

Police Aviation News

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PAR



FINLAND FRONTIER GUARD
A119 deliveries commenced

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LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: The police took delivery of their new Britten Norman BN2B-20 VH-PSX c/n 2309 in late July. The former Surveillance Australia temporary aircraft they were using for prisoner transportation duties has now left service. [PAR]

FINLAND

BORDER GUARD: that the first of four AW119Ke single engine helicopters for the Finnish Border Guard was delivered during an official ceremony held in Helsinki in the presence of various dignitaries including the Finnish Minister of Interior Hon. Anne Holmlund, Chief of the Finnish Border Guard Lt. Gen. Jaakko Kaukanen and Italian Ambassador H.E. Elisabetta Kelescian. The helicopters will be used to perform various tasks including border patrol, special operations and fire fighting. The delivery ceremony took place on the Finnish Border Guard's 80th Anniversary of flight operations. This handover marks the first AW119Ke to enter service in the European law enforcement and homeland security helicopter market.

The delivery aircraft OH-HVL c/n 14733 was a 2009 built machine registered in the US as N207SM. To follow we can expect OH-HVM, HVN and HVO. [AW]



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GERMANY

BAVARIA: One of the existing unit bases the police in the State use is to be given up. The unit is to move from Munich's Franz Joseph Strauss airport to Ober Schleißheim in the next few years. Behind the scenes there was tug of war for months about the location and possible financial risks, now the move is to happen by 2014.

Ed: It seems that the location of the Munich operational base has caused concern to the airport authorities. Every time the helicopter needed to fly an urgent operational mission the unit has been pulling rank on the airport and as a result flights have been disrupted, delayed, to allow the helicopter to fly across the runway. This move addresses the long standing complaints of the airport authorities.

On the positive side the move to Ober Schleißheim places the aircraft nearer to the centre of Munich. The exact location of the new base has not been announced but the most likely is the historic Ober Schleißheim flugplatz, a light aircraft field south of the town in open country and just outside the 99 ring road north of Munich, as well as being a Deutsches Museum outstation it already houses the Squadron South section of the Federal Police and they are expected to share maintenance facilities.



All day on September 11 the Deutsches Museum, Munich will be marking the 40th year of the Bavarian police helicopter squadron. The day will include various police displays of vehicles and aircraft from a number of neighbouring authorities including a musical item from the Music Corps of the Bavarian Police. It has been suggested that the Bavarian and Federal helicopters will be present.

Although the celebration relates to the 40th mention is being made of a slightly earlier Bavarian police aviation organisation dating back to 1919 and based on some Great War aircraft that would not have been out of place if they were flying with the Red Baron's Circus. That formation based at Kitzingen in the north of Bavaria and 'Schleißheim just outside Munich' was in transgression of the spirit of the treaty of Versailles and became a basis for the Luftwaffe in later years. So in a way the helicopter unit, in moving to Schleißheim is very much returning to its roots

INDIA

COAST GUARD: Chennai is due to receive two new hovercraft. The Coast Guard already has six hovercraft and twelve more are under construction. Of these the Coast Guard's eastern region is planning to acquire two for Chennai, two for Rameswaram and two for Puducherry.

The British designed hovercraft is powered by two 12 cylinder air-cooled turbo charged 800 hp engines.

Currently the Coast Guard western region has four hovercraft and the eastern region has two. [Times]

PANAMA

AgustaWestland has signed a contract with the Government of Panama for six AW139 medium twin engine helicopters. The contract also includes pilot and maintainer conversion to type training. Four aircraft will be equipped to perform a wide range of national and public security roles, one will be used for utility missions and the last aircraft will be used to transport senior government officials and other VIPs.

The two powerful PT6C-67C turboshaft engines, each producing 1,252 kW (1,679 shp) give the AW139 class leading performance with a maximum cruise speed of 167 knots (310 km/h). The aircraft has a range of over 1000 km or an endurance of over 5 hours with auxiliary fuel, making it ideal for long range transport and for border patrol missions. The cockpit features the latest technology including a Honeywell Primus Epic® fully integrated avionics system, a 4-axis digital Automatic Flight Control System and large flat panel colour displays - reducing pilot workload and allowing the crew to concentrate on the mission.

Over 470 orders have been placed by almost 130 customers from over 50 countries to date, making it the benchmark helicopter in the medium twin category for a wide range of roles including EMS/SAR, offshore transport, VIP/corporate transport, law enforcement, fire fighting and other government duties.

SWEDEN

STOCKHOLM: Ten men accused of stealing around £3.5M in a commando-style raid on a Swedish cash depot are on trial for their part in a daring September 23, 2009 cash theft. All have pleaded 'Not Guilty' to the charges in the face of video evidence from prosecutors of the helicopter born raid.

Three black-clad bandits leaped from the Bell 206 helicopter SE-HON and forcibly entered the G4S cash facility in Stockholm from the roof using explosives, ladders and a power cutter to access the cash vault as unarmed employees fled the building.

The helicopter was taken from Roslagen Helicopters AB in Norrtälje, they walked in unchallenged and used a small tractor to run the helicopter out on to the apron.

Meanwhile the local police helicopter was neutered by placing a 'bomb' by it. One of the minor mysteries surrounding this aspect of the case is that the police have yet to officially confirm or deny whether this was a fake or real explosive device. [media]

UNITED KINGDOM

NATIONAL: Within days of the PAN report on the demise of the Home Office Police Aviation Advisor [PAA] post at the NPIA there was the positive news that the former incumbent Captain Ollie Dismore had been found alternative associated work. This was not the return of the PAA but a lesser version of the post with an alternate funding stream.

The NPIA contract for the PAA expired on 11 July together with the associated telephone number and E-mail contacts so Captain Dismore's appearance at Farnborough was in effect unofficial. What is now in place is a short-term, limited contract by the National Police Air Service (NPAS) Project to continue work on the national service, but with a severely reduced remit than the old position brought about by the number of days financed. One aspect that was reinstated was the former telephone and E-mail.

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HAMPSHIRE: News that the county is to be one among a number slated to lose its own air support operation has not gone down well with the local branch of the Police Federation, the organisation that represents the views of the rank and file officers in Hampshire.

Hampshire police's move to share two helicopters with Surrey and Sussex forces, rather than use its own plane has caused concern among officers. The Surrey helicopter is based at RAF Odiham in Hampshire and Sussex are based at Shoreham airport in West Sussex.

The plan could save up to £8m in five years for the forces but speaking for its members the Police Federation has identified areas where levels of police air cover could be affected. Members serving in the New Forest and on the Isle of Wight had been the main complainants although the Chairman of the Hampshire branch of the Police Federation somewhat undermined their protests in saying that he was "convinced" by the financial reasons for the decision. Fortunately for him he works in an office. [BBC/PAR]

HUMBERSIDE: Humberside Police Authority's MD Explorer has just returned to service after a 10,000 hour inspection conducted by Police Aviation Services Ltd (PAS) in Gloucestershire UK.

The helicopter is one of the busiest MD 902 Explorers in service and is now the second to have achieved the 10,000 hour milestone. PAS undertook a major role equipment update in 2008 and has been maintaining the helicopter since the company originally equipped and delivered it in 2001.



Commenting on the high availability of the helicopter, Sara Whiting, Deputy Unit Executive Officer at Humberside Police's Air Operations Section, stated that she is extremely happy with the Explorer.

"It is the perfect helicopter for its role" and is "extremely reliable. It is popular with all of the pilots and crew and flies over 1200 hours per year. In the last month it flew 131 hours in response to 425 tasks, which resulted in the location of 58 offenders, 4 stolen vehicles and 17 missing persons."

Henk Schaecken, PAS Managing Director added "We are very proud to have helped Humberside in reaching this milestone. Such high utilisation is only achievable by keeping on top of the maintenance and being able to respond straightaway when we have to. This is down to the hard work of our maintenance teams and support staff both out in the field and back in the office." [PAS]

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NORTHERN IRELAND: Reported as being delivered ahead of the official announcement in the last edition of PAN the official launch of the new EC145 was the subject of a major media story early in August. Such media launches are not normal in the province.

The Police Service of Northern Ireland put on display its new £7M helicopter, Callsign Police 45, and predictably hailed it as the most modern police helicopter operating in the UK and Europe. It has state-of-the-art camera and computer equipment. It will be deployed alongside the existing five years old EC135 helicopter G-PSNI, Callsign Police 44, and their first aircraft a 1992 fixed wing BN2T Islander G-BSWR.

So far this year the PSNI helicopter has been deployed on 1,058 occasions, including 56 for public disorder and 25 for VIP protection.

Ed: Behind this high profile launch is a sign of troubled times which saw the PSNI operation swelled to five airframes in July this year. The lack of the EC145 resulted in the need for stand-in airframes to fill the capability gap. In October 2009, the costs associated with chartering the back-up AS355F2 helicopter [G-SEWP] from Veritair were announced in the local media. The costs were given as more than £52,000 at that time that figure of course rose considerable especially with the addition of a former Central Counties EC135T1 G-CCAU. By the time these words are read the fleet will hopefully be down to its normal level of three airframes but unfortunately unless the so called 'Peace Process' produces more peace we can expect to see yet more evidence of back-up airframes in the skies over the province.

Underscoring the feeling of disquiet over the breakdown in the Peace Process the Chairman of the Police Federation of Northern Ireland has said the PSNI could itself reach breaking point next year with the combination of a cut in officer numbers and growing numbers of attacks by dissident Republicans.

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In an interview Terry Spence warned that the next 12 months would be critical and has called for 1,000 extra officers to be made available. The numbers of officers in the service had declined by 5,000, from 12,500 a decade ago and the Army presence is but a shadow of its former self.

Mr Spence says there had been nearly 50 bombing attacks and some 36 shooting incidents in the province since the beginning of 2010, with latest dissident tactics now targeting partners and siblings of police officers. More than two dozen officers and their families had been forced from their homes by threats.

Dissident groups had become increasingly well organised and, far from being a disparate force, had been beginning to garner a hard core support from across Northern Ireland. [Police Oracle] *Ed: Many of these incidents are not getting national coverage. In one recent bomb incident that did get wider media reportage children playing in the street were injured. It is noteworthy that although the unit was heavily committed on the day covering marches it was the leased in Veritair AS355F2 G-SEWP that took the bow for the media.*

SUSSEX: Another unit has moved across to Twitter its operational log to the public. From now on the Twitter feed replaces a similar popular 'what are we doing' function on the Sussex Police website.

Inspector Simon Pettett from the Air Operations Unit said: "H900 provides a unique service to Sussex, undertaking over 1,500 tasks each year, from major incidents and life-threatening road traffic collisions, to missing person searches and crimes in progress. When people see the helicopter over their house, they want to know what we're doing."

The crew, consisting of a police observer, pilot and paramedic, 'tweet' what they've been doing when they arrive back at the hangar in Shoreham.

To follow the Sussex Police helicopter and ambulance log on to http://twitter.com/suspol_heli

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WEST MIDLANDS: As you may have read in recent editions of PAN the West Midlands Police took delivery of their new Eurocopter EC135P2 G-POLA in association with the recent Farnborough Air Show. It was a bit confusing then to receive the August issue of the force magazine *Newsbeat* and note there was not a word on the new arrival. Even when I enquired of the Press Office they seemed to know nothing of the event, the only known press release had been issued by Eurocopter at Farnborough and the police media service did not seem to know there was a new helicopter even though their Chief Constable had a representative in the photo 'taking delivery' of the aircraft.



Ed: Perhaps this is following the same lines as an earlier edition of Newsbeat. The story about the successful fire attack on the original EC135 at Birmingham International Airport never appeared, neither did news reports on the various replacements and additional security measures.

Bearing in mind that Newsbeat is the official news organ for telling their staff what is going on in the West Midlands Police they seem to be suffering a strong case of denial presumably brought about by what was a serious breach of security at the high profile airport where the unit is based and where the police also have some security input.

If a plane vandal can get in so easily, so can others with wider international malicious tendencies and that is what someone is probably worrying about.

All these attacks and fire bombings seem to have put a number of UK forces on the back foot and most now hangar their aircraft at every opportunity so the response time to a shout is now slower because they have to haul the aircraft out of the hangar first. The other option is a far from savoury retreat to safer quarters. That said the Merseyside base on an RAF station at Woodvale did not fit the bill because it is too isolated and the RAF security staffing levels were found to be just too low to secure the relatively vast but low operational priority site. In contrast Surrey moved to the safety of an RAF station in Hampshire that is a high profile helicopter base and therefore has the guard level that much higher. The same applies to most of the others; it is not the fact of the location being military it is what worth the location is to the military [or civil airport authority].

The really positive point is that these helicopters are evidently being very successful for the criminal classes to consider taking revenge on the aircraft themselves.

G-POLA was physically delivered to Birmingham on August 11 and immediately put in service. As there will have been an element of training involved the stand-in aircraft, the former Suffolk Constabulary EC135T1 G-SUFF, was probably retained on site for a little while. Mainly because Eurocopter are not in the business of leasing aircraft short term West Midlands bought G-SUFF from Eurocopter and it is understood that it will be returning to them by way of sale at a similar price to that paid on purchase [around £1M].

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UNITED STATES

ARKANSAS: The Mississippi County Sheriff's Dept, has joined the many to trip over not having made an adequate long-term business plan for their air operation.

The Blytheville Airport, Luxora based operation was set up with two DoD surplus Bell OH-58 helicopters but the lack of planning and some earlier skulduggery have left the volunteer operation without funding for an engine overhaul some 25 years after setting up.

The one remaining helicopter is now down to its last 50 hours before they need to pull the engine out and overhaul it. With the operation reportedly flying only 100 hours a year though that may give them a matter of months before the shut down takes place. Meanwhile they have the begging bowl out.

Mississippi County Aviation Unit Chief Pilot Bobby Stabbs stated that "After 15 years our engine is about to time out on us and we're gonna have to shut it down after about 50 more hours or we're gonna try to get some parts or donations what have you so we can get our engine overhauled." The engine on the OH-58C N35LD is good for about 3,600 hundred hours before it must be overhauled.

Mississippi County has had helicopters for about 25 years starting off with a 1963 Hughes 2-seater and then the current 1972 Bell, both from the Army. The current helicopter has been in service for 18 years with the county on a variety of missions including drug eradication to flying security routes for President Bush and Vice President Cheney.

Mississippi County doesn't charge neighbouring counties when they are called out to help them, although they will take a full tank or two of Jet - A when available, and this lack of financial help extends to the Federal Government, they give no reimbursement at all for fuel or aircraft use.

The Chief Pilot seems surprised that the people of Mississippi County are unaware of his aviation unit exists, although the reputed 100 hours a year does not place it in the public domain often. All of the members are volunteers; No one gets paid to fly.

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Besides an engine overhaul, the Bell needs other parts. They have parts to replace the transmission and tail rotor gear box and they claim to have lots of extra parts for trade or sale but their task may well be made a little harder thanks to a skeleton they have in their cupboard.

Some years ago a special sheriff's deputy in the MCSD whose job was to keep the helicopter in operation by obtaining surplus federal parts admitted to acquiring extra parts to sell through his own company for profit. As part of the scam the MCSD helicopter was claimed to be part of a 'phantom' five aircraft fleet, although he did obtain one other OH-58 helicopter for use [possibly the 1971 Bell OH-58A N98LM] but sold it on for \$110,000. In all he made more than \$200,000, money that might have greatly aided the operation and possibly avoided the current threat.

CALIFORNIA: On 26 June members of the Abu Dhabi Police Air Wing, led by Brigadier General Ali Al Mazroui visited the Los Angeles Sheriff's Department (LASD) at the invitation of Sheriff Leroy D. Baca. The trip was coordinated by Lexington Security Group who are running Tactical Flight Officer training with the Air Wing. The delegation visited the Emergency Operations Bureau (EOB), SWAT and the Aero Bureau, flying two live sorties in the duty A-Star.

The three hours flying over the City gave the group a great insight into the how the communications centre, ground units and the aircraft all work together responding to actual tasks and routine, intelligence led patrolling.

The trip ended with a two hour meeting with the Sheriff. Sheriff Baca is heavily involved in international outreach programs to Law Enforcement agencies around the world. In October he will facilitate a Gulf States Law Enforcement symposium in Doha and took advantage of this chance to speak with the Brigadier about future exchanges and partnerships.



Sheriff Baca presenting Brigadier General Ali Al Mazroui with a silver medallion and badge.



The Abu Dhabi Delegation and LSG representatives with an LASD A-Star and crew [ADP]

As reported last month American Eurocopter announced that the Los Angeles County Sheriff's Department have purchased twelve replacement AS350 B2 helicopters in a fleet renewal exercise. The Aero Bureau's current fleet of 12 AS350 B2s has been serving the county since 2003. The purchase of these new helicopters will allow the Aero Bureau to update its fleet to the latest technology offering the performance and reliability to meet the department's expanding mission scope.

The AS350 – AStar has become the reference for law enforcement missions in the United States. It is equipped with a powerful, yet economical 732 shp Turbomeca Arriel 1D1 engine, with room for six plus pilot and a sling capacity of more than 2,555 lbs. The AS350 is uniquely adaptable for the full range of law enforcement missions from special operations to emergency medevacs.



No, this is not the ultimate in glasshouses—or what the budding gardener might think to do with the agency's 2001 AS350B2 aircraft while its stood idly awaiting a call! This is the Eyrie County [New York] Sheriffs Department both finding and collecting evidence relating to a remote grow of cannabis plants—a new high in the short life of these plants.

Images via Captain Kevin Caffrey OIC and pilot [below left]



Two US Coast Guard helicopters were reported to have been 'forced' to land at Los Angeles International Airport last month after being flashed with laser beams, the latest of 63 such incidents reported near the airport so far this year, and part of a growing problem Worldwide.

Someone flashed a laser at a Coast Guard MH-65C Dolphin helicopter flying over Cabrillo Beach and the crew made a precautionary landing at LAX, only two days earlier a similar incident over Torrance resulted in another diversion and landing.

In both incidents, crew members were grounded until a doctor cleared them to fly again. Aiming laser beams in pilots' eyes is illegal and can cause temporary blindness, but in some circles the attacks are brushed off as a minor irritant and this major change in operator reaction is potentially a significant move.

The Federal Aviation Administration [FAA] say instances of people aiming the high-powered beams at aircraft is a growing problem and one that has grown significantly in the last decade. The agency has logged 1,525 laser incidents this year -- a big jump from the 283 reported in 2005.

FAA figures on US laser-flashing incidents : - the first 8 months of 2010 : 1,525, 2009:1,527, 2008: 913, 2007: 590, 2006: 384, 2005: 283 Source: FAA



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AIR AMBULANCE

GERMANY

OCHSENFURT: From 1 January 2011, non-profit operator ADAC Air Rescue Air Rescue will take over the "Christoph 18" air ambulance base in Ochsenfurt, Würzburg.

ADAC believe that the decision in their favour was partly due to their submission highlighting the better training for pilots, paramedics and doctors to the contracting authority [the Zweckverband für Rettungsdienst und Feuerwehralarmierung]. "Christoph 18" is currently run by DRF with an EC135

INDIA

BENGAL: The Medica Superspeciality Hospital has launched an air evacuation and consulting service for patients in various cities in West Bengal and other states including Uttar Pradesh in the north and Tripura in the northeast. A four-seater Cessna SkyHawk plane to be used for the purpose has already been delivered. It will be deployed to pick-up the patient and one relative for transportation to the hospital and deliver them to a local airport to meet a ground ambulance for the final stages of the journey. Alternatively the aircraft will be used to fly a specialist medical team to patients unable to travel.

The service will cover Uttar Pradesh's Lucknow and Kanpur, Bihar's Patna, Gaya, Darbhanga, Jharkhand's Ranchi and, Jamshedpur, West Bengal's Behala, Coochbehar, Jhargram, Medinapur and Bagdogra, Assam's Guwahati, Tezpur, Jorhat and Silchar and Tripura's Agartala.

IRELAND

AIR AMBULANCE: The proposed air ambulances in Northern and Southern Ireland remain in a state of turmoil. Internal disagreements have resulted in Derek Rowe the charity's founding member parting company with the struggling organisation to set up his own operation.

Rowe was instrumental in founding All Ireland Air Ambulance but now he has called it a day. He was replaced as chairman earlier this year and moved to other charity work until last month when he declared an intention to set up yet another organisation to fund raise for an air ambulance.

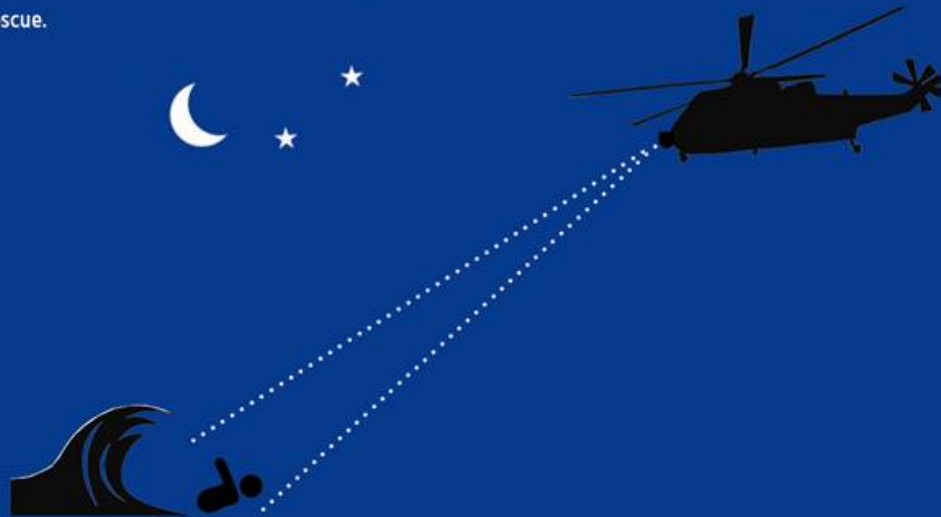
Over the last two years the creation of the service as stated start dates it has failed to meet – the first in 2008 – and several attempts to launch the service have failed as the charity struggled to raise the €85,000 per month required. Dates in 2009 and 2010 have been declared but not met.

Mr Rowe claims to have secured a helicopter and hangar, as well as support and, although the multi-purpose operation has failed to gain ground, has now started talking about a niche market People's Children's Air Ambulance.

The latest from All Ireland Air Ambulance is that subject to official approvals from the health authorities Bond Air Services have committed to bringing the first air ambulance to the country this month [September] [Times]



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NEW ZEALAND

Hawke's Bay babies needing specialist treatment are travelling more comfortably and are transported more easily thanks to a "baby pod" bought recently.

In some situations the pod can be used instead of the Hawke's Bay Air Ambulance's incubator, which weighed a minimum of 50kg and required two people to transport.

A donation from the Eastern and Central Community Trust allowed the air ambulance to buy its own hi-tech pod, which has a carbon fibre shell and is lined with shock absorbent foam and a warming vacuum mattress.

The pod does not replace the incubator but it is an alternative for babies who do not need the medical support of an incubator, but are too small for a car seat.

Until the introduction of the pod any small baby being moved had to use the incubator.

The pod was the first of its kind in New Zealand.

UNITED KINGDOM

NATIONAL: Despite a natural inclination towards downplaying their success in raising funds for the various air ambulances there are those in the population that realises that 'Air Ambulance' is a brand that sells – even without the added heart string plucking of adding words like 'Children's' in front.

The established operations each face a fairly common problem with poaching finance from areas now nominally the catchment area of new air ambulances – something that many still continue to do – and assessing new organisations. The Children's Air Ambulance continues to be perceived as a problem. Set up as a bona-fide national organisation it necessarily

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THE QUEEN'S AWARDS FOR ENTERPRISE INNOVATION 2007

UKAS

'poaches' funds from across the country while neither operating an aircraft or looking likely to do so in the short term. So each new organisation calling itself an air ambulance fundraiser is at one treated with suspicion and on the other given a chance to prove itself.

And that is the position with a number of collectors set up to collect for air ambulance charities. They are monitored and if found not to meet a fund raising ideals the word goes around. The latest organisation being 'monitored' is Ambulance Service (Trading Co Ltd), a private firm based in Bicester, Oxford and having no clear links with the air ambulance anywhere in the country despite having a sister organization called Air Ambulance Service.

Trading Standards in Oxford is investigating the company after both Hampshire and Oxfordshire air ambulance organizers put in complaints but to date Thames Valley Police can find no evidence of wrongdoing.

The company circulates leaflets to households asking for clothing donations, the leaflets invite people to apply for a 'membership card' either by sending a text message costing £5 or calling a £1.50-a-minute helpline. The internet address www.airambulanceservice.org.uk invites people to donate cash to help buy a £5M Eurocopter EC135 helicopter but it does not say who would be the operator of the machine.

The website says very little except that they are collecting to sell for the air ambulance service, contact details and an invitation to free membership of the organisation which would entitle you to a card giving access to the service should you ever need it. UK air ambulances are of course free to all at the point of contact, you need no card. The site also includes a disclaimer that points out that the photos of Air Ambulance vehicles on the website are for display purposes only and not part of the service. The images on the site last month were a Bell 407 that looked to have Swiss origins [a white cross on red rather than a red cross may be playing games] and a very executive looking EC135 parked at Oxford. If it is Oxford, then it seems to be G-SENS. This is a "Hermes" special corporate interior EC135 and there is only the one in the UK - bought on spec by ECUK and not yet sold.....so the links between Air Ambulance Service and any local helicopter medical emergency services are at best flimsy. The problem is that most potential donors cannot tell one helicopter from another and helicopters are readily associated with rescue.

The site does not claim that any of its funds go direct to air ambulance support but it does have links to another organisation 'easy fundraising' that does offer to direct money towards a range of air ambulances. Smoke and mirrors.

Other information suggests that the company Air Ambulance (Trading) Company Limited was set up in December 2009 under the sole directorship of a Mr. Anthony Joseph Durkin. He is also said to be the sole director of Air Ambulance Service Ltd, set up in August 2009.

ESSEX & HERTS: The old perception of UK air ambulance operations was that the flight/medical crew flew in to the scene of the incident and flew patients to a hospital able to deal with the injuries presented. This evolved to a system whereby the Paramedic crews worked on the patient at the scene to stabilise them prior to transport using the air ambulance. In turn this more specialised service carried doctors who treated the patient to a greater degree at the scene and this led to the evolution of every flight having a doctor on board to deliver high quality pre-hospital care prior to the transfer patients safely and rapidly to a specialist hospital where a team of experts are immediately on hand to administer the next phase of medical care. The true HEMS operation having highly skilled Doctors as part of the air crew who bring significant benefits to patients, particularly in terms of drugs that can be given, equipment that can be used, procedures that can be administered and decisions that can be made..

The London HEMS Air Ambulance based at the Royal London Hospital in Whitechapel started off as an operation using in-flight doctors and others copied the system as soon as they could.

As a rule the doctors on the aircraft are likely to be relatively unskilled younger practitioners and in recent years a system of allowing those doctors to gain access to more skilled members of the profession for instant advice has evolved. The London operation used their own



NHS doctors and the system worked well for them but other air ambulance operations often found it was difficult to access the right class of doctor at all hours of their working day and they started to look to getting their needs – termed Clinical Governance – from existing aviation doctors.

The perceived problem relates to cost and availability. In some areas, Cambridgeshire for instance, they have easy access to free services such as that provided by MAGPAS and used by the East Anglia Air Ambulance and the Cambridgeshire Police helicopter unit [the latter mainly out of hours]. MAGPAS is a voluntary organisation and it provides access to all the skilled doctors with all the advice needed 24/7.

MAGPAS is free but alternative schemes are not. It is fair to assume that all of the highly skilled doctors needed to provide effective Clinical Governance at the end of a telephone are still working and able to advise with knowledge of current technology. The need for their advice usually relates to daylight hours – the normal working day for both helicopters and Consultants. Potential problems have been highlighted relating to a conflict of interest between expert doctors who work for the National Health Service [NHS] taking calls during their NHS working day to provide private sector Clinical Governance to a helicopter crew which the health sector is then effectively being double-charged for.

Naturally the operations in the south looked to the Royal London Hospital operation for best practice guidance and each eventually reached deals with a group called Emergency Medicine Services Consultants [EMSC]. Private sector Clinical Governance is now an expensive fact-of-life for air ambulance operations, to ensure that everything is safe and sound, both in the air and on the ground.

There are other costs related to staff training and in recent weeks this new area of safe operation has resulted in the charity staff and an army of dedicated volunteers in Essex and Hertfordshire Air Ambulances (EHAAT) receiving training on the basics and detail of Clinical Governance from such as Dr. Gareth Davies. <http://www.uk-hems.co.uk>

Once a month EHAAT hold Clinical Governance Days where the Medical Director, Doctors, Paramedics and other key team members meet with specialist consultants from EMSC (Emergency Medicine Services Consultants), providers of Clinical Governance to review and audit their recent activities in depth, discuss clinical effectiveness and share ideas to continuously improve the service. In addition, the pre-hospital care consultants chair weekly case review meetings and fly with HEMS Doctors to supervise their practice to ensure continued professional development and quality assurance. [EHAAT/PAR]





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SURREY: The emergency helicopter, which serves Surrey and Sussex, is currently limited to daytime and early evening flights. Currently all of the out of hours flights in the hours of darkness are being undertaken by the Sussex Police helicopter across Kent, Surrey and Sussex on demand. They are few instances of the police being used in the dark even across the whole of that area but the provision is made and funded.

Although currently little used there is a perceived medium term threat over the air ambulance availability of the police helicopter and plans for the future do need to be made in case the National Police Aviation provisions delete the helicopter long term.

Dunsfold Park, where the Surrey air ambulance helicopter is based, has applied to Waverley Borough Council to lift the current restriction on their operations out of hours to provide a wider capability in the future. Flight times are currently limited to between 0730 BST and 1930 BST from October to March and between 0730 BST and 2030 BST from April to September.

Some local residents are unhappy at the extended hours proposal, saying it will disturb their sleep. To counter this the air ambulance operators have pointed out that currently during the daytime the MD902 flies an average of two to three flights a day so the helicopter is not continually taking off and it's unlikely to do so at night time so it wouldn't be constant noise. The Air Ambulance said the proposal was in the very early stages and any changes to flying times were unlikely to take effect in the next three to five years. [BBC]

WALES: The unit is now working towards placing its remaining BO105 helicopter on a 7 day footing. A short trial has already been undertaken and that worked well.

The delay mainly relates to the logistics of getting staff. The Welshpool base the helicopter operates from is in a fairly remote part of central Wales and the number of trained paramedics living locally is limited. When the staffing is resolved the move will go forward and then the aircraft will be upgraded to an EC135T2. It is hoped that the crewing problem will be resolved later this year and that will lead in turn to an aircraft upgrade in 2011-12.

When a local newspaper published a spurious story claiming that the founder of Wales Air Ambulance had quit over a row about how the charity is run the charity was quick to issue a denial.

The original story claimed that Vera Wilson, of Bangor, launched the charity with two colleagues on December 1 2000 but had now resigned as one of its dozen trustees.

Reflecting a similar point of view that has led to disagreements in other charities Mrs Wilson raised queries over the need for professional fund-raisers, when public donations were flowing in.

She believes wages and costs would be better used on the helicopters but a contrary view



Reims F406 Land & Sea Surveillance

is held by others who are aware that it is the in-house run lottery that provides approximately a third of the overall income and that needs staff to run it. The charity has 26 pilots and paramedics and employs 60 others including seven fundraisers who ensure that the flow of money is constant.

WILTSHIRE: This year's Emergency Services Show in Wiltshire on September 12 was to have two air ambulances on display, but in the event the Wiltshire MD902 was withdrawn for annual maintenance over the period leaving the Filton based BO105DBS4 air ambulance as the sole attendee.

Based at the police HQ in Devizes the Wiltshire Air Ambulance has been a regular fixture at the show, but this is the first time that the Great Western Air Ambulance based at Filton, Bristol, has been able to attend.

The Emergency Services Show is being held at Hullavington airfield, off J17 of the M4 near Chippenham, between 10am and 4pm on September 12.

The event showcases all elements of the emergency services, giving visitors a chance to get up close to fire appliances, police vehicles, ambulances and a whole range of specialist equipment.

The event is organised by a volunteer committee drawn from Wiltshire Fire & Rescue Service, Wiltshire Police and Great Western Ambulance Service, and proceeds are donated to local charities that support the work of the emergency services.

Tickets are £5 for adults, £2.50 for children under 16 and free for under threes.

<http://www.emergencyservicesshow.com>

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UNITED STATES

NATIONAL: Even in the face of severe criticism it is claimed that the helicopter air ambulance industry is opposing several key safety upgrades sought by federal accident investigators even as a recent surge in crashes has killed 19 people since September.

The NTSB is calling on regulators to require new lifesaving technologies on many air ambulances, including night-vision goggles, terrain avoidance computers and autopilots. The devices are costly, but the NTSB says they would save lives in a health care system increasingly reliant on helicopters for transporting critically ill patients.

Industry groups such as the Air Medical Operators Association say their members should have the freedom to adopt those technologies it chooses to and not bow down to the wishes of the NTSB. Even so AMOA have been urging its members to make voluntary safety improvements.

On its own part the NTSB has declared that a voluntary approach to safety technology provision is not working. [USAT]

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FLORIDA: The National EMS Pilots Association (NEMSPA) will again be offering a one-day helicopter Airline Transport Pilot preparation course in conjunction with the annual Air Medical Transport Conference [AMTC] to be held next month in Ft. Lauderdale, Florida and the ATP Prep Course will be presented in a hotel facility near the Broward County Convention Center on Sunday, October 10. Information on the course and an online registration form are available

And another offer you will need to be quick off the mark to take part in is Design the Becker Avionics T-Shirt for the AMTC and win \$1,000 for your air medical operation!

Becker Avionics is looking for your help with the design of their new T-Shirt, and if your design wins, there will be a cash prize of \$1,000 and t-shirts for your the entire crew! It's that simple...The winning design will be printed on this year's T-shirt and will be available at the Becker Avionics booth during the upcoming 2010 AMTC in Ft. Lauderdale. Designs should be original and enthusiastic (limit design to four-colours please) and should be sized to fit on the front or back of the t-shirt. Be a part of our ongoing tradition and the first to take part in a new design! Make your colleagues envious with your stunning, humorous or downright hilarious theme that will be worn by hundreds around the air medical world!

Here are the rules...Just a few...

Submission Deadline: 3 SEPTEMBER 2010

Format: Email via jpeg file to Kelley@yesdfw.com

Please include your full name, position/title, operation name, mailing address, email, and telephone numbers.

Award: 13 SEP 2010, based on the most original and creative design chosen by the Becker Avionics team. Good Luck!

*Winner is limited to 100 quantity t-shirts. All designs submitted become the property of Becker Avionics.

FIRE

RUSSIA

MOSCOW: The fire season is in full swing in parts of Europe and there have been the inevitable calls for aerial assistance across the continent. Hopefully this year the effects of the fires will not impinge on the upcoming Helitech Portugal in October.

Russia grabbed the headlines when it was found that despite its valiant assistance to other nations its own capabilities were sorely tried in the home market.

In a major PR exercise Prime Minister Vladimir Putin climbed into a Beriev Be-200 water bomber amphibian and dumped water on two of the hundreds of wildfires sweeping through western Russia and cloaking Moscow in a suffocating smog.

Putin has been a very visible leader in the battle against the fires, which have caused damage and left thousands homeless. Putin has demanded that soldiers help overstretched fire fighting brigades and has undertaken a classic politicians walking tour through scorched villages, consoling residents and promising them new homes.

Damage from the fires in Russia is expected to exceed \$15 billion, or about 1% of Russia's GDP. The hottest summer since record-keeping began 130 years ago has cost Russia more than a third of its wheat crop and prompted the government to ban wheat exports for the rest of 2010.

Russian Prime Minister Vladimir Putin sits in the co-pilot's seat at a cockpit of an Emergencies Ministry's Beriev Be-200 amphibian multi-role jet flying drop water over a forest fires in Ryazan region, some 180 km (111 miles) southeast of Moscow, Tuesday, Aug. 10, 2010. Putin joined the crew of a firefighting airplane Tuesday and helped put out two of the hundreds of wildfires that are sweeping western Russia and cloaking Moscow in suffocating smog.(AP Photo/RIA Novosti, Alexei Nikolsky, Pool)





Diamond Aircraft sent two of its DA42 GUARDIAN Special Mission aircraft to the Ukraine to support the effort. One GUARDIAN equipped with an Airpointer (from the Austrian company MLU) will measure the air quality for identification of unusual high toxic concentration. The Airpointer-GUARDIAN was already flying different volcanic ash measurement missions this April.

The second special mission aircraft delivers infrared images and videos, transmitted in real-time to the ground fire-fighters. So glowing embers as well as fire hot-spots can be detected and addressed very fast and efficiently. From the air-support the Ukrainian government is expecting to avoid such a devastating fire spread like in Russia.



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SEARCH & RESCUE

CANADA

AgustaWestland has highlighted the Canadian Forces achievement of 40,000 operating hours with its fleet of AW101 search and rescue mid/heavy helicopters. The Canadian Forces has 14 of the helicopters designated the CH-149 "Cormorant" which entered service between 2000 and 2002.



The Canadian Forces have a higher flying rate than any other AW101 fleet and Cormorant 901, currently flying out of Canadian Forces Base Comox with 442 Squadron, has the highest number of airframe hours on any of the AW101s anywhere in the world. To date, AgustaWestland has awarded 34 Cormorant crew members with 1,000 flight hour certificates and two crew members with 2,000-hour certificates.

The Cormorant has a mission availability rate in excess of 98% attesting to its reliability for emergency and critical mission deployment. The fact that the Cormorant can be relied upon to launch for rescue virtually anytime, anywhere, can also be credited to the hard work of the aerospace division at IMP Group Ltd., which is contracted by the Canadian Forces to provide the helicopter's in-service support (ISS).

MALAYSIA

AgustaWestland announced that the delivery of its first AW139 medium twin engine helicopter to the Malaysian Maritime Enforcement Agency (MMEA). This aircraft will be used to perform SAR, coastal patrol and law enforcement duties around Malaysia's extensive coast line. An additional two helicopters will be delivered later this year.



AgustaWestland Malaysia Sdn Bhd, a wholly owned subsidiary of AgustaWestland, will be responsible for the provision of maintenance services to the MMEA's AW139s. The MMEA signed a contract for three AW139s plus options for several additional aircraft in October 2008, marking the entrance of the AW139 helicopter into the Malaysian government market following earlier success for the aircraft in the Malaysian commercial market. The delivery of the MMEA's first AW139 follows the handover of two AW139s to the Malaysian Fire and Rescue Department (Bomba) in April 2010. The MMEA adds to the growing number of customers who have placed orders or are already operating the AW139 for homeland security, maritime patrol and search and rescue type missions. Customers include agencies in Japan, South Korea, the UK, Italy, Spain, Estonia, Cyprus, UAE.

The MMEA's AW139 are fitted with latest mission equipment including a FLIR, NVG compatible cockpit and a 4-axis Automatic Flight Control System with SAR modes. Orders for more than 460 AW139s have been placed by over 130 customers from nearly 50 countries for a wide range of applications including EMS/SAR, law enforcement, offshore transport, VIP/corporate transport, fire fighting, utility and other commercial and government roles.

NEW ZEALAND

AUCKLAND: Auckland's rescue helicopter service will now be able to deal with twice the number of missions after adding a second chopper to its fleet.

A refurbished \$5M BK117 helicopter was formally handed over to the Auckland Rescue Helicopter Trust to work alongside the present BK117 helicopter.

Both machines, sponsored by the Westpac Bank and painted in the familiar red and yellow

colour scheme, would meet a growing demand for rescue services and urgent patient transfers.

The demand for hospital transfers, search and rescue and medical services had risen dramatically in the last two years. Last year the trust flew 577 missions, a 13% increase on 2008. [Stuff]

UNITED STATES

EAST COAST: The Coast Guard has accepted installation of the General Dynamics Rescue 21 search-and-rescue system for the Baltimore-Washington region.

The system will offer enhanced lifesaving communications capabilities to the entire Chesapeake Bay and the Potomac River area.

Rescue 21 provides a wireless communications network the Coast Guard can use to communicate with federal, state and local law enforcement agencies and other emergency responders. The new system command center is at the Curtis Bay Coast Guard Yard on Hawkins Point in Baltimore.

The system is used to monitor distress calls from boats and coordinate the search-and-rescue response.

INDUSTRY

ZOLL Medical has received FDA approval to market the Propaq MD monitor/defibrillator that's been designed specifically for military and air medical use. Developed in conjunction with the Department of Defense and Welch Allyn, the device is meant to be smaller, more rugged, and work for longer periods than competing models.

The Propaq MD is a new ultra-lightweight compact device with highly sophisticated, advanced capabilities that combine the well-accepted and proven features of the Propaq monitors with the clinically superior therapeutic capabilities of ZOLL defibrillation and non-invasive pacing technologies. The Propaq MD is 60 percent smaller and 40 percent lighter than other similar monitor/defibrillators. It is two pounds lighter than the current military vital signs monitor, the Propaq 206, even with defibrillation and pacing added.

The Propaq MD provides an unmatched combination of capabilities that include a large, high-contrast color LCD display capable of viewing up to four waveforms simultaneously, as well as a full 12-lead ECG for on-screen review. It also offers a unique night vision goggle (NVG) mode for military and air medical night time operation. All physiological monitoring parameter values, including heart rate, SpO2, ETCO2, respiration, non-invasive blood pressure, two temperatures, and three invasive pressures, are shown in large color-coded numeric formats. The device is capable of monitoring all patients, whether adult, pediatric or neonatal. Alarms are provided for all parameters. The Propaq MD is the only FDA-cleared airworthy defibrillator to provide monitoring of three invasive pressures necessary for treating critical patients during long transports.

A new battery system and AC power charger provides worldwide land, sea and air operat-



The Propaq MD system can be inspected at next months AMTC in Florida. The company will be at booth # 68 .



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ing capability. The system can monitor all physiological parameters, including three invasive pressures and two temperature channels, for over six hours on a single battery charge. In addition to real-time monitoring, the Propaq MD has a full data collection and trending capability. Keys are provided to annotate all ACLS interventions such as intubation, drug administration, and associated ECG and other physiological waveform segments. Full trending data is available on the unit's display from its integral memory, supporting data collection over 24-hour periods. Trends can include 1,000 time-stamped events and 32 snapshots of treatment. All data can be downloaded to a standard USB flash drive and transferred to electronic medical records using an open architecture XML format. An integrated printer can provide immediate documentation of events and diagnostic ECG traces.

A world class manufacturer of tactical airborne and ground high-definition video surveillance systems, **Troll Systems'** products provide domestic and international military, police, rescue and, warfighters with real-time situational awareness from air and ground vehicles, both manned and unmanned.



Critical in a changing military threat and procurement landscape, U.S. Armed Forces have continued to focus on emerging technologies designed to collect, process, and disseminate relevant information quickly. Part of a strategy to minimize direct exposure to the enemy, ISR systems offer field commanders the ability see, target, and destroy an adversary without endangering lives. The "Eyes of the Army", a Unmanned Aircraft Systems (UAS) roadmap (2010-2035), specifically looks at the capabilities of unique unmanned systems as a primary means of providing actionable intelligence to tactical combat missions. Considered by many to be the future of military intelligence and reconnaissance, unmanned systems rely on expertise and digital technologies, which Troll Systems has pioneered and developed for nearly two decades.

Troll designs and manufactures long-range, bidirectional data links, and Radio Frequency (RF) tracking systems for a new breed of unmanned aerial vehicles currently being deployed to operational theaters. Additionally, Troll integrates its robust directional tracking antennas and video capture and control software into complete systems for U.S. Department of Defense and prime contractors: L3, General Dynamics, AT&T, Sierra Nevada, and Scientific Research. Troll is a partner in the development of secure, interoperable air to ground image and data communications system that enable police, rescue, and military organizations to communicate and synchronize joint field operations.



<http://www.thedefencealliance.com/cts/index.html>

Apical Industries has received Transport Canada approval or their new Cable Cutters Kits for Bell 206A, B, L, L-1, L-3, L-4 helicopters. FAA and EASA approvals have been previously received.

Aeronautical Accessories, Inc., an affiliate of Bell Helicopter, is offering special incentive pricing on its line of Wire Strike Protection Systems® (WSPS®). The accessory manufacturer has cable cutting kits available for many helicopter models and is currently offering the MD 500E, 520N, 530FF WSPS kits for a reduced price of \$15,995.

Aeronautical Accessories' WSPS are available for immediate delivery and offer several safety benefits. These advantages include:

Protects against inadvertent contact with horizontal mechanical, electrical transmission, and communication wires and cables

Reduces the possibility of wires entering the cockpit or damaging landing gear

Provides high tensile strength upper and lower cutting blades and windshield deflector they accommodate high or low skid gear and fixed or pop-out floats



The ultra modern new passenger terminal at **The London Heliport** in Battersea was officially opened for business - ahead of the Farnborough Air Show in July.

The heliport is operated and managed by PremiAir, the UK's leading executive helicopter services company, on behalf of the von Essen Group, which owns the heliport, together with Hotel Verta, new luxury hotel due to open in September, which adjoins the impressive passenger terminal.

Heliport users now have the use of world-class business aviation facilities, a major improvement on the old passenger facilities which were built when the original heliport was opened by Westland Helicopters in 1959.

The new heliport development, which has been ongoing for two years, will also provide valuable additional helicopter parking capacity, a totally rebuilt and upgraded control tower and modern facilities for the heliport's fire and rescue team.

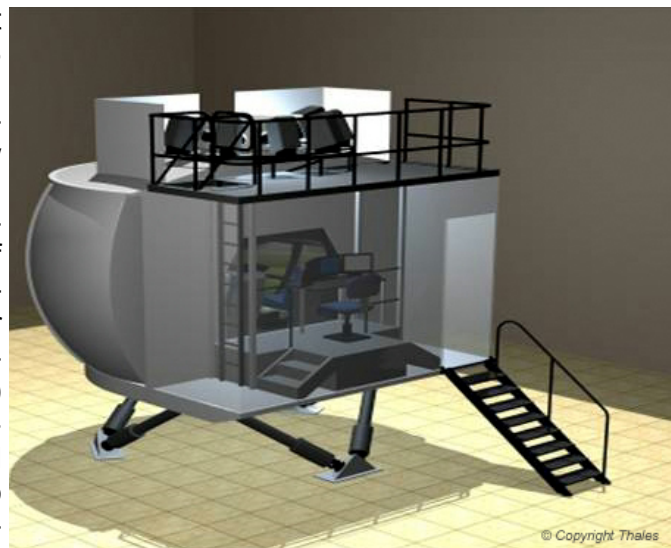
The London Heliport remains the Capital's only licensed commercial heliport. Since it opened in 1959 it has handled more than 450,000 helicopter movements and continues to provide a vital communication link into the heart of London. Heliport users fly in from locations throughout the UK, Ireland and Northern Europe. It also provides an important addi-



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tional base and refuelling point for London's police and emergency services helicopters which have a vital role in supporting and protecting the London community. The new terminal features sound-proofed and air-conditioned passenger lounges, meeting rooms, conference facilities, a customer drop off area for quick and easy access, underground secure parking and a dedicated heliport reception area to enhance passenger privacy and discretion.

Eurocopter has announced the introduction of the first Full Flight Simulator (FFS) for the Dauphin AS365 N3 in South East Asia. The simulator is being developed and built in partnership with Thales and will be operational in Eurocopter South East Asia's (ESEA) new training facility in Singapore by mid 2012. The simulator will be located at the Singapore Helicopter Training Centre (SHTC), the training arm of ESEA, which is moving from its current facility at Loyang Way to Seletar Aerospace Park in the 4th quarter of this year. SHTC was established in 2007 and currently operates an EC120 flight training device (FTD) used primarily for military operator training. The addition of the multi-role configuration AS 365 N3 FFS will enable the school to extend its training services to operators performing corporate, law enforcement, off-shore and SAR missions in Asia Pacific. ESEA aims to provide 3,500 training hours per year with the FFS.



Errata: Missing from the information on NASS' Fast Eagle in the ALEA special edition of Police Aviation News last month were illustrations meant to accompany the words. By way of recompense I include here an image of the roll on roll off Mission Console that is a feature of the **North American Surveillance Systems** product offering. North American Surveillance Systems [NASS] can be contacted at +1 760 - 432 - 6277



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Police Aviation News includes materials produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. This includes the banner titles and the PAVCon logo. In addition from time to times images specifically altered by Insight Design and others but originally produced for McAlpine Helicopters [now Eurocopter UK], Oxford, will appear with permission of the original owner. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

An example of the **AgustaWestland** AW139 medium twin helicopter operated in the Netherlands by the CHC Helicopter group of companies is the first to achieve the milestone of 5,000 flying hours. CHC is the largest AW139 operator worldwide with 34 units in service or on order. CHC introduced the AW139 into service in 2005 as part of its fleet renewal and expansion plans and the aircraft is now performing roles such as offshore transport, emergency medical service and search and rescue around the world.

Milestone Aviation Group, the first global specialty finance company focused exclusively on the helicopter and private jet markets, has announced that it has secured US\$500M of equity capital commitments to launch its business. US middle-market private equity firm The Jordan Company led the investor team, in partnership with Nautic Partners.

The launch marks the return of Richard Santulli to the aviation industry. Milestone is the culmination of Santulli's nearly 40 years of experience in helicopters, private jets and finance. Santulli is best known for inventing the fractional jet ownership industry and growing NetJets into a successful multinational corporation and one of the world's premier brands. Prior to starting NetJets, he founded and grew RTS Helicopters to become the world's largest helicopter lessor, and ran equipment leasing for Goldman Sachs. Santulli serves as Chairman of Milestone's Board of Directors. He and the rest of Milestone's management team have purchased, operated and financed more private aircraft than anyone in the world.

Headquartered in Dublin, Ireland, Milestone is the first global specialty finance company focused exclusively on helicopters and private jets. Milestone provides aircraft owners and operators worldwide with personalised financing options not otherwise available. The Company offers 100% financing on new, pre-owned and sale-leaseback transactions. Customers select their own aircraft and, following a credit review process of 3-5 days, Milestone purchases the aircraft and enters into a lease agreement with the customer. Customers operate the leased aircraft and cover all operating costs without bearing residual risk.

In the helicopter market, leasing enables customers to stretch their capital further and allows them to compete for lucrative contracts. Key markets include: oil and gas exploration and production; air medical service; search and rescue; law enforcement; environment; construction; Coast Guard and other government contracts; fire fighting; forestry; mining; and utility work. Further information is available at www.milestoneaviation.com.

For the pilots among us worried about what a future 'taken over' with UAV's might be like there is good news. In a recent article **Flight International** highlighted a statement by General Norton Schwartz about the manning levels of military UAV systems. He told an audience of international air chiefs that a single combat air patrol — a term meaning the maintenance of a continuous orbit over a given area — using four MQ-9 Reaper's requires 185 people.

The numbers are made up of seven pilots, seven sensor operators and seven maintainers based in the USA, 59 people assigned to a launch and recovery element in theatre and 83 people assigned to the analysis and management of the data output.

That is not to say that a typical emergency service operation might need 185 people, but it does give substance to those that say it is a lie that these systems are savers of manpower.

Eurocopter is flight testing an EC145 with a Fenestron tail in place of the conventional high set tail rotor. EC are not officially talking about the modification and its likelihood of entering service so no dates for introduction are available.

FLIR Systems, Inc. has entered into a definitive merger agreement pursuant to which it has agreed to acquire ICx Technologies, Inc. for an aggregate cash purchase price of approximately \$274M. As of June 30th ICx had a cash balance of approximately \$38 million.

ICx is a leading provider of integrated advanced sensing technologies for homeland security, force protection and critical infrastructure applications. ICx has established a technol-

ogy leadership position across a wide spectrum of detection and surveillance technologies, supported by a robust intellectual property portfolio. For the twelve months ended June 30, 2010, ICx reported revenue of approximately \$168 million.

The acquisition expands FLIR's capabilities into advanced sensors for chemical, biological, radiological, nuclear, and explosives (CBNRE) detection for defense and homeland security markets. The acquisition also enhances FLIR's existing intelligence surveillance and reconnaissance product suite through the addition of ICx's advanced radars and integrated platforms. Upon closing of the transaction, ICx's operations will be integrated into FLIR's Government Systems Division.

In a ceremony at the Farnborough International Air Show, officials of two companies marked the 15th anniversary of the DIRCM program by donating a DIRCM transmitter assembly previously flown on a Royal Air Force (RAF) aircraft to the RAF Museum in London. Participating in the ceremony were: Jim Pitts, corporate vice president and president of **Northrop Grumman Electronic Systems** Sector; Steve Mogford, chief executive officer, SELEX Galileo; Jeff Palombo, sector vice president and general manager of Northrop Grumman's Land and Self Protection Systems Division; and Peter Dye, director general, Royal Air Force Museum

In July 1995, teams of staff from the companies that are now known as Northrop Grumman Corporation and SELEX Galileo convened in Silverknowes, Edinburgh to begin development of a new, revolutionary infrared countermeasures system. This new system, developed for the UK Ministry of Defence, was intended to protect military pilots from the threat of shoulder-fired, heat seeking missiles, otherwise known as man-portable air defense systems (MANPADS).

The resultant Directional Infrared Countermeasures (DIRCM) system, developed and jointly produced by the two world-leading defense electronics firms, transformed military aircraft protection capabilities for both the US Special Operations Command and UK Ministry of Defence. Now fifteen years later, the DIRCM system continues to set the standard for military aircraft protection.

Enstrom Helicopter Corporation has completed the first day of flying for the first 480B helicopter destined for Japanese Ground Self Defense Force (JGSDF) Pilot Training. The aircraft configuration procured by the JGSDF has multiple new options that were developed for this program. The industry unique 2+2 (two pilots and 2 passenger) cabin configuration was one of the major developments undertaken for the JGSDF. The cabin allows two sets of controls and additional seating for two passengers allowing both pilots and passengers



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the ability to view all instruments, watch each of the pilots, and see what each other see.

Other items that were developed for this program are primarily special support avionics for the missions defined by the JGSDF. Certification will now drive the final delivery timing for the aircraft. It is expected that this process will be completed within the next six to eight weeks. The plan is for the first evaluation helicopter to be delivered in 2010, with a total of 30 aircraft to be delivered by 2014.

United Rotorcraft Solutions (URS) based in Decatur, Texas, has expanded and moved into their new, larger facility last month.

The new facility, located within a mile of the existing hangar, increases the available space by 40,000 square feet and provides additional office space, a dedicated

customer lounge and office and additional parts storage. URS will maintain their current 15,000 sq. ft. facility as well.

The current facility will be utilised to meet Air Tractor related contracts for avionics and night vision modifications along with some government fixed wing contracts.

URS had originally planned to move in sooner, but the work to install state of the art fire suppression system, alarm system and data management systems took longer than expected to complete.

The move took place over a four day period and included the assistance of the Decatur City Police to close down the road while helicopters were towed to the new location.

The new facility provides URS three times the space they currently have and will accommodate their continued growth and still allow URS to bring in additional new work.

An Open House to show off the new facility will be scheduled for later than in the year as cooler weather returns.

Just prior to the move URS delivered the first of a number of Bell 430 helicopters to the Ecuadorian Navy. The first of these helicopter received a Garmin GNS400 GPS coupled to the autopilot, the Honeywell Mark XXII EGPWS, right hand sliding door, hoist provisions and some maintenance items.

The second helicopter also received the Honeywell Mark XXII EGPWS, right hand sliding door, hoist provisions and some maintenance items along with a flotation system. Both aircraft were striped and repainted in a high gloss naval grey with the markings and insignias required by the Navy. [URS]

One of the first tasks they will be dealing with is working on Dallas Police Department Bell 206 helicopters. URS has been awarded the helicopter upgrades bid for the Dallas Police Department's Bell 206B3's.

The upgrades include BMS digital video microwave systems for both aircraft, upgrade of existing L-3 Wescam camera systems and auto-tracking, Avalex digital video recorder upgrades, and AFS engine inlet barrier filters. URS will also provide downlink equipment and installation for the ground and mobile unit. These upgrades have been made possible by a



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federal grant that was recently awarded to the police department. The Dallas Police Department established the Helicopter Unit in 1969 and their current fleet consists of one Bell 407 and two Bell 206's.

The first helicopter is expected to be delivered to the United Rotorcraft facility in early September. "We're very proud of our support of law enforcement and to have been selected by the City of Dallas", says David Brigham, President of URS, "it's great to be able to support a helicopter unit in our own back yard!"

They keep on telling us that the dawn of the safe civilian airspace safe UAV is 'just around the corner' but yet again there has been a mishap with one of the more sophisticated craft not doing what it was told when it was told.

A military test facility in Maryland lost control of an **MQ-8B Fire Scout** unmanned helicopter for about 20 minutes last month. By reprogramming the software communication with the craft was eventually regained and it was returned to the airfield it took off from.

The drone was operating from Webster Field at the Patuxent River Test Facilities on August 2 and communication was lost during a pre-programmed flight. Fire Scout flew about 23 miles, entered National Capitol Region restricted air space, but never got closer than 40 miles to Washington.

The Patuxent River [known to the Navy as "Pax River"] Naval Air Station Complex stretches across 25 miles of shoreline at the mouth of the Patuxent River, overlooking the picturesque Chesapeake Bay, 65 miles southeast of Washington DC and 90 miles south of Baltimore.

Still even though it was out of touch there is little doubt that some of the media headlines were inappropriate... especially the one from the Register that read...

ROBOT KILL-CHOPPER GOES ROGUE above Washington DC!

Beware the scam adverts. There has even been one for a 'UK Police' **Robinson R44**, despite that being an almost impossible option. It is just one of a number of Scam adverts offering non-existent aircraft from sites that look good but are not all they seem.

They take several forms, but their modus operandi is to entice a purchaser with a good deal, follow it up with some very convincing paperwork, get them to part with between five and ten grand [denomination not over important] and only then arrange for the purchaser to go and see the aircraft. When the engineer arrives to inspect the aircraft, it isn't there.

Part of the problem is that many sections of the industry operate in this manner quite legitimately with money changing hands before delivery and the scammers prey on this ongoing regime of trust. In fact the reader that brought the matter to my notice subsequently found that one of the scammers was trying to sell one of the aircraft on his own web site on a rogue site! [MR]

And finally I am sure you were all waiting to hear that the Airborne and Maritime/Fixed Station Joint Tactical Radio System (AMF JTRS) successfully transferred data and live streaming video over an internet-protocol enabled wideband networking waveform (WNW) during a recent US Army exercise at White Sands Missile Range, N.M. AMF JTRS is an internet protocol, software-defined network being developed by Lockheed Martin.

If anyone can tell me how that differs from what my PC does every day? Please send your answers on a post card to the editorial office.



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ACCIDENTS & INCIDENTS

28 July 2010 Cessna Citation Bravo N10UH. Air ambulance of UAB Critical Care Transport of Birmingham, Alabama, USA. Upon approach into Birmingham's Shuttlesworth International Airport, the aircraft hit 2-10 small doves at approximately 25 feet from the ground on runway 24, striking the nose and the wings. All gauges were showing normal and they taxied to the hangar where the plane was taken out of service to check for damage. Only a scratch of paint about ½ inch long on the nosecone from the beak impact was detected. [Concern]

5 August 2010 Eurocopter EC120 N. Fresno Police. The Fresno Police helicopter made a precautionary landing in the grounds of an elementary school following a warning light. The helicopter landed at Williams Elementary at Fruit and Dakota Avenues in Central Fresno. A mechanic arrived at the school and checked the helicopter before clearing it to lift off again. Two people were on board at the time. Nobody was injured. [Media]

8 August 2010 Bell UH-1N Military rescue helicopter of the 341st Missile Wing, Malmstrom Air Force Base with three crew members and an injured hiker who was being evacuated made a hard landing and turned onto its side at Wise River Airport about 40 miles southwest of Butte in western Montana.

The crew and hiker safely exited the helicopter with minor injuries, the rescued hiker was taken to hospital for treatment of injuries related to a hiking mishap. [Missoulan]

8 August 2010 Bell 407 N407CH Air ambulance of Classic Lifeguard, Page, Arizona. The flight departed Flagstaff Medical Center for the return leg back to base. Four minutes into the flight, northbound at cruise altitude of 8500' while traversing the eastern slope of the base of the San Francisco Peaks, the TCAS audible warning indicated "traffic 12 o'clock same altitude". Note: this threat warning occurs when traffic is detected at 1 mile or less with a calculated intercept course. Visual indication was also confirmed on the GPS nav screen. The pilot and flight paramedic, seated in the co-pilot position, both looked ahead and simultaneously spotted a single engine air tanker (SEAT) dead ahead at the same altitude, closing fast. The Classic pilot initiated an evasive turn to the right (away from the terrain) and successfully avoided the SEAT. Radio contact was then established on 122.8 and SEAT pilot was asked to monitor helicopter air to air frequency 123.02 due to moderate volume EMS flights in the vicinity and the close proximity of the hospital. The SEAT pilot gladly cooperated. The SEAT plane was re-seeding the area involved in the former "Shultz Fire". The Shultz Fire TFR had been cancelled approximately 1 month prior. Classic dispatch notified all other operators in the area. The US Forest Service has been contacted and steps have been introduced to prevent this type of incident, including NOTAMs and direct contact with local EMS operators.

10 August 2010 Sikorsky UH-60 Alaska Air National Guard. A helicopter taking rescuers to a group of sightseers stranded on Knik Glacier in Alaska rolled over on the icy field. There were no reported injuries among the three crew members aboard. The crew was trying to rescue five people stranded on the glacier since their small plane crashed two days earlier. The helicopter is heavily damaged at the scene, roughly 40 miles northeast of Anchorage. [Media]

10 August 2010 Eurocopter EC135 N93LF. Air ambulance of Life Flight Network, Aurora, Oregon, USA. Operator/Vendor: Air Methods. The flight was responding to a request to an injured fire fighter on Iron Mountain in the Sawtooth National Forest in Camas County, Idaho. The crew located the landing zone on the side of the mountain. After landing at the helispot the smokejumpers had prepared, the medical crew departed the aircraft. The pilot then shut down the engines. At this point, with the rotors turning very slowly, the left rear of

the helispot gave way, allowing the aircraft to settle backwards until resting on the tail. The pilot then exited the aircraft. With help from the fire fighters, the aircraft was secured to prevent any further movement. Then, the ground under the skid was built-up, bringing the helicopter to a level position. After an inspection by the lead mechanic ascertained that there was no damage to the aircraft, the pilot flew it back to Boise where it was returned to service. [Concern]

15 August 2010 Eurocopter AS350B2 N916EM. Air ambulance of EagleMed LLC, Wichita, Kansas. During a repositioning flight to Sundance Airpark, the aircraft struck a small bird during approach. No damage was noted and the aircraft was returned to service. [Concern]

18 August 2010 Bell 412EP JA6796 [?] Japan Coast Guard. The helicopter hit power lines and crashed inverted into the Inland Sea off Sanagi Island in Kagawa Prefecture killing four of the five Coast Guard personnel on board. The dead were reported as flight engineer Satoshi Odake, 56, Pilot Masahito Fujimoto, 41, communications officer Mitsuo Matsui, 55, co-pilot Hitoshi Takahashi, 38, flight crew Yasunobu Okamoto, 39. [Media]

25 August 2010 MD Helicopters MD500E N***CP. Columbus Police Air Support. A sensor pod mounted on the police helicopter fell off mid-flight, striking at least three vehicles in a parking lot, one was seriously damaged but no-one was hurt. The \$100,000 infrared camera fell off as the aircraft was being used in the search for a missing woman. Police Sgt. Richard Weiner from Columbus PD stated that the camera had been reinstalled prior to the flight. [AP]

25 August 2010 Bell 407 N720PH. Air ambulance of LifeFlight Eagle, Kansas City, Missouri, USA operated by PHI Inc. While returning to base a wood duck slammed into the helicopter at an altitude of about 2,000 feet breaking out a large section of windshield. The duck entered the cockpit, striking the pilot in the helmet, landing at his feet near the cyclic. The pilot and one crew-member were goggled with NVGs. The crew members were able to quickly identify an open field for their LZ and transitioned to the ground for a safe and uneventful landing in a hay field of about 10 to 15 acres in the 6700 block of Northwest Lee's Summit Road. The upper two-thirds of the thermoplastic windshield in front of the pilot had been knocked out by the impact of the duck. [Media/Concern]

25 August 2010 Eurocopter BO105DBS-4 G-NDAA. Air ambulance of the Great West Air Ambulance based at Filton, Bristol and operated by Bond Air Services. the helicopter was called to attend a paediatric emergency in Weston and landed at the recreation ground on Grove Road. When the air ambulance helicopter powered up to take off, a warning light indicated a hydraulic fault. The helicopter remained at the recreation ground overnight. [Media]

27 August 2010 Mil Mi-17. Venezuelan Military. The helicopter crashed killing ten National Guard troops who were on an anti-drug trafficking mission. The crash occurred in the southwestern state of Apure, which borders Colombia shortly after the Russian-made helicopter took off from a clearing. Of the ten who died, three were officers and seven were enlisted soldiers. [Media]



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Frank Robinson in 2009—the launch of his new R66 PAR

PEOPLE

Frank Robinson, founder of Robinson Helicopter Company (RHC), officially announced on August 10, 2010 that he has resigned as President and Chairman of the Board.

Robinson intended to retire on his 80th birthday in January, 2010 but elected to postpone his retirement until the design of the R66 Turbine was complete. With R66 production underway and FAA certification imminent, Robinson decided to make his retirement official. Kurt Robinson was elected by the Board of Directors to assume the positions of President and Chairman on August 10, 2010.

RHC's upper management team remains in place and the Company does not anticipate any significant changes. Frank Robinson founded the Torrance, California company in 1973 and without question has been the driving force behind its success. Robinson Helicopter currently manufactures more civilian helicopters than any other helicopter manufacturer in the world.

EVENTS

Coming up this month on the 8-9 September 2010 is the Waypoint Airmed & Rescue 2010 event being held at Hangar 11 on the London Oxford Airport, Kidlington, Oxon. Waypoint predict over 200 attendees, including the US Army, Abu Dhabi Police Air Wing, IBM UK, Honeywell, AirMed, Sloane Helicopters and the British Helicopter Advisory Board.

The organisers are still promoting the joint appearance of Wing Commander Peter Lloyd of UKSARF and Home Office Aviation Advisor Ollie Dismore although the latter post no longer exists and this may require another bit of charity by Captain Dismore to attend within his very limited funding allocation.

Their presentation is on the Silver Air Control Cell concept – a joint initiative between the Royal Air Force and Association of Chief Police Officers. The system allows the emergency services a controlled air traffic system during emergency responses. The concept has been used in major exercises since its completion, including the flooding in Cockermouth, UK, in November 2009. Delegates will be able to gain an insight into this innovative project.

The two-day event is free for all aviation industry professionals. It will include a static display of helicopters and fixed wing aircraft, plus a live demonstration from RAF Valley 22nd Squadron Sea Kings. Sponsors are AirMed, Spectrum Aeromed and Medical Aviation Supplies. www.airmedandrescue.com PAN will be there.

21 September 2010 European Business Air News (EBAN) and Marshall Business Aviation are delighted to announce that the UK Business & General Aviation Day - BGAD10 - will take place at Marshall Cambridge Airport. To register interest in exhibiting at BGAD10, or for any other questions, please contact Mark Ranger on +44 (0) 1279 714509 email: mark@bgad.aero

Further on in your diary there is an Asian event which should be of interest and that is the Aerial Emergency Response, being held in Kuala Lumpur, Malaysia from 27 - 28 October 2010. This is a two day Conference & Exhibition focusing on the technology utilised when aerial assets respond to natural disasters and emergencies.

A confirmed Key Note Speaker is SAC Dato' Chuah Ghee Lye, Commander, Royal Malaysia Police Air Unit, Malaysia [RMP].

The organizers, Tangent Link, believe the latest disasters in Pakistan, India, China and

Europe have made this year's conference all the more relevant. They are confident that this will lead to greater participation and contribute to a highly successful event and so are continuing to promote industry participation. *Police Aviation News* will be there.

Delegations confirmed attending include the RMP, Malaysian Maritime Emergency Agency (MMEA), Indian Coastguard, Shanghai Aviation Police, Japanese Coastguard, The Malaysian Bomba, China Rescue & Salvage Bureau and the Indonesian Search & Rescue Agency. In addition there will be representatives from various Government and Military aviation departments from across the entire Asia-Pacific region

Further enquiries should be directed towards Alison Knapp, the Tangent Link Exhibition & Conference Manager on +44 1628 550 048 Email: aknapp@tangentlink.com

DIARY

7-8 September 2010 National Association of Police Fleet Managers Conference and Exhibition. The 37th event is being held at the Exec Exhibition Centre, East of England Showground, Peterborough, PE2 6XE. The unique exhibition focuses on transport; not only for the police but the other emergency services and some government departments. On display will be a comprehensive display of vehicles, equipment and services for the benefit of this specialised area of the public sector. 2009 saw the introduction of the special ambulance exhibition – Ambulex - who are once again part of the NAPFM Event in 2010. Collaboration will be high on the agenda at this year's event as the Police and other Emergency Services explore ways of making the substantial savings required of them by the Government. The NAPFM Conference & Exhibition is attracting delegates and visitors not only from all over the UK but also from Europe, Asia and the Caribbean. This year there seems to be a higher than usual number of vehicle converters exhibiting at the show; showing vehicles such as command & control units, mobile offices and welfare units. The new NAPFM / NPIA Vehicle Framework Agreements, to be announced at the end of September, will mean that a lot of the vehicles on display could form the basis of the UK Police Fleet for the next 5 years.

www.napfmevent.org.uk

OTHER EVENTS

11 September 2010 American Heroes Air Show, Brown Industrial Park, Canton, Atlanta, Georgia. 0900-1600hrs. This event is admission-free due to support by the City of Canton, Cherokee County along with our Corporate Partners: American Eurocopter and Helispot.com The contact is Sergeant Mike Grier of Cherokee County Sheriffs. E-mail: Flyer166@Yahoo.com

14-15 September 2010 Transport Security Expo Olympia - London - www.transec.com TranSec World Expo enters its 8th year with a name change to Transport Security Expo.

15-16 September 2010 SAR & CSAR 2010 at the Aberdeen Exhibition & Conference Centre in Aberdeen. Shephard's 13th SAR offers an unrivalled chance to bring the latest products, technologies and services to a focused audience. This event was cancelled and held over from April 2010 after the Iceland ash cloud airports closure. www.shephard.co.uk

15-16 September 2010 UAV Show Europe an air show focused on military and civilian UAVs, which is going to take place at Merignac Airport, near Bordeaux. The specifics are that there will be a whole day dedicated to flights, as the organisers have a

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partnership with a military camp very near, and an agreement with French Civil & military air authorities to propose flight demonstrations.

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3-4 October 2010 The European Helicopter Safety Team (EHST) will be the host of the Fourth International Helicopter Safety Symposium (IHSS) October 3- 4, 2010 at the beautiful Hotel Cascais Miragem in Estoril, Portugal. For those few who are unfamiliar with the International Helicopter Safety Team (IHST), their collective effort is to achieve an 80 percent reduction in helicopter accident rates by 2016.

5-7 October 2010 Helitech Portugal. Operated by Reed Exhibitions at Cascais. Contact Verity Newton, Marketing Manager - Reed Exhibitions +44 208 910 7190 Email – verity.newton@reedexpo.co.uk

5-7 October 2010 The International Powered Lift Conference (IPLC) will take place on October 5-7, 2010 in Philadelphia , Pennsylvania. With more than 70 papers/presentations, an awards banquet at the American Helicopter Museum and Education Center, and VIP panels, this is the premier event for engineers, technologists and managers to discuss the latest developments in jet, prop and rotor Vertical and/or Short Take-Off and Landing (V/STOL) aircraft research, concepts and programs. The conference is co-sponsored by the American Institute of Aeronautics and Astronautics (AIAA), SAE Aerospace and the Royal Aeronautical Society (RAeS).

11-13 October 2010 Association of Air Medical Services [AAMS] Annual Conference and Exposition. Fort Lauderdale, Florida 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). Discounted conference fees to October 1, 2010 full price on site \$750. www.aams.org

18-20 October 2010 ISDEF Israel Defence Exhibition 2010. 4th Edition of this military and police exhibition being held in Tel aviv, Israel. The ISDEF 2010 - Israel Defence Exhibition is the leading defence event in the Israeli defence industry, serving Military and Police forces as well as the Prisons Authority. The event provides a comprehensive experience as a result of extensive investment in exhibition hall facilities, booths design, networking area, central exhibition and demonstration stage and many additional innovations. www.isdef.co.il

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