

Police Aviation News

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IPAR



Major Changes Expected

Fifty years ago there were around 100 police forces in the England and Wales. This number has now fallen to just 43 forces and plans are afoot to sweep away the smaller forces with under 2,000 sworn officers and reduce the number still further.

Some of the pressures for change lie in reactions to such small force failures as the Soham child murders that highlighted failures in Cambridgeshire [1,250 officers] and Humberside [2,000 officers].

In air support terms there may be little immediate change. The threatened small forces including such as Warwickshire [1,000 officers] already take part in an air support consortium but already suggested as being absorbed into a neighbouring police force outside the current air arrangement. In contrast, Kent and Norfolk large regions with relatively few officers and a long standing need for substantive modern air support could see themselves joining neighbours and attracting – probably stretching – existing resources.

Problems may arise where the new police force boundaries do not fit in with current and proposed consortia. One proposal is for Wales to become one force but North Wales is in the North West Consortium and closely tied in with the English force in Cheshire. Current plans will clearly be at risk there.

It seems that any difficulties may be short-lived, the Government has suggested that ACPO get their proposals on the table by years end but the commercial ramifications could last longer if existing maintenance contracts turn messy.



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Later this month PAN will be publishing its review of the shows held in September. BGAD [British General Aviation Day] at Cambridge, DSEi at Excel London and Helitech at Duxford. In the wake of an interview undertaken with the new owner of MD Helicopters Inc. at Duxford certain elements of the reporting in this edition may be seen in a different light. Things appear to be changing in Mesa. The Shows Report should appear in the first week of October 2005.

LAW ENFORCEMENT

ISRAEL

It is reported that the Israel Police Traffic Department has operated a Hermes 450 unmanned aerial vehicle (UAV), made by Elbit Systems, as part of its enforcement of traffic laws in a joint project with the Ministry of Transport. It is part of a National Road Safety project. [UAVol]

NETHERLANDS ANTILLES/ANTIGUA

Criminals made an attempt to halt police air operations last month. Early on a Sunday morning they cut through the fence of the Princess Juliana International Airport and set the tarpaulin covering the police Robinson R44 helicopter on fire. Fortunately, the damage was little, confined to the windshield.

Police in St. Maarten added aerial patrols to their operations in 2002, when an agreement was reached with Curacao-based Speedy Kopter, to lease the R-44. The aircraft is used for patrolling St. Maarten and the nearby Dutch Antilles territories of Saba and St. Eustatius. As a result of the incident efforts are being made to station the aircraft closer to the police station. The airport is about 30 minutes driving distance. [Antigua Sun]



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PAKISTAN

The last few weeks have resulted in an inordinate number of reports of law enforcement aircraft being fired on. On September 10 a helicopter of the federal interior ministry was fired on in the Marwar area of Mach. The helicopter landed safely after completing its task.

Two helicopters of the interior ministry were on their way to conduct aerial survey to identify poppy cultivation areas when fired on. There was a claim that the attack was by a group known as the Baloch Liberation Army. They claimed to have destroyed a fighter plane of the PAF. No plane of the PAF was in the area except the interior ministry's helicopter.

THAILAND

For some the UAV represents the future, for a few it is today. To assist them in dealing with interior unrest the Thai Police were using a UAV at the end of last month – and this is a force with a large [but not necessarily airworthy] air component.

Fourth Army commander and director of the Southern Border Provinces Peace-building Command Lt Gen Kwanchart Klaharn was assisting the police in stepping up security in the affected village area [Ban Tanyong Limo] and has photographed the entire village using a UAV. The use of land and aerial photos helps to identify and follow those involved in the unrest. [Bangkok Post - image JB Hotel]

UNITED KINGDOM

Aviation funding bids to be submitted by 30 September. Home Office discuss the bids during October-December. The results will be made known in January for April payment.

CAMBRIDGESHIRE: Last month Flight International carried an advertisement for a new Unit Executive Officer [UEO] for its Air Support Unit. It asks the reader.... 'Do you relish a challenge... ?'

Anyone wishing to take on this management position, will need to be conversant with the Police Air Operations Manual, Air Navigation Orders and Civil Air Authority Legislation before being trained up as an air observer and undertaking a UEO's course is offered pay starting at £25,365pa. rising to £31,599.

The position is currently held by an officer of Sergeant rank but was previously held by an Inspector. The last date for applications was September 30. Interviews will take place on October 14.

The new MD900 Explorer aircraft is now expected to arrive at Staverton for completion this month [October] for delivery early in the New Year. [Flight/IPAR]

METROPOLITAN: ALEA President Dan Schwarzbach and Glenn A Daley will be attending the 'Met' ASU's 25th anniversary party in late November. The black-tie event is being held at a hotel in London.

In addition to wishing the police air unit well on their anniversary the pair hope to meet with as many UK and European law enforcement aviators as possible in the few days they are in town. The ALEA will be conducting a regional seminar in Europe late in 2006 and they are soliciting ideas and support from UK and other European units.



The first of the BK117C2/EC145 helicopters [D-HMBA EC145 c/n 9065] destined for the Metropolitan Police arrived at McAlpine Helicopters facility in Oxford last month. Although the Police Authority recently confirmed an intention to buy the three EC145s the order document remains unsigned.

Although the contract remains unsigned there are clear moves within the police authority to finalise negotiations. On September 15 The Commissioner sought authority to award a single source contract for the purchase and in service support of the three helicopters, replacing machines introduced into service between 1993 and 1996. The choice of helicopter type was approved by the Finance Committee of 23 September 2004 subject to Home Office (HO) capital funding approval of up to 40%. In February 2005 the HO advised the MPA that it had been awarded a capital grant, spread over two years, towards the purchase of the preferred aircraft based on the original full cost estimate.

The contract will include a Service By Hour (SBH) maintenance contract for both the engines and airframe for a period of five years (the price being fixed for the first two years) and with an option for a further five years to cover the anticipated life of the helicopters. [MPA]

WEST MIDLANDS: The Agenda for the Police Authority meeting held on 15 September included an item relating to the replacement of the force helicopter. A report of the Chief Constable to the meeting anticipates a replacement in 2006/7. The current MD900 Explorer helicopter entered service in May 1989 and has currently served over 6 years completing 5,500 hours [an average of under 920 per year].

One factor leading to the decision to seek a new aircraft is that the 'aircraft has begun to suffer higher unavailability rates as a result of maintenance issues.' [WMPA]



WESTERN COUNTIES: The police helicopter operating in support of the Avon & Somerset and Gloucestershire police marked the 10th anniversary of the unit being formed last month.

The officer tasked with bringing air support to Avon was Supt. Brian Allinson. After operating part-time with a variety of leased aircraft and buying in a range of role equipment the unit took delivery of a pre-owned AS355F [G-OASP] and went live with Gloucestershire as partners as the Western Counties Air Operations Unit lead by UEO Inspector Chris Ware. The greater availability of the helicopter had an immediate impact on crime when it was launched in 1995; it has spent 9,665 hours patrolling the force areas.

Marking its first decade by quashing ram raids overnight, the police helicopter has helped to find 232 missing people and recovered millions of pounds worth of stolen property.

The current helicopter, a Eurocopter EC135T2 based at Filton Airport, is fully role equipped with TI/camera and a downlink system which relays instant pictures into control rooms. The crew, three pilots and ten observers drawn from Avon & Somerset Constabulary and Gloucestershire Constabulary, ensure the helicopter is airborne in a matter of minutes.

On September 25 former crew members, HM Coastguard, Avon Ambulance Service and Mendip Search and Rescue were represented at an event marking the 10th Anniversary.

Ed: This units gestation period threw up some interesting operations. Many early flights were operated in bright red helicopters leased from the local electricity company – an early example of ‘conspicuity’ markings perhaps.

Other aircraft were leased from Police Aviation Services [PAS]. The police went to get the use of an Islander twin at a time when the type was in short supply. Fortunately PAS had just taken delivery of a turbine Islander from Mauritania west Africa with a view to adding it to their fleet [as G-PASU]. Unfortunately it had literally just arrived and remained in its green and white foreign airline colours and 5T- registration. But still it was used on police operations. The sting in the tail was that when the crew took off and turned on the air conditioning a cascade of fine Saharan sand fell on them!



UNITED STATES

FEDERAL: Starting this month, the United States Border Patrol will deploy a ‘Predator-B’ UAV along the Mexican border. The aircraft was purchased from General Atomics Aeronautical Systems for \$14.1M, which includes one year of service and maintenance. The craft, powered by a turboprop engine, has an 30-hour endurance and is equipped with forward looking infrared.

POLICE 1 PRESS 0

Certainly the greatest aeronautical claim to fame was the spoof officers from Avon played on the Mail on Sunday newspaper in the wake of the first Gulf War [1990]. As we all know reporters will pull out a story from anywhere they can get them – whether the source wants it or not. And, nothing worse than the overheard conversation.

And so it was that the newspaper reported in full seriousness that Avon & Somerset Constabulary were about to introduce RPVs into law enforcement service. According to the reporter ‘... the £50,000 machines could be ideal for controlling crowds and monitoring riots...’ Among the types considered was one that was ‘... a miniature ‘doodle bug’ helicopter with 5 feet rotor blades...’ The police were even provided with a positive quote on the worth of the type they were just about to buy.

Two Avon officers were having a conversation about their model helicopters when they spied a reporter hovering around just within earshot. It did not take a great deal of embellishment of their existing exchange to hook the listener. Before long he was even embellishing their story. Needless to say Avon never did get their ‘first in the world’ chance with an RPV!

During July 2005 US military and government officials went to Jordan to undertake an operational assessment of the Seabird Aviation Seeker SB7L-360A aerial surveillance aircraft.



The manufacturers provided a Seeker equipped with a FLIR Systems Ultra 7500 system and a BMS downlink. The aircraft was comfortable to fly for long periods, could use very short runways [including minor roads at night on a number of occasions] and could be refuelled using MOGAS from 5 gallon cans.

The target market is the US border patrol as an alternative to the ongoing trials with UAV aircraft. [SA]

ARIZONA: Agusta Aerospace Corporation, the US subsidiary of AgustaWestland, is providing the Phoenix Police Air Support Unit with two new high performance single engine A119 Koala helicopters. This selection takes place just a few months after the Phoenix Police & Fire Departments took delivery of their first multi-role twin engine A109 Power helicopter. The Koala helicopters will be configured with mission specific electronic equipment for the law enforcement role.

The Air Support Unit was established in 1973, with one helicopter and now operates a fleet of helicopters and fixed wing aircraft. The Koala's will be replacing ageing MD520N helicopters that the unit currently operates. [AW]

Ed: It would be an understatement to point out that the Phoenix operation of MD520N helicopters represented a cornerstone of MDHI's helicopter business. The loss of this business to the A119 [and the recently delivered AS350B3] can only be seen as another severe blow to the future health of MDHI.

PAN understands that the recent dearth of spare parts for the MD520N grounding 50% of the fleet led to the change of aircraft type. A further development was the decision of the Phoenix City Council to 'never again' be reliant on the aircraft of one manufacturer. Whether this decision leads to the current fleet eventually turning to 10 AS350s and 10 A119s remains to be seen.

CALIFORNIA: Stanislaus County supervisors adopted a policy stating that Sheriff's Department aircraft shall only be used for law enforcement and emergency purposes. This is designed to halt any more casual uses of the helicopter, including photo shoots such as the one in July for a Modesto uniform company.

Precise logs are now to be kept of the use of the aircraft and who rides in them. Private companies, including the media, should not benefit from use of the county's aircraft.

The policy resulted from a minor flare-up with former Sheriff Les Weidman's loan of a department helicopter to a commercial company for catalogue photographs. The equipment company, owned by prominent businessman Dan Costa, will pay the county almost \$3,000 for the use of county equipment and personnel, instead of the original bill of \$532.

CALIFORNIA: Cineflex, LLC a company specialising in motion control camera systems, has deployed its Cineflex V14 HiDEF with the Air Support Division of the Los Angeles Police Department for the unit's airborne law enforcement missions.

The Cineflex V14 HiDEF offers the ability to conduct surveillance missions from much higher altitudes and greater standoff distances than previously possible. With its extreme long lens technology and full HD resolution camera containing over two million pixels (1920 x 1080 lines of resolution), the camera provides the ability to covertly watch suspects with an unprecedented level of detail from thousands of feet up. Even at focal lengths greater than 1100mm, the image remains extremely steady and crystal clear, allowing aircrews to determine, for example, not just that a suspect is holding an object in his hand, but whether it is a handgun or cell phone.

The Cineflex V14 HiDEF can be equipped with an encrypted, digital microwave downlink system that allows ground personnel to view the HD images in real time.

The system was used by the Las Vegas Police Department for aerial surveillance during this year's New Year's celebration, by FOX for the broadcast of the Super Bowl and by TNT during broadcasts of NBA games. The Cineflex V14 HiDEF is also currently in use by other law enforcement agencies for surveillance missions.

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MICHIGAN: Police aviation in Detroit is no more, the unit is gone, and officers have been transferred to different precincts with the aircraft all up for sale along with the stock of parts and tooling. The City of Detroit says it can no longer afford to operate even the skeleton operation it had hitherto managed.

OHIO: The Robinson R44 helicopter serving the City of Toledo is offline as the city's police helicopter undergoes its mandatory factory overhaul in California. Air One will return to regular service after its overhaul, which is covered by a \$190,000 federal grant. That could be as early as November.

The helicopter, which began flying over Toledo in 2001, was temporarily grounded in January because of the city's budget crisis. The chief returned it to service in May for the summer months until it reached 2,200 flight hours. That's when the manufacturer, Robinson Helicopter Co., requires it be overhauled.

The R44 left for California early in September and the report does not suggest that a direct replacement helicopter is currently operating. The three licensed pilots in the aviation unit will take unused vacation, undergo additional training, conduct airborne traffic enforcement in a rented airplane, or work in a patrol car.

Robinson require overhauls every 2,200 flight hours or every 12 years, whichever comes first. Overhauls usually take about five months but that the factory tries to work on police and news helicopters more quickly. [Blade]

AIR AMBULANCE

IRELAND

The Irish Air Corps, the air element of the Irish Defence Forces, has taken delivery of the first of two EC 135 P2 helicopters. The second aircraft is due this month. The EC 135s will be used primarily for pilot training, EMS and Army support.



For the broad spectrum of missions of the Irish Air Corps, the aircraft are equipped with a night vision goggle compatible glass cockpit, dual and single pilot IFR instrumentation, a sophisticated navigation management system, rescue hoist, cargo hook, rope-down device and fixed provisions for a FLIR camera. Both helicopters can be fitted with EMS equipment.

Air Ambulance Technology GmbH [AAT] delivered a Quick Conversion EMS kit for the two EC 135P2s [270 and 271].

The delivered kit features an integrally milled floor, medical crew seats, a medical cabinet, a 20g rescue stretcher, an oxygen and electrical supply system, holders for different medical devices and an integration for incubator transport.

The equipment can be completely installed / removed in less than 20 minutes and can be interchanged between aircraft without the need of any modification. Each delivered EMS Kit is certified with an EASA Supplemental Type Certificate (STC) and complies with all relevant airworthiness requirements.



Since its market introduction in mid-1996, the EC 135 has become the fastest-selling light twin-engine helicopter in its class, with more than 70 aircraft being delivered to customers per year. It is the preferred choice of law enforcement agencies and EMS operators worldwide, having captured 24% and 43% of these markets respectively in terms of new helicopters delivered. The EC 135 and its military variant, the EC 635, are also in military operational services with the German Armed Forces and the Royal Jordanian Air Force. [EC/AAT]

UNITED KINGDOM

DEVON: Last month the charity chiefs behind the Devon Air Ambulance celebrated the completion and taking into service of a new temporary facility in the police headquarters of the Devon & Cornwall Constabulary, Middlemoor, Exeter.

As predicted earlier this year one of the charity's helicopters will now be permanently based at the police's headquarters but the September 1 move was earlier than expected. The force is helping to cut the air ambulance charity's costs by sharing the force's hangers at Middlemoor and supplying aviation fuel at competitive prices. One pilot, two paramedics and a BASL engineer will be based in portable buildings on site pending a move into the Force's new Air Operations Unit building when construction work is completed at the end of this year – it was originally planned to make the move after the building was complete.

The previous air ambulance base was on the west side of Exeter International Airport and faced commercial pricing pressures.

Chief Superintendent Bob Pennington, Head of Force Operations, which covers the Air Operations Unit, said: 'This move will further strengthen our links with the Air Ambulance.'

Captain Ian Payne, Head of the Force's Air Operations Unit, said: 'There are obvious efficiencies in the use of ground equipment and base facilities, like hangers, where we can share costs.'

Police will help keep the Air Ambulance's costs to a minimum, so that public donations to the charity go further, by leasing part of the new Air Operations Unit building and supplying aviation fuel at competitive prices. In common with most other UK air ambulances, the Devon Air Ambulance is a daylight only operation with military and police [BK117C1] helicopters undertaking out of hours ambulance operations.

The charity recently introduced a second helicopter based in north Devon to complement its original air ambulance, this remains at a separate base. [Community Newswire]

HAMPSHIRE & ISLE OF WIGHT: The fundraising campaign has been launched to run a daylight only air ambulance to serve the two counties. A charity has already been set up, a fundraising subscription lottery will start shortly with a view to commencing flights by the air ambulance as early as next summer. Operations would include getting Islanders to the mainland for vital specialist treatment following accidents or sudden illnesses.

The Charity is the Hampshire and IW Air Ambulance Service with Ms Nicola Howkins providing a link to another successful charity-run service in Dorset and Somerset, now flying for five years. There they are raising £120,000 a month, much more than is needed to pay for running the air ambulance service. Hampshire and the IW will be faced with finding a minimum of £65,000 a month for the lease of the aircraft, pilot and engineer with the medical staff provided by ambulance services from the two counties.

An earlier air ambulance in 2003 had been discarded but this new set of proposals had received a positive response from such as the IW Healthcare NHS Trust. No firm decision had been made in the Island but the Hampshire Ambulance Trust is much more positive.

LONDON HEMS: Last month the operator felt obliged to post this notice on their web site. 'London's Air Ambulance staff would like to make it clear that they were in no way involved in the 'dramatic' story lines of the ITV drama, 'The Golden Hour', and wish to disassociate



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themselves from the dramatic content of the programmes which they feel do not reflect the dedicated nature of the highly professional life saving service they provide to Londoners every day.

'London's Air Ambulance sincerely hopes that the public will not be confused between TV dramatic fiction and reality

'Andrew Cameron, Director, London's Air Ambulance'

Ed: This televised bit of drama clearly associated itself with the HEMS operation to a degree that raised the hackles of London HEMS.

There is reported to have been some dissatisfaction with the length of time the Virgin HEMS MD900 Explorer helicopter was in at Police Aviation Services facility at Staverton for an annual service. Having arrived at Staverton on August 8 the aircraft was not expected to return to service after being off-line at least 7 weeks. This inordinate length of time [around 16% out of a year] was predicted so it was not a matter of unexpected complications arising during the stay. Two weeks is a typical quote for an Explorer annual. This was not an isolated instance, a UK police helicopter was off-line long term for a similar annual task in the same period.

Dr Gareth Davies, medical director of London's Air Ambulance, said:

'For the last few years we have elected to bring our aircraft service schedule into one complete block - rather than on a rolling basis - to minimise our costs and downtime and to hire a replacement helicopter for this period. We hope to have the aircraft back very shortly.'

Enquiries in the industry suggest that it is possible to schedule an uncomplicated annual maintenance of a modern technology helicopter airframe in a working week - 4 days. Even an older generation type such as the AS355/BK117 can be easily completed within 7 days if the customer is prepared to pay the price - not necessarily a premium. That said 2-3 weeks is seen as acceptable for an annual.

Problems will arise from time to time on all types when the unexpected arises but to plan to take an airframe off-line for seven weeks for scheduled maintenance and a wiring check appears wholly unnecessary. Modern airframes should be moving towards removing the maintenance burden - the EC135 no longer undergoes specific 100 hour inspections.

The absence of the primary airframe did not greatly affect the performance of the HEMS service. It has always been about getting the doctor to the patient rather than lifting them to hospital. HEMS normally only fly 1 in 5 of the patients attended so some 80% of the job continues as before, and the medical team still get to the incidents within the average 11 minutes from receiving the 999 emergency call to putting the doctor with the patient.

In the meantime the Medical Team flew in an AS355F1 G-BSYI chartered from PremiAir. [IPAR]

NORTH WEST: Early last month North West Air Ambulance (NWAA) paramedics attended a course at Fleetwood Offshore Survival Centre, to gain some vital life saving training.

The Centre, situated at Blackpool and the Fylde College's Nautical Campus, offers a range of training programmes in safety and survival. Helicopter Underwater Escape Training (HUET) is just one of the courses available at the Survival Centre, and was very kindly offered to the NWAA charity free of charge.

Consisting of a half day refresher course to update and improve the paramedics' skills and training, they were put through their paces for over three hours, learning vital procedures for use in the unfortunate event of the NWAA helicopter crash landing in the sea.

The centrepiece of the Survival Centre is an 18m x 14m x 4m tank with a wave machine capable of producing a metre swell wave of various patterns. Additionally, darkness and rainfall can be created to provide extreme abandonment conditions, and the NWAA paramedics were able to experience all these conditions from within one of the Centre's two simulators.

The paramedics were also taught survival skills such as swimming techniques to keep warm and were given tips on how to survive on a life raft until help comes. The NWAA covers Cheshire, Lancashire, Greater Manchester, Cumbria and Merseyside - an area of 5,500 square miles and a residential population of seven million people. The NWAA responds to all major motorway incidents, all serious accidents including horse riding, rugby, cycling, serious road accidents and incidents in areas that have poor restricted road access including golf

courses, fells, woods or beaches. On average the NWAA is called out four times a day, rising up to ten in the summer.



In September, North West Air Ambulance paramedics attended a course at Fleetwood Offshore Survival Centre.

UNITED STATES

PENNSYLVANIA: Paychex Inc. chairman and founder Thomas Golisano has pledged \$1.5M in matching funds to Mercy Flight Central Inc. to purchase a new Eurocopter EC135 helicopter costing \$3.9M. The Golisano pledge has prompted the organisation to order the craft. It is estimated delivery will be in eleven months.

Mercy Flight provides helicopter transport in New York and Pennsylvania within a 120-mile radius of its bases in Canandaigua and Marcellus, Onondaga County. [Rochester Business Journal September 15, 2005]

WASHINGTON: Agusta Aerospace Corporation has announced that Airlift Northwest, located in Seattle Washington, has taken delivery of two A109 Power EMS helicopters (N950AL & N951AL) with four Agusta Grands to follow.

From coastal and island communities in Western Washington to high desert communities in Eastern Washington, Airlift Northwest provides medical transport to one of the largest and most geographically varied service areas in the world. The Power and Grand models were chosen by Airlift Northwest because the aircraft can successfully complete the multiple demands of this mission environment.

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FIRE



ITALY

After operating for some thirty years the Italian Air Force has withdrawn from service the Alenia Aeronautica (formerly Aeritalia and Fiat) G222 transport aircraft. The official stand-down was at Pisa Air Base on September 10. In addition to transport operations the type was also used in the fire-fighting role equipped with MAFFS (Modular Airborne Fire Fighting System). The Italian air force used the type for 27 years.

The G222 will be replaced in the tactical transport role by Alenia's C-27J Spartan from next year. [DM/Flight]

SEARCH AND RESCUE

AUSTRALIA

West Australian Liberal Senator Alan Eggleston has called for helicopter patrols and increased surveillance along Australia's coastline.

The call coincides with new reports that illegal Indonesian fishing crews are disembarking and making camps on the coast, bringing with them dogs, cats and monkeys that pose a quarantine risk to Australia.

This has been an issue in the Kimberly over the last 30 years and there is a need for a faster response time and that means more resources along the upper Pilbara and southern Kimberly coasts. Consideration should be given to a helicopter response group based at the Curtin air base near Derby and maintaining the existing levels of patrol boats presence on the Kimberly coast, not reducing them. [The World Today]

AUSTRIA

The hurricane in the southern United States has taken many of the headlines but shortly before the devastation in the US, Air Rescue Austria (ARA), partner in the air rescue alliance TEAM DRF was participating in rescue operations in flood hit areas of Tyrol, Austria. On August 23rd the emergency helicopter stationed in Reutte flew permanent missions in order to evacuate people and to transport material into the areas affected by flooding. The missions were carried out under difficult conditions as the ARA air rescue centre was also hit by flooding and was moved to the hospital of Reutte operating from a temporary accommodation.

The ARA was officially assigned with these rescue missions by the authorities of Reutte (Bezirkseinsatzleitung Reutte), thus being integrated into the authorities' catastrophe management.

The authorities of Reutte met on August 22nd to step up the rescue operations in the affected areas. The situation became worse when a power blackout occurred in the following night in Upper Lechtal. Assigned by the authorities of Reutte, emergency helicopter RK 2 started its first mission on the evening of 23rd August. The crew - one pilot, one emergency physician,

one paramedic and one mountain rescuer – undertook an aerial survey of the areas affected. Near the village of Steeg, a farm was flooded and isolated from its surroundings. The pilot let the team down on a rope, in order to take care of the isolated persons.

The team was operated all day undertaking evacuations, providing medical care and transporting material. They also provided material by helicopter to fix a power line. On August 24th, conditions on the ground eased slightly and three missions were carried out.

ARA was established in 2001. Its emergency helicopters bring fast medical help to emergency patients. The air rescue organization with headquarters in Klagenfurt is a partner in the air rescue alliance TEAM DRF. It is a licensed company according to the existing guidelines for air rescue, holding an Air Operator Certificate (AOC).

ARA emergency helicopters operate from centres in Fresach/Carinthia and Reutte/Tyrol. The helicopters are staffed with experienced pilots, emergency physicians, paramedics and mountain rescuers. The helicopters are provided with modern medical equipment and operate from 7 a.m. until sunset. In addition, an emergency vehicle with an emergency physician is based at the air rescue center in Reutte, in order to ensure emergency rescue at night.

The emergency helicopter stationed in Fresach is provided with a rescue winch, the one in Reutte is provided with a modern fixed rope system. This special equipment is essential for the rescue of injured persons in mountain regions. Regular mountain rescue trainings, e.g. with the winch and the fixed rope, are obligatory for the paramedics working on ARA helicopters. In addition, they have to participate in mountain and ice rescue trainings.

CHILE



A man in a snowmobile looks at an Air Force helicopter as it lands in Antarctica September 19, 2005. Chilean and Argentine rescue patrols are searching for a Navy officer and a scientist who fell into an ice crevasse, believed to be at least 50 m deep, while travelling by snowmobile near the Collins glacier, some 12 km (7.5 miles) from the Jubany base in the Antarctic Peninsula September 18, 2005. No contact has been made with them since and hopes are fading they would be found alive in the sub-zero temperatures of the Antarctic Peninsula. Three men are rescued, in orange, in Antarctica after being stranded, as they arrive at a Chilean Antarctic base on Tuesday, Sept. 20, 2005. Four army commandos on skis dropped by helicopter Tuesday onto an Antarctic glacier to search for two Argentine men who plunged into a deep ice crevasse in a weekend snowmobiling accident. Picture taken September 19, 2005 by Chilean Air Force.

MALTA

A technical meeting organised by the Ministry for Justice and Home Affairs in conjunction with the UK Presidency, addressing the development of SAR capabilities in the Mediterranean region was held in Malta on 26-27 September.

Representatives from the European Commission, Cyprus, Greece, Italy, Spain and, of course, Malta and the UK Presidency, participated at the meeting.

Technical experts from the Armed Forces of Malta played an active role in the formulation of a draft framework proposal for a Joint SAR Plan that would be discussed with the Libyan authorities.

The participants supported a recommendation for the conclusion of a bilateral SAR Agreement between Malta and Libya. EU Member States pledged to provide any possible assistance to Malta for the conclusion of such an agreement.

SWITZERLAND

It is believed that the Swiss Air Force is going to purchase a number of modern helicopters. It is suggested that 20 EC135's are being acquired. If proven it can be expected that this new fleet will supplement and replace the existing fleet of Alouette helicopters flown in support of rescue and police operations in the country. Switzerland has no independent police aviation operations and relies heavily on military craft.

One result of this lack of resources is the piecemeal cooperation taking place between the police and air force in taking forward technological advances in search and rescue. The Swiss police have long asked for a downlink facility but have little of nothing to show for it. It seems that the air force do not have the same interest and in any case would prefer to install it in their Puma helicopters rather than the smaller Alouette.

Given the floods in the border regions of Austria, southern Germany and Switzerland now is perhaps the time to highlight whether any real progress has been made to improve cross border co-operation beyond that being undertaken in the civil sector by such as DRF. Are the Europeans in general able to demonstrate a capability of having at least one common frequency to use when operating together?

UNITED KINGDOM

COASTGUARD: The coastguard helicopter rescue service has carried out its 10,000th mission since it was launched in Britain more than 20 years ago.

The service, which is operated by the Maritime and Coastguard Agency (MCA), has rescued 6,500 people and clocked up more than 14,500 flying hours since 1983.

Stornoway Coastguard's helicopter team, which is one of four civil helicopter rescue teams in the UK, received the 10,000th call-out when it went to the aid of an injured hillwalker on the Isle of Skye, Scotland.

The MCA and helicopter contractors praised the aircrews for their bravery in the face of the dangerous missions they undertake, including cliff and sea rescues.

The four helicopters and their crews are contracted from Bristow Helicopters and are based at Sumburgh in Shetland, Stornoway in the Western Isles, Solent in Hampshire and Portland in Dorset.

In 1997 the rescue service suffered its own loss when aircrewman Billy Deacon was washed overboard while involved in the rescue of the crew of a Shetland merchant vessel. Mr Deacon was posthumously awarded the George Medal for his role in the rescue.

SAR: Three Royal Air Force SAR helicopter aircrew, all from No 202 Squadron, will receive the Air Force Cross in recognition of their individual acts of bravery, following the publication of the operational honours list on 9 September 2005.

Speaking about the awards, Wing Commander 'Bunny' James, the Officer Commanding No 202 Squadron said:

"I am immensely proud to have people like these serving in the RAF Search and Rescue Force. Their selflessness and dedication can only be described as totally inspirational and serve as a shining example of the best ethos of the RAF in general and the RAF Search and Rescue Force in particular.

'But for their heroism, there is a better than even chance that two of those fortunate enough to have been rescued would not be alive today. I can think of no better example for the rest of Britain than that set by these brave men and women who daily fly into harm's way to help total strangers. I am immensely proud of them.'

Master Aircrew Nicholas Petch, a RAF Winchman from 'E' Flight of No 202 Squadron, based at DST Leconfield near Beverley is awarded the AFC for his bravery during a rescue mission at Scarborough North Bay on 13 March 2005. He made repeated attempts to rescue three people who had been swept out to sea in atrocious conditions. Sadly, the two recovered from the sea by Master Aircrew Petch did not survive. The third person was never found. Petch is currently on a detachment in the Falkland Islands.

Sergeant Neil Stuart Finch and Flight Lieutenant John Bessford Sheldon - of D Flight were awarded their AFCs for heroism during an incident on the Isle of Skye in September 2004.

On 26th September 2004 Flight Lieutenant John Bessford Sheldon was the Captain of an RAF Sea King based at RAF Lossiemouth in the north of Scotland when he and his crew were called to an incident on the Isle of Skye involving a father and son climbing in the Loch Coruisk area of the Cuillin Hills, one of whom had fallen and received serious head injuries.

In atrocious weather with torrential rain, low cloud, gale force winds and extreme turbulence, the crew reached the search area and successfully re-deployed a Mountain Rescue Team to a safer area. Aware of the seriousness of the casualties injuries Flight Lieutenant Sheldon elected to use his last available fuel for a final rescue attempt. With only five minutes fuel remaining, the climbers were located clinging precariously to a rocky outcrop. Surrounded by indications of severe turbulence, Flight Lieutenant Sheldon displayed qualities of leadership and airmanship in the finest traditions of the Service, finding sufficiently clear air to attempt winching. Seizing upon this opportunity, both climbers were recovered as the aircraft reached minimum fuel levels. Flight Lieutenant Sheldon subsequently landed in a nearby field to allow casualty transfer and an emergency refuel.

The rescue was all the more remarkable given that the Crew was fatigued, having hardly recovered from an earlier rescue on the Isle of Mull. Extraordinarily, the Crew flew for 11 hours in the course of the two rescues. Flight Lieutenant Sheldon's bravery, leadership and coolness undoubtedly saved the life of the casualty; he displayed valour and gallantry of the highest order.

Sergeant Finch, who has previously been awarded the Queen's Gallantry Medal for a earlier rescue mission, was the Winchman of the same Sea King helicopter.

With complete disregard of his own personal safety and mindful of the perilous position of the climbers, Sergeant Finch unflinchingly deployed well below the aircraft to affect rescue. Undeterred by the obvious danger, he expeditiously recovered the climbers as minimum fuel loomed, and then utilised his medical skills to stabilise and reassure the casualty during transit to a safe landing area. Throughout this rescue, Sergeant Finch rose to the occasion and his skills and courage were tested to the limits. [RAF]

SKY WATCH: Sky Watch pilot Derek Loynds was overhead Tyndrum in the Scottish Highlands when he received a request from Scottish Information who were trying to locate an aircraft that had called a brief MAYDAY – and announced that it was going down for forced landing Loch Inverinan with an engine problem. Nothing had been heard from the aircraft after the short emergency transmission.

Pilot Lounds was quickly overhead the area and commenced a standard Sky Watch search pattern at 2,000 feet and soon found the aircraft on the south bank of the Loch, stalled in a field but appearing survivable. He transmitted an exact location to Scottish Information, together with clear local landmarks and these were passed to a Sea King Helicopter scrambled from Prestwick.

The strobes on the downed aircraft were still flashing so Derek descended for a better look and picked up a weak transmission from the pilot that he only had minor injuries and was getting help from a nearby farm. Derek relayed the update to Scottish.

Derek confirmed that his Sky Watch training was a substantial help in him quickly locating the Mayday aircraft, and clearly relaying information back to the rescue services.

UNITED STATES

GULF COAST: Hurricane Katrina struck the southern states of the USA and destroyed vast swathes of the country and flooded New Orleans. In its first real test of capability since being set up in the aftermath of 9-11 the Dept. of Homeland Security FEMA was adjudged by many to have failed to react with sufficient speed. There appears to have been a good response from the front line, the areas of failure are said to have been wholly in the upper echelons of Homeland Security. Even where first responders offered their services in the SAR role the offers were rebuffed and as a result 5-7 days of delays were incurred.

Although there were many criticisms of the time it took for the main rescue effort to be commenced in response to Hurricane Katrina, the delayed air rescue organisation worked

reasonably well when activated. The main critique was that it was two days after the storm hit the Gulf Coast, before President Bush went on national television to announce a massive rescue and relief effort even though the World had been covering the same event since before the storms struck and were wondering aloud on air in their own countries where the Federal rescue effort had got to.

Bearing in mind that the organisation used the same infrastructure as that intended to be invoked in time of a terror attack there will undoubtedly be many questions asked in the USA as to why it was so slow in operation.

Military commanders urged President Bush to consider a national SAR plan to avoid the sort of chaos that engulfed New Orleans after Hurricane Katrina. Fortunately a later storm that came ashore in Texas was well responded to and showed what could be done when the system worked well and was not hampered by excessive red tape.

The ALEA Annual Conference and Exposition set to be run in New Orleans next July [July 19 – 22] is still set to be held there as PAN goes to press. ALEA are confident that New Orleans will be ready to host the Conference. Meanwhile the organisation is monitoring the situation with the intent to make a final decision in a few weeks. The recent collapse of the levies after a second storm makes this more doubtful.

On current information the main areas that ALEA will be using, the Convention Center and the Fairmont Hotel were spared the worst of the storm and should be open for business very soon but the flood damage is extensive.

The NBAA were obliged to move this year's Annual Conference from New Orleans to Florida because the event was set for next month.

INDUSTRY

Without doubt the news that **MD Helicopters Inc.** [MDHI] had announced its new leadership team was the industry news of the month.

MDHI, 'a leading manufacturer of commercial and military helicopters', has named Robert W. René interim Chief Executive Officer and Randy Kesterson as Chief Operating Officer.

In this role, René will provide oversight for the formation of a new executive management team for the Company and will lead business development efforts.

Kesterson will manage all phases of the Company's production, quality assurance, engineering, completion, material management and information technology.

Patriarch Partners, LLC, a financial firm with approximately \$4.5 billion under management, acquired within its investment vehicles a controlling interest in MDHI in July. Patriarch's acquisition of MDHI is structured as a long-term investment for the firm. René has more than 20 years of operating experience in a variety of technology and manufacturing fields, and a proven track record in strengthening growth companies but none of them with a strong aerospace thread.

Since July 2001 René has been the Chief Executive Officer for InnMedia, a distribution Company owned by Hilton Hotels Corporation, the CEO of Hartwell Industries, a clothing manufacturer which was re-financed in 2004, and CEO of Electro Source, LLC, one of the leading makers of accessories to the video gaming industry. Indeed, both Hartwell and Electro Source have the doubtful distinction of being Patriarch portfolio companies.

René was a Rhodes Scholar nominee from Cornell University and also is a graduate of the Stanford Graduate School of Business and Stanford Law School. Kesterson is a 20-year aerospace industry veteran. In the recent past he was executive vice president and Chief Operating Officer of Curtis-Wright Controls, Inc., a division of Curtis-Wright Corporation.

'Hiring Randy to join our team is a major coup for MD Helicopters,' René said. 'He is a hands-on manager who builds collaborative environments, enabling his teams to perform at the highest levels. Randy will quickly drive MDHI's product capabilities to an industry-leading level.' He earned an Master of Business Administration Degree (MBA) degree at Syracuse University and was accepted into the Sloan Fellows Program. This brings together high-potential mid-career managers to analyse and solve global challenges. He also is a Six Sigma Black Belt – no not a judo like proficiency, it is a prestigious business accolade.

MDHI was recapitalised on July 12 and the above announcement took place on September 16.

What is happening to the previous management has not yet become clear. Henck Shaeken the former CEO has an interest in Flight Trails a company on the other side of the vast Falcon Field at Mesa near Phoenix, Arizona that used to assemble MD products - presumably to secure his own future. Meanwhile, although he remains with MDHI in the sales team. Patriarch Partners suggest that this is only temporary. Colin Whicher – a long time known to be on 'Gardening Leave' – and financial director Ray Cobbold have now departed.

MDHI continues to style itself as 'a leading manufacturer of commercial and military helicopters.' Unfortunately at the moment the truth is somewhat less attractive. Leading manufacturer cannot sensibly apply to a company that itself announced the delivery of just three helicopters this July. All other deliveries appear to have evaporated although MDHI has a backlog of around 17 helicopters, including recent orders from the police departments of Houston, Glendale, Columbus and Cambridge [UK] and from two private owners. The Turkish Police MD600 order, signed in July 2003 for 2003 delivery, still appears to be having problems with just two delivered in 2004.



In 2003 MDHI claimed 15 helicopters delivered including eight MD Explorers, one MD 600N, three MD 530F and three MD 500E but the slide through 2004 when the only items noted being delivered were some police 500s and the 600s for the Turkish Police was dramatic.

In an interview with Andy Healey of AIN Online Geoff Rogers the unit executive officer [UEO] for the UK's Cambridgeshire Police, which chose the MD900 in July 2003 said he expected MDHI to deliver the unit's helicopter to SAS/PAS at Staverton for completion last month and to take delivery in January. This confirms an earlier report [see last month]. Geoff Rogers explained that the craft was only about six months behind schedule.

To clarify this storyline it appears that Cambridgeshire SELECTED the type in July 2003, put in a request for Home Office funding in September 2003 and was granted funds in the first quarter of 2004.

In the same article Jeremy Awanat of Specialist Aviation Services was very supportive of the product and upbeat about the worth and future prospects of the Explorer aircraft. All statements from that quarter must of course be tempered by the knowledge that SAS/PAS/MAS group are not exactly free spirits in the field. After facing their own financial problems some years ago they changed hands and were taken on by Bombardier who in turn sold them on to a Dutch company.

From being very much the UK voice of MDHI the new ownership arrangements have widened the distance between the management of SAS and MD.

If there were not already enough pressure on MD and the other manufacturers in the region, the Federal Aviation Administration (FAA) has approved **Eurocopter's** application to build AStar 350B2 and B3 helicopters at American Eurocopter's new 85,000 square foot facility in Columbus, Mississippi.

The AS350 B2 and B3 are powerful single engine aircraft each capable of carrying a pilot and 6-7 passengers, 1,127 have been sold in 45 countries to 587 customers. These best selling aircraft along with other Eurocopter model helicopters have been consistently selected by 27 Law Enforcement agencies such as US Customs & Border Protection, the Los Angeles County Sheriff, the LAPD, CHP and the FBI, to fulfill varied and demanding missions. This has resulted in Eurocopter having an estimated 60% share of sales to the US law enforcement market.

Initially, American Eurocopter will build over 30 AS350s annually at its Mississippi plant; with future production increases being linked to sales. In addition, the facility will manufacture parts and subassemblies for other Eurocopter aircraft such as the twin engine AS355 and 365 Dauphin; and continue to customise other Eurocopter helicopter models such as the EC120,

EC135, EC145 and EC155. Should American Eurocopter win the DoD contract for the U S Army and National Guard UH145 light utility helicopter requirement, they will also be built in the US. [EC]



After its financial problems **Reims Aviation Industries** has pulled itself out of receivership and is active in selling and delivering completed F406 special mission platforms that are operated in many countries and fulfilling many roles.

The next delivery is c/n 93 for Namibian Fisheries, the second aircraft for this customer. Number 94 and 95 are in production for Scottish Fisheries to replace G-SFPA [c/n 63] and G-SFPB [c/n 64] both of which have now flown in excess of 12,000 hrs patrolling off the Scottish coast.

Recent deliveries [since the end of last year] include c/n 90 for the French Customs. This is a Polmar III variant aircraft for pollution patrol. In addition c/n 91, a commuter aircraft for Air St. Pierre also used for medevac in St. Pierre & Miquelon. C/n 92 went to the Biruni Remote Sensing Center in Libya operating with a digital camera. [BC]



ReflekTek the US-based distributor for RBI Canada, a company that has developed a new airport/heliport lighting system that requires no power and is virtually maintenance-free. The company has designed highly reflective material that reflects fully 95% of light falling on it in the direction from which it came. This technology offers a quantum improvement in safety at many of the less sophisticated airfields around the world. The system is approved by the FAA

and the US Coast Guard and is currently in service at over 300 airports and heliports worldwide.

Large airports are well-equipped with effective high intensity powered lighting systems, but operators at many of the world's smaller airfields have long wanted a reliable, low maintenance and cost-effective lighting system. UALS runway, and glideslope markers can be manufactured with sides sloped at the optimum angle to improve viewing from the air and are plainly visible in clear air from a distance of two to four nautical miles.

Angled markers can even simulate a VASI. Marker angles can be altered to suit the higher approach angles of helicopter operations at oil rigs or heliports and colored material may be used for taxiway and/or other identification markers etc.

UALS is also ideal as an emergency backup lighting system for larger well-used airfields in the event of power failure. With many runways being modified and widened to accommodate the new Airbus A-380, UALS can easily be installed at the same time. Delays and diversions of aircraft due to power interruptions will become increasingly more costly as the world's aircraft get larger.

Belle Glade airport in Florida has a single, unlit 3,500 ft. runway. Over 50 reflective lights to duplicate a conventional runway and taxiway lighting system were installed in less than a week. Pilots reported that even in very heavy rain, the ReflekTek UALS was visible from one mile out. Experience has shown that this lighting system can provide a cost-effective means of improving safety during nighttime operations at airport/heliports where traffic may not justify the cost of a powered lighting system or at larger airfields where the cost and/or effect of a power failure is onerous.

For more information, contact: Philip Moylan Business Development Email: phil.moylan@moylanmarketing.com

The European Aviation Safety Agency [EASA] became operational on 28th September 2003. In 2003 **EASA** consisted of 10 staff. Today, 150 experts are working in the headquarters in Cologne and have already issued 20,000 certificates.

Standardisation inspections of Member States have been reinforced, working arrangements concluded with Brazil, Canada, China, Israel, and the Commonwealth of Independent States (CIS), a privileged partnership has been established with the Federal Aviation Administration. Although EASA experienced some minor turbulence the picture is altogether positive.

At the end of August **EASA** awarded the EC 225 helicopter an airworthiness certificate for unrestricted operations in icing conditions. The EC225 thus became the first helicopter in its category to be certified to the most recent and stringent icing regulations. [EC]

This year marks the 40th anniversary of the 1st flight of the BN-2 Islander, the ubiquitous twin-engine transport aircraft that was conceived, designed and built by John Britten and Desmond Norman at Bembridge on the Isle of Wight. The Britten-Norman Islander was designed in 1963 and made its maiden flight on 13 June 1965. A few days later it appeared at the 1965 Paris Air Show.

Today, the variants of the **Britten-Norman** Islander range, including the Defender 4000 and the Trislander, form the basis of the aircraft production arm of B-N Group Ltd, the UK's sole remaining commercial aircraft manufacturer. This makes the company arguably the most successful UK commercial aircraft builder ever. The Islander has been in continuous production since 1965 with some 1,300 having been supplied to both civil and military operators in 120 countries.



Often referred to as the 'Land Rover of the air', the Islander range is designed for high-frequency, short sector operations with an exceptionally short take-off and landing (STOL) capability. Operations from virtually any type of strip, whether of grass, sand, or dirt - whatever is available can be used. [BNG]

Marking a major milestone in aviation, **Bell Helicopter** has been granted approval by the United States Defense Department for Full Rate Production of the Bell Boeing V-22 Osprey tiltrotor aircraft. Current plans include the delivery of 360 aircraft to the U.S. Marine Corps, 50 for the US Air Force and 48 for the U.S.

ILOG has announced Maps for Defense, the first commercial graphics toolkit for creating sophisticated, highly-interactive maps for the defense industry that can be displayed on ordinary laptop computers. Designed for military command and control applications, JViews Maps for Defense can display real-time field data and supports video-like zooming, object animation, as well as more detailed and realistic terrain information, resulting in enhanced decision-making ability for commanders. ILOG innovations in computer memory management allow for very fast zooming - from satellite- to street-level views in seconds.

The latest addition to the ILOG JViews product family, ILOG JViews Maps for Defense enables system integrators and in-house developers to build advanced prototypes in only weeks, compared with the months required previously, while providing maximum flexibility and customization options. Designed with both system integrators and end users' needs in mind, ILOG JViews Maps for Defense is a Commercial Off-The-Shelf (COTS) product written in Java. The new JViews Maps for Defense will be available on October 20. For more information on ILOG JViews Maps for Defense, please visit <http://jviews.ilog.com>.

ACCIDENTS

20 August 2005 Piper PA-18-150 N13833. US Fish and Wildlife Service, Anchorage, Alaska. Aircraft sustained substantial damage when it nosed down during taxi after landing on a remote gravel strip, about 80 miles north of Cold Foot, Alaska. The airplane was being operated in federal public use law enforcement role. The pilot was not injured. [NTSB]

26 August 2005 MD900 N905LF. Air ambulance LifeFlight Pittsburgh [Keystone Helicopters] based Pittsburgh PA. After arrival at the receiving facility, aircraft refueled and prepared for departure. During engine start, a noise was heard by the crew, and the aircraft shifted. Pilot immediately shut down the engines. The pilot found a cracked front cross tube. [Concern]

31 August 2005 Eurocopter BK117B2 C-GDGP. Air ambulance STARS Programme based in Calgary, Alberta, Canada. While outbound to pick up a patient on an interfacility transport the pilots noticed the Master Caution Light flicker. This was followed by a steady Master Caution light, Engine 2 oil pressure light on the caution panel, and a failing pressure on the #2 engine pressure gauge. The aircraft diverted to a nearby airstrip. The pilots shut down the #2 engine and prepared the medical crew for a precautionary landing. The aircraft was landed safely on one engine onto a paved runway without further incident. After shutdown it was discovered that the oil reservoir for #2 engine was virtually empty. No patient. [Concern]

1 September 2005 Mil Mi-2 Indonesian Police. Six people were killed when the helicopter crashed in a forest near the West Sumatra provincial capital of Padang. The M-2 police helicopter crashed in Dr. Mohammad Hatta Forest Garden after the officers on board inspected a forest fire in South Solak regency. They had been on their way to Padang but about 10 minutes from Tabin Airport there.

The bodies of Sr. Comr. Harrison Harmaini, the director of the West Sumatra Police's crime division; Sr. Comr. Bambang Irawan, the director of the intelligence division; Adj. Sr. Jornalis Johor, the chief of the criminal identification unit; Second Brig. Welly Permana; pilot Comr. Danny and a journalist with the *Singgalang* daily, Herman Tasrial were listed. One of the bodies was located inside the helicopter, another one under the aircraft while the rest were

scattered as far as two to three metres away from the crash site. The co-pilot, Second Insp. Asep, was found alive with severe knee injuries. [Media]

2 September 2005 Bell OH58A N??LC. Laurel County Sheriff's Department, Kentucky. The helicopter went down while on a routine search for marijuana in northern Laurel County. The pilot Sergeant Eddie Sizemore had just taken off from a brief landing when the aircraft struck a transmission wire stretching across a large valley. The helicopter lost power. The helicopter had to make an emergency landing onto US Highway 25 just north of London. The pilot suffered minor injuries treated at the scene. A State Police Trooper on board at the time was not hurt. [media/IPAR]

4 September 2005 Eurocopter SA330 Puma N330CC. Crashed under unknown circumstances and rolled on its side when operating in New Orleans. The two crew members from the 'Coast Guard' Super Puma helicopter were safe. Live television footage from the scene showed the red helicopter lying on the ground near a roadway, with smoke drifting from its cockpit. The ground around the wreck was blackened and churned up by the aircraft's rotor blades.

Although ascribed by the media to the USCG this 1979 airframe is owned by the Sky Cats Puma Corp based in Lakeview, Oregon and used for forestry work. [Media/FAA]

9 September 2005 Eurocopter AS350B3 N911DC. Metropolitan Police, Washington DC. Suffered a hard landing whilst undertaking auto-rotation exercise at Fort Belvoir Virginia. [FAA]

12 September 2005 Eurocopter AS350B2 N42199. Air ambulance of Native Air Services, Inc. [Omniflight]. Helicopter carrying crew of three and a patient suffered a bird strike in the vicinity of Casa Grande, Arizona. The pilot made a precautionary landing at Casa Grande Municipal Airport without incident. The bird struck the area of the oil cooler fan intake, with no resultant damage. [Concern]

17 September 2005 Piper PA18 N82732 State of Alaska Public use. After landing 92nm from McGrath, Alaska the aircraft hit a depression and pitched forward causing damage. [FAA]

21 September 2005 Bell 412EP XC-PFI. Policía Federal Preventiva [PFP], Mexico. A helicopter carrying the Cabinet minister in charge of Mexico's federal police and eight others crashed in cloud-shrouded mountains 20 miles outside Mexico City on Wednesday, killing everyone on board.

The aircraft was carrying Public Safety Secretary Ramón Martín Huerta, Federal Preventive Police Chief Tomas Valencia, a pilot Capitán Habacuc de León Galicia, co-Pilot Capitán Rafael Esquivel Arreguín, officials from the Public Safety Department and one official from the country's National Human Rights Commission.

Francisco Javier Becerra Gómez, SSP, Gral. Tomás Valencia Ángeles, Commissioner PFP, Juan Antonio Martínez Ramírez, SSP, José Antonio Bernal, CNDH, Silvino Chávez Hernández and Jorge Alberto Estrella Romero.

It had taken off from a military base in Mexico City and was headed to a ceremony at the maximum-security La Palma prison, 35 miles west of Mexico City, when it was crashed in mountains surrounded by dense clouds. [Media]

22 September 2005 Eurocopter BK117 N117MK. Air ambulance Med Flight of Ohio [Omni Flight] Columbus Ohio USA. The helicopter suffered a hard landing with aircraft damage at OSU Airport, Columbus. Pilot, Flight Nurse, and 3 Passengers reported no injuries. [Concern]

28 September 2005 Eurocopter BK117B2 D-HBBB. DRF German Air Rescue Christoph 51 based Stuttgart Echterdingen airport. Helicopter crashed in treeline alongside clearing and burned in Weilheim near Stuttgart whilst on a flight from Gerlingen to Munich. Three crew and the patient were killed. [MM]

29 September 2005 Agusta A109 Mk II N. Air ambulance. Airlift Northwest medical transport helicopter with three people aboard went missing in Washington State. There were reports of an explosion. Searchers found a fresh debris field in an area of Puget Sound called Browns Bay, just north of Edmonds, containing aircraft parts, including aircraft seats. The helicopter, carrying a pilot and two nurses, left Harborview Medical Center in Seattle at 2104hrs bound for its home base at the Arlington airport and is thought to have sunk in the water. [Media]



This new Eurocopter AstarB3 was received by members from the Kelowna Air Section on September 24 from the Eurocopter plant in Fort Erie Ontario. It has replaced a 1979 Bell 206L1. [Photo Scott Healey]

PEOPLE

ACROHELIPRO Global Services Inc., a subsidiary of Vector Aerospace Corporation, has announced that Mr. **Eric Hicks** has been appointed Director, International Sales and Marketing and will be based in the Vancouver, Canada facility.

Mr. Hicks has over 25 years of experience in the Rotary Wing market sector and has developed into a seasoned Sales and Marketing professional who is well respected throughout the Helicopter business community.

David Oglesbee, one of the most respected sales and marketing executives in the aerospace industry, has been named Vice President of Sales for MD Helicopters (MDHI). Oglesbee's breadth of experience will pave the path as MDHI seeks new inroads in the domestic helicopter market.

Oglesbee comes to MDHI from Bell Helicopter Textron, where he served most recently as Director of Marketing and Sales for non-DoD government customers with emphasis on homeland security. He had been recognized as one of the top two sales people at the company. Previously, Oglesbee had served as a US Army Aviator, chief pilot for the Marion County Sheriff's Department in Florida and chief pilot for the Florida Fish and Wildlife Conservation Commission.

Ed: To which should be added that ALEA member David, having a positive police aviation background, might just be viewed as a major attribute to the ongoing recovery of MD..

*Total ALEA downloads in 2003 **43,076** and in 2004/05 **49,153** [ALEA site]*

Average reads pm in /PAN subdirectory

3.590 [2003]

Approx monthly downloads of PAN from both sites in 2005

7,500

ARTICLE

Air Start - A Funding Option By Greg Taylor

Lotteries or Raffles have been the vehicle to begin and expand, several, successful, Law Enforcement Air Units. There has always been an air of mystery, surrounding the mechanics of how this funding option works. Starting an Air Unit will be one of the most challenging tasks any Law Enforcement organization will face. From the guys on the street, who believe that money would be better spent on more officers, to the members of city council who have difficulty getting past the initial cost, there will be many hurdles to overcome.

A common thread, among successful units, is good planning. Planning how to get the funding, planning the right aircraft for the mission, planning the equipment needed for the mission, and most importantly, planning the long term maintenance and operation of the aircraft. The most technologically advanced aircraft, with the best equipment, is completely worthless if you can't afford to fly.

Ideally, all of the costs are budgeted for, and covered by the tax base. The citizens that benefit from the service, are the ones paying for the service.

Unfortunately this is not always the case. Tight budgets, fiscal restraint, and increasing operating costs are conspiring to force downsizing of existing units. This makes a unit start up even more daunting.

What is needed, is long term, stable funding, coupled with unbiased advice on equipment choices, and backed up with quality training.

Running a raffle can provide the means to properly fund an air unit, but where does one begin?

A non profit organization is set up to be the beneficiary of the raffle proceeds. Every State has different gaming laws, so here is where you start. For example, California gaming laws require that 100% of the proceeds go to the charity. This makes it difficult, because all of the prizes, advertising, and manpower, must be donated. Many States allow a percentage of the proceeds to be used for the running, and prizes of the lottery. The raffles success will depend on population base, and effectiveness of the advertising team. Recent negative press will adversely effect sales, and any positive press will help.

On the upside, the Police helicopter is a recognised, positive goal for a campaign. Large corporations want to be associated with a donation to a worthy and beneficial cause.

Research shows that about half of the people who participate, will purchase a ticket to support the cause, and the other half, want a chance at the prizes. Dream houses and dream cars fuel the imagination, and eventually the helicopter.

Don't think for a minute, that organising a lottery is easy money. It is not. The gaming laws vary from state to state, country to country, and can be a challenge, or possibly a deal breaker. There is an amazing amount of work involved, organising volunteers, meeting with businesses, arranging media events, locating someone willing to donate an expensive home, smaller prize donations, and the list goes on. It takes someone with special skills to orchestrate an event this large, involving so many people.

Experienced personnel are also needed, to provide assistance with presentations to city council, the police executive, and local businesses, explaining the concept, and the



possibilities. A consulting company that has extensive experience with budgeting, acquisitions, completions, and operations, will make explaining the numbers, and the concept, much easier. The cities need a minimum population of 1.5 – 2 million for a Raffle to work. More important is, the number of households, as you can't realistically expect more than one ticket sale per household.

Therefore a population of 1.5 – 2 million becomes 681,818 – 909,090 households (pop ÷ 2.2).

Example.	<u>1.5% response</u>	<u>3.0% Response</u>
1.5 million pop.(681,818 households)	10,227 sales	20,454 sales
2 million pop. (909,090 households)	13,636 sales	27,272 sales

The minimum gross for a Raffle, in order to have an exciting prize package, market it effectively and net between \$1.5 - \$2 million, is \$5 million. This requires 50,000 - \$100 ticket sales or 35,000 sales of a combination of 10,000 sales at 3/\$250 and 25,000 at \$100 each. To put this in perspective, Calgary and Edmonton, Canada, both had responses of 9%, to their lotteries, which is unusually high.

Once the tickets have been sold, the prizes awarded, and the bills paid, you see what is left. With a population of 2 to 4 million people, you could anticipate receiving one to three million dollars after the dust settles.

The really exciting part of this concept, is that you now have the infrastructure in place, to run the lottery annually. The funds generated will be for the helicopter unit, exclusively, and not clawed back into general revenue. The population has supported the air unit, by purchasing a ticket, and the funds have to stay there.

At this point, the aviation experience comes in. The revenue generated from the lottery, will determine the choices available. New or used aircraft, new or used equipment, and which equipment, will all be among the choices provided to the unit. Industry contacts can be utilized to source and locate equipment, and have the completion done at the most reasonable cost, to save as much money for operations as possible. There are companies that will work with your people to come up with the most practical choices, for your unique situation.

The last piece of the puzzle is the training. Training is an absolutely critical part of your success. Comprehensive training, for both flight officers and pilots, is needed. Tactics, crew coordination, and equipment operation all need to be covered.

Many of the most difficult questions arise after the aircraft has landed at your facility. Questions of insurance, crew hiring qualifications, maintenance contracts, hours of work, operations budgets, Standard Operating Procedures, Policy's, and educating the dispatch personnel, so they send you the right calls.

Unit start up is never an easy undertaking, but if there is a way to start with enough funding to make it work properly, wouldn't it be worth investigating?

This concept has funded several successful start-up operations, and continues to fund expansion of even more. Handled professionally, it works.

Greg Taylor is President of Flight Management Systems, an Aviation Consulting Company specialising in Police and EMS, as well as Digital Moving Map Systems.



NBAA has selected the Orlando Orange County Convention Center and nearby Orlando Executive Airport in Orlando, FL, as the new venue for its 58th Annual Meeting & Convention in November. The Convention will take place from Wednesday, November 9, to Friday, November 11, a week earlier than originally planned. The announcement comes after NBAA was forced to move the event from New Orleans, LA, because of the devastating impact of Hurricane Katrina. "Although we deeply regret having to leave New Orleans, we think that Orlando presents a very good opportunity for our Members and Exhibitors," said NBAA President and CEO Ed Bolen.

Dates of the second *International Heli Trade* (26 – 28 September 2006) have been confirmed along with the announcement of several initiatives for the next event designed to enhance the experience for both attendees and exhibitors.

These include a 'hosted-guest programme' aimed at Europe's top specifiers and an extended social programme to provide more opportunities for networking between attendees and exhibitors.

Participants who qualify for the hosted-guest programme will enjoy subsidised travel and accommodation, complimentary attendance at the associated conferences and a pre-arranged meeting schedule. The highlight of the social programme will be the Gala Dinner which will take place on the opening night.

Event director Moira Edwards comments, 'The hosted-guest programme has been very well received by both returning and new customers. It shows our absolute commitment to building on the quality audience who came to the first event. With this and the other new initiatives we'll be introducing over the next few months, everyone who participates in 2006 will get even more out of International Heli Trade.'

Work is also underway on a series of niche conferences to take place alongside *International Heli Trade*. The first to be announced is *Airborne Response Europe*. This will be a pan-European version of the *Airborne Response UK* conference which took place at Oxford Airport, UK in May this year which was widely acknowledged as a pivotal event in the development of a 'joined-up' UK airborne response mechanism.

International Heli Trade and Airborne Response are organised by International Heli Trade Limited www.internationalhelitrade.com

International Heli Trade will take place at Geneva Palexpo, Switzerland on 26 – 28 September 2006



Int. Heli-Trade 2004

THRUST REVERSAL?

There was a time when it was virtually impossible for 'other' media to gain access to a Shephard Conference, but all that is now set to change.

Shephard's Unmanned Vehicles North America [UVNA] Conference & Exhibition to be held in Miami on November 3-4 in the Hyatt Regency Miami Hotel, Miami, USA has specifically invited outside media.

UVNA would like to offer the local, regional and industry press the opportunity to attend the event as welcomed guests and report on aspects of the conference programme/topics that may be relevant to their own editorial, reports and articles. UVNA also delivers exclusive opportunities to interview key delegates, speakers and government personnel in scheduled interview sessions and during the scheduled press conferences on the first and second day.

DIARY

10 - 12 October 2005, Night Vision USA. The Baltimore Convention Center, Baltimore, USA

With the on-going operations in Iraq and Afghanistan as well as homeland security challenges the workload on military forces, police and civil emergency response organisations is unrelenting. Night Vision and electro-optical technologies are central to these organisations' ability to respond around the clock to threats and challenges. <http://www.shephard.co.uk/Events.aspx>

24 – 26 October 2005 Air Medical Transport Conference. Austin Convention Center Austin, TX The association, a voluntary non-profit organization, encourages and supports its members in maintaining a standard of performance reflecting safe operations and efficient, high quality patient care.

AAMS is built on the idea that representation from a variety of medical transport services and businesses can be brought together to share information, collectively resolve problems and provide leadership in the medical transport community. www.aams.org

2-3 November 2005. Fire 2005 Conference & Exhibition. G-MEX Manchester, UK. Organised in conjunction with the UK fire industry's leading associations and most influential organisations, Chief and Assistant Chief Fire Officers Association (CFOA), Fire Protection Association (FPA) and the Institution of Fire Engineers (IFE), the annual Fire Conference and Exhibition has grown to become the focal point of the fire professionals' annual activities.

It's three days when the most eminent figures from throughout the fire industry come together to exchange ideas, expand their knowledge and discover the latest innovative products and services available. The unrivalled combination of high level conference and comprehensive exhibition will make FIRE 2005 an event not to be missed. In March the Office of the Deputy Prime Minister (ODPM) has confirmed their stand and other bookings include: Angus (a division of Kidde), Clan Tools Fortek Computers Arkinstall Limited, Cardiac Science, FireTech, Gecko Head Gear, Goliath Footwear etc.



3-4 November 2005 Shephard's Unmanned Vehicles North America Conference & Exhibition, Hyatt Regency Miami Hotel, Miami, USA. Unmanned Vehicles North America (UVNA) is an annual conference & exhibition that attracts senior level delegates, key speakers, senior ministers and VIPs from across the entire spectrum of the Unmanned Systems industry.

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Some minor changes have been made to accessing the copy of PAN on the ALEA website. From now on it can be found on the 'What's New' title on the right of the Home Page rather than from 'Police Aviation News' the left as previously. Each month when PAN is updated this link will reflect the new issue and a short archive will be retained.

With the ALEA now producing its own monthly newsletter the Board of Directors' decided to replace the main menu item linking to PAN with links to ALEA's own newsletter.

Todd Jager the ALEA Webmaster said of the move 'We have enjoyed a long and positive relationship with you and PAN. We hope to continue that relationship, as ALEA expands its electronic media efforts.'

In spite of the availability of the dedicated website for PAN, readership of the magazine via the ALEA site [where it was born as a web based service] has not slackened. In the last 12 months ALEA.org readership has risen by over 10%.