

# Police Aviation News

©Police Aviation Research

SHOW SPECIAL November 2004

IPAR



## A TALE OF TWO



## VERY DIFFERENT SHOWS



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

**The EC135 Advanced Police Helicopter,  
Tried and proven outstanding throughout the UK**

**M'ALPINE** HELICOPTERS  
M'Alpine Helicopters Limited  
Oxford Airport, Kidlington, Oxfordshire, OX5 1QZ.  
Telephone: +44 (0) 1865 841188 Fax: +44 (0) 1865 842827  
E-mail: sales@mac-helicopters.co.uk  
Website: http://www.eurocopter.co.uk



# Editorial

*This edition chronicles two vastly different trade shows on opposite sides of the World during the month of October. One, NBAA, I visited and the other is based on reports from attendees and images from PAN's Italian Correspondent **Dino Marcellino**.*

*Between 5-7 October in Europe a new show was launched primarily aimed at a rotary wing audience. Certainly not all of the helicopter industry turned out for the newcomer and Eurocopter – almost a neighbour to the event – failed to set out its stall there. Many initial reports spoke of it being a disaster. Others claim that the low numbers attending represented qualify leads and that after all was the very purpose of the whole gathering.*

*It seems that getting just 1,231 people to visit the show in Geneva was no mean feat and was not achieved without offering many appealing 'carrots.' In fairness numbers do not make a show; there are many successful events with attendee figures under 2,000 and some with just hundreds. The annual ALEA show is regularly considered successful with only 500 – 1,000 attendees. That can look pretty deserted too.*

*In its pre-publicity the long established AAMS Air Medical Transport Conference in Ohio [25-27 October 2004] was only expecting numbers 'Over 2,000' to represent over 250 national and international air medical operations viewing more than 100 exhibitors. Hardly a crowd. [AAMS Web site](#)*

*It is not about numbers, it is more the intention of the visitor and the size of their cash resources that is the final arbiter.*

*The second show was a major contrast held in Las Vegas, Nevada. One of the World's largest business aviation shows with a long term proven track record and a very strong following – after over 50 examples of its show the National Business Aviation Association [NBAA] faces no criticism. Thousands will not only queue for a chance to attend, they will also part with over \$160 to gain entry.*

*As a first time visitor the fact that this years NBAA was held in Las Vegas provided the Editor with a suitable contrast base to the now familiar 'helicopters only' Helicopters Association International [HAI] Heli-Expo, also held in Las Vegas earlier this year.*

Bryn Elliott

**avionics05**

30th - 31st March 2005 | Amsterdam RAI

[www.avionics05.com](http://www.avionics05.com)



## 5-7 October 2004 International Heli Trade show.

When a group suddenly appeared threatening to run a helicopter show in Geneva every year a groan spread through the industry. Worse the upstart group were threatening to pit their event head to head against the Helitech Show at Duxford, England in 2005. Now we learn that it will be a bi-annual event on even years, preventing such a clash with Helitech – or at least putting it off until the newcomer has gained strength sufficient to challenge the existing show.

The oft repeated belief in industry that there are too many such shows chasing a slice of their hard earned profit margins undoubtedly led to Eurocopter and other potential exhibitors to say 'enough' when approached by Heli-Trade. Whether that denial will remain for future events remains to be seen.

The International Heli Trade [IHT] show was held in the Palexpo Centre in Geneva. Switzerland is already the home of NBAA's established European business trade exhibition EBACE so the location is nominally proven but the questions remained ... 'would the visitors flock there' and 'would the business be good?'

A full year of often frenetic pre-publicity promised an exhibition/trade show area backed up with external displays, aircraft demonstrations, workshops and conferences. Actuality saw some of those expectations fall by the wayside. Critically the intention to run a show in 2005 has been a victim to the initial bravado.

Although they had intended to have a small static area a couple of the helicopters were called away at the last minute and other exhibitors decided that they wanted to show their aircraft inside the exhibition hall. The result would have been a pointless static display so – the week before the show – it was decided to bring all the aircraft into the hall. It wasn't ideal but it was judged to be the best decision for the show overall.

After the event the organisers announced that IHT had laid foundations for pan-European helicopter event and announced the next edition for 2006

IHT claim that the consensus amongst exhibiting companies was that the show delivered the promised new business opportunities by introducing customers not seen previously at other events.





*Geneva was also about talking... the ALEA's Sherry Hadley holds council.*

Chantal Reiss of Turbomeca who commented provided one 'representative view' of exhibiting companies, 'International Heli Trade was a good event for Turbomeca. We cemented relationships with our customers and made several new contacts. It was a worthwhile event and we are pleased we attended.'



*The exhibition could be a little lonely at times...*

Other equally enthusiastic quotes were offered by Raphael Escoffier of Aerazur who pointed to the quality of the attendees, 'The first edition of International Heli Trade proved very interesting for our company. The Geneva location allowed us to reach new customers. The quantity of contacts was moderate but their quality very good which proves to be a good combination for an efficient trade show.'

Dr Siegfried Sobotta, Chairman of the European Helicopter Association [EHA] officially opened the event and participated in a lively roundtable discussion during the Future Helicopter Markets Summit, chaired by the ALEA Executive Secretary Sherry Hadley, which took place during the show.



*A crowd.... But there is liquid flowing...*

Commenting on the launch, event director Moira Edwards taken a balanced view. 'International Heli Trade was launched with the intention of establishing the principle of a truly pan-European event and judging by the feedback from this year's participants we've more than done that. We've always set out to work hand-in-hand with the industry and we're going to refine and develop the show according to what the industry wants. In particular we're going to respond immediately to exhibitor feedback by running the show every two years so the next edition will be in 2006.'

For more information and images visit [www.internationalhelitrade.com](http://www.internationalhelitrade.com) or call +44 20 8822 6912

Confederation of Helicopter Ambulance Services

## **AIR AMBULANCE 2004**

*The 1<sup>st</sup> UK National Air Ambulance Conference and Exhibition*  
15-16 November 2004

**Chateau Impney Hotel**  
**Droitwich Spa**  
**Worcestershire**

*For further information contact:*

Kay Cullen

West Midlands Ambulance Service, Millennium Point, Waterfront Business Park, Brierley Hill, Dudley, DY5 1LX  
01384 246411 [kay.cullen@wmas.nhs.uk](mailto:kay.cullen@wmas.nhs.uk)



**Conference Dinner and CHAS AGM Monday 15<sup>th</sup> November**

**Conference & Showcase Exhibition Tuesday 16<sup>th</sup> November****12 – 14 October 2004 NBAA, Las Vegas.**

In complete contrast to the 'first footing' Geneva helicopter show between October 12-14 the National Business Aviation Association, Inc [NBAA] 57<sup>th</sup> Annual Meeting and Convention in Las Vegas, Nevada provided a different measure of scale and visitor numbers.

According to NBAA's own figures the Las Vegas event closed with a total of 31,189 Attendees, a 9.2 percent increase over last year's total of 28,574. A record 1,084 Exhibiting Companies occupied a million square feet of exhibit space in the Las Vegas Convention Center. In addition, 87 aircraft were on Static Display at Henderson Executive Airport and approximately 75 Informational Sessions were offered throughout the week on topics ranging from safety and security to training and the emerging very light jet market.

The event is considerably larger than Heli-Expo and completely overshadows the likes of the Geneva event as well as Helitech. So it is a gargantuan. The indoor exhibition itself occupies twice as many halls as Heli-Expo so it was perhaps expecting overmuch to cover the event in one day when it takes at least two to walk the aisles of the helicopter show! Indeed a second days was needed just to drive out to Henderson Airport and walk the length of the static exhibition with its 80 plus airframes! I plead disbelief that something larger than Heli-Expo was possible and hope that I will possibly know better in future.

As a 'greenhorn' I was perhaps a little disbelieving when told that this was a show where you should be able to attend without having to pay for a thing. My disbelief may have been well placed, but on reaching the end of the two-mile hike along the line up on Henderson Field my scepticism was strained. I was incredibly impressed to note that one of the industries most sophisticated manufacturers, Gulfstream, was running a large booth where everyone but everyone was welcome to enter, drink and take [substantial] food with them. I have never encountered such generosity before.

This therefore is an overview of a giant of a show.

Heli-Expo is just that, helicopters. NBAA faces no such restrictions; it embraces fixed wing and helicopters, although logically the rotary wing element is somewhat muted in comparison with the fixed wing.

**Sikorsky Aircraft Corp.** has appointed Harrods Aviation Ltd. as a non-exclusive sales representative in the United Kingdom and Ireland to assist in commercial sales of S-76 and S-92 civil helicopters.

**Harrods Aviation** is a full-service fixed base operator with facilities in the UK at London [Stansted], London [Luton] and the Farnborough business airports. For more than 35 years, Harrods Aviation, formerly Metro Business Aviation, has operated the largest FBO network in the UK. It also is a factory approved Sikorsky Service Center.



Harrods Aviation has plans to assist with sales in the territory through the acquisition of an executive S-76C+, scheduled for delivery in 2005 and slated as a European demonstrator. In addition to the S-76 product line, Sikorsky believes Harrods Aviation will have the capability to assist with S-92 sales in the territory.

**British International** helicopter airlines have 40 big reasons to celebrate. That's the number of years the airline has been operating the now indispensable and reliable Sikorsky S-61 helicopter on the 28-mile flight from Penzance in the United Kingdom to the Scilly Isles, making it the longest running scheduled helicopter route in the world. S-61 tail number G-BCEB, serial 61454, was introduced to Penzance in late 1974 after conversion to an S-61NM. The aircraft is now at more than 37,000 hours. Excluding the original 160 hours before conversion and flight training, it has done 36,500 hours in service from its Penzance base.

'I'll bet that today there is no other airline in the world flying the same route with the same aircraft type since 1964,' said Tony Jones, managing director of BI. 'It really is quite remarkable.' We now fly more than 100,000 passengers a year.'

British International, the longest running scheduled helicopter service company in the world, flies daily (except Sundays) to St. Mary's and Tresco and offers fast efficient flights throughout the year using two aircraft.



The two 30-seat Sikorsky S-61 helicopters allow the passenger stunning views of the west Penwith peninsula and western approaches as they travel in comfort to their archipelago destination.

More than 129,000 passengers were carried in 2003. Hours flown with two aircraft averaged at 40 minutes per round trip were 2,289. Also carried in 2003 were 443,570 pounds of freight and 295,247 pounds of mail.

Ed: Sikorsky's S-61 helicopter may have evolved into the more powerful, modern technology S-92 that meets all the latest new aircraft safety requirements but as ever the cost gulf between the old and the new will mean that the S-61 is going to be a very hard act to follow.

**MedAire, Inc.** announced that it has expanded beyond the medical assistance services the company provides the aviation industry, launching a new line of security solutions to help flight crews prepare for and resolve potential security risks.

MedAire's new security programme provides flight crew with both preparedness strategies and emergency response assistance. It includes services such as crisis management and incident response plans; onsite security audits and travel risk assessments; 24-hour security consultation; web-based security alerts; and emergency evacuation assistance.

Established in 1986, MedAire offers fully integrated health and security solutions including remote emergency assistance services, evacuations, training and web-based education, specialised resources such as medical and security kits and a network of western-standard medical clinics in Asia. [www.medaire.com](http://www.medaire.com)



**Cessna** announced that the Citation CJ1+ is to be the production successor to the Citation CJ1. The Citation CJ1+ offers more performance, new integrated avionics; enhanced cabin features and expanded standard equipment compared to its predecessor.

The Citation CJ1+ is powered by the new Williams' FJ44-1AP dual-channel FADEC controlled engine. At 41,000 feet, the CJ1+ can travel more than 20 kts faster than the CJ1. Plus, the 100-pound gross weight increase of the CJ1+ allows it to carry more payload greater distances.

The standard Citation CJ1+ Collins Pro Line 21 avionics package is nearly identical to the system offered on the new Citation CJ2+ and Citation CJ3.

Designated as a model 525, the CJ1+ will receive FAR Part 23 certification. The introductory base price of the Citation CJ1+ for 2005 delivery is \$4,095,000. Cessna anticipates Citation CJ1+ type certification in the summer of 2005 with first delivery in the fourth quarter of 2005.

The Cessna team returned to Wichita from the 2004 NBAA Meeting and Convention with 47 new aircraft orders. Of these, Cessna received 41 Citation and six Caravan orders. Before the show's official start, the company pre-sold 22 orders for the newly announced CJ2+ aircraft.

A Cessna spokesman said 'NBAA is a very important show for Cessna, it is not only a great selling opportunity, but it is also a unique opportunity to demonstrate the strength of our company, product line, and after-market services.'

Making its debut at NBAA EADS Socata presented the AeroSled PLUS system for use in the 2004 TBM 700. Installed and developed by Lifeport, Inc. it adds a new dimension to MedEvac operations, the TBM has near-jet performance for a lower cost as well as the ability to operate out of short and unimproved runways. The TBM 700 single turbine engine operation offers shorter pre-flight and turn-around times, providing operators with a rapid evacuation capability.

The Patient Loading Utility System (PLUS) is a self-contained module with full life support capabilities that can be installed in an aircraft in the same time it takes to refuel. The PLUS system mounts directly to existing hard points and tracks and weighs less than 160 pounds [72 kg]. The AeroSled is an aviation-designed stretcher, which is structurally rated and designed to fit into aircraft with space restrictions. A unique loading ramp allows the stretcher to be loaded through the door level and requires no lifting inside the aircraft.



*TBM700 [left] and*



*[right] a Eurocopter customer sign-up celebration...*

EADS Socata shared a booth area with American Eurocopter {AEC}. The AEC presence was understandably low key, with a single example of an EC130 on display.



Bombardier Aerospace showcased its line-up of business jets and underscored a commitment to product development. In keeping with the bizjets theme of the even there were no utility aircraft such as the CL-415 to be seen.

A number of Bombardier jets were in the static display at Henderson Executive Airport, along with one aircraft at the Las Vegas Convention Center, reflecting the company's ongoing commitment to provide a full range of air transportation solutions to customers. The Bombardier Global 5000 appeared at the NBAA with a production interior for the first time.

Recently the LearJet 45 – a type used in the casevac role in the UK – was approved by EASA to fly the necessary steep approach pattern into London City Airport.

The company provided product updates on the Challenger 300, Global 5000 and Global Express XRS business jets and host technical maintenance and operations sessions for the LearJet, Challenger and Global aircraft families.

At Henderson Executive Airport Bombardier showed examples of the LearJet, the Challenger and the Global. [www.bombardier.com](http://www.bombardier.com)

Enhancements to the high-speed wind tunnel at the National Research Council of Canada's Institute for Aerospace Research recently helped Bombardier Aerospace investigate refinements to one of their regional jets. The results were used to optimise the aircraft's performance, particularly in the takeoff and landing configuration, where high lift is required, and to improve the efficiency of flight tests.

Bombardier's use of the wind tunnel over the past ten years has enabled them to develop the high-lift systems for three other aircraft programs. Flight-testing of their first entry, Bombardier Global Express aircraft, confirmed that wind tunnel predictions of maximum lift were within 1% of flight test results, while those on the Bombardier CRJ700 allowed them to set optimum flap and slat configurations.



With their third entry, the Bombardier Challenger 300 high-lift system, several tests were carried out to finalise the geometry and location of vortilons on the leading edge of the wings, to improve the aircraft stall characteristics.

The facility is available to everyone and it's an affordable way to develop aerospace projects. With its high Reynolds number capability you can be confident that what works in the tunnel will be seen in flight.

The National Research Council Institute for Aerospace Research is Canada's national aerospace laboratory, undertaking and promoting research and development in support of the Canadian aerospace community. +1 613 991-5738 E-mail: [michelle.gagnon@nrc.gc.ca](mailto:michelle.gagnon@nrc.gc.ca)



**Bell Helicopter** was at NBAA but as with the other manufacturers their presence was muted and the number of major announcements few.

The Bell 407 fleet, numbering 605 aircraft worldwide, surpassed 1,170,000-flight hours as of October 1, 2004. Included in that number are two of the first Bell 407 aircraft to go into operation that exceeded the 10,000-hour mark. With many improvements already completed and more to come the Bell 407 has found tremendous acceptance from operators around the world.

The FAA certified the Model 407 for flight in February 1996 and deliveries began soon thereafter. Today the Model 407 operates in 41 countries undertaking a range of missions including corporate business, EMS, law enforcement and utility.

The 407 was able to reach these high flight hour time in less than nine years due to its reliability, quick acceptance and sales in the market place. More than half the total time was flown in the last three years of the 407's seven-year life to date.

Orders for the 407 have continued to rise with 2004 available aircraft almost sold out. The 407 has also found acceptance with Federal Law Enforcement agencies with an order recently place by the Drug Enforcement Agency.

The Bell 210 development of the venerable Huey has reportedly attracted the interest of the US Army, which is expected to have issued a draft request for proposal (RFP) in October for its Light Utility Helicopter (LUH) program. Bell state that there are many missions now supported by the US Army with assets that are marked for reduction in the coming years that the Bell 210 could more economically perform. These Army Light Utility Helicopters will perform future utility missions for non-combat organisations (TDA), National Guard utility and MEDAVAC, drug interdiction efforts (RAID), and Homeland Defense (HLD) missions.

The Bell 210 is a civil certified version of the U.S. Army UH-1H. Starting with a refurbished UH-1H fuselage, Bell Helicopter adds dynamic components from the Bell 212 (main rotor hub and blades, tail rotor, main and tail rotor support structure, transmission, rotating controls, and tail boom), and a FAA certified Honeywell T5317B engine. This combination of dynamic components and engine produces a zero-time airframe, FAA certified single engine light utility helicopter.

Work on the first Bell 210 prototype (21001) is on schedule at Bell subsidiary, Edwards & Associates. Upcoming milestones include Controls Proof Load Testing planned for November with first flight to follow in December. Following FAA type Certification in January Bell plans to have the Bell 210 make its debut at the 2005 HeliExpo in February.

Still in Huey territory it was learned at NBAA that **Boundary Layer Research, Inc** (BLR) of Everett WA have gained FAA approval of their 'Fast Fin' kit for the marquee.

The FAA approved a new aftermarket modification developed by BLR that is applicable to a range of Bell medium class helicopters such as the 205, 212 and 412, and UH-1 series.

The modification removes approximately 30% of the trailing edge vertical fin allowing more efficient airflow for the tail rotor and surrounding area reducing drag and increasing tail rotor thrust. It all looks very like the tail of an Agusta A109.



Installation of the kit requires approximately twelve man-hours using simple sheet metal hand tools. Demand for the modification kit by public use operators has caused the company to push back deliveries schedules for civil operators until early next year.

BLR is well known for designing developing and marketing a range of airframe aerodynamic enhancements for fixed and rotary wing aircraft. During a 12-year history of fixed wing projects, BLR has produced no less than forty-nine STC approvals for after-market airframe modifications. The company's primary product lines have involved airflow manipulation technologies, such as Vortex Generators, Winglets, and Strakes.

BLR's plans include the introduction of a winglet and performance system for the Raytheon/Beechcraft KingAir B200 in early 2005. Developmental flight test of the winglets completed in late 2003 demonstrated reduced drag, shorter landing distances, and improved handling.



The company announced that initial testing had gone very well and had actually finished ahead of schedule. FAA Test Pilot/DER Dale Ranz said, "This is one of the first times in my career that I have ever seen a flight test schedule move to the left!" The design of the winglet system is now complete and BLR is evaluating other performance enhancing technologies to augment the winglet performance. Production tooling for the winglets is nearing completion and final FAA

flight testing is scheduled for late 2004 with STC award planned for 1<sup>st</sup> quarter 2005.

The new King Air B200 winglets are a natural outgrowth of BLR's successful development of winglet and performance enhancing systems for the Beechcraft Duke aircraft.

In addition to the King Air System for the 200, the Company is also developing a similar winglet system for the King Air 90 family of aircraft.

**Honeywell and Thales Avionics** announced that they have entered into an agreement with EMS Technologies, Inc. for the development and supply of satellite communications systems for aircraft.

## Fly straight to the point with Observer MkII

- HIGHLY DETAILED MAPPING
- INTUITIVE OPERATION
- DATA STORAGE MEDIUM FOR PAPERLESS COCKPIT
- MULTIPLE CONTROLLING DEVICE OPTIONS
- MULTIPLE DISPLAY OUTPUTS
- ALLOWS VERSATILE & FLEXIBLE INSTALLATIONS
- FLIR, PILOT MFD, DF & DATALINK INTERFACES



Control Panel



Processing Unit



Camera Point of Impact/Interrogation

**Bendix/King Avionics**  
**Honeywell**

CLEARLY SUPERIOR  
IN-FLIGHT MAPPING

Bendix/King Europe: 5 The Old Granary Boxgrove Chichester West Sussex PO18 0ES UK  
Tel: +44 (0)1243 783763 Fax: +44 (0)1243 783992 email: john@skyforce.co.uk www.bendixking.com

Under terms of the agreement, EMS will develop custom technologies to complement the Honeywell/Thales MCS-4000 and MCS-7000 satellite communications systems for business aviation, regional airline and air transport.

Honeywell and Thales plan to introduce one such product, the HD-128 high-speed data system for business jets, in early 2005. When connected to a satellite communications system, the HD-128 will provide data speeds up to 128 kilobits per second in a single unit that is smaller and lighter than the multiple units of previous high speed data systems.

Honeywell also announced the receipt of a Technical Standard Order (TSO) manufacturing authorisation for a new version of its Bendix/King KMH 980 Multi-Hazard Awareness System for light aircraft.

The improved KMH 980 provides additional Enhanced Ground Proximity Warning System (EGPWS) modes, including warnings for 'Too Low, Gear' and 'Too Low, Flaps.' The system also offers additional interfaces that make it compatible with most electronic cockpit displays. In addition to EGPWS, the multi-hazard KMH 980 also includes a Traffic Alert and Collision Avoidance System (TCAS).

EGPWS provides a map display of nearby terrain and audible warnings if the aircraft approaches too close to terrain. TCAS provides a similar display of surrounding aircraft and audible alerts, which help pilots avoid a mid-air collision with other aircraft.

Suggested retail for the new system is \$37,100. Complimentary upgrades will be provided for existing systems purchased since January 1, 2003. For systems purchased prior to that date, list price for the upgrade is \$1,875.



The venerable DHC-2 Beaver continues to attract attention. This was the case at Henderson Field where an immaculate example of float equipped Turbine Beaver was being shown by Viking of Sidney, British Columbia.

One up on the 'Hospital Car Service' is Angel Flight. This 7,500 strong volunteer corps is America's largest public benefit flying organisation represents approximately 90% of all charitable non-emergency medical community service flights.

**Angel Flight** provides access for people in need seeking free air transportation to specialised health care facilities or distant destinations due to family, community or national crisis. It is claimed that on average one such flight takes off every 30 minutes. [www.angelflightamerica.org](http://www.angelflightamerica.org)

**Piaggio Aero Industries** announced at the show that their P-180 Avanti model is to be extensively revised into the Avanti II. It seems no matter how extensive the changes are the result will look very much like the Avanti we have known for a decade. The advances are mainly under the skin and incorporate changes to such as the engines and avionics. It seems that customers have regularly complained that the latter are 'dated' and so they have to change.

The Rockwell Collins Proline 21 avionics suite is to feature and L-3 Avionics Systems' are to supply an Electronic Standby Instrument System (ESIS) Model GH-3100 as standard equipment aboard the redesigned cockpit of the P180 Avanti.

The Avanti II will cost \$5.97M in 2005.

The year 2004 is providing significant milestones for **Pilatus Aircraft**. It happens to be the 10<sup>th</sup> anniversary of the certification of the business aviation industry's market-leading PC-12 single

engine turboprop. Later this year Pilatus will deliver the 500<sup>th</sup> PC-12, and the worldwide fleet is expected to surpass the 1,000,000-flight hour mark.

What's even more impressive is that 10 years into its production life, PC-12 sales continue on an upward climb. Pilatus led all turbine business aircraft sales in 2003 by delivering 61 PC-12s to retail customers. This year some 70 deliveries are forecast.

A less public area of sales enjoyed by Pilatus in the US relates to the PC-12 Spectre. The Spectre is a US market only variant that built upon the far from successful Eagle surveillance variant project. Eagle was it seems too overt. Spectre hides its surveillance capability well – a retractable sensor nestles under the floor at the rear of what appears on the face of it an innocuous executive transport. Sensor choice includes FLIR Star Safire and the Wescam MX-15.

Pilatus will not release details of all of its customers but it is believed that several Federal agencies are among the 61 sales into the USA. [www.Pilatus-Aircraft.com](http://www.Pilatus-Aircraft.com)



On Henderson field the rugged Pilatus PC-12 clone from the Czech Republic and Taiwan, the Ibis Ae270 Spirit – a joint project from Aero Vodochody and Aerospace Industrial Development Corporation [AIDC] - was going through some hard times.

Days before the event there were reports that AIDC wanted out of the project and had halted production of the wings it was putting into the project after delivering the first ten.

Needless to say Aero representatives on site said the problem was near to resolution and deliveries of the type – including an EMS variant – would be commencing in 2005.

For Iris Aerospace the arrival of the fully finished Spirit at NBAA was a move away from the paper aeroplane they had previously exhibited and a chance to promote its Southstar interior design.

Coming from the same part of the World, the PZL M28 Skytruck, is a PT6-engined high-wing cantilever monoplane of all-metal structure, featuring a steerable nosewheel to provide for operation from short, unprepared runways where hot or high altitude conditions may exist. The Skytruck is suited for passenger and/or cargo transportation and is the ultimate solution for multiple-mission usage. The Skytruck is available for different applications, with five different configurations available at this time.

The Skytruck is in service with a number of law enforcement organisations in the America's and is marketed in the USA by Skytruck Company LLC [www.skytruck.us](http://www.skytruck.us) [info@skytruckcompany.com](mailto:info@skytruckcompany.com)

Since Fairchild Dornier's bankruptcy in 2002 the fate of the Dornier 328Jet and its Envoy corporate stablemate has hinged on **AvCraft Aerospace**, the new owners, restarting production. The latest new production rollout deadline is set for April next year. Production remains in Germany.

Meanwhile a number of the existing production run is pushing the good name of the marque to the fore. A recent delivery of one for service with the German air ambulance operator ADAC represents just a tip of the iceberg.

Honeywell announced today that its Light/Utility Full Authority Digital Engine Control (FADEC) for the LTS / HTS family of engines has completed engine altitude testing up to 25,000 feet at its Phoenix facility.

Honeywell's enhanced dual channel FADEC for its LTS/HTS turboshaft engine family includes specifically tailored features targeted to minimise airframe modifications. This includes tailoring the FADEC system Input / Output to allow the re-use of existing engine and airframe sensors as well as adding some redundant sensors for enhanced engine control. The new FADEC can be easily retrofitted into existing Honeywell powered helicopters and provides a modern interface for future cockpit displays.

Honeywell specified that the new FADEC meet both the LTS101 and the HTS900 engine configuration needs and cover both single and twin engine helicopters. The dual-channel FADEC will ease pilot workload and simplify maintenance procedures by improving engine power management and eliminating several components from the present control system.

[www.honeywell.com](http://www.honeywell.com)



In contrast to the clear cost of its generosity at Henderson Field Gulfstream Aerospace announced at NBAA that it is cutting prices on a further 2,700 spare parts. This brings the total number of price reductions since April 2002 to 9,700.



# Gulfstream



# Corner

*Gulfstream are even offering an option of this ECM tail on their larger bizjets.*

**SHOW TIME – SHOW TIME**

Next month Dubai will play host to the Middle East’s first International Helicopter Technology and Operations Exhibition, the ‘Dubai Helishow’, from December 6 to 9, 2004.

To be held at the Dubai Airport Expo, the show will target both military and commercial segments of the industry and will act as a forum to showcase technology upgrades in every conceivable aspect of the helicopter industry.

The exhibition is being organised under the patronage of H.H. General Sheikh Mohammed Bin Rashid Al Maktoum, Crown Prince of Dubai and the Defence Minister of the UAE and is being supported by UAE Air Forces. Dubai Helishow 2004 holds great significance for the region, considering the growing interest and development in this sector of the aviation industry. With the Middle East region and Dubai in particular constantly attracting new business opportunities from around the globe there is a growing demand for world-class infrastructure and air transportation facilities aimed at improving the quality and productivity of businesses.

The Dubai Helishow will cover diverse technology areas including Accessories and Components; Airframes; Avionics; Custom-designed Interiors; Helipads; Power Plants; Repair and Overhaul; Trainers and simulators; and System Integrators. Besides technology the show will place the spotlight on industry segments such as Aircraft Brokers; Legal Advisors; Insurers; and the use of Helicopters in both civil and military scenarios.



**DUBAI HELISHOW 2004**

**International Helicopter Technology & Operations Exhibition**

**Worldwide enquiries**  
 Ms. Julia Cuthbert, D.S.  
**MEDIAC COMMUNICATIONS & EXHIBITIONS - UK**  
 Tel: +44(0)1293 823779  
 Mobile: +077 34 563324  
 Fax: +44(0)1293 825394  
 E-mail: cuthbert@mediacomm.com

**Organized by**  
  
**MEDIAC COMMUNICATIONS AND EXHIBITIONS L.L.C.**  
 P. O. Box: 5196, Dubai, U.A.E.  
 Tel: +8714 2682004, Fax: +8714 2681296  
 E-mail: mediac@emirates.net.ae  
 Website: www.dubaihelishow.com

**Supported by:**

[www.dubaihelishow.com](http://www.dubaihelishow.com)

**6<sup>th</sup> - 9<sup>th</sup> December 2004, Dubai Airport Expo, Dubai, United Arab Emirates**

PAN – [POLICE AVIATION NEWS](#) is published monthly by  
INTERNATIONAL POLICE AVIATION RESEARCH  
7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK  
+44 1992 714162  
[Editor](#) Bryn Elliott

Digital Downlink  
A powerful ally  
Straight to the point  
Eurocopter in the UK  
Power in a box  
Emergency Services On-line resource  
Airborne Law Enforcement Association  
European Law Enforcement Association

BMS - CAM  
Flir Systems  
Honeywell Observer  
McAlpine Helicopters  
Powervamp  
Police Aviation News  
ALEA  
P.A.C.E.



Enticing the visitors to interact with the exhibitors comes in many forms. The use of low cost free pens, packs of mints and gimmicks is by now well known. NBAA has taken this to another level.

Groups of exhibitors band together and a prize is offered for visitors who get proof that they have spoken to a majority of that group. One BP related group offered model aircraft [as this Loening left], another offered NBAA umbrella's. This seemed very successful.

Other exhibitors offered the visitors such items as an opportunity to watch and acquire high class cigars being rolled 'before your very eyes' and Elvis clones singing.



SUBMIT ITEMS FOR PAN by the 23<sup>rd</sup> of the month before publication to E-mail [Editor](#) or [Police Aviation](#)  
HOW TO SUBSCRIBE (OR UNSUBSCRIBE)

Police Aviation News is provided in electronic form.

1. The e-mail edition is available on-line free of charge. To subscribe to the notification system, send an e-mail message to [Editor](#) giving your identity and address. Electronic delivery of complete editions is available upon payment.
2. To stop receiving the E-mail notification, send an E-mail message to the same address with your identity and the e-mail address you receive the notification on.

COPYRIGHT AND DISCLAIMER: All contents copyright 2004 International Police Aviation Research/ Police Aviation News except where indicated in individual items. All rights reserved. For further information, including permission to reprint or reproduce, please e-mail or telephone IPAR as above.

The information and data included has been obtained from sources which we believe to be reliable, but the publisher makes no warranties or representations whatsoever regarding accuracy, completeness, or adequacy. *Opinions expressed* are based on interpretation of available information, and are subject to change.