

Police Aviation News

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NPAS UPDATE
WILD WEATHER
UNMANNED ROUND-UP
EMERGENCY SERVICES SHOW
HELITECH PREVIEW

LAW ENFORCEMENT

PHILLIPPINES

NATIONAL POLICE: Early last month the PNP conducted the pre-bid conference for its procurement of two single engine turbine helicopters. The submission and opening of bids was scheduled to take place on September 21.

The type has not been indicated but the outline specification issued stipulates that selected helicopters must have a hover ceiling of 6,000 to 16,000 feet, a fuel capacity between 440 - 1,500 litres and accommodate 2 pilots and minimum of 4 passengers.

Earlier this summer the PNP signed a contract with Bell Helicopter Textron Inc. for the delivery of one new twin engine helicopter. Airbus Helicopters Southeast Asia's offer was declared as the lowest calculated bid but was post-disqualified due to its failure to comply with the documentary requirements of the bids. The Bell bid was the second lowest. The contract was selected in June and signed in July. [PH]

SPAIN

MARBELLA: A police department in Marbella, Spain, launched an unusual flying police unit in late August. State administrators with AENA, the state agency for aviation safety gave the Costa del Sol town the green light to launch the project which is based on training two officers to fly powered parachutes with engines strapped to their backs for up to five hours at speeds of nearly 30 mph.

"It is a tool that has been successfully used by police officers in other countries and is very suitable for a municipality like ours, with 27km of coastline, because it allows services from the air to a height between 150 and 300 metres" Security Councillor Javier Porcuna said.



Probably a first in Europe. [MP]

The flying machines allow the police to fly for up to five hours, using around 3.2 litres of fuel per hour. Costing just €6,000, it is a much cheaper option than purchasing two drones, which would have set the town hall back €60,000. (Olive Press/La Opinion Malaga)

Editor: Hitherto police air operations in Spain have been provided by helicopters, currently a mix of Airbus types operated mainly by the state police. The use of the simplistic powered parachute has been noted in the USA but not elsewhere until this project was launched.

TRINIDAD & TOBAGO

The reported attempts by Cobham Helicopter Services Trinidad Ltd to turn around their cancelled contract with the Trinidad Government appear to be making little if any progress. The government cancelled the support contract for the Air Guard AW139 fleet it was operating after six years and the ex-pat staff directly involved in it are now returning from whence they came.

Despite the cessation of AW139 operations Trinidad and Tobago was able to send a Coast Guard vessel and a helicopter from Trinidad to the hurricane devastated island of Dominica, when it was struck by Hurricane Maria in mid-September.



No longer operational. [TTAG]

FRONT COVER: Inducting new blood into the industry and training them well is at the core of airborne operations. The imparting of accurate information by those with hard-won experience is a primary object and can be in a classroom, conference or in the air. The image is of, 'Kate' one of the recent recruits gaining flight experience doors open last month and tethered for safety. [NPAS Newcastle]

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UNITED KINGDOM

Apologies for another massive diatribe on the UK scene again this month. Again, stuff is happening – or more not happening as it was supposed to – and for those interested I hope I can add some suggestions as to what it all might mean.

NPAS LONDON

Hot on the heels of the news that NPAS are exploring the option of setting up their London operation at North Weald airfield in Essex comes a story that tends to point as to a reason why. The London Assembly are actively dissuading civil operations from operating from the long-term favourite new site RAF Northolt.

At a time when the need for the RAF to use Northolt has been waning it is being used more and more for commercial flights. There are more commercial flights now than military. The runway was recently closed for strengthening, to take ever larger jets.

In early September London Assembly Members unanimously agreed a motion calling on Mayor Sadiq Khan to work with residents, to campaign against RAF Northolt becoming a commercial airport. The main thrust of this action was highlighting appropriate air travel and inappropriate air travel. This makes running NPAS London there difficult but it remains on the 'possible' list.

Weeks after the revelation in the local Epping Forest media, and a week after the PAN repeat of the story on September 8 NPAS reacted to the public domain story on the day they were talking direct to EFDC hierarchy.

At that meeting the NPAS proposals were positively received and Councillors agreed to allow it to move forward to the next stage; to seek planning permission for the build.

Speaking about this news; Chief Superintendent Tyron Joyce, Chief Operating Officer for the National Police Air Service said: *“As part of our national network of 15 air bases, from which we provide 24/7/365 borderless air support to all 43 police forces across England and Wales, NPAS London is critical to our national operation. Securing a new site to seamlessly continue our operations is clearly a high priority for NPAS and one which we hope we are now a step closer to following the Epping Forest District Council Cabinet meeting yesterday.”*

The figure of 20,000 movements quoted in the Epping Forest application has been stated as way too high but it may be that NPAS need to future proof their application. The current plans are based on three helicopters and possibly a fixed wing. NPAS might want the option to grow on the site having main fixed wing base at Doncaster and somewhere in the south. North Weald is not equipped with runway lights or ILS so any major upgrade of fixed wing at that site is unlikely.



Not so secretly EFDC and the village of North Weald have been waiting for a suitor like NPAS for years. They have long needed an entity to give their airfield a reason to exist aeronautically rather than become a massive housing estate. There have been plenty of options but the Metropolitan Police have been dancing around the council for a very long time. Ever since the police announced they wanted to move into rappelling and winching from their EC145s it has been North Weald that has been the venue for most of this training. The locals have commented that the training activity has increased in recent days as the police apparently turned up the pressure. There have been no complaints.

The process has yet quite a few hoops to jump through but there is an apparent will locally to embrace the NPAS project. There will still be many new houses built around the airfield but NPAS – and the Essex & Herts air ambulance – look likely to stem the tide much to the delight of at least the established residents.

After all the public acceptability difficulties that NPAS have faced at Elstree and Northolt in their quest to get out of Lippitts Hill it looks like a marriage of mutual convenience may yet be on the cards.



NPAS have been undertaking rappel training at North Weald for some years. [NWA]

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Interesting neighbours. Current information suggests that NPAS want to set up the new base next to the current air ambulance hangar in the centre background. [NWA-Museum]

So where on North Weald Airfield are they going? Nothing has been published but the informed opinion suggests that the police will set up on the west side of the airfield close to the air ambulance, which is also set to expand. The existing busy motorway will drown out most of the helicopter noise for the relatively low number of residents likely to suffer directly from the activities of the emergency services aircraft. The unit will seek to build and occupy a Rubb building similar to that nearing completion at Doncaster. It will differ in detail but will follow the same pattern and, because it should house a handful of aircraft, will be of similar dimensions. There are no plans to add runway lights or ILS for a 24/7 fixed wing operation, any fixed wing operations from the site will be VFR and likely ad-hoc.

MINUTES FROM JUNE

Just as the latest meeting was about to be held on September 21 the June Strategic Board minutes were published on the website. As ever the meeting record of almost thirty of the great and the good of UK police aviation is obliterated by redaction but far less than of late and some detail slips through in the nine pages of business.

As was suspected there are delays with the fixed-wing and operations will not now start until January 2018, six months later than the expectation of just a year ago. There are [at least] three airframes available to the certification programme, the third aircraft had failed its performance test. The airframe is overweight and there are some minor technical issues. Fortunately, that aspect of the fixed price contract is not likely cost NPAS dear.

These outstanding technical issues are not a cause for concern. The reported issue with the third aircraft was not serious, it was simply that the climb performance was not meeting the flight manual numbers. Vulcanair will rewrite the book to ensure both match. The weight issue relates only to when the aircraft are used in the pilot training role and the expectation is that this will be resolved in time.

The basic problem is paperwork that has turned out to be more onerous than originally assumed. Recent EASA Certification requirements have vastly increased the paperwork load and each of the hardware issues should be resolved before the paperwork is ready.

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ESMCP

In the wider sphere of policing there is mention of delays in the new Emergency Services Mobile Communications (ESMCP) system. The new radios were due to enter service around now. Few will be surprised that there are yet more significant delays.

Although it was not widely known that the original project team had ever departed the NPAS minutes tell us that there is a new set of Project Managers and experts in place. I clarified this at the Emergency Services Show and direct with NPAS and it seems that this simply means there are more added to the existing teams rather than any mass resignation. It looks like the realisation of the full long-term evolution (the 4G solution) is awaiting the resolution of unspecified spectrum issues. Now the Home Office predict that all the end users, Police, Air Ambulance, Search & Rescue and the Military will not get the new radio system in place until 2024. NPAS expect to get involved in accepting the system sometime during 2021. It may all be much later. By then even the least sophisticated man in the street may well be considering far more advanced technology for their hand-held devices.

UPGRADES

In the EC135 helicopter fleet there are two further T2 upgrades to be completed. The former G-LASU is due to emerge shortly as G-POLG. That leaves the former Western Counties EC135T2 as the final machine to be reconfigured. Two other NPAS owned high skid aircraft are the only high-skid EC135P2 G-EMID and the former Merseyside machine [G-XMII] currently on lease with the Norwegian Police will not be converted. Extractions for various upgrades to these old airframes in the fleet will continue as such as NVIS and CVR are fitted so extra aircraft in the fleet will remain an important element.



The first UK EC135P2 [PAR]

G-EMID will be operating from Lippitts Hill [NPAS London] from this month to bolster the fleet there. Placing an EC135 with London permanently was one of the earliest aspirations of NPAS but it has taken three years to realise.

FLEET REPLACEMENT

The EC145 fleet needs to go. With the high-cost Explorer's now out of the way the EC145 is the 'high cost, little return' type in the fleet. Maintenance is in a different league to the EC135 simply because it is

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based on the legacy BK117. The London aircraft are not faring well as they get older. The fleet was always 'fly two maintain one' but that has been increasingly difficult to maintain since Airbus Helicopters Oxford took over maintenance from the in-house Metropolitan Police team and the Exeter EC145 has been increasingly called in to bolster the small fleet.

Replacement options are pipe dreams until money is found. We can expect all future day-to-day over London sorties to be with the EC135. Replacement is all about a bigger machine, an anti-terror transport, the winch and rappelling airframe. The EC145 is too small for the role which is in any case a national asset not to be based in London.

The size needed is probably around that of the AW139/H175 rather than the AW169/H145 but again it boils down to the modernity of the airframe in maintenance terms. The reason the P68 was chosen over the BN2 lie in maintenance and getting the EC145 out is about high ownership costs when compared with the EC135. We tend to forget that three decades ago our cars needed regular maintenance far more often than now, well it is the same with helicopters when you compare an EC135 with any BK117 derivative.

Assuming that government replacement money will remain tight it is still planned to keep the current EC135s for another ten years. On the assumption that each will be flying around 850hrs per annum. Most will have around 20,000 hours before being released. Whether that is acceptable in these terror related days that the airframes are ancient is a matter only politicians can resolve.

Despite the very high profile and ongoing lack of pilots being reported in some airlines [Ryanair] NPAS say they have been able to maintain pilot numbers thanks mainly to the downturn in oil and gas freeing helicopter pilots.



ROOF RESCUE

As the month ended a television programme aired with reports that a relative of a family trapped in the Grenfell Tower believed that a helicopter would rescue them. Two survivors from the 23rd floor of Grenfell Tower described their journey to get out, whilst also claiming dozens of others stayed believing a helicopter would rescue them. There were reports that the fire brigade told people to go up to the roof for a helicopter rescue.'

The UK has no roof rescue provision and does not offer helicopter roof rescues so it is not known where these instructions came from. There was an NPAS helicopter in the sky above the burning tower in the observation role but it would have been incapable of rescue and no knowledge of the state of the roof in terms of aerials and other obstructions is known. NPAS do not offer or claim a capability for roof rescue.

Currently this complaint lies with the Metropolitan Police and has not been handed on to NPAS.



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UNITED STATES

CALIFORNIA: The San Jose Police Department is facing the possible loss of one of its most valuable crime-fighting tools, its seventeen years old Airbus EC120B N408BC. It is noteworthy how the air unit crafts its words to ensure the best effect is put forward to meet its own ends. The police department is asking the city to help buy a new helicopter because the current one is old and soon will not be 'safe' to fly.

Apparently, it is the oldest law enforcement helicopter of its kind in the USA and well past the usual life of six to eight years - or 10,000 hours. What they mean of course is the it is the only high hour EC120 in police service – there are plenty of other types flying around with way more than that number. Still it seems that San Jose has managed to extend that life with major overhauls [just like the rest of the industry and in any case required].

Fortunately, the SJPD has a tame Councilman Raul Peralez, who is a former cop and police helicopter advocate, he says the EC120B has been good investment for public safety.

He added having the chopper daily for the officers is "a tool we want to have every single day."

But the police helicopter only has about 500 flight hours left before it arrives at the 10,000 hours and therefore becomes what they choose to call 'unsafe' to use. They are already cutting back on hours to try to 'save' [or delay] the \$500,000 it would cost for another overhaul, which is money officials would rather put toward a new \$3M helicopter. Invaluable in the service of officer safety or not the rate of flying hours over the past 17 years is very modest and I think we can safely assume that it may be available for quite a while yet. [NBC/PAR]

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KENTUCKY: Louisville Metro Police utilised the skills of Troll Systems during the recent total eclipse of the sun. On August 21, nearly 250 thousand anxious spectators descended on the little farming town of Hopkinsville, Kentucky to witness the “instant of greatest eclipse”. The instance of greatest eclipse occurs when the axis of the Moon’s shadow passes closest to centre of the earth, making it the longest total eclipse to be seen in the United States since 1979.

Chief Pilot, Bryan Arnold said “For the event, Louisville Metro Police Department’s Special Operations Air Unit provided Hopkinsville with aerial surveillance and secure access to live video streaming of events on the ground. Because of the distance from the stationary receive site, LMPD was faced with a dilemma. Joe Pina from Troll Systems was contacted to provide a solution. Troll responded with a tactical receive antenna, that networked seamlessly into the command post. From about 200 miles away, Kentucky State Emergency Management commanders created a common operational picture that included live video from air operations and interagency coordination of tactical units on the scene. With this ability, commanding officers of various departments could direct ground units and resources to traffic congestion, delivery of supplies, medical aid and watch over security for several dignitaries, and people from all over the world attending the event”. [Troll]

NEW YORK: S.A.F.E Structure Designs, a manufacturer of safety first aircraft maintenance stands, fall protection platforms, hangar equipment, portable field equipment and specialty tooling has successfully designed, engineered and manufactured the first of its kind Bell 429 custom maintenance platforms, side stands, tail boom, and tail boom rotor stand which was delivered to the Nassau County Police Department.

When the NCPD was looking for maintenance stands for their Bell 429, they found other companies using stands that were made for similar aircrafts, but none for the Bell. S.A.F.E. had the opportunity to work with the NCPD maintenance crew for five months, and they could feed back the specifics and critical feedback needed for S.A.F.E. to custom design and engineer the platforms for the Bell 429.

[SAFE]



VIRGINIA: MD Helicopters in Mesa, Arizona has announced the purchase of a new, custom-configured MD 530F by the Virginia Beach Police Department Aviation Unit. This will be the first MD Helicopters aircraft to join the Virginia Beach Police Department since the Helicopter Operations unit was established in the mid-1970s. MD Helicopters will deliver the new, custom-configured MD 530F to the Virginia Beach Police Department, Helicopter Operations Aviation Unit in Q2 2018.

The Virginia Beach Police right-hand command MD 530F will feature the Rolls-Royce 250-C30 650shp turbine engine, extended landing gear, Fargo 21-gallon auxiliary fuel tank, and wire strike protection system. High-contrast main rotor blades, a FLIR® Star SAFIRE 380HDc EOIR system, a new TrakkaBeam® A800 searchlight, and an NVISB interior will provide enhanced visibility for both officers and citizens during low-light operations.

The all-glass cockpit features the Garmin 500H EFIS flight display, Garmin GTN650H touchscreen GPS/Navigation and communications panel, Garmin GMA 350H audio panel, Howell Instruments Engine Instruments Display, Technisonic TDFM 9300 and Garmin GTR 225 multi-band airborne radios, and Churchill ARS-600 airborne mapping system.

Ed: Virginia Beach, the most populous city in Virginia, covers 310 square miles and boasts a population of 450,000. The Helicopter Operations Unit provides police aviation resources 7 days a week from 7 a.m. to 3 a.m. supporting ground units in the execution of air patrol, search and rescue, surveillance, as well as crime scene and damage assessment. The current aircraft is a Bell.



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AIR AMBULANCE

CANADA

BRITISHCOLUMBIA: This winter, Helijet International Inc. and BC Ambulance Service will develop and install Night Vision Imaging Systems (NVIS) into all three of its dedicated air ambulance helicopters.

Helijet operates the specially-equipped Sikorsky S-76C+ medical helicopters on a 24/7 basis from its Vancouver International Airport and Prince Rupert/Seal Cove base facilities under long term contracts with BC Emergency Health Services (BCHES), which operates the B.C. Ambulance Service.

Under an agreement with BCEHS, Helijet will install NVIS into the three dedicated air ambulances, with the \$1.6M installation cost being financed by Helijet International. Once operational, NVIS will enhance cockpit flight operations to provide greater pilot situational awareness with the objective of achieving safer mission completion during night flight operations.

To complete this complex aircraft installation, Helijet has partnered with Saanich, B.C.-based VIH Aerospace, along with Rebtch Technologies and Night Flight Concepts, both of which are leading industry-recognised NVIS technology installers and service providers to the global aviation community. The flight crew plan to be fully ground and flight trained on the use of this technology by early 2018.

UNITED KINGDOM



The four air ambulances serve the areas north of London into East Anglia. [Magpas]

As has become customary September was the UK National Air Ambulance week, an opportunity to focus on raising money for all UK HEMS and other air ambulances. For the first time four air ambulance charities across the Eastern Region and the Capital have come together to raise awareness of the emergency pre-hospital care they bring patients

This year National Air Ambulance Week ran from September 11-17 and The East Anglia, Essex & Herts, Magpas and London air ambulances were encouraging the public to support their local air ambulance in any way they could.

In 2016 alone these four charities alone were called out to 6787 serious medical emergencies, providing advanced critical care at the scene. All these charities rely on the charitable funding to ensure they can continue to deliver this life-saving service, free at the point of contact, to thousands of people each year.

One of the many ways to help is to make a £1 donation for a helicopter pin badge. There are four pin badges to collect, each representing the four air ambulance charities, one styled on each helicopter. The badges were also made available throughout the MRH retail network, in other petrol stations and retail outlets across the region.

CHILDREN'S: The next two AW169 helicopters have been registered with the CAA to Specialist Aviation Services, they are destined for the Coventry based Children's Air Ambulance. G-TCAA (69038) & G-PICU (69055) will replace existing A109 series helicopters operated via Sloane Helicopters.

NORTH WEST: Kensington Palace announced that The Duke of Cambridge will visit Aintree University Hospital to formally open the new Urgent Care and Trauma Centre (UCAT) last month. During his visit on September 14th The Duke met clinical staff from Aintree and its partner organisations, including the North West Air Ambulance and there was a plaque unveiling. The Duke served as a pilot with the East Anglian Air Ambulance service from March 2015 until July this year. Prior to this he served for nearly five years as a helicopter pilot with the RAF's Search and Rescue Force.

The £35M facility, which took four years to construct, is one of the most modern emergency centres in the country. The two storey building, which contains the hospital's Emergency Department, Major Trauma and Critical Care services, required careful planning to allow construction in and around the hospital without affecting services to patients.



The HELP Appeal Charity funds most new UK helipads. [NWAA]


The final part of the UCAT centre, the £1M air ambulance helipad funded by the HELP Appeal under the County Air Ambulance Trust charity, was completed in July 2017. Before then, air ambulances had to land on the playing fields nearby the hospital, after which a road ambulance transferred patients to Aintree. This added up to half an hour to the journey but the new helipad in front of the Emergency Department means transfers take just a few minutes.

SCOTLAND: Last month Scotland's Charity Air Ambulance (SCAA) has welcomed a new member to the team – an eight-foot paramedic mascot.

Set to become a firm favourite throughout Scotland – especially with younger supporters – the as-yet-

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unnamed mascot wears similar kit to the six paramedics who crew the air ambulance at SCAA's Perth Airport base.

The foam character has been sponsored by specialist personal injury solicitors Watermans. The company's three-year support of the friendly giant will allow SCAA to promote the country's only charity-funded air ambulance at events and public gatherings.

YORKSHIRE: The Yorkshire Air Ambulance have been granted approval from the Civil Aviation Authority (CAA) to commence NVIS (Night Vision Imaging System) operations with immediate effect.

Following a visit from their CAA Flight Operations Inspector, Paddy Connelly, the Yorkshire Air Ambulance (YAA) were granted approval to extend their operational hours into darkness early last month.

The Charity, which operates two fully night capable Airbus H145 helicopters, will now be available to respond to incidents from 6am until midnight during the week, and 10pm on weekends initially, with crews wearing latest generation night-vision goggles.

Captain Andy Lister, Director of Aviation at the YAA commented "This really is a great step forward in the operational developments of the YAA. Our Pilots and crews have worked extremely hard over the last few months to undertake and learn the processes involved in NVIS flying. It is a complex process for our operational team to have embarked on, however I am pleased to report that we now have a fully capable NVIS team at the YAA. I am very proud of them all, and know we are moving forward together to provide the best possible service for the people of Yorkshire."

The YAA serves 5million people across Yorkshire and carries out over 1,250 missions every year. The Charity operates two, state-of-the-art Airbus H145 helicopters and needs to raise £12,000 every day to keep saving lives. They also feature in the TV documentary series 'Helicopter ER' which is currently airing on digital channel Really.



CAA Flight Operations Inspector Paddy Connelly presents the NVIS approval certificate to YAA Chief Pilot Cpt Andy Hall.

L-R: Cpt Garry Brasher (YAA Pilot), Paddy Connelly (CAA Flight Operations Inspector), Cpt Andy Hall (YAA Chief Pilot), Lee Greenwood (YAA Paramedic)

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FIRE

UNITED STATES

CALIFORNIA: The Global SuperTanker has been activated to fight quickly spreading fire in Northern California. The world's newest and largest aerial firefighting tanker went into action after the California Department of Forestry and Fire Protection (CAL FIRE) exercised its call when needed contract with the SuperTanker to fight the Ponderosa Fire, 10 miles east of Lake Oroville. The converted Boeing 747-400 flew one sortie of two individual drops of 8,500 gallons of retardant at approximately 7:00 pm local time, and is continuing today in assisting CAL FIRE crews on the ground.

The SuperTanker was at McClellan Air Base in Sacramento after recently completing "carding" by CAL FIRE. It received federal firefighting certification in August. This is the plane's first deployment in the United States.

In an additional move Sikorsky received a contract from the County of Los Angeles for two S-70i™ Black Hawk helicopters in a baseline configuration. Sikorsky is assembling the two new S-70i Black Hawk helicopters for delivery to Los Angeles County in December 2017.

Compared to the S-70A model, the S-70i aircraft will feature wide chord rotor blades for enhanced lift, a stronger airframe, a digital glass cockpit with flight management system for enhanced situation awareness, and a cockpit voice and flight data recorder. An Integrated Vehicle Health Management system will monitor the aircraft's operational health.

Once modified by a specialist outfitter in 2018 with a 1,000-gallon (3,785-liter) water tank, extended landing gear, single pilot cockpit layout and a medically-equipped interior, the new aircraft will increase to five the L.A. County Fire Department's fleet of Firehawk™ multi-role helicopters.



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[AP]

SEARCH & RESCUE

It has been a bad month for weather and natural disasters Typhoons, Hurricanes and earthquakes - and there was even an Indonesian volcano brewing in the background to make the day-to-day lives of the people of Bali a little unsure.

The world at large has been struggling to decide which ongoing disaster requires their assistance the most. Who could decide which was the most deserving? It seems that if you live in a relatively rich location you do not get any assistance to recover but if you are in an area where money is short the aid will come. To listen to CNN - beamed across the world, supposedly even handed and not partial – the worst disasters were taking place in the western Atlantic, Caribbean and mainland USA. The output of the station was wall-to-wall domestic USA. Hurricanes Harvey, Irma and Maria. That is unlikely to have been popular with those suffering and dying in such as the South China Sea but at least it was all too consistent self-pity on the part of the nation that transmitted its output.



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In truth, there were some dramatic disasters and many deaths taking place in and around the Americas but no less so than those suffered across the other side of the planet in such as Hong Kong and Macau. In Mexico people were forced to camp out, afraid to spend time inside their heavily damaged homes, in a zone affected by a magnitude 8.1 earthquake, in Juchitan, Oaxaca state, Mexico. It killed at least 96 people in Chiapas and neighbouring Oaxaca. Life for many moved outdoors.

In a little reported incident a Russian-built military helicopter went down while carrying relief aid to the quake-ravaged part of Mexico. The governor of the southern state of Chiapas wrote in his Twitter account that the Mi-17 transport helicopter was heading to the Chiapas town of Jaltenango when it went down. Seven military personnel and one civil defence worker aboard the craft had contacted rescue workers, some had been injured.



SOUTH EAST ASIA - CHINA

A series of typhoons struck parts of China. The Shenzhen Municipal Urban Management Administration was set to clear damaged tree branches in Zhuhai City after it was devastated on August 23 when Typhoon Hato landed on the city. Many people died, many more were injured and power and water supplies cut and almost 27,000 were evacuated. Farmland was waterlogged and power lost. Less is known of the details surrounding an incident that damaged hangars used by China Rescue helicopters in Zhuhai. It is suggested that helicopters – variously Airbus Helicopters H225 and Sikorsky S76 – were damaged.

Hato, the 13th typhoon this year, struck vast areas of China including areas of Guangdong, Guangxi and Hainan. The 160kph winds were accompanied by heavy rain with some 250-300mm of precipitation in parts of Guangdong and Guangxi, swelling the Pearl River that flowed south to Hong Kong and Macau.

Hato moved fast, quickly grew more powerful and caused massive amounts of rainfall.

At the mouth of the Pearl River in Hong Kong and the neighbouring semi-autonomous territory Macau, located on China's south coast, eight people were killed in Macau after a sudden deluge swamped the area. For many people, they had no water or electricity across the 30-square km former Portuguese colony. The clear up was set to last weeks.



CARIBBEAN

The Cayman Islands Police EC135T1 helicopter brought itself to notice during the aftermath of the hurricanes that swept through different parts of the western Atlantic.

On September 8, four Royal Cayman Islands Police Service helicopter crew deployed to Turks and Caicos to provide support, as the tail end of Hurricane Irma passed over the territory. The RCIPS aircraft was one of the first foreign aid missions to reach the islands. Cayman also stepped in to support Anguilla after it received a severe battering from the succession of storms.

The Cayman Islands air operations received a significant boost in capability in the form of a drone operated to undertake localised searches in conjunction with the helicopter.

Elsewhere in the region, what to do, where to go was relatively easy for Britain as the Royal Navy had the Royal Fleet Auxiliary Mounts Bay in the area on station for reaction to just such a disaster as well as any anti-drug operations. The ship was deployed in the Caribbean in July in preparation for the hurricane season, ready to provide support at a moment's notice. Tasked by the Royal Navy, she was the UK's first military response to the region.

The ship carries a specialist disaster relief team - drawn from the Royal Engineers and Royal Logistics Corps - as well as heavy plant for lifting and shifting and emergency kit and shelters provided by the Department for International Development. Also on board are the Royal Navy's Mobile Aviation Support Force – aviation specialists, meteorological advisors and flight deck crews.

Engineers were on hand to stop a potentially-dangerous fuel leak at Anguilla's main petrol dump, restore power to the island's sole hospital and hand out shelters providing temporary homes for people left homeless by the storm. They also cleared the runway which was declared safe for relief flights.

The RFA Mounts Bay carries a Wildcat helicopter – from 815 Naval Air Squadron based at Yeovilton.

Although supposedly hard pressed to undertake day-to-day policing several UK police forces sent officers to help in Anguilla, one of the islands severely beaten by Hurricane Irma. Although Anguilla suffered extensive damage, normal signs of life returned quite quickly.

As part of a wider military effort, Britain's flagship the helicopter carrier HMS Ocean was diverted from her NATO mission in the Mediterranean to the Caribbean to help with the reconstruction effort and several flights departed the UK carrying helicopters, Royal Marines, Engineers, medical supplies and aid including emergency shelter kits, rations and clean water.

The highest profile operation also fell to the Royal Navy



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after a US Coast Guard HC-130 Hercules crew from Air Station Clearwater, Florida, and coordinated the British RFA Mounts Bay rescue helicopter and crew to undertake the rescue of an adult female and two children from the vessel Ferrel near Vieques, Puerto Rico, September 21. Other resources involved included a Coast Guard fast response cutter, the USS Kearsarge and a US Navy MH-60 helicopter and a Customs & Border Protection Lockheed P-3.

The Coast Guard received an alert via an emergency beacon and then a distress call stating they were disabled and adrift in 20-foot seas and 100-knot winds near Vieques, Puerto Rico. An British adult male mariner was reported deceased in the capsized vessel but the woman and children were accessible to the Wildcat crew and lifted to safety.

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INDUSTRY

The end of an Era has been signalled with last month's announcement by Switzerland based **Pilatus** that they are to discontinue production of the legendary Pilatus Porter PC-6.

The PC-6 brought fame to the Pilatus name worldwide and served in both the police and ambulance roles in many countries including Argentina, Austria, Burma, Malaysia, Oman, South Africa [above] and Thailand. This multi-role aircraft has been produced at Stans without interruption since 1959, currently in small numbers, i.e. ten machines per year at most. The PC-6 is one of the world's longest-running production stories in the aviation industry. That will come to an end in early 2019 when production will cease. Support will be provided to existing customers for the next 20 years at least, thereby ensuring reliable ongoing PC-6 operations.

Pilatus has produced a total of 500 PC-6s in Stans since 1959. Slightly fewer than 100 machines were additionally produced in the USA under licence. Pilatus will accept orders for the PC-6 latest until mid of 2018. The number of aircraft available is limited.

Elsewhere in Switzerland **Swiss Rotor Solutions** announced that the Maximum Pilot View Kit for the Airbus H125 / AS350 helicopter family, has received Supplemental Type Certification (STC No. SR03938NY) from the Federal Aviation Administration (FAA).

The **AvSax** fire containment bag is used to deal with fires in electronic equipment on aircraft and it has already been used 20 times this year. Such incidents are rarely publicised but a fire in a device could emit toxic smoke and potentially the battery may even explode, causing severe damage to the aircraft and putting lives at risk. Such fires have caused planes to be diverted as an emergency and the average cost of that in the USA is \$400,000.

The fires are caused by lithium-ion batteries inside electronic devices ranging from mobile phones to laptops.

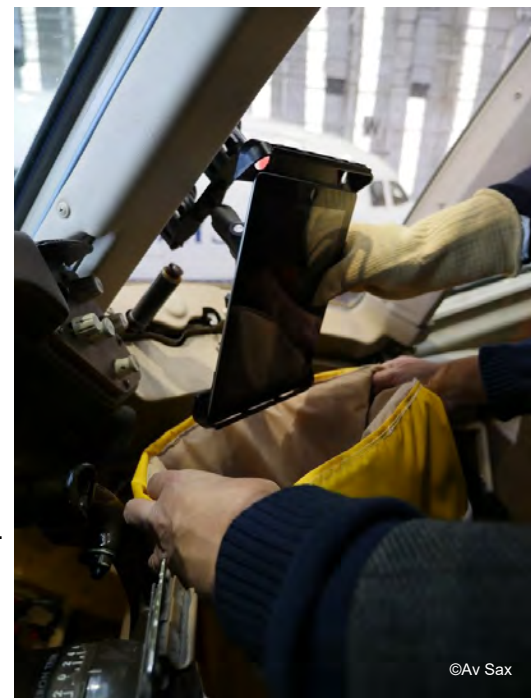
AvSax are now carried on all 1,334 Delta Air Lines aircraft worldwide along with other major carriers.

A recent estimate revealed that aircraft carrying just 100 passengers could have around 500 lithium batteries on board when you tot up all the laptops, cameras, e-readers, tablets and mobile phones that need them. There is always a possibility that poor quality or damaged batteries can overheat, causing them to go into what is known as thermal runaway which could lead to the device catching fire

When one cell in a battery overheats it can produce enough heat – up to 900°C (1,652°F) – to cause adjacent cells to overheat. This can cause a lithium battery fire to flare repeatedly.

Incidents of thermal runaway are on the rise.

Federal Aviation Administration testing found that halon gas used to suppress fires on planes doesn't work well on batteries in thermal runaway as they can reach such high temperatures.



©Av Sax



RIEGL VQ-1560i-DW over main hatch ©ABT

Airborne Technologies has handed over a second Vulcanair P68 to OPEGIEKA, a leading Polish Research & Development company, which was designed and certified for four different sensor configurations. Wolfgang Grumeth, CEO of Airborne Technologies, said: "For the first time it is possible to install a laser scanner configuration which allows the usage of 3 different wavelength simultaneously. We are holding STC's to adapt the P68 aircraft to a survey or surveillance aircraft which provides the customer high operational flexibility and quick adaption capabilities." An extra hatch integrated in the cabin allows the customer to install a second advanced sensor suite in the rear fuselage. ABT's rear hatch option for the P68 family is retrofittable at any time and increases the effectiveness of data collection during one single flight.

The equipment choices made possible include the RIEGL VQ-1560i-DW, a RIEGL LMS-Q680i, a LEICA DMC III large format camera and 3 data recorders.



Handover of the new Vulcanair P68: Wolfgang Grumeth, CEO Airborne Technologies and Jakub Krawczyk, Aerial Survey Department Manager, OPEGIEKA ©ABT





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FLIR Systems has announced a new and highly informative CBRNE (Chemical, Biological, Radiological, Nuclear, and Explosive materials) training video series - FLIR PRIMED.

Available in English, French, German and Italian - FLIR PRIMED videos are a free, educational resource designed to provide first responders and security professionals with best practices for HAZMAT accidents and CBRNE attacks.

Throughout the video series, Grant Coffey, a retired Fire & Rescue Hazmat Team Coordinator and CBRNE expert of nearly 40 years, delivers best practices, industry insights, and street truth. In addition, each video concludes with a field checklist that responders can use right now. The first 5 episodes are available now for viewing at www.flir.co.uk/PRIMED, www.flir.fr/PRIMED, www.flir.de/PRIMED and www.flir.it/PRIMED.

FLIR PRIMED episode 1 introduces the video series and the importance of CBRNE best practice using the Prepare, Recognize, Input, Monitor, Experience and Decision methodology.

FLIR PRIMED episode 4 focuses on Explosives 101. Explosives are one of the weapons of choice for terrorists. They are easy to make and easy to trigger. This episode discusses the key actions and considerations at an explosive scene.

FLIR PRIMED episode 5 discusses Bio-Agents. Biological agents are some of the most toxic substances known to man. But unlike other agents, their effects are usually delayed and can spread like wildfire unseen. This episode covers appropriate personal protective equipment and what actions to take at a suspected biothreat scene.

Moving forward, every 2 months, 5 new FLIR PRIMED video will be available describing best practices, industry insights, and real-life experiences to help you stay prepared. Each episode will be accompanied by a field checklist or downloadable guide that you can use right now.

For further information contact FLIR Systems in Europe on +32-3665-5100 or primed@flir.com.

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One of the former NPAS MD Explorer helicopters being prepared for export to Hungary. ©James Lloyds

The sale of the former UK MD900 Explorer helicopters to Hungary has been steeped in mystery for quite a while. Specialist Aviation Services, the Staverton, Gloucestershire based agent for the type quietly denying any real involvement in the sales process and yet clearly getting stuck in with repainting and preparing the former NPAS aircraft for a life in Hungary.

Each of the former police helicopters is registered to SAS and has been since mid-July. It may be only temporary but it's a fact. So far, the numbers of MD902s being processed by SAS have included R-908 but there is still no finite correlation between the new and old identities.

Meanwhile the 'other two' craft in the same migration – the former Yorkshire Air Ambulance aircraft G-SEMS and G-SASH – have appeared as transferred ownership to Heli Delta BV in the Netherlands whilst retaining their UK registrations. Heli Delta is a small recently formed company [May 2017] that seems to already operate a single UK registered Agusta.

There is currently no reason to believe they too are not just a holding company for the onward transfer of the MD fleet to Hungary.

In Ireland the Department of Health has announced that SAR pilots who work 24-hour duties will not be expected to perform any inter-hospital patient transfers. The Irish Coast Guard has had to withdraw crews from various medical missions' due to this decision. The Irish Aviation Authority has said that an Air Corps fixed-wing aircraft will be used to fill in the gaps that the Coast Guard will leave.

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Insight Design can also provide side view illustrations of UK and Irish police and public service helicopters and fixed wing aircraft at A4 size, suitable for framing and printed on archival quality paper.

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AIR ACCIDENTS

A remarkably quiet month with few recorded accidents apparent. However hidden in the background are at least two other incidents related to the severe weather in the last two months. It is believed one or more helicopters of China's SAR fleet were damaged when a hangar they were in collapsed during a late August typhoon and that a military SAR helicopter was damaged in operations in the wake of the earthquakes in Mexico. If details become known they will appear in future editions.

16 July 2017 Airbus Helicopters EC130B4 N130JV. Air ambulance of MedFlight of Ohio, Columbus, Ohio, USA. En-route to transport a patient from Holzer Jackson Hospital, Gallipolis in southeast Ohio to Columbus, Ohio. MF9 had just departed their base and was in cruise flight at altitude somewhere east of Fayette County Ohio. The pilot had just finished updating the GPS coordinates for the transport request and announced he was going "eyes out. At the same time, the medic, while scanning outside of the aircraft, noted a wheel and a fixed wing aircraft through the canopy directly in front, approximately 200 feet away. The medic called out "Aircraft 12 o'clock." The pilot immediately executed a hard bank to the left to avoid the other aircraft. The pilot noted that the aircraft did not appear to have a transponder and was not communicating with any other aircraft or tower over the radio. The transport was aborted. [Concern]

1 September 2017 MD530F N5189K Police helicopter of the Gwinnett County Police crashed about 200 yards from a hangar at Gwinnett County Airport at Briscoe Field Lawrenceville, Georgia USA. Both officers were injured, one seriously. [Media]

2 September 2017 Leonardo AW139 N304FD Los Angeles Fire Department clipped trees and force landed while firefighting at Verdugo Hills near Los Angeles, California, USA. A preliminary report says the pilot states the aircraft made uncommanded movements before hitting trees while making a water drop on a wildfire. The helicopter was substantially damaged but the crew was not injured. The pilot was in a descending flight profile about 100 feet above trees at about 40 knots when the helicopter began to yaw to the right and descent increased. The pilot released the water and the helicopter continued to yaw and descend. The pilot reported he had little positive control before hitting the trees. The yaw decreased and the pilot regained control, then made an emergency landing. [USN/NTSB]

8 September 2017 Airbus Helicopter EC145 N440D. Air ambulance of Duke Life Flight. Crashed near Swamp Road and Sandy Cross Road close to the Amazon US Wind Farm East wind turbine complex in Perquimans County, Belvidere in eastern North Carolina killing four on board including the patient. Killed in the crash were nurses Kris Harrison and Crystal Sollinger, pilot Jeff Burke, and 70-year-old patient Mary Bartlett who was suffering from pancreatic cancer. [Media]

FLIGHT SAFETY

Well it was inevitable and last month we had the proven collision between a drone and a helicopter. Fortunately, there was no bad outcome from the mid-air encounter.

After many close calls and inconclusive reports, a small hobby drone and two military Black Hawk helicopters of the 82nd Airborne Division encountered each other in what may be the first confirmed drone to aircraft collision.

It appears that the Black Hawks were flying at 500 feet, a little above the maximum altitude above ground level for drone flight set at 400 feet.

There are not many words to go with the story but images posted about the incident show a drone part that remained inside the helicopter after the collision, a broken arm and motor of a DJI Phantom 4 stored in a zipper plastic bag and damage to the main rotor of one of the BlackHawks.



UNMANNED

CANADA

ONTARIO: The Chatham-Kent Police Service located in Chatham Ontario has added a new unmanned aircraft system it expects to use to help track suspects, find missing people and reconstruct serious vehicle collisions. Investigators have used the Aeryon SkyRanger UAS, costing \$119,000, about a dozen times since introducing it in May, and officers have been impressed with the results.

Chatham-Kent is a municipal police department that was likely taught by the Ontario Provincial Police (OPP) which is the provincial police agency in the province.

NETHERLANDS



The Dutch have been working on anti-drone systems for some years and this includes the use of birds of prey. Delft Dynamics displayed its new DroneCatcher counter UAS system for the first time at DSEI 2017. First unveiled on September 8 by the Netherlands Deputy Chief of Defence Lt Gen M. Wijnen, DroneCatcher is one of few counter UAS systems capable of eliminating rogue drones by catching and removing the threat in the air.

Armed with a single shot netgun, DroneCatcher is able to support both military and commercial unmanned missions and is supported by the Royal Netherlands Marechaussee (Military Police), the Dutch National Police and the Dutch Ministry of Safety and Justice. A multi-shot system was pointless as a failure to entangle the target first time is extremely unlikely to offer a second chance. The speed of both craft and the need to turn and pursue would preclude the craft ever getting close again.

After a UAS is detected by a radar, vision or an acoustic system, the DroneCatcher can quickly approach hovering or moving threats, fire its large net and disable the target. It can be towed away or if too heavy, let down with a parachute to ensure low impact on the ground.

The system has an endurance of up to 30 minutes and weighs under 6kg. Features include a camera, laser rangefinder and a track & trace system are used for precise hit, a ground control station and transportation boxes.

The product will be placed on the market at the beginning of next year.

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

UNITED KINGDOM NATIONAL

Earlier in the year NPAS submitted two transformation bids, one regarding the strategic oversight of drones and secondly regarding developing a service which other emergency services would wish to invest in. Both bids were unsuccessful.

They say that there is nothing new under the sun, and often that is the case, most new stuff is simply recycled old stuff wearing the signature of the next official who would be king.

According to that well-known critic of policing in general — the *Mail on Sunday* — the latest drone thrust being pushed forward in the United Kingdom goes under the name of *Bluelight Air Support Programme*. The article claimed that there are plans to expand drone use to make up for the woeful performance of the national helicopter supplier - NPAS.

The National Police Air Service (NPAS) met only 42% of the 74,142 requests from officers for helicopter attendance in 2014-15, and we do not know whether that got worse or improved in the years since because it seems they do not want to tell anyone [another late annual report]. Either way it means that there is huge unmet demand for an 'eye in the sky'.

Some forces already use drones in a small way and fire brigades have used them to survey damage, including at the multi-fatality Grenfell Tower fire.

The new proposed larger-drone operating force would search for missing people and suspects, patrol coasts, deliver aid to victims of flood or fire and transport equipment. It is existing technology in day-to-day use in the military. Larger craft rescuing people, delivering supplies and following criminals ... very much the level of claims made by NPAS for them to make air support more efficient! The question is whether there's a will to replace helicopters with drones.

According to the *Mail* the one-year project was given £120,000 by the Police Innovation Fund to deliver a 'proof of concept' for the future of emergency services air support. That is a similar sum to that given to the RCMP in Canada to spend attempting to shoot down drones in a series of live fire trials. That sort of money will not buy you two decent operational drones.

Ed: But we have been here before of course! Remember the BAE HERTI? Ten years ago, that powered glider based unmanned craft project was launched at the Police Aviation Conference in The Hague as the answer to policing into the future. With newly promoted Chief Inspector Richard Watson at the helm this was the future of police aviation.

Those were days when civilian drones were a dream that may never yet come true, and certainly before the DJI Phantom.

At The Hague event, many apparently disassociated presentations were coloured by the UAV's including conclusive proof from Europe that it was better and cheaper for the Belgian Police to use their existing Cessna 172 fleet as their valid 'manned UAV' resource. They are written down in very old money as a very low-cost observation platform that only needed one pilot - and the unit had pilots. It was clear that the proposed new technology would be acquired at a significant 'new money' cost and might require two systems operators - pilots - that might be expected to incur whole tranche of new money training and recurring costs.

At the event, the surprise announcement related to the South Coast Partnership of regular police forces teamed up with other enforcement agencies to partner BAE Systems in operating the [High Endurance Rapid Technology Insertion [HERTI] UAV over the busy English Channel. It died a death [of course?] but seems to mirror this 'new' project in significant areas including being a multi-agency think tank idea.

It may be unfortunate that the supposed author of this new idea, Cheshire Chief Constable Simon Byrne, is suspended from duty and is in any case not the National Police Chiefs expert in the field of drones.

You could not make it up?

It was claimed that the Bluelight Air Support Programme, would massively increase surveillance powers and free up police helicopters to focus on critical tasks such as transporting officers to scenes of terrorism. Usually reliable sources tell me that this version of the Bluelight project is suspended if not dead in the water so the Mail of Sunday was reporting on a dead project. Chortle!

A footnote to this story is that former police officer Richard Watson [right] has recently put down his cakes business and come out of 'retirement' to use his expertise in support of the ESMCP communications system.



DEVON & CORNWALL/DORSET

Devon & Cornwall Police Drone recently 'completed' their drone fleet with the acquisition of a Elistair tethered drone station. The system provides an umbilical connection between the ground and the craft that provides a theoretical opportunity to keep the drone in the air perpetually. Tethered drones are not new but they have generally been large military machines rather than small modern drones. Elistair are promoting the addition of a tether system to provide great situational awareness tools for sensitive police operations where a continuous aerial coverage of the scene is needed: event security, crowd control, crisis management.

Elistair tethered drones have successfully been used for surveying London Heathrow Airport this summer. Traditional visual inspections methods for maintenance in airports are often time-consuming, expensive and risky for operators

Standard battery-powered drones have limited flight time but for some applications where mobility is not needed, a drone combined with a tethered station ensures durability, security and flexibility to the operator. Drone types supported by the tether system include three DJI models, two from Flydeo and others from Sky Eye and Yuneec.

Elistair recently moved to new offices at 8 rue Jean Elysée Dupuy, 69410 Chapagne au Mont d'Or, France.

The full element UK AUDS system is quietly selling on the world market. AUDS is a drone detecting system that can find, track and render ineffective rogue drones. Several military buyers are interested but naturally each of the parties to the creation of the multi-sensor equipment remain tight lipped on the details. The equipment was at the DSEi event but the constituent companies were in different parts of the hall. Blighter Surveillance Systems are responsible for the electronic-scanning radar target detection, Chess Dynamics (electro-optical tracking and classification) and Enterprise Control Systems (radio frequency disruption) join forces to combat growing threat of micro, mini and larger drones.

The success of the system has opened doors for the group. Chess Dynamics, has altered the radar element in efforts to serve the needs of the airport fraternity. The Chess system can greatly enhance the safety of flight paths into airports, detect errant drones and provide the option to divert aircraft. Recent stories citing the wholesale closure of airports due to the supposed presence of drones is the driver. With the Chess system in place operators can detect errant drones and predict the flight profile of them. With this information airports can simply wave off the individual aircraft in direct danger from impacting the drone rather than close the whole airport. Chess Dynamics are offering the equipment at a cost under £1M – albeit that it requires one set of equipment per glide slope. Even at that price the savings to the airline industry are liable to be massive.



Whether a similar system could resolve similar problems in the firefighting world remains to be seen. It has been reported that drones have disrupted firefighting efforts in Arizona seven times this summer. When a drone is flying over a wildfire, aircraft carrying water and fire retardant must be grounded, delaying critical firefighting efforts and putting lives in danger as the fire grows. Currently everyone must land, which means they're not fighting the fire, this makes drone incursions in even remote areas very serious stuff.

The law in many lands is very complex and it is amazing that the ordinary street officer can ever carry enough information in their heads to carry out the letter of the law legally and sensibly. It must be remembered that when criticizing the police lawyers research for weeks and inevitably refer to a pile of law books to remind them of the law. In court, these learned people can get away with probing the knowledge of individual officers but that is not a right extended to the man in the street.

The same applies to the new skills surrounding drone operation. In addition to knowing the law the drone flying officers are now expected to be word perfect on the latest in the CAA rules that relate to their new

skills. The CAA can question but woe betide you if you are someone else asking the same question. Those police flying drones appear very tetchy when anyone questions the detail of their tasks. It seems to get worse when the questions stray into areas of expertise where there is likely to be a doubt on the accuracy of any replies.

There are instances of questions being ignored and, heaven help us, the blocking of individuals on Twitter.

In a recent storyline, the BBC carried a story about a missing person search that failed to find a suicidal male before he died. The story levelled some blame at Essex Fire service for not providing thermal imaging units when the police requested them.

Yet for several months prior to that date Essex Police had been claiming in Tweets that they had a drone having a thermal imaging camera. When an individual asked the drone team if any of their drones had been deployed in this missing person search as they had thermal capability. Zapp! They were gone!

<http://clearvisionsecurity.co.uk/public-statement/>

In the wake of the recent bad weather fleets of commercial drones were brought in to enhance the SAR and information knowledge in assessing the extent of destruction from the various hurricanes, tornados and tropical storms. The effects of the weather precluded drone use in the storms but they have proved invaluable in the aftermath.

In the USA Hurricane Harvey marked the second major hurricane since the Federal Aviation Administration (FAA) loosened restrictions on drones, allowing greater use for filming, inspecting facilities and other commercial activities.

Thousands of people have obtained FAA certificates allowing them to fly drones commercially, and more than 770,000 drones have been registered with the FAA to fly in U.S. airspace. The telephone company AT&T Inc has been using a fleet of 25 drones to look at cell phone towers in south-eastern Texas.

The high-definition cameras on the drones allow AT&T engineers to look at damage to antennas and cables in areas where cell towers may not be reachable because of flooding and other perils.

Allstate Corp, the second-largest property insurer in Texas behind State Farm, expects its drone fleet to make at least thousands of flights a week in the damaged areas once its claims processing becomes fully operational.

All this activity is reactive though. Some commercial drone launches have been delayed, by the FAA restricting the airspace in and around Houston to rescue aircraft.

As these words are being crafted there are several UAS/Drone events taking place across the globe. Potentially the most attractive might be that in Las Vegas if only for the location. Many shows, which one to attend is a perennial question with events in general. Do you want to see a DJI Phantom in Las Vegas or London?

If it is the latter perhaps you had better consider this one... The Commercial UAV Show takes place at the ExCel in London. The event includes a conference and exhibition and takes place 15-16 November 2017.

Conference speakers include:

Jon Damush, Vice President and General Manager, Insitu Commercial

Dr. Marcus Johnson, Research Aerospace Engineer, Aviation Systems Division, NASA Ames Research Center

Elena Lynch, Head of Drones Policy, International Aviation, Safety & Environment, Department for Transport

Jonathan Evans, CEO, Skyward.io & Board Member & President, Global UTM Association

Mohamed Hafez, Aerial Solution Engineer and Mechanical Engineer, Costain Group plc

Dr. Bernd Korn, Head of Department of Pilot Assistance, German Aerospace Centre (DLR)

Jesse Kallman, President, Airbus Aerial

The exhibition includes seminars covering:

Emergency and Blue Light: presentations from the Irish Air Corps, the RNLI, South Central Ambulance Service and more

Mapping and GIS: presentations from Topcon, Hexagon, NTT Data, Altametriz, Coverdrone and more

UAV Innovation: presentations from Lufthansa, Sky Futures, Ofcom, Sensefly, Insitu and more

Further details can be seen at - <http://www.terrapinn.com/exhibition/the-commercial-uav-show/exhibit.stm>



PEOPLE

The removal of the Cheshire Chief Constable Simon Byrne from post removed the NPCC Aviation Lead. Byrne is due to retire in the spring of 2018 so there is no serious expectation he will return in time to take up the role again. The Chief Constable of Cambridgeshire is the new temporary Aviation Lead and the post is now open to all NPCC for a permanent replacement. Clearly it will be many months before the office of NPCC Aviation Lead can talk authoritatively.

LETTERS

Dear Bryn

Further to the Administration of Britannia 2000, and the supply of the Mission Computer to NPAS, ongoing discussions are being held with a number of interested parties. In the meantime, the Administrators have appointed Britannia 2000 Holdings to provide customer service, support and manufacturing until the negotiations are completed. This is to ensure that no existing or future customers are left unsupported.

Best regards

Ralph Jones

BRITANNIA 2000 HOLDINGS LTD, PO Box 8239, READING, Berks

Nick Simmonds and Ralph Jones were appointed as Joint Administrators of Britannia 2000 Limited with effect from 25 July 2017. A primary product to be protected is the CAMC airborne computer as well as spare parts & servicing etc.

In the short-term Britannia 2000 Holdings Limited are accepting and processing orders relating to the CAMC product as well as providing technical assistance to minimise the disruption to customers.

The long-term view is that the Intellectual Property ("IP") associated with the CAMC product will be sold to a third party. To that end marketing of the IP is under way and is estimated to take between two to six months to resolve.

Details from Richard Birch of Richard Birch & Co. on richard@richardbirch.co.uk or 01442 878733.

MOVE ALONG THERE

According to one of my regular correspondents it may be time to get down to your local aviation magazine source as the October edition of the glossy magazine *Pilot* has an article of potential interest. It is suggested that this might be required reading in the pilots' restroom at NPAS Doncaster as they await their first aircraft of another manufacturer. The magazine is doing a flight test of the latest delivery of the ubiquitous Britten-Norman BN-2B-20 Islander a piston twin that is now equipped to the latest standard with Garmin glass cockpit and composite blade MT propellers. It is perhaps unfortunate that the images circulating at the moment suggests that the long awaited scimitar four bladed MT propellers have yet to be fitted.



Sub Inspector Shishupal based with the Patna Police in Bihar, north-east India was flown to New Delhi by an air ambulance for treatment of the burn injuries he sustained during a raid to arrest a notorious criminal last month.

The SI accidentally came in contact with a live 33kVA wire during a raid conducted to arrest one Lal Babu Chaudhary at Purnendu Nagar under the Jakkanpur police station area in the city earlier in the morning.

The SI was posted at the Jakkanpur police station a couple of months back after all the personnel from the police station were removed on the charge of alleged connivance with liquor smugglers.

A police spokesman said the raid was part of an operation launched against criminals in view of the festive season. Police went into the suspects two-storey building, where a loosely hanging wire touched the SI's head. He was thrown several feet by the jolt, sustaining severe, 50%, burn injuries.

The police are blaming "electricity officials for negligence." [Times of India]



EVENTS LAST MONTH

Last month saw two major events with some areas of interest to the airborne emergency services. DSEi a primary military event that took over the whole of the ExCel attracted a handful of industry regulars. 12-15 September 2017 DSEi ExCel, Docklands London.

There was little that was of great interest. Scheibel were showing their unmanned craft and its Diesel engine on their stand space, Airborne Technologies their more militaristic equipment and promoting the military ISR aspects of their surveillance aircraft. Luminator searchlights were introducing the the former Thommen searchlight under its new ownership for the first time at a DSEi.



[also see related news items under Unmanned]

Besuchen Sie uns in Halle C3

expoAIR
International Aerospace Supply Chain and Technology
20. - 22. November 2017, Messe München



20-21 September 2017 The Emergency Services Show [ESS]. Hall 5, NEC, Birmingham, B40 1NT. The ESS is nominally a gathering of all the emergency services in the United Kingdom in one place. Sponsored by the publishers of 'Emergency Services Times', Broden Media it is the biggest and probably the best show of its kind in Europe. The gathering includes both the paid and the voluntary sector which makes this perhaps the only event where each of these elements can [if they so wish] mingle as equals. As ever this year was again a disappointment in that the police were sadly lacking.

Attendance and exhibitor numbers were good, the range of products, old and new, was good and the venue second to none for ease of access and facilities offered.

Although we know that such as the recent terror attacks severely strain the capabilities of NPAS [it is in their latest minutes] there remains a steadfast refusal by NPAS to engage with some elements of the voluntary sector - again it is in the minutes for all to see. Chief among these is keeping Sky Watch at arms-length. They talk but there have been no significant advances.

This despite the guidance of a Cabinet Office document [The role of the voluntary sector, October 2011] and several other documents of guidance over the years from the CAA that say it is safe to use Sky Watch as an aid to the existing police resources.

The Cabinet Office document that pre-dates the creation of NPAS pointed out that in some circumstances, emergencies can overstretch the resources of the emergency services, local authorities and other local responders during the response and recovery phases of an emergency. The value of involving the voluntary sector at every stage to provide additional support has been demonstrated on many occasions. The delivery of their services, and their role as a link between communities and Category 1 responders, may also enable them to support the development of community resilience activities. The voluntary sector in the United Kingdom is very large and diverse. The skills and expertise available from the voluntary sector vary from place to place. Experience shows that planning enables voluntary sector activity to be more integrated and effective.



Certain organisations contribute specialist skills in various types of activity: search and rescue organisations, such as the British Cave Rescue Council (BCRC), coastguard response teams (HM Coastguard's Auxiliary branch), the Mountain Rescue Council (MRC), the RNLI, the International Rescue Corps (IRC), Sky Watch, groups of doctors (BASICS), London Air Ambulance, Cruse Bereavement Care, the Samaritans and Victim Support etc etc.

It is noteworthy that the document classifies Sky Watch in among organisations regularly engaged with including

Mountain Rescue, Cave Rescue, RNLI, IRC and yet the police [NPAS, NPCC and ACPO among them] continue to seek to cherry pick and extract Sky Watch alone as unworthy. Not only that they have held this barely supportable 'holier than thou' attitude for seventeen years. The latest is that NPAS are still slowly moving towards a position where they will be happy to engage with Sky Watch but this is not a time to hold your breath while waiting. Nothing is going to happen soon and it looks as if NPAS will seek to test and audit Sky Watch before they might consider their assistance. I wonder when they last tested and audited Mountain Rescue, Cave Rescue, RNLI, IRC?

It is not just NPAS. The constituent forces in Police Scotland used to use Sky Watch regularly to provide a basic element air support. When the amalgamation came along the new organisation cancelled the existing arrangements. There were no issues, it was simply that the new organisation decided it was bigger than using aviation volunteers as they now had their own helicopter.... effectively gifted to them by the former Strathclyde Police and based in Glasgow. Of course, the Dumbo's who arranged that piece of forward thinking thought that the single EC135 based in Glasgow would serve from Hadrian's Wall in the south to John O Groats in the north. The total area is 78,772 km² (30,414 sq. mi), comparable to the size of the Czech Republic. As a result, they placed more and more wide-ranging missions on the limited range of the west coast based helicopter... *Goodness knows what might happen.*

So, through no real fault of its own this event that seeks to be the gathering place for all the emergency services in the UK again failed in its primary mission. Yes, there were plenty of fire fighters, plenty of medical practitioners, a flavour of air ambulances but very few police staff and the only aircraft on site was brought by Sky Watch. No NPAS and no NPCC to promote their corner at a time when neither is exactly doing well in the popularity stakes. The only identifiable police presence was British Transport Police and a single officer from Leicester making excuses for the ever-late delivery of the new 4G radio system. The latter was 2018 and that looks increasingly like a 2024 delivery timeline. *That information was in the NPAS minutes but, apparently nowhere else!*

This year the Civil Air Patrol was located on a large stand in the 'Search & Rescue Zone', alongside the RNLI, Coastguard and Mountain Rescue and others of the voluntary sector. There might be a message there. The aircraft in its display, was an AutoGyro Cavalon Plus, again fitted with a loaned L3 Wescam MX-8 electro-optical camera turret as a conceptual piece of role equipment to enhance the autogyro's tremendous capability as a low speed aerial observation platform. It proved to be a 'magnet' for visitors to this year's ESS and complemented some drones, though not the only ones in the vast hall.

EVENTS THIS MONTH

16-17 October 2017 15th Aerial Fire Fighting Europe 2017, Nimes, France. Supported by the Ministry of Interior, Securite Civile. Tangent Link brings the 15th Aerial Firefighting Conference to Europe to debate, learn and acquire the skills and lessons-learned for safe aerial fire fighting. The provisional conference programme covers Interoperability of EU aerial firefighting resources, Training & Simulation, Aerial Demonstration, Suppressant & Retardant Technology breakthroughs and Aerial Surveillance Aircraft & Systems. <http://tangentlink.com/event/aerial-firefighting-europe-2017/#programme>

Two days later at the same venue you can pick up on

19-20 October 2017 Search & Rescue International 2017, Nimes, France. Also run by Tangent Link based at Dorney House, 46-48a High Street, Burnham, Buckinghamshire, SL1 7JP, United Kingdom. Email: [in-fo@tangentlink.com](mailto:info@tangentlink.com) | Contact Telephone: +44 (0) 1628 660 400 | Website: www.tangentlink.com



HELITECH

In the first week of October Helitech International returns to ExCel London for 3 full days of meetings, business deals and networking. For a show that many think is failing its marketplace fortunately it is not alone as this year, just down the corridor is an event focused on commercial aviation maintenance, repair, and overhaul (MRO), Aviation Week Network's MRO Europe Conference and Exhibition, is the industry's largest event in the region and the dates have coincided before to the favour of both events. This time I think this duopoly was intended.

MRO Europe enables attendees to meet key decision makers and is the leading destination for airlines to test and purchase new MRO solutions and services. The truly focused exhibition and conference sessions enable attendees to add value to current business structures, work more efficiently and deliver a better service to their customer base. Attendance at MRO Europe is expected to surpass 7,500 registered, with more than 750 attendees representing airlines. The event is a conference that is held on Monday 3rd to Thursday 5th and an exhibition on Wednesday and Thursday.

Among the attendance list are names with links to the PAN market including 2ExCel Aviation from Doncaster, BAE Systems, Boeing, BP, Diehl Aerosystems, Donaldson, Eaton, GKN, Honeywell . . .etc. There appear to be more exhibitors and a larger event so there must be a danger that Helitech could be overwhelmed. Some at MRO identify with helicopters and are promoting via both shows.

Helitech International remains the largest civil rotorcraft show in Europe, and attracts most of the big names in the rotary wing industry including Airbus, Bell and Leonardo. Helitech claim that there will be ten helicopters on display in the hall and outside in the static park. There is no news yet on whether any of them will be flying and so far not all of the manufacturers have stated what they are bringing to the show.

Airbus Helicopters are to show four examples of their helicopters including H125, H135, H145 and H175, as well as promoting the company's HCare customer support offer

On the stand (#C100) will be an Emergency Medical Services (EMS) H145 and an H125 for private and business aviation (PBA). The versatile H125 is a go-to aircraft for multiple missions, with more than 4,500 in operation around the world. The twin-engine H145 is one of the company's best sellers for EMS, law enforcement and offshore wind turbine operations, thanks to its mission capability and flexibility, especially in high-and-hot operating conditions.

Airbus Helicopters will also showcase two additional helicopters on the indoor static display. An H135 equipped with Airbus' in-house designed avionics system, Helionix, will be presented. The H135 is the market leader in light, twin-engine, multi-purpose helicopters, well equipped for such missions as utility, law enforcement and military training.

With the two prototypes in flight testing and the third prototype gearing up for its first flight, the H160 (full-scale mock-up) is coming back to London, allowing show-goers to appreciate its elegant lines, its spacious cabin and its cockpit that offers pilots unrivalled visibility in flight. The H160 interactive virtual reality experience, available on the Airbus Helicopters stand, will allow visitors to explore in detail the aircraft's different mission configurations, designed to create added value for customers in terms of performance, economic competitiveness, safety and comfort.



A further example of the AS350/H125 family is being presented by Swiss Rotor Solutions who are presenting an AS350 fitted with the Maximum Pilot View Kit installed. Swiss Rotor Solutions will be at Stand B90 and in the Static Display A4. Here is an opportunity to get into the pilot seat and have a look and feel of the Maximum Pilot View Kit in other than a mock-up.

Also, just along the hall in B80, you can look out for Airborne Technologies from Austria. They will be promoting the latest generation of their Airborne LINX Management System, showcased on a helicopter mock-up.



DART Aerospace can be found at Booth 100. They will be featuring products including landing gear and flotation systems to specialty equipment and tools & GSE!

The products will include the Airbus H145 Emergency Float System with Integrated Liferaft, the Leonardo AW109 Emergency Float System, the Robinson R66 basket, the Leonardo AW139 High Capacity Cargo Net, the Airbus AS350 Field Maintenance Kit and so much more!

The much more includes an opportunity to take a cocktail on the first day of the show (October 3rd) at its booth at 3:30pm. Dart promise that success stories will be told, good drinks will be served and a special announcement will be made! This will also be a great opportunity to network with colleagues and industry professionals. DART will be making announcements during the show.

Bucher Leichtbau will be unveiling its new HEMS kit installed in a full-sized H135 mock-up at the event.

COMING SOON

16-19 October 2017 Public Safety Drone Expo 2017, Doubletree Hotel, New Orleans LA www.alea.org

4 November 2017 American Heroes Air Show at Hansen Dam Sports Complex, Lakeview Terrace, Sylmar, California one day from 9am to 4pm. The venue is a Park featuring a playground, swimming facility & sports areas, plus a lake for fishing & boating. The event will provide the customary line-up of emergency services helicopters added to military machines. There are various promotional and recruiting sideshows designed to attract families. Entry is free. www.heroes-airshow.com

