

Police Aviation News

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IPAR



Marcus Taylor



The new EC135T2 for the use of the recently formed air support unit of the Norwegian Police was delivered to Pegasus Helicopters the new owner late last month. Whilst in the UK being role equipped the aircraft c/n 279 flew as G-CCLK but will now revert to its Norwegian marks of LN-OCP.

Delivery of the aircraft was delayed a few weeks from the original date in February to allow the EC135 to be equipped with night vision goggles and equipment. It was originally intended to upgrade the aircraft later in the year but the customer altered the plan. [IPAR]



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LAW ENFORCEMENT AVIATION

AFRICA

KENYA: The Kenya Revenue Authority [KRA] is looking into the purchase of additional helicopters for border patrol.

The move – initially for a single helicopter – is allied to the purchase of additional motorboats to strengthen patrol of Kenyan waters on the Coast and Lake Victoria. The primary purpose of the KRA in this field relates to surveillance of illegal imports. It already works in conjunction with the Tanzania Revenue Authority and is to seek a similar arrangement with the Ugandan Revenue Authority. [East African Standard]

LESOTHO: The Lesotho Defence Force Air Wing has become the first of the Southern Africa Development Economic Community (SADEC) countries to procure one of the new Australian Gippsland Aeronautics GA8 Airvan utility aircraft. The Airvan was illustrated in flight in last month's edition of PAN.



Major-General Sam Makoro, Chief of Staff of the Lesotho Defence Force and Commander of the Air Wing, a veteran pilot with wide experience, personally took delivery of the Airvan from Gippsland Aeronautics South African Agent 'Airvan Africa,' on March 18th.

Lesotho, although only having less than 1000km of paved road, has 29 airports, many of which are situated at very high elevations with even higher density altitudes.

The Lesotho Air Wing [formerly a Police Air Wing] presently operates a compact force of both fixed and rotary wing aircraft

The Lesotho Defence Force Airvan, LDF-54, is the ninth Airvan to be sold in Southern Africa. [GA]

NIGERIA: The Lagos based newspaper *Vanguard* reported in the middle of last month that the Federal Government had approved the purchase of two role-equipped Bell 427 helicopters for the Nigeria Police at the cost of \$US9.9M. Delivery of the helicopters is predicted as being in three months time.

In an announcement that also reported the ordering of thirteen boats to patrol the coastal areas of the Niger Delta region and seaports the Bell's were described as 'customised and ... able to operate at night.'

The addition of these two helicopters is to supplement a very small existing fleet of elderly single engine helicopters. The purchase plan has been ongoing for two years, with the funding appearing in the 2003 budget.

A Nigerian company won the contract. The choice of the Bell being based upon a long-standing association with Bell, past types used include the 206 and Huey. The 'air wing is already used to that type of helicopter.' [AllAfrica.com]

Ed: The original news report was greatly hyped up and the announcement suggested that great things be expected from these two additional aircraft.

These will be the current short body 427 and going by the price quoted the Nigerian Police appear to have a good price for a modern twin that may not present as many retraining problems as a change of manufacturer.

As Nigeria is 356,669-sq. ml/913,073 sq. km., in area the law enforcement capabilities of just a handful of helicopters should not be over estimated.

AUSTRIA/LATVIA

The Austrian Ministry of Interior [BMI] Flugpolizei recently hosted a visit by the Latvian Border Guard.

Four visiting officials were researching how the BMI undertook the day-to-day operations between April 13th to 15th. During the visit they had working conversations with experts in the flight police unit. In accordance with plans announced in 2001, in 2002 Latvia set about establishing a helicopter section. Recent reports suggest that this intention is ongoing, with four pilots in training to fly an Agusta Bell 206B.

Austrian sources state that Latvia plans to buy four new helicopters (three single-engine and one twin) operated by 14 helicopter pilots and 6 maintenance men. A maintenance centre has yet to be built in Ludza. The unit is scheduled to fly border patrol, SAR and public order.

[www.bmi.gv.at/Siegbert Lattacher/IPAR](http://www.bmi.gv.at/Siegbert.Lattacher/IPAR)

CANADA

In March 2003 the Ontario budget included provision for an helicopter worth up to \$1M for the Toronto police force 'to enhance security in Canada's largest city.' In November 2003 a new administration cancelled the funding allocation for the helicopter, but the fixed wing remained.

A recent report states that the Toronto police haven't actually asked for funding for a patrol helicopter and the police services board doesn't see it as a priority. Even so, the council recently spent five hours debating a suggestion to give police \$1.5M for a new chopper by taking the money from grants for community groups.

Toronto currently calls on help from either York or Durham helicopters.

In spite of many reports and a trial Councillor's are still saying that no one has demonstrated that a helicopter would be worthwhile.

'Show me the business case, show me the cost-effectiveness of having a helicopter in an urban area such as Toronto and I'll be happy to support the purchase of a helicopter and pay for the operating expenses' said one.

After many debates, council voted 27-12 to refer the helicopter issue to the police services board for its consideration. [Toronto Star/IPAR]

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COLOMBIA

A Venezuelan governor has claimed Colombian leftist rebels hijacked a helicopter belonging to his state's police force and that they are operating in the country with the complicity of President Hugo Chavez's administration.

Armed individuals identified themselves as Colombian guerrillas before stealing the helicopter and flying it to an unknown location.

The helicopter and four other private planes were being kept, reportedly unguarded, at a heliport in Bolivar State. The hijackers did not hurt the pilot.

NEPAL

It has been reported that the UK government is to give the Nepal Government two BN2 Islander aircraft to bolster their air element in an ongoing fight against rebel forces.

It appears probable that the two aircraft involved are the former Dutch Police [KLPD] BN-2T Defender aircraft PH-RPM/2190 and RPN/2191 as these are currently being worked on by the manufacturers, the BN Group. [Combat Aircraft/BNH]

Ed: BN Group declines to acknowledge or comment on the accuracy of the story which I guess is an endorsement of it.

UNITED KINGDOM

EAST MIDLANDS: Officers are celebrating the tenth anniversary of the Police Helicopter Unit that provides aerial cover for Police Forces in Northamptonshire, Warwickshire and Leicestershire.

The first flight of the East Midlands Air Support Unit's Police Helicopter was on the evening of Saturday 9 April 1994. Since then the helicopter has flown 8,031 hours responding to 15,424 tasks across the three Force areas.



Early Days – Husbands Bosworth

When it was set up, the Unit was considered to be a groundbreaking development because it was not, at that time, considered

normal for three separate Police Forces to join together in such a venture and achieve positive results.

In 1992, the Home Office forward strategy on Police Air Support recommended that the Home Office would look favourably at funding if clusters of forces got together to provide their own regional air support unit. Warwickshire Constabulary already had its own air support unit with an S300C although this was limited to daytime operations and the other two were regularly using air support on an ad-hoc basis.

In October 1993 the order for an AS355N Twin Squirrel helicopter was placed with McAlpine Helicopters Ltd of Oxford.

Following the tragic crash in 1998, the unit leased a helicopter and borrowed aircraft from other forces before a replacement – the Eurocopter EC135T1 – was bought and officially launched at the unit on October 14, 1999.

The East Midlands Air Support Unit is based at a specially constructed headquarters at Sulby, near Husbands Bosworth, on the Northamptonshire/Leicestershire border. The operating base was specially selected for its central location to the three-force network and has a purpose built hangar, which also

Photographed from left to right: Air Observers PC Ian Price, Leicestershire; PC Graham Cole, Warwickshire; Pilot Eric Morcambe; EMASU Executive Officer Mick Dunn.



contains offices, an operations room, a classroom and two bedrooms. As built the site included the provision of a fixed wing landing strip but this feature has never been used operationally.

In the past ten years the Unit has been responsible for the arrest of 1,797 suspected offenders and has assisted in the detention of a further 671 people.

Another responsibility of the unit is to search for vulnerable missing people and the helicopter has been successful in locating 159 such people.

The aircraft has been used for casualty transport, although the number of people carried in such circumstances has reduced in recent years with increased air ambulance availability.

The hours flown are fairly evenly spread over the three forces with the size of the area and population having some bearing on the final figures. Over the ten years, the breakdown of flying hours is: Leicestershire – 2,984 hours; Northamptonshire – 2,332 hours; Warwickshire – 2,052 hours, and the remaining 663 hours have been spent in other force areas or on joint operations or pilot and engineering flights.

After gaining funding from the Home Office, later this year the Unit is due to purchase Night Vision Goggles for the crew. [Northants]

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HOME OFFICE FUNDING: The annual funding allocation for air support funding was announced last month.

The Home Office has increased the amount available for the first time since the present Government started the scheme. After several years of having an available budget of £4 million to allocate towards supporting the capital cost of Police Air Operations [in England and Wales] the Home Office have been able to increase the available funding for 2004/05 to £5M. The £5M will be all grant, as opposed to the previous split between grant and Supplementary Credit Approval. This represents a quite significant increase in the level of support provided for air support.

Air Support Capital funding for 2004/05, which will provide for a mix of replacement aircraft, role equipment, hangarage and accommodation.

The Home Office no longer provides a breakdown of the use individual forces are making of the sums received so, where it was not obvious, the Editor asked individual forces for clarification. The following list includes some indication of the uses each will be making of the funding.

Cambridgeshire £1,355,000 [Aircraft purchase], **Cheshire** £288,000 [Aircraft to have three bladed props to reduce noise + role equip. up grade], **Dorset** £20,000 [Moving map], **Dyfed Powys** £280,000 [Hangarage & accommodation], **East Midlands** £121,000 [NVG fit], **Essex** £22,000, **Greater Manchester Police** £74,000 [Hangar for fixed wing at Manchester Airport], **Metropolitan Police** £560,000 [not released], **North East ASU** £1,510,000 [Aircraft purchase], **North Midlands ASU** £379,000 [Aircraft purchase], **Suffolk** £11,000 [not released], **Surrey** £320,000 [Aircraft purchase], **West Yorkshire** £60,000 [not released],
TOTAL £5,000,000



METROPOLITAN: Operation Rhino, a collaborative initiative by [British Transport police](#) (BTP), London Underground (LU) and the Metropolitan Police Service Air Support Unit, continues into its third year of successfully reducing trespass and vandalism on the eastern end of the network's District Line over the past three years.

Rhino has now extended its scope to cover all areas of the Underground wraiol system in London where trains run above ground - including depots and sidings.

With limited money of its own BTP successfully entered into the partnership with the air unit without unduly straining the resources of either. Primarily using unassigned flight time [including the return flight to base] Rhino is all about sighting the trespassers before they can see or hear the aircraft approaching. It is the consequent

ability of BTP units then to swoop on the transgressors unannounced which provides the deterrence. Ultimately the arresting of vandals on lines and in depots can enhance the promotion of the deterrence value of Rhino through follow-up educational techniques. Engendering of a fear of any helicopter near railways provides an economical return.

NORTH MIDLANDS: The unit, based at the Derbyshire Police headquarters in Ripley took delivery of their new EC135T2 c/n 300 G-NMID early in April.



The helicopter has been under role-fit since August 2003, the apparent long gestation period being a compromise between the production schedule and meeting customer delivery requirements. The unit has been training up on the new airframe with most

operational needs being met by using the existing AS355N G-NMHS. This remains unsold.

It is intended to officially launch the new helicopter at a ceremony on May 28. [DP]

SOUTH & EAST WALES: Last month PAN carried an item on the Cardiff based S&EW ASU in which it was erroneously stated that the aircraft in service with the unit was AS355F2 G-SAEW. This was the aircraft that crashed into the rooftop a couple of years ago. [SAEW/MJ]



By way of illustrating the error the unit has sent in this image of the real current AS355F2 aircraft G-SEWP.

WILTSHIRE: Emergency helicopter crews in Wiltshire are to benefit from use of a portable landing pad invented by a local man but being marketed Worldwide.

The pad was created by John King from KDBC Ltd. based near the police HQ in Devizes. It can be carried by ground crews to sites of serious incidents where it is not easy for the helicopter to land. It has lights to help aircrews touch down in difficult conditions.

It is not seen as a day-to-day item of equipment, Wiltshire will be kept in the unit support vehicle so that it can be deployed where multiple landings are required. A typical scenario is at a major incident where it may be necessary to make several landings or where other aircraft may be deployed as well, so that there is a clear indication of where they are supposed to land.

The equipment, Firemoth TM is a portable helipad with its own integrated light source and homing beacon. It was launched at last years Helitech show and has attracted a great deal of interest since. It was also displayed at the recent PSDB Exhibition at Halton.

Firemoth is constructed from a non-rip non-tear nylon, the helipads are light flexible but extremely tough, and can be deployed ready for operation within 4 minutes. Specially designed stainless steel anchors, which are quick to install, secure the pad to the ground and are easy to remove, but have a rigidity that resists both wind and ground forces.

The Helipad has high-visibility reflective tapes to assist landing under daylight conditions, and uses a unique, innovative electro-luminescence fibre to illuminate the product at night. Up to 6 hours of continuous illumination can be provided, and tests have shown that Firemoth can be seen from 2,000 ft. Activation can be manually switched on the ground or remotely.

For details on this and the FireDragon TM that uses LED's to illuminate the landing pad contact John on +44 1380 739045 or cell +44 7702 749418

UNITED STATES

FEDERAL: A year ago PAN was reporting upon an ongoing competition to provide the US Border Patrol with a new fleet of helicopters. Everyone cautioned that the USBP did not yet have the money but it was genuinely felt by industry that in accordance with the hype being put out about the Department of Homeland Security in the wake of 9-11 the money would appear. On that basis manufacturers put a great deal of time and money into the competition. Now it is being reported that the Homeland Security rhetoric is not being matched by action. Funding levels for the next fiscal year appears to make the USBP acquisition of new helicopters unlikely.

2005 funding is said to have been slashed to about a quarter of the requested amount and is not now enough to begin the selection and acquisition process of single and twin helicopters the service has long wanted.

Ed: but see below for where the money may be going ...

The Department of Homeland Security reportedly wants to use UAV's to undertake regular patrol of the border between Arizona and Mexico. According to the San Diego Union-Tribune flights were expected to start last month and the US Customs and Border Patrol claim to be confident they'll help stem the tide of illegal immigrants and drugs. [AvWeb]

... but in case that does not work it seems that Government officials and Lockheed Martin Corp. have a \$24M plan to update an old airship factory for construction of a high-flying, remote-controlled blimp prototype to monitor US borders and scan the horizon for enemy missiles...

A prototype of the unmanned, helium-filled airship that would patrol at 65,000 feet is expected to be complete by summer 2006. [Tucson Citizen]

CALIFORNIA: The Stockton Police Department is trying to decide whether it needs its own helicopter for regular patrols. No decision has been made yet, but the department is discussing the issue with industry during the Spring.

Last year, the San Joaquin County Sheriff's Department, based in French Camp, asked the county's police departments for help in paying for the air patrols, which cost around \$325 an hour. Only the Manteca Police Department agreed to share the costs. That helicopter is currently grounded awaiting a replacement pilot.

Stockton Police want sole control of a helicopter for their own operations, not necessarily sharing with the Sheriff's Office.

RIVERSIDE COUNTY: Cities that contract with the county for police protection, including Temecula, Lake Elsinore and Canyon Lake, may soon have to pay more for their patrols to help Riverside County balance its budget.

The county Board of Supervisors is examining the possibility of including additional charges to its 13 contract cities in this spring's budget. The new charging areas include the salaries of the sheriff and top administrators, juvenile crime prevention, the Special Investigations Bureau, helicopters, the hazardous device team, auto theft investigations, forensic services, high-technology crimes investigations, homeland security, disaster response and a training centre. A similar 'no charge' situation applies in Los Angeles County.

On the other hand, Riverside County contract cities do pay for regular patrols, special enforcement teams, narcotics investigations, traffic enforcement, community oriented policing programs, K-9 dog assistance and resource officers at schools. [The Californian]

FLORIDA: How much Escambia County Sheriff's Dept. paid for one of their helicopter's has become a matter of public debate. Some officials appear unwilling to discuss the matter.

The Florida Highway Patrol gave Escambia one helicopter, the other was bought from Calhoun County Sheriff David Tatum for a reported \$75,000.

Although it was purchased in 1995 for \$500 in the military surplus programme Tatum says the helicopter was worth well over \$100,000 when it left Calhoun and the cash was only part of a trade. The deal included patrol cars and other equipment to be supplied as long as the current Sheriff was in office.



Since Escambia Sheriff McNesby bought the Calhoun County chopper in 2001 he has given Tatum 13 vehicles including 11 Crown Victorias with less than 60,000 miles on them. He also got some used laptops and other equipment.

McNesby has refused to discuss the issue with the media, claiming that there was no trade but that the transferred cars and equipment were excess property, a gesture of generosity from a larger county to a smaller one.

Its all about politics of course and it is a candidate for Sheriff that has raised concerns about an alleged misuse of taxpayer dollars. [Media]

MASSACHUSETTS: Four state police helicopter pilots are resorting to the law to return to flying with the State Police Air Wing.

Troopers Joseph Gura, Gale MacAulay, Jody Reilly and Shawn Campinha claim they were transferred from the unit after they made complaints about the unit's practices. The four represent some 25% of the normal working strength of the unit.

As carried in a recent issue of PAN Jody Reilly, the first woman state police pilot has made a sexual harassment claim against the current Lt in charge of the unit. In the new lawsuit it is claimed that she was transferred after complaining about the sexual harassment.

Macaulay and Campinha, who flew as a team, dispute allegations made about an alleged 'unsafe landing' that had led to them being grounded in November.

Gura, their union representative, testified on their behalf. All three said they believed some Air Wing policies posed a risk to public health and safety, the lawsuit claimed.

After Macaulay and Campinha appealed the internal decision to ground them, they, along with Gura and another officer who had backed them up but did not sue, were transferred out of the unit.

The State Police has released a statement refuting that the transfers had anything to do with retaliation. It was all about the Air Wing functioning in an efficient manner and suggested that it could not do so if there was a bad working atmosphere. [Media]

NEW YORK: Two-and-a-half years after the World Trade Center attack on September 11, 2001 plans to improve the city's handling of emergencies is incomplete because of bureaucratic delays and infighting between the police and fire departments.

The federally mandated plan for police and firefighter response to all types of emergencies was supposed to be completed late last year. It is currently stalled over a plan to give police ultimate control in the event of a terrorist attack, police and fire officials said.

Not for the first time the fire department see plans to give the police ultimate control over the scheme as a threat to them.

In the wake of the 9-11 attack it was disclosed that the police helicopters were unable to rescue people from the roof of either tower because the doors accessing the roof were locked.

In the wake of an earlier bomb attack of the same buildings [where many were rescued by NYPD] the roofs were secured against police advice.

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Cities that want to receive federal homeland security funding must adopt a uniform programme for responding to disasters. The Federal plan was meant to seek a smooth handling of such problems in the future but failed to overcome the 'baggage' that the New York police and fire departments continue to have over the Twin Towers.

City officials attribute the present delay to the resignation of the city's emergency management commissioner in January and to changing requirements of the federal mandate. [Washington Post/IPAR]

On a lighter note...

The organisers of International Heli Trade, Geneva have announced the winner of their 'Win a trip to Geneva' prize draw which took place at the recent Heli Expo in Las Vegas, Robert Kikel a pilot and Director of Maintenance with the NYPD.

Robert expressed interest in meeting International Heli Trade's exhibitors, particularly Agusta Westland as the NYPD will take delivery of four Agusta A119 Koalas this year which Robert and his team will be responsible for maintaining.

Robert's name was drawn at random from hundreds of visitor registrations taken by International Heli Trade at the recent Heli Expo in Las Vegas. He wins the trip Geneva courtesy of International Heli Trade allowing him to take in the attractions of one of the most beautiful regions in Europe as well as the event in Geneva Palexpo on October 5 – 7.

WINDWARD ISLANDS

Residents of the Windward Islands, in particular St. Maarten, will have additional security with the return of the police helicopter in a bid to add to the efforts by local police officers to secure the island against crime, particularly during Carnival.

The Daily Herald reports that the helicopter would be flying in the islands for an unspecified period as additional security during the Carnival season.

The helicopter assigned to the Windward Islands Police Force [an R44, Air 1] was still being worked on, being rebuilt over several months in Curaçao. During the past few months there has been no air assistance for police.

AIR AMBULANCE

AUSTRALIA

NEW SOUTH WALES: Thieves have broken into the NRMA CareFlight Helicopter in New South Wales and stolen \$5000 worth of equipment.

The aircraft was parked at Mudgee Hospital when three thieves struck. They took the crew doctor's flight helmet and survival vest, containing a distress beacon and portable radio. It was the first time in the charity's 18-year history that equipment had been stolen from the helicopter. The alarm was raised when three men were seen to force open the locked helicopter's door as it stood on the hospital helipad.

DENMARK

The German non-profit air rescue organization DRF (Deutsche Rettungsflugwacht) will soon be flying cross-border air rescue missions to the south of Denmark. Since there has been no air rescue system in Denmark so far, authorities are particularly interested in a cross-border air rescue concept. A DRF rescue helicopter, soon to be stationed in the German village of Niebüll/Schleswig-Holstein, will be able to reach emergency sites in southern Denmark quickly.

There are currently three rescue helicopters stationed in the German state of Schleswig-Holstein. Two years ago, health insurance companies began an analysis of the air rescue situation in Schleswig-Holstein in an attempt to prove that only two helicopters were necessary instead of three. In the meantime, the future of air rescue in this region has been decided: Representatives of the Ministry for Social Affairs, regional districts, helicopter operators, and representatives of the health insurance companies recently came to the decision that all three helicopters will continue to fly rescue missions.

DRF operates two of these three helicopters. Christoph 42 is stationed in Rendsburg, Christoph 52 in Itzehoe will soon be moved to Niebüll. The third helicopter, Christoph 12 is operated by the Border Guard in Eutin.



DRF air rescue units in Rendsburg and Niebüll will fly BK 117 helicopter's flying emergency missions as well as interhospital transfers.

UAE

DUBAI The Capital, Abu Dhabi, is to have an air ambulance rescue team to help critically ill patients and trauma cases from June.

The new development was announced during a one-day Symposium marking World Health Day held by the Department of Surgery at Shaikh Khalifa Medical Centre. The Authority has already embarked on implementing the project, which aims at ensuring safe transport for critical cases and facilitating proper relocation of injured people. [Khaleej Times]

UNITED KINGDOM



The Air Ambulance Foundation (AAF), formerly the NAAAS, has ceased its fundraising activities. The AAF was re-launched two years ago as a charity to support, and work with, the eighteen regional air ambulance organisations in the wake of the AA withdrawing its Corporate funding. Its primary objectives were to raise money to help less financially able regional air ambulances; to enable the formation of new air ambulances in regions where none exist; to campaign for support from central Government and to promote the role of air ambulances at a national level.

Despite its successes the AAF has been unable to establish itself as a viable, self-sufficient charity. At launch it was not given the support of the regional air ambulances and failed to turn the situation around. Potential public, corporate and charitable trust/foundation donors and lottery funding sources were reluctant to support AAF efforts. Core funding has dropped below a level that the Trustees regard as safe and reliable.

It is the intention of the Trustees to work with the Charity Commissioners to suspend new activities and to find a like-minded charity that is willing to hold the dormant charity. If this is not possible the charity will close.

Of the reported failure of AAF Simone Robinson, General Manager, Essex Air Ambulance said 'The AAF presented a great opportunity for communication with other Air Ambulance charities and we're sure that these good relations will continue into the future. We wish the AAF team all the best in their future endeavours.' . [AAF/Essex]



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Ed: It is no surprise. Failing to gain the support of all the operational units and also being perceived as adding an additional strata of administrative costs into the system was always going to make progress difficult

DEVON: The Air Ambulance Trust have re-launched their website at www.daat.org. The website has been completely re-designed and is now powered by a state of the art content system that allows DAAT greater flexibility when updating. The major revision by a team at Rokk Media Ltd, includes recent press releases, details of operations and the work of the Devon Air Ambulance and the crew which man the BO105 currently operated it. There are also early details of the new helicopter delivery due in September.

EAST ANGLIA: A Suffolk man who stole £2,500 from the East Anglian Air Ambulance charity while he was working as chief fundraiser in the county has been jailed for four months.

Richard Green went to prison still maintaining his innocence. He was convicted by a jury in January after a four-day trial of stealing £2,500 from the EAAA and three offences of falsifying weekly returns of receipts for the charity. He had denied all the charges. [EADT]

GREAT NORTHERN: Great North Air Ambulance [GNAA] has issued an invitation to tender to commence an EMS operation within Cumbria commencing early August 2004. The tender seeks a role equipped Bolkow 105 or equivalent. More than £55,000 has already been raised by the News & Star a local newspaper. Their appeal was launched last September. There is a target of £300,000 but GNAA say enough cash is being raised every month to put the chopper in operation from a base in the Penrith area.

LINCS & NOTTINGHAMSHIRE: There have been fund-raising models of EC135 air ambulances for some time but an equivalent for operators of the MD Explorer.

LNAA are now awaiting delivery of a scale model of the MD Explorer being produced

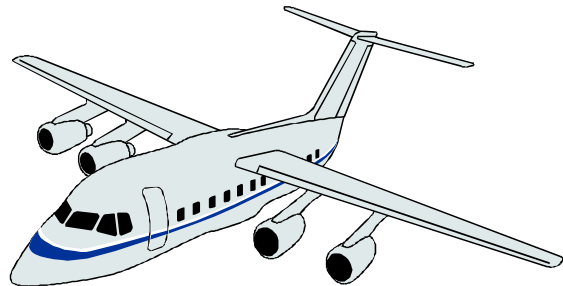
by Richmond Toys, a leading supplier of scale models.

The helicopter will be available for purchase towards the end of May from various events or direct from their Head Office in Lincoln at a cost of £10.00 (plus p&p). For further information please phone Judy or Lynda on 01522 548469 [LNAA]

UNITED STATES

AIRLINE: Ten years ago, there was little chance to save a passenger in cardiac arrest while in flight.

American Airlines changed that. In 1996, the airline voluntarily put AEDs in all of its planes and in 1998 the first passenger was saved in flight. In the six years since that first incident American Airlines has saved 46 others. Other airlines can show many more. [AW]



FLORIDA: The next Eurocopter EC145 to hit EMS service in the USA is predicted to be that for Lee County EMS.

Almost 15 years after the last new helicopter and more than 25 years after EMS service was first established the EC145 is to be Lee County's second helicopter. The \$5.5M helicopter will be bought from the county's general fund and should be operational by next month.

The new craft offers extra work space and added features will allow EMS to perform more advanced medical procedures and provide a higher level of service. The will have a neonatal incubator for neonatal emergencies.

Having two helicopters improve availability. It will get Lee County close to 100% availability. With only one helicopter routine maintenance resulted in the service having to call in assistance from Collier County or Sebring.

The service averages about 400 calls a year. Typically, the time it takes a helicopter to leave the hangar, pick up the patient, go to the hospital, get the paperwork and arrive back at the hangar is about 40 minutes.

Even before the second helicopter was purchased, EMS had come a long way. In 1977-78, it was Lee County Mosquito Control that supplied the air ambulance service. The first EMS helicopter was bought in 1978 and the second one in 1990. The new American Eurocopter EC145 is the first new ship to be purchased in close to 15 years. [Naples News]

NEW YORK: A fixed wing ambulance has landed in the Town of Glen. Life Net of New York relocated their crew and critical care transport helicopter from Rome to a temporary station at the Glen Fire House. They got out of Rome because it gets a lot more lake effect snow than the new home in Montgomery County.

Brenda Bazin of Life Net said, "We decided that it would be best to relocate the aircraft to be in closer proximity to our sister aircraft which is at Albany Medical Center in a better weather area.

NORTH CAROLINA: In Denver [Colorado] the St. Anthony Hospitals Flight for Life team is improving its reaction performance by teaming up with a group that trains race car pit crews.

The North Carolina-based 5 Off 5 On Group has worked with manufacturing and corporate clients, but this is the first time it will give a presentation to a hospital staff.

Pit crew trainers have been to Denver with all the tools of their trade [car, tyres, jacks and tools] to give the Flight for Life team a hands-on experience. Sessions included an introduction to pit crew work and techniques and how crewmembers are evaluated and measured. This was followed by a brainstorming session evaluating procedures to see if anything can be streamlined in the air operation.

Flight for Life members, including pilots, flight nurses, respiratory therapists and emergency medical technicians, were all be involved.

The 5 Off 5 On group designed the event as 'team entertainment' specifically for them with certain criteria. It was longer than the normal 3-4 hour total including hands-on experience that are fun and may at the end have a team building outcome as an after fact.

The Flight For Life programme was more in depth with approximately 4 hours of specific comparison between the modern pit crew and the flight processes and procedures, preparation, practice, selection of personnel, setting objectives and goals, measuring outcomes, and more. The afternoon included a hands-on experience that highlighted the interdependence of each person on the team.

It could be even more specific and target even more specific issues. It was a first step for Flight for Life and should lead to a long term overall evaluation of their program. Overall though the goal was not to address medically related issues but rather preparation issues that would increase the time and efficiency of providing the medical treatments.

5 Off 5 On are based in Mooresville see web site www.5OFF5ON.com, E-mail info@5off5on.com

OKLAHOMA: A new fixed-wing air ambulance is set to serve patients in Oklahoma, Texas, Kansas and Louisiana. The aircraft will be an inter-facility transport created by Oklahoma's largest group of heart specialists, Cardiac Air Transport, and designed to complement helicopter ambulances.

A Cessna 208 Grand Caravan is certified to give critical care to patients who have had heart attacks or other coronary problems. Equipped with a defibrillator, ventilator, heart monitor, balloon pumps, pacemaker, intravenous drips and medications, the aircraft is affiliated with the Oklahoma Cardiovascular Associates and the Oklahoma Heart Hospital. It will fly out of Wiley Post Airport in Oklahoma City. Flights can range between \$1,500 and \$6,000. [KOTV]

TEXAS: Air ambulance service at Odessa's Medical Center Hospital could resume some time this summer. The Ector County Hospital District have met to discuss the future of the CareStar helicopter service after the recent fatal crash near Pyote killed an infant patient, his mother, the pilot, a paramedic and seriously injured a flight nurse.

The helicopter, which serves 17 West Texas Counties, went into service in June 2003 under contract from Med-Trans Corporation of Bismarck, N.D. Before the crash, the helicopter had made 417 flights. [Midland Reporter]



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FIRE RUSSIA

The head of the emergency situations ministry has stated that the Beriev Be200 flying boats will be entering service this year in the firefighting role. Its first operations will be in the Russian regions. Currently the machine is being tested at a special experimental range up to its maximum load of 12 tons of water lifted from rivers, lakes or the sea.

Two flying boats of this type have already been accepted by the emergency services Ministry. The first [RA-21512] was handed over last June and the second was delivered last month. A third one is to be built in the autumn. Under current contracts seven Be200s are being built for use in Russia with eight more on option.

It has also been reported that in the wake of CL415 production being suspended a US firefighting company, Hawkins and Powers, has sent a letter of intent to the manufacturer [Irkut] for eight Be200s powered by Rolls-Royce BR715 turboprops. [Ria Novosti/Aviation News]

UNITED KINGDOM

Cogent Defence and Security Networks, the UK operating company of EADS Defence and Communications System (DCS), has been shortlisted to provide the TETRAPOL network for Firelink – the new communications system for the UK Fire and Rescue Service.

The government contract, to be awarded later this year, will provide the UK Fire and Rescue Service with its first national wide-area radio network by the end of 2007.

UNITED STATES

CALIFORNIA: Air Methods Corporation has announced it has received a \$1.9M contract from the Los Angeles County Fire Department to modify a Sikorsky S-70A into a Firehawk multi-mission helicopter.

The Firehawk is equipped with systems and equipment making it capable of performing a variety of missions including airborne firefighting, swift water and blue water search and rescue, emergency medical transport, fire crew transportation, and internal or external cargo transport.

L.A. County Fire Department has operated two Firehawk aircraft since 2001 performing over 7,836 missions accumulating 1,890 hours.

SEARCH AND RESCUE

CHINA

A total of 66 fishermen, most of them from mainland China, have been rescued from a fishing vessel that caught fire off the southern port city of Kaohsiung.

The vessel caught fire while it was ferrying fishermen back to the mainland. A total of 67 people were aboard the 78-ton fishing boat-turned ferry, a 'floating hostel,' with a Taiwanese captain and chief officer.

Air force and coast guard rescue squads deployed helicopters and rescue vessels immediately after being informed of the incident, while nearby fishing boats also offered help.

Later reports suggested that only one of the 67 people aboard the boat remained missing and the rescue operation was continuing. [National Rescue and Coordination Center].

GREECE

Bombardier Aerospace has delivered the first two Hellenic Air Force (HAF) Bombardier 415MP in the Search and Rescue (SAR) configuration. The aircraft was modified as part of a development performed in co-operation with SAAB Nyge Aero AB of Sweden.

A variant of the rugged Bombardier 415 fire fighting aircraft the 415 MP incorporates numerous modifications to perform surveillance missions, with the additional benefit of direct interventions at sea. Typical missions include SAR, maritime patrol, law enforcement and environmental control.

The Bombardier 415 MP retains the capability to carry, drop and scoop over 6,100 litres (1,600 US gallons) of water. It is fitted with sophisticated sensors to locate and identify vessels, people in distress, and pollutants. The sensor suite includes infrared and daylight cameras, a side looking airborne radar [SLAR] and a nose-mounted weather and search radar.

The aircraft can quickly deploy a jet boat that can carry a rapid intervention teams of five persons at over 80 km/h. The design of the mission equipment allows reconfiguration of the aircraft to transport cargo, personnel, casualties on stretchers, paratroops or underwater divers, in less than two hours. [Bombardier]

JAPAN

The first ShinMaywa US-1A Kai upgraded with Rolls-Royce AE2100 engines has been delivered to the Defence Agency. The revised type will be tested in preparation for certification and service entry with the Maritime Self Defence Force [JMSDF] in the SAR role from 2007.

[Aircraft Illustrated]

Ed: Since the original version of this aircraft entered service thirty years ago it has made over 548 rescues during which 550 people were rescued.

INDUSTRY Focus

ACRO Aerospace Inc. has signed a licensing agreement with General Electric Canada for overhaul of General Electric (GE) T700 model engines.

The agreement covers overhaul of military T700 helicopter engines for fifteen countries, covering S-70/A/B, UH-60/A/L and SH-2G helicopters. Call ACRO on +1 604 276 7600 website: www.acro.ca



Singapore Eurocopter (Eurocopter South East Asia) was the first to install this antenna on an EC-120 helicopter. This 2-30 MHz HF/SSB tubular antenna of **Tramec Aero** company is perfect for this helicopter as it measures only 2 metres.



Recently, **Singapore Eurocopter** has been the representative of the Tramec Aero company across the whole Asia-Pacific region. The Tramec Aero antenna has been already installed on various types of helicopters (Ecureuil, Dauphin etc) by operators such as Heli Union and Schreiner. Quick and easy to install, this antenna requires no specific maintenance. Contact Katia MELA-GAUTHIER on +33 1 53 14 17 14 fax 17 18. katia@tramec-aero.com <http://www.tramec-aero.com/>

FLIR Systems Sweden facility has now produced its 25,000th Commercial Infrared Camera [FLIR]

The highly regarded **Rotorhub.com** news site is no more. For years now Rotorhub has independently searched the Worlds news media and press releases for the latest in the industry. It has been altering subtly over the past months when the Shephard brand was being increasingly promoted. As from early April the new owners of the website [the Shephard publishing group] incorporated it within their own pre-existing site at shephard.co.uk/Rotorhub/

EADS Telecom has been awarded a contract by the Spanish Ministry of the Interior for the expansion of the supply and

services for the Tetrapol-based SIRDEE (Sistema de Radiocomunicaciones Digitales de Emergencia del Estado) network.

This is the national digital radio communications network, delivering voice and data services for the National Police Forces and the Guardia Civil of the Spanish Ministry of the Interior.

The contract, valued at € 86.7M, provides secure digital radio communications, further enhancing the capacity and geographic coverage of the police communications, while improving the security, compatibility and co-ordination of their efforts. [EADS]

GKN Aerospace [a company with strong links to the EH101] is on the Sikorsky S-92. S-92 helicopters delivered to offshore operators will be delivered equipped with integrated Emergency Flotation Systems [EFS] and Emergency Liferaft Modules [ELRM] designed, developed and tested by GKN Aerospace FPT Industries.

When deployed the EFS, made from lightweight high strength coated Kevlar™ fabric, are designed to keep the helicopter upright and afloat in sea states up to 4.

The ELRMs are mounted in the leading edge of each sponson and each contains a 14 person RFD Beaufort Heliraft™. For further information contact [Steve Tutton at GKN](#) [GKN]

Helicopter Association International [HAI] reported on the 2004 Heli-Expo event in Las Vegas, Nevada, March 15-17. The convention and exposition was a success, surpassing expectations.

Breaking previous records there were 15,152 attendees enjoying the various exhibits. This year there were 486 companies present across 178,700 net sq. ft. in the Las Vegas Convention Center.

Pratt & Whitney Canada's (P&WC) Lethbridge, Alberta assembly plant marked an important milestone recently with the delivery of its 5,000th engine, a PT6 Twin-Pac® turboshaft, to Bell Helicopter Textron. The celebrated engine, a PT6T-3D produced for a Bell 412EP model, is a member of the PT6T-3 series that powers the Bell 212 and 412 helicopter family of helicopters.

The facility, which opened in 1993 and employs close to 90 people, is P&WC's main

assembly plant for PT6 engines and the only company facility that assembles and tests the PT6 Twin-Pac® series.

As of the beginning of 2004, the PT6 turboshaft engine fleet had logged over 36 million flight hours with 428 different operators worldwide. To date, P&WC has delivered a total of 3,020 Twin-Pac® engines to Bell Helicopter Textron.



Enstrom Helicopter Corporation teamed up with **Lifepoint Inc** to add a medical evacuation capability to their Model 480B helicopter. The Enstrom can now be used for air ambulance missions using the Lifepoint pivoting MedDeck equipment.

The removable kit installs in the existing seat tracks without any modifications to the helicopter floor or any specialist tools. Once the attachment plate is secured, the pivoting MedDeck can be installed or removed in seconds providing a flexible medevac capability. The patient is loaded into the aircraft by releasing a single handle latch to unlock the pivot mechanism of the MedDeck. The patient can then be manoeuvred in and out or within the cabin without any lifting.

[Enstrom]



Outdoor enthusiasts and those who enjoy extreme sports in remote areas can now add a new measure of safety to their activities with the new FastFind Plus from **McMurdo**, the world's leading manufacturer of Emergency Position Indicating Radio Beacons (EPIRB). The FastFind

Plus is the smallest, lightest and most powerful 406 MHz Personal Location Beacon (PLB) that features built-in GPS capability. The standard FastFind PLB is also available without GPS.

Measuring less than 6 inches in length with a weight of 9 ounces, it easily fits into a backpack, gear bag or vehicle. When activated in an emergency, the Fastfind Plus transmits a satellite distress beacon to worldwide geo-stationary COSPAS-SARSAT satellites. The signal is then routed through a ground station to the nearest search and rescue authority. McMurdo has been selling this technology around the world for a number of years, but its use in the United States was not approved until July 2003.

With its built-in GPS, the Fastfind is totally self-contained and eliminates the need for any external plug in connections or additional add-on equipment. The GPS data provides search and rescue personnel with exact position and location information that is accurate to approximately 100 feet [30m] anywhere in the world. To further assist rescue personnel, the Fastfind Plus transmits a 121.5 MHz homing frequency. It also transmits its unique ID number, which can be matched to the user through registration.

The PLBs are simple to operate. In an emergency, users simply remove the protective cover, carry out a simple three-stage operation, which activates the built-in antenna and starts the PLB transmitting its emergency signal. A flashing light indicates that the unit is in operation. When activated, the PLB will provide position updates every 20 minutes and will remain in transmit mode for at least 24 hours.

For more information visit McMurdo's website at www.mcmpw.com

At the recent SOFEX military exhibition in Amman **Jordan Aerospace Industries (JAI)** announced the GulfBird Observer aircraft.

JAI is seeking orders from border patrol, law enforcement and commercial operators for a type based on the Ukrainian-designed GulfBird X32-T as a low-cost alternative to more expensive helicopter-borne surveillance platforms.

The rugged aluminium construction Observer is a STOL aircraft that is easy to fly and can use unpaved and rough fields and can carry a sensor pod containing a FLIR and TV camera with downlink capability. Additional sensors can be mounted on a hard point beneath the wing.

Enstrom Helicopter is announcing product improvements to its full line of turbine and piston helicopters. Beginning immediately, the current one-year warranty on helicopters is doubled to two years and 1,000 hours. In addition, all Enstrom gear boxes are fully prorated for their published lifetimes.

GAMTA Ltd, the UK's trade association for professional general and business aviation has published the initial results of the 2004 General Aviation Business Confidence Survey. The survey shows UK industry to be in confident mood with over 58% feeling optimistic about the future; just 4% are pessimistic.

Almost 80% of respondents believe their business prospects for 2004 to be "fairly good" or better, with aircraft sales and maintenance organisations being most buoyant. Indeed some 67% expect to increase investment in their business this year, with further increases in employment also expected.

GAMTA CE Mark Wilson commented; 'This survey shows the strength and resilience of the General Aviation Industry. GAMTA will continue to fight to ensure the regulatory regime, both in the UK and Europe, allows our industry to flourish.'

The industry has identified two particular problems that must be addressed if the positive aspects of 2004 are to be carried into the future - namely, skilled labour supply and the regulatory burden. Addressing these issues are two key elements of the GAMTA Strategy for 2004.

UK C.O.P.S., formed in March 2003 is closely affiliated with C.O.P.S. in USA, and acknowledges their encouragement and support over several years in helping make UK C.O.P.S. a reality.

UK C.O.P.S. is building a team of survivors around the UK, prepared to respond to assist others in the aftermath of a line of duty death. Apart from this peer based support, there are plans for activities involving surviving children, and regular communication between survivors.

Volunteers are always needed to assist, and e-mail contact can be made via the website link www.ukcops.org

Plans are under way already for a 2004 *Survivors Day* to be held on July 31 – August 1 at the National Memorial Arboretum, at Lichfield, Staffordshire.

The Australian **Down Under Slingtank** was recently presented to the World Market Exclusively through Cadorath Distribution

Seasoned fire fighting pilots, Geoff Hall & Mark Robertson, sketched their concept on the back of a napkin nearly 2 years ago. Following research, development and practical testing in Australia the Slingtank is being presented as the most advanced Helicopter Slung Fire Fighting System available.

The rugged system offers a high efficiency actuator design, in flight pilot control of capacity, multi-drop variable volume capability for releasing release as well as an environment friendly foam injection system.

To further explore the potentials and the benefits of the Slingtank surf to www.slingtank.com call +1 877 754 4826 or +1 204 985 1317 fax 1327 or E-mail roo@slingtank.com

This magazine addresses the World of airborne emergency services, but it is closely associated with the **Airborne Law Enforcement Association** [ALEA] in the US. The ALEA represents the only real attempt at a Global 'club' and deserves you, the reader, as a member. Membership provides many benefits and costs very little. The secret of the continued growth of ALEA is that, unlike many other organisations membership is open to airborne law enforcers, serving and retired, and interested parties in the industry.

In order to enhance its service to airborne law enforcers Worldwide ALEA now has a dedicated Membership Manager, Julie M Tuller. She will tell you all about the benefits of joining including what is on at the forthcoming ALEA Annual Conference in Charlotte, North Carolina this summer. Details are already online at [Conference Information and Registration](#).

US members already have access to a system of regional safety seminars set up in different parts of the country – recent locations included locally hosted events in Tampa, Florida and Cincinnati, Ohio. This year's [Northeast Regional Safety Seminar](#) will be held in Trevese, PA. This is nominally also the seminar aimed at European members. The seminar will take place on May 5 and 6, 2004.

You can contact Julie at membership@alea.org or +1 918 599 0705 with your questions, concerns, comments about all things membership.

Kaman Corp. has reported financial results for the first quarter ended March 31, 2004.

The Aerospace segment had a first quarter operating profit of \$3.6M, compared to \$7.2M a year ago. The first quarter of 2004 includes \$0.8M in underutilised facility costs primarily associated with the absence of new helicopter orders at the Bloomfield facility. Segment sales for the first quarter were \$59.8m, compared to \$61.7M a year ago.

Commercial programmes include multi-year contracts for production of fuselages for the MDHI 500 and 600 series helicopters and composite rotor blades for the MD Explorer helicopter. Total orders from MDHI have run at significantly lower rates than originally anticipated due to lower than expected demand. In 2003, the company received payments totalling \$4.4M, primarily for items shipped during 2003. The company received nominal payments in the first quarter of 2004. The recoverability of unbilled costs will depend to a significant extent upon MDHI's future requirements through 2013, the year to which both contracts extend. The company stopped production on these contracts in the second quarter of 2003, but continues to work closely with the customer to resolve overall payment issues and establish conditions under which production could be resumed, including the timing thereof. Based upon MDHI's projected future requirements and inventory on hand at both MDHI and the company, this would not be expected to occur until late in the second half of 2004 at the earliest. Although the outcome is not certain, the company understands that MDHI management is pursuing strategies to improve its current financial and operational circumstances.

In Mississippi the Legislature has sent to the governor a bill allocating \$3M to help **American Eurocopter Corp.** with plans to expand its new Lowndes County helicopter plant.

The \$3M is contingent on American Eurocopter Corp. getting a contract to upgrade U.S. Coast Guard helicopters and will be used to recruit and train additional workers and doing more plant site-preparation work. [Dispatch]

ACCIDENTS and INCIDENTS

29 March 2004 MD500E N92?SD Fresno County Sheriff's Department helicopter, 'Eagle One,' went down at the Mendota airport after the engine lost power at about 10 feet altitude and the helicopter went down. A skid collapsed and the flir was damaged when it went onto its side. It will need some repairs but was not lost. [Media/ALEA]

30 March 2004 Eurocopter AS365N1 EC- Air ambulance operated by Helicsa for Service of Urgencias Canario (SUC). Five people were killed when a helicopter carrying injured tourists from a road accident flew into power cables and crashed in the Canary Islands. Reports suggest that the helicopter survived a first strike into cables but whilst making something of a landing under partial control struck other cables and crashed killing everyone on board after it burst into flames. There was collateral damage to ground ambulances from the first impact.

Two Dutch women, the helicopter pilot, a doctor and nurse died in the tragedy near the town of Tunte in Gran Canaria. Two helicopters had flown to the scene after a bus carrying 36 tourists veered off an embankment. The passengers were a mix of English, Dutch, French, Spanish and German. Twenty-seven of them were taken to hospital. [Media]

31 March 2004 Hughes 369HS N8388F US Border Patrol. Made a forced landing in a field at Yarmouth, MAINE. Circumstances unknown. The one person aboard suffered minor chest pain and was transported to hospital. [FAA]

6 April, 2004 Eurocopter AS350B1 OE-BXH. Austrian BMI [Interior Ministry/Police]. The helicopter 'Libelle 1' crashed in the Arlberg area after a search operation. During this the crew was looking for possible victims/buried people after an avalanche. Nobody was injured.

8 April 2004 Mil Mi-8 helicopter. Interior Ministry of Russia. Crashed in the Chita Region after a fire started in the helicopter's engine during the landing, and the crew lost control of the aircraft. There were 12 people, including Interior Ministry troops, on board the helicopter. One person was killed and ten injured as a result of the crash. [Media]

11 April 2004 Sikorsky Blackhawk US Customs. A federal customs agent suffered serious injuries at the Sun 'n Fun event at Lakeland Linder Regional Airport when he fell underneath the Blackhawk helicopter that was being slowly towed along the runway by a truck. The agent tried to get inside the helicopter, fell and was struck by the lower WSPS. He was pinned to the ground by the equipment jutting from the bottom of the helicopter. The equipment cut the man's leg and he was pinned underneath the helicopter for about 20 minutes before emergency workers dismantled it and freed him. He was flown to Lakeland Regional Medical Center in serious condition. [The Ledger]

14 April 2004 Piper PA28R N3761F Privately owned aircraft on unspecified Public Use mission at Corpus Christi, Texas landed gear up after reporting alternator problems when approaching to land. No casualties. [N3761F is registered to Charles H Bonds of Margie Ct Spring, TX] [FAA]

15 April 2004 Bell 407 N11SP New York State Police. The helicopter had to make an emergency landing in a field on Jefferson Avenue and Flint Street, Rochester, NY because of a mechanical problem stated to be an engine warning light. After spending several minutes on the ground, the helicopter safely returned to the airport.

A later news report suggested that the same aircraft suffered two precautionary landings that night. [FAA/Media]

19 April 2004 Eurocopter BK117B1 N330SL. Air ambulance. Lifenet Inc. During a brief repositioning flight the tail rotor struck a chain link fence whilst departing from St. Louis University Hospital in Missouri. [FAA]

20 April 2004 Bell 407 N2758L Air ambulance Air Evac Lifeteam. The medical helicopter carrying a heart patient crashed in a rural area 20 miles northeast of Evansville, Indiana. The crash left the patient dead and three crew members injured. A paramedic on board used his cell phone to call dispatchers about the crash and then waved a flashlight to signal where to

find them. It was reported that the cause was engine failure during a turn as the helicopter was being flown from St. Joseph Deaconess Hospital in Huntingburg to Deaconess Hospital in Evansville. [Chicago Tribune]

ACCIDENT - FINAL REPORT

A Life Flight helicopter crashed last year because the pilot, spurred on by a desire to reach the scene of a bad traffic accident, flew purposely into thick fog and became disoriented, according to the final report released by the NTSB.

Pilot Craig Bingham died, as did paramedic Mario Guerrero, when the Agusta A-109-K2 helicopter crashed near Salt Lake City International Airport. Flight nurse Stein Rosqvist survived, but the crash has hampered his ability to walk and will most likely end his flying career. He remembers little of the accident.

The NTSB found nothing technically wrong with the helicopter. The report states Bingham failed to take corrective action quickly enough and continued flight into known adverse weather conditions.

The foggy conditions encountered by the A109 crew are rare and pilots usually have little experience relying so heavily on the plane's instruments. All pilots are trained once or twice a year on instrument flying, but 'proficiencies are somewhat questionable.' [Salt Lake Tribune]

PEOPLE

Sergeant John Blake the UEO for the Dorset air support unit since it was set up has now stood down prior to retirement at the end of May. He has been replaced by Colin Bell [E-mail colin.g.bell@dorset.pnn.police.uk]

FEATURE

GUARDIA di FINANZA BOOST ITS AIR SERVICE by *Marcelino Dino*

The Guardia di Finanza (GdF) Air Service (Treasury Police) has a large aircraft fleet in service around Italy: The fixed wing element is two ATR-42MP and 12 Piaggio P-166DL3m the 92 helicopters are a mix of types , the AB-412HP, A-109 and NH-500.

Until recently the Venegono Superiore (near Varese, north Italy) Sezione Aerea (air section) flew only the Breda-Nardi NH-500.D on mountain rescue sorties supporting the local alpine station. The requirement for a more powerful, larger and better equipped helicopter was strong. The base infrastructure is currently being enlarged with a completion date predicted to be next year and in the meantime the section received a new AB-412 which is currently operating out of the Volpiano Carabinieri helicopter base near Turin



GdF AB-412 at Volpiano heli base, on background a Carabinieri A-109

March 10 – 14 was an occasion to see the NH-500 in action on western Alps. The Sestriere ski station hosted the Alpina Ski World Championship Finals, attracting a large number of athletes and tourists. The size of the event obliged the organisers to arrange for a dedicated emergency service presence.

The event at Sestriere (2,020 metres – 6,000 feet- above sea level) attracted an AB-412 from Corpo Forestale dello Stato and the GdF's NH-500 from Venegono Air Section.



NH-500 at Sestriere



CFS AB-412 at Sestriere

The NH-500 featured large bubble windows and rear hatches to accommodate two stretchers. The local Bardonecchia GdF alpine station sent a dog [K9] unit

In Italy the GdF is considered a leading exponent in Mountain Rescue. They operate twenty-three stations in the Alps, Gran Sasso and on Etna equipped with K9 units for search and rescue for snow and climbing emergencies. In 2002 the GdF undertook 2,027 rescue missions – 2,066 persons were rescued.



The GdF Team : the K9 unit from Bardonecchia

SHOW REPORT

THE LONDON AIR SHOW – EARLS COURT 16-18 April 2004



up to use the giant on-site water tank in presenting a 'Survival at Sea' presentation aimed at GA pilots. The tank was filled with a variety of SEMS Aerosafe dingies and included an escape simulator rig. Nutec have a lengthy association with providing similar water escape and safety training for coast guard, police and EMS units. Serco have an association with training fire services in firefighting. Nutex also have training centres in Aberdeen, Scotland and Cork, Ireland.

It is many years since Central London has hosted an indoor air show so the new event at Earls Court was by way of an experiment. Primarily a General Aviation event its association with the airborne emergency services covered by PAN is, at best, tenuous. This was reflected by a complete absence of the police, fire or ambulance at the show. Nonetheless there were elements of the show with a direct association with PAN's market.

The Billingham, Teesside, based Nutec Centre for Safety Limited and Serco teamed



An even more tenuous link with PAN readers was provided by the display of a former Los Angeles County Sheriff MD600N by UK MDHI distributor Eastern Atlantic Helicopters. This same MD was being displayed and offered for sale by them at last years Helitech Show at Duxford, underlining the difficulties faced in selling on some ex-police airframes.



In December 2003, the UK's first aircraft converted from its traditional Lycoming aero engine to the FADEC controlled Thielert Centurion 1.7 diesel engine was a Cessna 172. With its call sign Diesel One and an appropriate new registration of G-ECON, the demonstrator has been flying throughout the UK promoting the concept. The stint on static at the FLY show was therefore something of a rest for it. The diesel engine does not have a TBO in the classic sense, they are talking about the TBR – Replacement – currently 1,000 hours and projected at 2,400. It seems now is not the time to be thinking of converting a high hour emergency services type to diesel!



The engine is more ecologically acceptable than the Lycoming. The Euro 111 exhaust-gas limits (for diesel cars) has been achieved during development and the engine is now below any existing exhaust-gas limit worldwide, even for the latest generation of car engines. Noise regulations are also met - even without the use of a muffler.

The London Air Show should perhaps be seen as the first of a unique event quite suited to the British climate! Comparisons with other 'similar' events should bear in mind that the weather is unlikely to affect it. The Central London position may also serve to feed the show with a large potential audience when it is established.

If there is criticism it is about cost. The first – or 'Preview' - Day – was particularly expensive for visitors although the normal day charge of £13 was reasonable for a weather free Central London location. There were complaints also about the cost of food in the restaurants. Quite why the menu prices should have leaped by 10% since last months Home Show is a matter for concern. As long as the cost to exhibitors are sustainable the show should attract a growing display to a hopefully expanding London market. This years attendance figure was a modest 11,126 but it was the first year.

The Organisers were happy, stating 'We are absolutely delighted with the first FLY! The London Air Show. Our exhibitors did excellent business and we now have sound platform to build on for next years show. Visitors thoroughly enjoyed the show and were confident that they would be returning back next year.'

Next years dates are 8th - 10th April 2005. The organisers are already offering potential visitors a chance to get cut price entries if they apply now. www.londonairshow.co.uk



SHOW NEWS

THIS MONTH

11 – 13 May 2004 ACPO 2004 NEC, Birmingham, UK - Hall 7 & 8. PAN has just learned that McAlpine Helicopters [the UK Eurocopter agents] are to launch the concept of the EC145 in the police utility role at the show. This is still a 'paper' aeroplane offered as a more capable alternative to the EC135 but it is already attracting interest across the airborne emergency services industry in the light of recent events.

Police Aviation News recently flew on an EC145 at Oxford for demonstration to a number of potential customers and was able to experience its 'hands-off' flight capabilities, low noise level and roomy cabin. McAlpine are marketing the type as an alternative to potential EC135 operators requiring a greater personnel carriage capability.

ACPO 2004 is the only UK event that caters for all aspects of policing and public security. The event has something of interest for everyone, whether it is one of the free seminars, the diversity of products on show or the range of exhibitors. [Register](#)



DIARY

3-5 May 2004 MEPLEX 2004 Dubai Police Academy, Dubai, UAE A specialist forum designed to facilitate business in the Middle East law enforcement market by providing a comprehensive interface between international suppliers and their professional counterparts in the region's security agencies.

Meplex 2004 combines a trade exhibition, related workshops, live demonstrations and a conference organised by Dubai Police Academy. emma@streamlineb2b.co.uk

10-16 May 2004 ILA Berlin-Brandenburg Air Show. International Aerospace Exhibition and Conference ila@messe-berlin.de +49 30 30 38 22 76 fax 20 13 www.ila-berlin.com

12 – 13 May 2004 RAF SAR Force Conference at RAF St Mawgan. Small trade show and a day of briefings but very much a 'closed shop' affair. There will be invites going out to the RN, MCA, Police Air Support Units, Air Ambulance and Fire Service. The organisers have welcomed approaches from industry who wish to display at the trade show on 12 May, the fees go towards funding the event. Some detail on www.SARworld.com or via The Editor.

14 – 15 May 2004 AIR AMBULANCE 2004

Hradec Kralové - Správcice Airport, Czech Republic. Includes demonstrations by integrated rescue system departments and education classes. On the first day rescue personnel, mountain rescue service, civil defence and fire departments, SAR dogs, members of police and armed forces will showcase their skills.

Demonstrations by manufacturers of medical, ambulance and HEMS equipment will be on hand to present the latest state of the art technology, equipment and protective clothing.

The second day will include an air display open to the public as the 'HELICOPTER SHOW 2004.' Contact hems@hems.cz [Ivana Dostálová] in Prague for details +420 22422 3154



21 - 23 May 2004. Aerofair 2004 – The General Aviation Sales Show. North Weald Airfield, Epping, Essex, CM16 6AA. (5 minutes from Junction 7 of the M11). The UK's only exhibition dedicated solely to General Aviation. Exhibitor Profile: manufacturers and agents, Avionics, Nav aids, Pilots' equipment and accessories, Flight training, Safety equipment, Engineering, Used aircraft, Aviation memorabilia, prints, models, etc. Contact: Anthony or Samantha Hutton, AEROFAIR +44 1992-522210 Fax 522533 www.aerofair.co.uk



25-27 May 2004. The 4th EBACE 2004, Geneva. 600 vendor sponsored exhibits inside Geneva Palexpo. Static display of over 30 aircraft. Information sessions.

Last year EBACE2003 registered nearly 6,000 Attendees - an increase of more than 60% over the inaugural EBACE2001. EBACE2004 promises to add to that total and bring together the entire European business aviation community.

This year offers more exhibits, the latest aircraft on static display and a complete programme that addresses the needs of European, U.S. and other operators flying in European airspace and any non-operators considering corporate aircraft as an aid to the conduct of their business.

Exhibits will be located in Geneva Palexpo Hall 7 and at the Static Display of Aircraft on Geneva International Airport, which is uniquely connected to Hall 7 by a pedestrian bridge. More than 30 aircraft, including almost every new design flying today, will be in the static display.

EBACE2004 is the European business aviation community's largest and most efficient annual gathering of buyers and sellers. Geneva, due to its central European location, provides a showcase for business aviation to operators, non-operators, regulators and decision-makers from Europe, Africa, the Middle East and Asia. USA: Info-us@ebace.com Web site: www.ebace.com

1-2 June 2004 Avionics Expo Asia 04, Hong Kong Conference & Exhibition Centre Hong Kong. The third major international exhibition in the series displaying avionics systems, components and services for the civil, business, general, military & air transport aviation sectors. This event will also include a major conference and technical workshops. Organised by Simply Events Ltd in association with Spearhead Exhibitions Ltd. Simply Events Ltd., Zeal House, Deer Park Road, London SW19 3GY +44 (0)20 8542 9090 fax 9191 www.simply-events.com www.avionicsexhibition.com

8 - 10 June 2004. 2nd annual INTERSEC Security Exhibition & Conference. counter-terrorism, law enforcement and organised crime – Sandown Park in Esher, UK. Running alongside the Exhibition will be the *INTERSEC* Security Conference featuring speakers and international experts from both the public and private sectors.

The newly-refurbished Sandown Park Exhibition & Conference Centre boasts excellent road and rail links and close proximity to central London and Heathrow and Gatwick airports. To find out more and to register for the Exhibition, visit www.intersec.co.uk/ise

8-10 June 2004 GPEC General Police Equipment Exhibition and Conference® 2004 3rd International Exhibition & Conference for Police and Special Equipment in Leipzig, Germany GPEC® is one of the leading international events for law enforcement, internal and state security in the world. It is a closed exhibition for visitors from authorities only, combined with a three days International Chiefs of Police Conference and two one day workshops.


More than 350 exhibitors from 17 countries are registered and will display the whole range of police and law enforcement equipment.

For more details about the profile and the visitor application from authorities, please visit www.Policeshow.com e-mail: info@Policeshow.com

According to sources in Jordan FSI are hopeful of fitting Jordan's fleet of Eurocopter EC 635 military helicopters with FLIR for maritime and border surveillance tasks. [Janes]

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www.ldap.cz



19-25 July 2004 Farnborough International, Farnborough, Hampshire.

Web site now providing full event information At www.Farnborough.com

Contacts to Farnborough International 2004, SBAC, Duxbury House, 60 Petty France, London SW1H 9EU

T: +44 [0]20 7227 1043 fax 1039

E-mail: farnborough@sbac.co.uk

21-24 July, 2004 ALEA 34th Annual Conference and Exposition, Charlotte, North Carolina. Contact Sherry Hadley +1 918 599 0705 fax 583 2353

12-14 September 2004 The 4th South American Executive Policing Conference will take place in Porto Alegre, Brazil. For more information visit <http://www.iacp2004-poa.com.br> or contact [Paul Santiago](mailto:Paul.Santiago)

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