

Police Aviation News

©Police Aviation Research

Number 128 December 2006

IPAR



**Carabineros de Chile
select AgustaWestland**

tion Showcase arena will provide delegates the opportunity to sample leading initiatives available to Air Ambulances. www.chasuk.co.uk

A one day event on November 13 the **Heli-MRO Conference** at Olympia may well not be seen again in the same form. It was aimed at a wide range of on-shore and off-shore engineering organisations.

With an increasing number of police air units looking to set up their own 145 engineering organisations perhaps it is something for the future – even if only as a conference subject. The only subject with a direct connection with police operations is the oft repeated theme of an insufficient supply of trained maintenance engineers and the sometimes illogical strictures imposed by modern Health and Safety regulations.

Phil Johns who has a fairly wide engineering remit with Staverton based **Police Aviation Services** for his part had to report that the company's attempts to widen its customer support activities into Arabia was facing severe manpower problems across the range of skills required. In the 6 months that had passed since it had taken up a contract with the Kuwait Police they had been unable to meet the personnel targets [27 staff] even once. On a more positive note the company started local support operations in setting up and staffing a base in Newcastle last month.

Readers may be aware that a tongue cheek name for the UK Civil Aviation Authority [CAA] evolved into the Campaign Against Aircraft – a title that often seems quite apt – well it seems that a similar revision of name has been added to EASA the European certification authority. In this case EASA is 'Eventually Aviation Stops Altogether' – hopefully this time it may prove inaccurate!

HeliMRO was by way of an experiment and on this occasion industry was somewhat lethargic in supporting it. It is one of those events that can be tried occasionally on days such as this when the main theme for the day was the set building for the Heli-Power and Police Aviation Conferences. In the future the time and the space might be set aside for such as a 'closed-door' PACE conference.



The following two days [November 14-15] the 8th **Heli-Power** and the return of a **Police Aviation Conference** after a ten year absence with a theme of – Effectiveness of Air Support were co-located in adjoining halls in Olympia, London.

Heli-Power is a military and paramilitary helicopter event and there was little with direct association with this journal. That said the accompanying exhibition regularly read across to the police arena.

The joint exhibition included QinetiQ this time promoting a wider range of their products – they gave a paper on UAV's to the police conference, three leading camera sensor manufacturers and all of the leading airframe manufacturers.





The nature and locations of the two exhibitions resulted in the delegates of both mixing together in the joint exhibition area.

Aerobytes Flight Data Monitoring, PAS and Skyquest - see news stories under Industry section – were promoting themselves at the event.

Running in parallel with Heli-Power and the exhibition Shephard Conferences ran their 4th **Police Aviation** event.

The programme brought together a wide range of operator experience and set it alongside the aspirations of industry to provide better equipment and capability for the future. In the main the aim was to take the lead from the range of International operators present but advancements in technology often required a pure industry presentation.

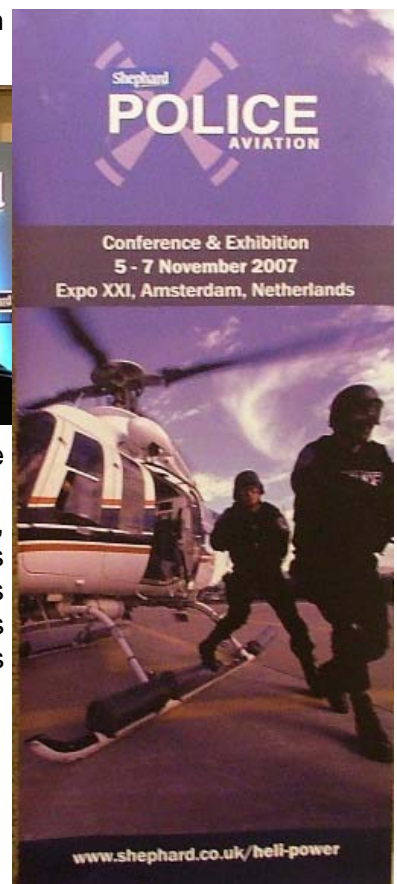
Having been directly involved in the programming it is difficult to stand back and run a sensible critique on the event. The feedback from the forms filled in by the delegates confirms the general feeling that the event worked largely as intended.

Certainly it did what I hoped of it, and in many ways exceeded the expectations. The slots I had my doubts about mainly proved quite acceptable and others were perhaps less popular than hoped for—thankfully none actually jolted the confidence I had placed in them. The whole event was intended as an International forum and a place where industry and operators could intermingle and exchange differing viewpoints— it met that intention.

In the end it is for the outsiders, the attendees, to decide whether it worked enough for them to wish to make the effort to attend another such event – set for Amsterdam next year.



Future issues of Police Aviation News will reflect the views [and in time the as yet unannounced news] raised throughout the period of the show. Shephard's Heli-Power 2007 will be held at the Expo XXI Amsterdam, Netherlands between 6-8 November 2007 and provisionally Shephard's Police Aviation 2007 will be held at the same venue in the Netherlands between on the same dates. There will be changes in the mix and it is hoped that there will be elements involving PACE and that some sections of the proceeding will include 'closed' sessions. www.shephard.co.uk





***I did not see
that flight plan
in a Notam!***



Marcellino Dino