contract leads on from successful development trials which were carried out last year working with radio manufacturer Chelton, and Yorkshire Air Ambulance.

Boeing will market the **Schiebel S-100 Camcopter** unmanned helicopter that flew at the Paris Air Show in June. The agreement is an early move by Boeing's new Seattle-based Unmanned Airborne Systems (UAS) division to expand its product offerings.

The Austrian company Schiebel makes the drone helicopter, which is 10-feet long and weighs a little over 200 pounds [90kg] when empty. It typically carries a 55-pound [23kg] payload of cameras and surveillance sensors for up to 6 hours.

Schiebel has already delivered more than 70 of the Camcopter's. The total order tally as of June was 137, including 60 for the United Arab Emirates. The French, German, Indian and Pakistani navies all have conducted trials, landing the vehicles on ships.

The Camcopter is controlled from a ground station or ship with a data link range extending up to 124 miles and a ceiling of 18,000 feet. Control is by way of a human operator or the use of an autonomous mission point-and-click computer interface.

Boeing has already acquired a larger unmanned helicopter called the A160 Hummingbird, which came with the purchase of Frontier Systems of Irvine, California in 2004. The 35-feet [10.7 metre] long Hummingbird can carry payloads of 2,500 pounds and is undergoing flight tests. Boeing recently received a \$500,000 contract from the US Marine Corps., to demonstrate the Hummingbird's application as a military cargo delivery system.

Boeing's new UAS division also offers the catapult launched ScanEagle and Integrator unmanned aerial systems developed by Insitu, another wholly owned Boeing subsidiary.

Whilst on the subject of UAV's and their ilk **Kaman Aerospace Corporation** has received a contract from the US Marine Corps on behalf of Team K-MAX to demonstrate the ability of an unmanned version of the K-MAX helicopter to deliver cargo to troops in extreme environments and at high altitudes. Kaman will award a subcontract to Lockheed Martin to integrate a beyond line of sight data link and unmanned aerial system (UAS) mission management system with its proven aerial truck.

In 2008, Team K-MAX twice demonstrated the aircraft in unmanned mode to the US Army and Marine Corps. The demonstrations included autonomous take-off and landing, pick-up and delivery of a 3,000-pound sling load, and the ability to autonomously re-plan and detour from its designated route to accommodate changes to mission requirements and battlefield threats.

Ed: Overall the sales of the K-MAX remain low and very much niche. Even the airframes involved in the well publicised sale of the type to Peru many years ago for a law enforcement role returned to the manufacturer.

Geneva Aviation has received EASA approval of their P130 High Back Pilot Seat for AS30/355 helicopters. The seat provides improved back support and is painted in standard Eurocopter beige and provides a lower cost and higher strength alternative to existing OEM low-back or high-back pilot seat configuration. Constructed out of Kevlar®, providing high strength & low weight it is two pounds lighter than the standard non stroking seats.



Argon Electronics LLP has announced the delivery of its LCD3.2e-SIM product under a number of separate contracts during 2008 and the first half of 2009 to UK Police forces for training personnel in the use of the LCD™ lightweight chemical agent detector.

LCD3.2e-SIM is a dedicated product variant within Argon's LCD-SIM range of simulation instruments for the LCD™ series of lightweight chemical detectors from Smiths Detection. It enables trainees to realistically and safely simulate the experience of using and responding to the alarms that would be provided by a real LCD™ detector, without the risk of damage to those instruments and without the need to employ potentially harmful live agent. The LCD-SIM system provides powerful remote control features for CBRN instructors, and records operator errors for after action review. LCD-SIM is compatible with the use of other Argon simulation instruments and the PlumeSIM system for remote wide area classroom and live field training.

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Development of the LCD-SIM range reflects heightened international awareness of the need to protect front-line responders and personnel against the risk of chemical weapons use. LCD-SIM complements the CAMSIM and ECAMSIM training systems that have been in use with UK police forces for a number of years. www.argonelectronics.com

After two years of intensive discussions the new **European Helicopter Association** (EHA) is now operational.

The new EHA finally gathers under the same roof all sectors in the European helicopter industry, such as the former (old) EHA, now re-named NHAC (National Helicopter Association Committee), representing helicopter Associations from more than 12 Countries in Europe; EHOc (European Helicopter Operators Committee), with their own thriving community of specialists within off-shore operators and EHAC (European HEMS and Air Ambulance Committee) representing the concerns and interests of operators in the Helicopter Emergency Medical Service (HEMS) and Air Ambulance.

The new EHA is formally registered in Cologne where it will soon have its offices immediately adjacent to the European Aviation Safety Agency (EASA). The Chairman of the new EHA is Dr. Ing. Vittorio Morassi, Italy, and the newly appointed Executive Director is Gunter Carloff.

Carloff earned his wings as a helicopter pilot (CPL-H) within the German Federal Border Police, and after several different roles, including instructor pilot, he retired in February 2009 as head of German Federal Police Aviation. [see PAN March], Carloff replaces Jan Willem Stuurman who has retired after 18 years with EHA.

Western Avionics has announced that the CommuniCube is capable of streaming Emergency Data directly from the Flight Data Recorder buss, plus any other discreet input, to the ground.

This CommuniCube feature has been available for four years and is included in most installations.

It is an aircraft wireless server and is used in several different aviation applications, making it a true multi-mission box. Applications range from simple FOQA data transfer, to moving EMS patient data ahead of the aircraft to the hospital. This flexibility has been utilised to allow Emergency Data Automated Transfer (EDAT).

In extreme cases, like Air France flight 447, where the pilot doesn't even have the time to push a button, the CommuniCube can sense sudden changes in aircraft behaviour and begin sending data immediately to the operations centre. The data transfer can be initiated automatically or through a pilot initiated "panic" button. www.WesternAvionics.com



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Apical Industries, Inc. has received ANAC approval for their AB139 & AW139 Life raft Kit in Brazil. FAA, Transport Canada and EASA approvals have been previously received.

The Apical AB139 & AW139 Life raft Kit consists of two externally mounted Life raft Pod Assemblies (LH and RH), a Life raft inflation reservoir with a mechanical activation system, as well as all of the plumbing, pull cables, and hardware required for installation. The Life raft Pod Assemblies are comprised of an aluminium mounting structure, a fabric top cover, a carbon fibre bottom cover, a 10 Man Reversible Life raft and an integrated composite Passenger Step.

AeroComputers Inc has announced the successful completion of integration between the UC-5100 Digital Mapping System and the HD/IR sensor payload. This integration provides advanced mapping, geointing and video switching capabilities.

Final integration and testing activities were completed in Sarasota, Florida in Gyrocam's AS350 test aircraft. The AeroComputers UC-5100 digital mapping system and inertial measurement unit (IMU) were subjected to a battery of tests involving slewing the camera to fixed targets as well as performing speed recognition analysis on moving targets.

The sensor/moving map integration was publicly demonstrated at the 2009 Airborne Law Enforcement Association conference in Savannah, Georgia. Numerous Federal and State law enforcement agencies took part in flight demonstrations of the system. The UC-5100 map system can be configured for map coverage to accommodate both CONUS and OCONUS operations. The Royal Canadian Mounted Police (RCMP) will be the first customer to take delivery of the UC-5100/HDIR integrated system for use in a fixed-wing surveillance application. Approximately 500 AeroComputers digital map systems are already in use worldwide by law enforcement and military customers engaged in surveillance, reconnaissance, drug interdiction and vehicle tracking.

BAE Systems has introduced a version of its first responder communications system that is compatible with trunked and conventional radio systems. The new system allows complete communications interoperability for police agencies, fire departments, and other first responders using otherwise incompatible radio systems.

The company's First InterComm™ system enables first responders to communicate using existing radios and different frequencies, providing immediate interoperability when multiple agencies arrive at an incident scene. The new version, vehicle communications assembly Model 200, or VCA200, will link all radio equipment in common use today.

The First InterComm system consists of vehicle-mounted units that link radios operating on different frequencies without the need for towers or other costly infrastructure. It also allows the creation of "talk groups" to eliminate distractions resulting from too many people talking on the radio at the same time.

The VCA200 will connect radio systems when responding agencies arrive at an incident, enabling trunked radio systems to communicate with all other trunked and conventional systems. Like its predecessor, the First InterComm VCA100 system, the VCA200 is capable of exchanging voice, video, geo-location information, and other data.

Federal funding is available to purchase interoperability equipment, including the First InterComm system. Funding opportunities include Urban Area Security Initiative Grants and Assistance to Fire-fighters Grants, both administered by the Department of Homeland Security.

Specifications and other information on the First InterComm system are available at www.baesystems.com/FirstInterComm.

AgustaWestland has signed an agreement to purchase 87.61% of PZL Świdnik, a Polish company which produces helicopters and aerostructures. This stake comes in addition to the 6.2% already owned by AgustaWestland. The acquisition, which comes after the privati-

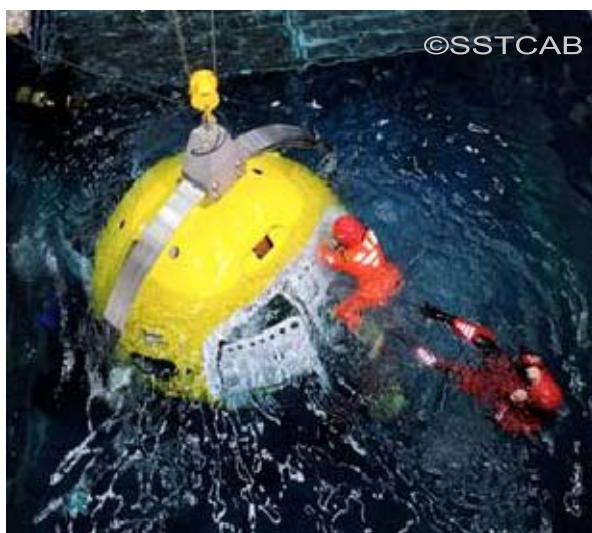
sation process launched by the Polish treasury's industrial development agency, is subject to antitrust approval, and is expected to be completed by the end of the year.

This strategic move will enable AgustaWestland to strengthen its leadership, expand its operations in Europe and increase its competitiveness, all thanks to PZL's many years' experience in the field of helicopter aerostructures, especially fuselages, which the company produces for five AgustaWestland helicopters.

Scandinavian Safety Training Centre AB, SSTCAB, is the first and so far only Swedish company to offer air safety training with a focus on underwater escape, for crews and passengers. In the last three years, the company has provided training for, among others, FFK, Voluntary Flying Corps, the Swedish Coast Guard's RIB group and the Swedish Police Service's National Task Force. A simpler single-seat simulator the "SWET chair" has been used so far but now we have taken the next step up.

The company has built its own training facility, which includes accommodation for course attendees, classrooms and a specially equipped training pool. The facility on the island of Kärtingön on the Swedish West Coast now also includes the world's first generation III HUET, the so-called MWH-6 simulator for Helicopter Underwater Escape Training (HUET).

Until May 2009, Swedish pilots had to go abroad to get this type of training, using the older generation of HUET simulators. Now that the company has a generation III HUET, Swedish pilots can get their training in Sweden, and in Swedish.



The new MWH-6, created by Larmor Subsystems in Finland, offers movements that are more unpredictable for the person undergoing training, but the instructor is still in control. Five participants can train simultaneously under the leadership of a Pilot in Command at the same time as they are monitored by the instructor. The spherical structure is suspended from two axes, one horizontal and one vertical. Because it is spherical, the simulator can move in all directions at the same time, which means that it is able to make very realistic movements. These movements can be locked or slowed down when needed by means of two brakes, one for each axis.

The cabin structure – sides, floor and doors – is so watertight that it takes longer to fill although filling the cabin with water is still

realistic and takes a relatively short time. To keep the persons inside the cabin, it is equipped with 2-point and 4-point safety belts. These can easily be released with an emergency handle. The rig is equipped with doors that are as similar as possible to those on a Sikorsky 76. There are three hinged doors, one sliding door, removable windows in the rear doors and a jettison handle.

The third generation simulator for evacuation training on the surface.

For information on MWH-6 and air safety training course, contact Anders Henriksson, tel. +46-76 10 99 273 or email anders.henriksson@sstcab.se.



Aerospace Filtration Systems, a Donaldson Company, has received a Supplemental Type Certificate (STC) from the European Aviation Safety Agency (EASA) for an Inlet Barrier Filter (IBF) system for MD Helicopters' (MDHI) MD900/MD902 Explorer series.

The certification clears the way for MD Explorer operators to maximize engine protection while reaping performance and maintenance benefits available with an IBF.

IBF-equipped MD900/MD902 helicopters can freely operate with no engine inlet imposed flight or gross weight restrictions. Corporate, air medical, law enforcement and fire/utility operators have implemented the IBF on their Explorers.

The IBF system for the MD900/MD902 Explorer features dual long-life conformal filter assemblies, readily mounted on the existing inlets. Inlet bypass capability is achieved utilizing the existing MDHI bypass system, which is part of the Inlet Particle Separator (IPS) modification. Sturdy conformal inlet covers are standard with the system for added protection during non-operating conditions. The new IBF system is also available as a factory direct option on the MD900/MD902 Explorer.

A helicopter load sensor to be launched at Helitech marries GPS (global positioning system) track guidance with load sensing and a host of other intelligent functions to automatically optimise complex operations such as spraying and multiple random load billing.

Incredibly the **HeliNav-LoadMaster** sensor is completely autonomous with its own on-board display and computer. This makes it independent of the host helicopter's systems. It also means it can be swapped from one craft to another in seconds, allowing HeliNav-LoadMaster to be shared around a fleet of aircraft. Multiple load sensors can be used simultaneously using the same display.

With multiple flights needed, HeliNav LoadMaster can ensure that the second drop starts exactly where the first finished. This guarantees even coverage and efficient use of sprays etc. Significantly as the bucket empties flow will naturally slow; HeliNav-LoadMaster can compensate for this by gradually opening the release valve in proportion to the weight of remaining spray. Also the GPS can be used, in conjunction with the standard SHAPE files, to avoid houses, streams, lakes roads, etc.

The sensor, which is available in ranges from 1.5 tonnes to 10 tonnes, communicates its information to the helicopter pilot via a radio link working on an unlicensed international frequency. A full colour touch screen is mounted in the cockpit. With both Windows and Lab-View software embedded in the unit, operation is not only simple, it is also so familiar to modern pilots that training is not needed.



Oxley Developments Company Ltd, a leading designer and manufacturer of LED aircraft lighting systems, has recently completed delivery of a suite of external lights to BAE Systems for use on their HERTI Unmanned Air Vehicle (UAV).

Following the supply of brand new wing-tip and tail lights in the latter half of 2008, Oxley has now successfully designed and supplied low profile anti-collision lights that combine a robust, lightweight design with a high intensity output.

The issues of size, weight and optical performance are critical factors when considering external lighting for aircraft in general and UAVs in particular.

BAE Systems specified a requirement from the outset for an anti-collision light that adhered to strict space and weight criteria whilst at the same time offering a strong optical performance.

The suite of wing-tip, tail and anti-collision lights installed on the HERTI UAV has been designed with other UAV and fixed-wing applications in mind. Customised options including NVIS friendly and covert variants are also available. All of the lights feature the benefits of LED technology including high Mean Time Between Failure (MTBF) rates and low through-life maintenance costs. BAE Systems will be providing an update on their UAV proposals at the PAVCon Police Aviation Conference.

Another exhibitor at PAVCon, **Bell Helicopter**, scored another win with its repeat as the highest rated rotorcraft manufacturer for product support in the Aviation International News (AIN) annual survey.

Coupled with its 15th consecutive number one ranking in the Professional Pilot magazine survey earlier this year, Bell continues to dominate this important measurement of customer satisfaction.

Earlier this year PAN reported on the Leicestershire Constabulary's implementation of **Panasonic Toughbook**. Three hundred CF-19s provide officers with the same information as the station. Today, the focus on equipping police with IT remains but the diversity of devices is unsurpassed. So *what should* a force look for?

Since the beginning of Panasonic in 1918 its founder, Konosuke Matsushita has contributed to society through untiring effort for improvement. This spirit drives Panasonic to develop products fighting fit for purpose and CF-U1 Ultra Mobile PC is no exception.

Launched in 2008, CF-U1 is the first UMPC with Intel® Atom™ low-power processor. The energy efficiency means constant use for 9 hours, the durations of a shift. When batteries deplete, officers hot swap them with the device still on and reduced downtime offers serious ROI advantage.

Other features of CF-U1 play an important role for police. Revolutionary ergonomics and grip, QWERTY or numeric keypad, improvised stylus capability, light 1.06kg weight and 5.6" touch screen viewable in direct sunlight.

With WLAN and Bluetooth CF-U1 is compatible with common wireless standards. Optional HSDPA, GPS and rugged, fanless, dust and water resistance to IP54 and MIL-STD 810F mean CF-U1 can be tough on crime wherever located.

With Toughbook's great functionality and Panasonic's approach to product development, Leicestershire Constabulary's opportunities are boundless. Inspector Pattani put it; *"We're limited only by our imaginations"*. With further refined solutions on the horizon, Toughbook will have an invaluable role to play for years to come.



You might assume that such major US Air Force surveillance assets as the MQ-1 Predator unmanned aerial vehicle (UAV) would have the benefit of the very latest in sensor turret technology. But, it seems, you are wrong.

Only now these craft are said to be in line for a new full-motion video sensor that features high-definition digital imagery and a resolution six times better than the standard analogue sensor. It has been tested by the US Joint Forces Command and now the Predator is about to join law enforcement operations in having the latest sensor capability available - L-3 **Wescam MX-15** HDi (High-Definition integration) digital ball is to be fitted.

But of course it will not be next week... in fact it could be years before most current Predator airframes even see the MX-15, the testing only finished in July and with the rate of progress with such projects fitting will take a long while yet. That places the modern police air support unit well ahead of even high tech military operators – it also puts civilian fixed wing projects like the Diamond DA-42 in a very good position when the military are shopping for readily available high class surveillance aircraft.



An attendee at the forthcoming PAvCon Police Aviation Conference, **Airborne Technologies** based in Austria has announced that it has concluded a multi-year agreement with MENA Aerospace Enterprises WLL of Bahrain. MENA was appointed as the exclusive representative for Airborne Technologies in the Middle East. The companies will be initially focusing on pipeline monitoring, leak detection, airborne surveying and digital mapping in the Middle East and Africa. At a later stage, the scope of services will be expanded to include surveillance, patrolling, border control and law enforcement.

Marcus Gurtner, Airborne Technologies' CSO said: "The fixed wing aircraft platform is the lowest cost, most fuel efficient and most effective platform. The combining of MENA Aerospace and Airborne Technologies represents a unique service offering in the Middle East and Africa.

The service will be provided from MENA's facilities in the Kingdom of Bahrain and will be marketed

throughout the Middle East and Africa. MENA Aerospace's airline subsidiary MAE Aircraft Management WLL will operate the surveillance aircraft from its base in Bahrain.

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Skyquest Aviation will unveil the first-ever production model HD (High Definition) video recorder at Helitech. Aimed firmly at the airborne surveillance sector, the world's first light-weight HD recorder – a mere 10% the size and weight of the equivalent commercial device – allows a full mission's worth of HD video to be stored on a standard compact flash card. Back on the ground, all that footage can then be burned onto a single Blu-ray™ disk.

Skyquest is the first company to offer air units a compact, airworthy HD recorder offering the highest quality 1080p HD images, compressed on to conventional storage devices that can store up to ten times the amount of data onto a standard 32GB flash card than competitors.

Two cards can fit into the same device – when one is full, the other will automatically start recording.

The Skyquest VRDV-5000 series recorder is interchangeable with its SD equivalent, the VRDV-3000. It has been tested with market-leading airborne systems and, as well as law-enforcement, is particularly suitable for SAR and border patrol operations. At Helitech (Booth 1112) the company will display the results of these tests: actual HD footage, taken with an HD camera, recorded on the VRDV -5000 series recorder and shown on a 50cm (20-inch) Skyquest HD display.

Skyquest is additionally using Helitech to launch two revolutionary smart displays that, for the first time, will allow customers to run their own software applications on an embedded fan-less PC.

Skyquest **Smart Displays** offer customers the flexibility to customise their mission software, without the need to run a separate lap-top or processors. As well as showing video from the EO sensors, the screens have a rugged internal PC to run applications such as moving map, mission planning, Automatic Identification System transponder, Automatic Number Plate Reader – indeed any commercial Windows™ or Linux™ application.

The 25 and 30cm (10 and 12 inch) touch-screen displays are intended for cockpit mounting and each offer Ethernet™ connectivity and up to five USB interfaces. These can be used to add a mouse or 3G modem; or perhaps to download images from a stand-alone digital camera. Skyquest sourced new chips that do not need cooling from fans, which are essential for conventional computers.

The displays not only offer extensive flexibility, but save significant weight and bulk in the cabin. We have shipped a major batch to a military customer and the second production run is now under way for a European helicopter manufacturer. They are already building space for it in their instrument panels.

DART Aerospace Ltd. has received Transport Canada, FAA and EASA approval of their AS 350/AS 355 Interior Panels.

These panels improve the aesthetic appeal of the aircraft interior and provide superior resistance to warping and cracking. They consist of light grey aircraft grade polycarbonate components that fasten to the aircraft structure using the existing OEM fastening methods.

The Aft Bulkhead Trim kit provides interior trim panels for the aircraft cabin rear bulkhead. The kit consists of upper and lower bulkhead panels that can be trimmed to accommodate the rear seat shoulder harnesses as required. The kit provides interior trim panels for the aircraft ceiling for the AS350 model aircraft. The panels can be trimmed to accommodate the aerators or other equipment as required.



ACCIDENTS & INCIDENTS

16 June 2009 Eurocopter SA365 Dauphin G-HEMS. Air ambulance of Great North Air Ambulance operated by PLM Dollar Helicopters. Whilst descending in the vicinity of Langwathby suffered a bird strike on the nose. Radome damaged. [CAA]

28 June 2009 Beechcraft King Air B200 N393JW. Air ambulance of Alaska Regional Hospital LifeFlight of Anchorage, Alaska operated by Guardian Flight, Inc. While in cruise flight at 23,000 feet en-route to Anchorage Merrill Field, the right wing locker departed the aircraft. The aircraft was diverted to Ten Stephens International Airport where it landed safely and was immediately removed from service. The NTSB, FAA, and the manufacture of the wing locker, Raisbeck Engineering, were unable to conclude as to the cause of the incident. [Concern]

1 July 2009 Bell 230 N880SF. Air ambulance of OSF Saint Francis Medical Center Life Flight in Peoria, Illinois. En route to accepting facility, the pilot experienced #1 hydraulic system failure. Emergency procedures on the aircraft emergency checklist were followed and PAIP was initiated. A successful precautionary landing made at the Peoria International Airport, followed by ground taxi to OSF Aviation hangar at the airport. Aircraft taken out of service. It was found that the #1 hydraulic pump had failed. [Concern]

4 August 2009 Sikorsky S64E Skycrane. Public Use Contract with the Payette National Forest, Idaho. Four people were injured when lightning struck a fire fighting helicopter in central Idaho while it was on the ground. None of the employees of Siller Brothers, Inc., a contract fire fighting company, suffered life-threatening injuries in the incident, but they were transported to hospitals in the region for treatment.

The injured were tying the helicopter down as high winds hit the area following heavy rain and lightning. Damage to the aircraft is still being surveyed. [Media]

4 August 2009 Eurocopter AS350B3 N186AE. Public Use. Customs & Border Patrol [US Department of Homeland Security]. Helicopter was substantially damaged while manoeuvring at the Herlong Airport (HEG), Jacksonville, Florida. The certificated flight instructor (CFI) sustained minor injuries and the certificated commercial pilot under instruction was not injured. The flight originated at Jacksonville Naval Air Station (NIP), Jacksonville. The pilots were practicing manoeuvres with the hydraulic system turned off, to simulate a hydraulic system failure. The commercial pilot was conducting a practice approach to runway 25, with a transition to a hover, when the helicopter contacted the ground, spun, and rolled over. The fuselage, tail rotor and main rotor drive systems were substantially damaged. [NTSB]

9 August 2009 AgustaWestland A109E N911AM. Air ambulance of AirMed Inc. Augusta, Georgia. While attempting a landing at a scene call on a two lane road, the helicopters stinger made contact with a vehicle which was blocking traffic. The helicopter landed without further incident. The aircraft was flown back to base. [Concern]

10 August 2009 Eurocopter EC135 N243AM. Air ambulance of Air-Care Critical Care Transport, Winston Salem, North Carolina, operated by Air Methods. While performing a training flight, the flight crew smelled smoke. PIC aborted flight and returned to base. Mechanic discovered a burnt wire to the aft AC blower motor. Aircraft was placed out of service due to upper 90 degree temperatures. [Concern]

11 August 2009 Bell 205 Iranian Police. There was a single report of a police helicopter crashing killing three people at the same time as similar reports were coming out of China [see below]. May not have occurred. [Media]

11 August 2009 Bell UH-1H NA-501. Fire Administration of China. Crashed into a valley near Sandimen, Wutai in the mountain region of southern Pingtung County killing the three crew. It was on a rescue mission undertaken during Typhoon Morakot [Media].

12 August 2009 McDonnell Douglas 530FF N911WF. Las Vegas Police. The helicopter made an emergency landing on Las Vegas streets after its engine failed. The two crew members on board on routine patrol were unhurt and no damage was suffered by the airframe. Mechanics fixed the problem on site and the helicopter lifted off again less than two hours later. [Media]

12 August 2009 Eurocopter AS350 N217LA. Los Angeles Police Department. Three policemen from LAPD were injured when the pilot made an emergency landing near Lancaster, CA. All the occupants were sent to a local hospital with non-life threatening injuries. They were taking part in a training session in the Antelope Valley and made a hard landing at the General William J. Fox Airfield in Lancaster, about 40 miles northeast of Los Angeles. [FAA/Media]

MANX 139

Weak tail booms present a problem for most helicopters and few have not been visibly strengthened in some way during service.

The latest to exhibit this blight is the AgustaWestland AW139.

There have been rumours for many, many months about creasing and debonding of tail booms on the type and these seem to have led to this structural failure—fortunately without a disaster—when one Gulf Helicopters example A7-GHC, was taxiing in Doha, Qatar.

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13 August 2009 Bell 212 C-GTKE* Fire fighting. British Columbia Forest Service contracted from Elbow River Helicopters of Springbank Airport, Calgary, Alberta. The helicopter was helping fight wildfires when it crashed into a rough and deep part of the Fraser River in the British Columbia Interior between Lillooet and Lytton. The helicopter was aiding in the fight against a 1,235-hectare wildfire 22 km south of Lillooet, about 250 km northeast of Vancouver. An attempt by another pilot to rescue the pilot Robert Christopher Woodhead, 53, by lowering him a line and bucket was unsuccessful. [RCMP]

17 August 2009 Eurocopter EC145 N911LZ. Air ambulance. Medstar. The aircraft came down in an intracoastal waterway off a Lee County barrier island near Upper Capitva in Florida. No one was injured when the craft was immersed in 6-foot-deep water. It's not known if the helicopter can be repaired. [Media]

17 August 2009 Beech King Air C-90B N. Air ambulance of Eagle Air Medical inbound to the San Luis Valley Regional Airport, Alamosa, Colorado was met by airport fire crews, EMTs and law enforcement personnel after it announced it had hydraulic failure. The flight crew manually lowered the landing gear but the indicator light showing the gear was locked into place did not illuminate. [Media]

21 August 2009 Air Tractor AT-802 N. Fire fighting aircraft. The pilot died of his injuries after crashing while fighting a Nevada wildfire. The single-engine air tanker went down in a remote area about 45 miles east of Fallon in the Clan Alpine mountain range. The pilot, from Montana, was helping fight a 1,300-acre fire. The aircraft was owned by Montana-based Minutemen Aviation. [Media]

21 August 2009 Cessna 425 N425WG. Air ambulance of AeroCare Medical Transport, Tulsa, Oklahoma. Operated by Flight Concepts. Approximately 2-3 minutes prior to beginning a normal decent into Cincinnati, the aircraft experienced a pressurization failure causing a rapid decompression. The pilot immediately declared and requested an emergency descent and donned his oxygen mask. The patient was already receiving supplemental oxygen and saturations were and remained in the high 90's. The remaining crew and passengers experienced ear popping and were briefed about what happened and oxygen availability if required. Masks were located and available down to 10,000 feet. The aircraft landed without further incident. Maintenance determined a clamp failure in the pressurisation system. [Concern]

21 August 2009 Cessna N12RJ. Air ambulance of Desert Air Ambulance Riverside County. The aircraft crashed at Gillespie Field, San Diego, California; it had just taken off and came right back down and skidded off the runway. No one was injured, the plane was not carrying a patient at the time. [Media]

22 August 2009 AgustaWestland A109S Grand I-REMS. Air ambulance operated by Eli-dolomiti as SUEM 118 for Regione Veneto, Italy. The helicopter crashed in the country's north-eastern Alps, killing all four people on board. The helicopter was flying in bad weather towards the scene of a rockfall, when it struck power lines near the Monte Faloria mountain. The dead were the pilot, two technicians and a doctor. [Media]

26 August 2009 PZL M-18 Dromader. Greek air force fire-fighting plane crashed while working on a blaze on the Ionian Sea island of Kefalonia killing the pilot, air force Colonel

COUNTER TERRORISM AND SECURITY
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17 and 18 November 2009, Radisson SAS Portman Hotel, London, UK

Stergios Kotoulas, 55 years. The 26 years old PZL crashed nine minutes after taking off from the Kefalonia airport. [Media]

ADDENDUM: Last month the Editor criticised the lack of acknowledgement of the fatal accident to the young rappelling fire fighter at Willow Creek, CA. Despite the accident taking place on July 21 it had not been listed by the end of the month even though the majority of aerial accidents are listed within four days of the incident [allowing for weekends and holidays]. On August 5, four days after PAN was published Worldwide, and two weeks after the death the FAA finally carried an entry that listed this extensively publicised accident. The publication coincided with a similar announcement on the NTSB pages.

For the record the aircraft type was a Bell 212 N212HP being flown by an airline transport pilot with a spotter and three other rappellers were not injured. The helicopter was being operated under contract to the United States Forest Service by Heli-1 Corporation, Reno, Nevada. All the other details are as listed last month.

PEOPLE

Brian Baldwin the Chief Pilot of the London Metropolitan Police Air Support Unit and as much as anybody the man who tested a range of airframes before they decided to move from operating the AS355N to the EC145 has moved on after more than a decade flying with the unit.

Brian was an Royal Navy pilot. In the early 1980s he later served at the Empire Test Pilots School [ETPS] at Boscombe Down was an exchange Instructor at US Naval Test Pilot School, Patuxent River in the mid-1980s and joined the police in the mid-1990s.

As predicted in a recent item in PAN, **David Philpott**, the man whose decisions helped save lives across Kent, Surrey and Sussex, has stepped down as chief executive of Kent Air Ambulance Trust after six years. He was formerly the CEO with Essex Air Ambulance.

During his time with the Kent Air Ambulance Trust [KAAT] David Philpott transformed its finances, promoted the deployment of on-board medics and launched new services into Sussex and Surrey. He is moving to a similar job at London Air Ambulance.

The former Baptist minister, who grew up in Bromley, was an unlikely but inspired choice to follow the pioneering achievements of service founder in Kent, Kate Chivers.

In a farewell exclusive interview with *Kent Business*, he said he was moving on for a new challenge. Moving to London would allow things to be 'renewed and refreshed.' This is an apparent reference to the poor state of finances and fundraising there.

DIARY

ONE FOR HELITECH VISITORS STAYING IN CAMBRIDGE

2 September - 15 November 2009 Wheels and Wings The centenary exhibition of Marshall of Cambridge 1909 – 2009 The Cambridge & County Folk Museum, 2/3 Castle Street, Cambridge CB3 0AQ Tel: (+44 1223) 355159 www.folkmuseum.org.uk is hosting a celebratory exhibition marking 100 years of this key Cam-



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The World of Martins by the PMCG

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bridge organisation. The Marshall of Cambridge Group of Companies has long been an integral part of working life in Cambridge. Today it employs over 4,000 people with an annual turnover of £750m. This exhibition traces the story of Marshall's from its beginnings as a chauffeur hire business for wealthy Dons and Undergraduates, through to its major role in the development of aviation. This fascinating history is illustrated through unique photographs and objects loaned by the company archive. Among the many highlights is Sir Arthur Marshall's Olympic medal, which he won as member of the British Athletics Team in the Paris Olympics of 1924. The success of this team was later featured in the 1981 film 'Chariots of Fire'. The exhibition also includes oral histories of past and present employees who provide a personal insight into the exceptional story of this family run company.

This exhibition is a must see for all aviation enthusiasts and anyone with an interest in Cambridge local history. Admission charge apply. The Museum is located on the corner of Northampton and Castle Streets. Opening times: Tues – Sat 10.30am to 5.00pm, Sundays 2 – 5pm. Last admission 4.30pm. For further details please email polly@folkmuseum.org.uk

13 September 2009 Emergency Services Show. Hurlavinton Airfield, Wiltshire. (M4 Junction 17) 10am – 5pm. Arena Displays, Emergency Demonstrations, Large selection of new and old Emergency Vehicles, Helicopter support teams, Community Safety Advice, Recruitment and Fairground Rides. Adults £5, children £2.50 or free. www.emergencyservicesshow.com/

3-7 October 2009 The 116th Annual International Association of Chiefs of Police [IACP] Conference and Exposition Denver, Colorado, USA. Contact Erin Vermilye at Vermilye@theiacp.org.

20-22 October 2009 NBAA. NBAA 62nd Annual Meeting & Convention (NBAA2009) – Orlando, FL


26-28 October 2009 Association of Air Medical Services [AAMS] Annual Conference and Exposition. San Jose, California. The annual AMTC provides up-to-date information on the latest techniques and innovative approaches to air medical practice from community experts while giving attendees lots of opportunities to earn continuing education credits. Top-notch keynoters and expanded educational offerings (including mechanics technical briefings, special information exchanges, new clinical sessions, scientific abstracts and poster sessions). www.aams.org

28-29 October 2009 Secure 2009 The Guoman Tower, London, UK www.shephard.co.uk

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

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

24-25 November 2009. The Emergency Services Show 2009 - Making a Difference. Venue: Stoneleigh Park, Coventry. The fourth year running. Bucking the trend



PAvCon

POLICE AVIATION CONFERENCE

16-17 September 2009

Police Aviation Conference 2009. To be held at the Menzies Prince Regent Hotel, Woodford Green. The event offers both a rural aspect and yet easy access to the London public transport network. With large free parking facilities on site it is expected that attendees will enjoy an interesting event without many of the drawbacks presented by a Central London venue.

There is still time to book your exhibitor, delegate or exhibition visitor place. Forms and attractive pricing information are on line for exhibitors and delegates.

Exhibition visitors simply need to supply their details to the organisers to +44 (0)20 8144 1914 or admin@pavcon.org www.policeaviationconference.com

Wheels and Wings

Centenary exhibition of
Marshall of Cambridge 1909 - 2009



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the eyes of this famous
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2nd September - 15th November

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2/3 Castle St
01223 355159
www.folkmuseum.org.uk
info@folkmuseum.org.uk

www.PoliceAviationNews.com

A wealth of on-line resources



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

The Emergency Services Show is the one UK event which can help facilitate this, providing all organisations involved in emergencies with access to the latest cutting edge technology, a unique opportunity to network with likeminded professionals and the chance to share industry information.

There are three distinct parts of the show: The free to attend Exhibition - over 300 specialist equipment suppliers and service providers. The free to attend Networking Zone made up of the Emergency Response Zone and the Blue Light Zone. This focal point of the Exhibition provides individuals with the opportunity to find out about specific Category 1 and 2 responders, professional, government and voluntary organisations, as well as police, ambulance and fire & rescue services.

Visit www.theemergencyservicesshow2009.com for further information, to register and to keep updated with the Conference programme as it is confirmed.

Devon Air Ambulance Trust Recession Ball

Friday 18th September 2009

7.30pm to Midnight

Dartington Hall, Dartington



Hearty meal of local fayre provided

Dress yourself from our Charity Shops - prizes for best turned out (proof of purchase required)

Live music: 'Thick as Thieves' Silent Auction

All the fun of the village fete including coconut shy, bottle stall, hoopla, plus much more!

To book contact Debbie Collingwood on 01392 466666 or email: d.collingwood@daat.org

Entry by ticket only - £20.00 - places limited - please book asap

**This event has been kindly supported by: Edge Recruitment, Hatch Marquees and Eventful (South West) Ltd-
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Devon Air Ambulance Trust, 5 Sandpiper Court, Harrington Lane, Exeter, EX4 8NS Tel: 01392 466666 Fax: 01392 464329

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