

Police Aviation News

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Issue 267

July 2018

PC-24 in the ROUGH



KENYAN FLEET RESURGENCE

P68R IN n OUT

H145 FOR REGA

1st DA62 MPP



© Finningley Gallery

LAW ENFORCEMENT

AUSTRALIA

QUEENSLAND: A police officer, whose final selfless act after being shot was to save his partner's life, has had a police helicopter named in his honour. Senior Constable Brett Forte was killed by career criminal Rick Maddison during his duties with the Toowoomba Tactical Crime Squad in the Lockyer Valley on May 29, 2017.

Police Minister Mark Ryan and Commissioner Ian Stewart attended the naming ceremony of Polair 2 at Mary MacKillop Catholic College, Highfields in early June. The Minister and Commissioner joined the late Senior Constable Brett Forte's wife Susie Forte and Brett's children, parents and family for the naming ceremony. Last year the same helicopter provided aerial overview of the scene on the day of the shooting and on the following day enhancing the situational awareness of the consequent siege incident.



After many years of being served only by fixed wing assets used mainly for transportation Polair Queensland was established in August 2012 and in July 2014, a second helicopter was engaged to service the greater Brisbane area. This section provides support to areas covering south-east Queensland, which ranges from the border of New South Wales to the Moreton District encompassing Redcliffe and Caboolture. Polair also supports the Southern Region, including Ipswich and Toowoomba.

Ed: Expected soon are details of the future shape of the Victoria Police Air Wing. Currently they fly the (Airbus) Dauphin but with that now out of production there are numerous options on the table.

HONG KONG (CHINA)

GOVERNMENT FLYING SERVICES: Deliveries of the first three of seven Airbus Helicopters H175 commenced last month.

The 7.8tonne, PWC PT6-powered twins feature a dual hoist and electro-optical/infrared [EO/IR] cameras and are destined to replace the existing mixed fleet of EC155 and AS332 L2 helicopters. The operator will slowly introduce its new type to service later this year.

The initial deliveries on June 18 is of SAR configured craft but the \$165M fleet of seven will cover all roles with GFS. Although the H175 has been around in small numbers since 2014 this was the GFS acting as launch-customer for the type in public service.

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FRONT COVER: Last month the Pilatus PC-24 made its first landing on an unpaved runway. The location chosen was Woodbridge Airfield to the north east of London. From the outset, the PC-24 was designed for "off road" operations.

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The GFS aircraft have been in development for more than two years, having been ordered in September 2015. That relatively long gestation period, and the per-aircraft cost of around \$23 million, is mostly explained by their relative complexity.

With a mission set that includes SAR, law enforcement, observation, patient transport and aerial fire-fighting, the operator's specification requires a more complex layout than for pure SAR. Up to sixteen cabin arrangements are possible on the GFS airframes. They can carry up to eighteen people, feature dual Goodrich hoists, a FLIR Systems 350HD EO/IR camera and are fully NVG certified. Missions are coordinated via an Avalex-supplied rear console, which can display data from four different sources, including radar, EO/IR images and three airframe-mounted cameras.

The winch operator is also able to manoeuvre the helicopter in a hover thanks to a set of trim switches linked to the autopilot: these allow 20kt (37km/h) of lateral or rearwards movement, and 50kt forward, or 10kt in any direction via a joystick. It is not a new system, having been derived from similar functionality on

the H225, the latest version does however offers more precise features, such as tighter radius turns when flying in the automated SAR pattern.

GFS sell its expensive aircraft fleet to the public on the basis of an easily assimilated name – in the past it was the Puma and Dauphin. Unfortunately the manufacturer prefers only numbers for its modern fleet so GFS had to come up with its own.

Possibly the most striking feature on the new helicopters is the stylised representation of a Cheetah on the tail boom. GFS proposed that name but Airbus pointed out that it was a little too close to the Chetaks used by India. To avoid any confusion the French version of the Cheetah – Guépard – was the compromise.

[Airbus/Flight]

KENYA

INTERIOR MINISTRY: The activities of the Interior Ministry are under the spotlight for buying four police aircraft without the approval of Parliament.

The ex-Italian aircraft, which were already in the country but not due to be officially announced until Tuesday 26th cost about Sh4.8 billion (around £36M) so clearly a great deal of money.

MPs are said to have only learnt about the planes in mid-June when they made an impromptu visit to the Police Air Wing at Wilson Airport. It is said that the National Assembly Committee on Security chaired by Kiambaa MP Paul Koinange is unhappy for being kept in the dark about the aircraft deal. In the report from June 20 images of two Bell 206 and two larger airframes under transit sheets were illustrated.

Last month PAN repeated a Kenyan national newspaper report that Leonardo had given the Kenyans four old Bell helicopters previously used by the Italian police for free in an act of goodwill. Clearly the Kenyan MPs missed both stories! It appeared that the four airframes, two Agusta-Bell 206 and two AW139 were this free batch.

When finally unveiled the aircraft under the blue covers were anything but pre-owned give-aways. They were revealed to include two new AW139, including 5Y-PEU configured for transport, another fitted with a winch and nose mounted sensor [apparently 5Y-PIG] and an AW119. There was a former Italian police AB206 in the line-up but nothing that fitted the earlier story. The fleet now totals of eleven but other airframes were announced as coming soon.



In a further negative development the Kenya Civil Aviation Authority (KCAA) has threatened to withdraw the licence of all police aircraft due to lack of insurance cover. The police helicopters are repaired by Kenya Wildlife Service because they have not acquired the Approved Maintenance Organisation (AMO) status from KCAA for it to service them. [Nation/Star/Zipo]

NETHERLANDS

POLICE: After many months tucked away from sight in the engineering works of Babcock at Staverton Airport, Gloucestershire, on Monday 25 June the Dutch Police EC135 was out undertaking flight tests in the circuit at Staverton. The flights continued throughout the week.



This EC135P2, PH-PXD, arrived at Babcock’s just before Christmas last year and is believed to have been the first item in a fleet wide upgrade that should see each of the EC135s rotated through Staverton in due course. [MJ]



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The Airborne Technologies P68R test example OE-FAD on approach to Robin Hood Airport © Finningley Gallery

UNITED KINGDOM

NPAS: The first wholly unofficial report on the first known arrival of the future fixed wing NPAS aircraft at Doncaster dropped in my e-mail on the evening of June 20.

Local aviation photographers Finningley Gallery caught the P68 OE-FAD on approach to the airfield and shared some of the resultant images with NPAS and the media. [Correne Calow / Finningley Gallery]

Ed: Unfortunately, there the story ended and all too quickly, on the morning of the 25th the P68R returned to flight testing with ABT [see departure image on the front cover]. Although they had the aircraft in their care for a weekend NPAS did not make moves to promote the arrival or the departure. The aircraft being in Austrian marks underlines the apparent continuation of certification issues. Unofficially the next time we might see its like is late summer.

A year ago much was being made of the requirement for NPAS to pull out of Lippitts Hill by March 2018. Well here we are three months after that date and there are still no signs that work will soon begin on the new facility at North Weald. Indeed the muddy scars left by the trial bores to assess the suitability of the land have long since grown a new grass covering.

Much of the pressure to move out of Lippitts Hill receded with the ongoing stalemate on the new 4G based public services radio system – Emergency Services Network.



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The British police and the other emergency services use a system called Airwave. This uses a technology called Tetra (Terrestrial Trunked Radio) which is half way between a mobile phone system and a walkie talkie. It's now an ancient technology and very poor at handling mobile data, which is why there is the move to 4G. It has not been going well for a long time and despair prevails.

The use of the old digital Airwave system continues to be renewed into the new decade and shows no sign of resolution. The Airwave radio system aerials installed in Lippitts Hill and numerous old and sold police stations needs to be maintained until the new 4G system becomes active as everyone wrings their hands in the belief that it may never happen. Meanwhile the radio system operators are frustrated at the delays and are agitating to introduce a more modern 5G to the wider world.

NORFOLK: Across Britain drones continue to fill the gaps left by reduced NPAS capabilities and high costs.

Even as the police in Leicestershire were announcing that they too are investing in drone technology and were seeking CAA certification came a story of a life or death rescue of a missing man in Norfolk.

Mr Peter Pugh, a 75 years old senior citizen, writer and publisher was very lucky to survive overnight and for more than 20 hours, after being stuck in reed beds close to Brancaster beach in the county. The location hid Pugh from sight and sound on the ground.



Peter Pugh as originally seen from the Norfolk Police drone. © Norfolk Police

An initial ground search was called off at nightfall and resumed at daylight but it was many hours later that the police drone was employed in what was a very restricted area in daylight. Overall this appears to have been conducted as a drone assisted ground search by police and other emergency services.

There is little information on the involvement of other aerial search resources, NPAS, H M Coastguard or CAP even though the first of these with their hi-tech cameras and searchlights might have been useful overnight when the need for a search was first raised. A Coast Guard Sikorsky appears to have attended the scene late in the search. The CAP were, as usual, not contacted.

The search employed a significant ground search. © Norfolk Police



UNITED STATES

ALABAMA: An insight into how the other half operate air support appeared in the *Cullman Tribune* late last month. The small Cullman Police Dept. in northern Alabama looks after a population of under 14,000 and yet manages to operate two helicopters in support of its local people and adjoining counties of Marshall and Cherokee Counties.



The air operation has been active in a small way since the late 1990s when the US DoD started to give law enforcement access to 'free' helicopters and other equipment. The main base is at Folsom Field Airport, five miles N of Cullman, which is owned by the local legislature with another kept at the city water plant.

The first aircraft operated since 1997, is a Bell OH-58A N250CP a Vietnam era machine from a batch built in 1970.

The Tribune article rightly points out that the Cullman Police helicopters are a rare resource for such a small size town. The helicopter pilots and observers who fly the missions as needed are true multi-tasking individuals.

Lt. Danny Hite, who is preparing to retire, has served since the 1990s as pilot and head of the division, and Patrol Officer Matt Dean flies the department's second helicopter and is managing the division during Hite's departure. Lt. Gene Bates is currently going through the process of getting his commercial rotary wing license.

To illustrate the multi-tasking the newspaper pointed out that when not flying Dean drives the department's

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Harley-Davidson Electra Glide motorcycle, and one of the department's classic black and white Road King cars sits in the shop near the boat he drives as lake patrol officer at Lake Catoma and the Duck River Reservoir. Having four very different vehicles allocated to one officer is not unique but it underlines that it is the person that is the real cost in law enforcement.

Normally helicopters are expensive pieces of equipment, easily beyond the budget of a small city department like Cullman. The helicopters and their parts have all arrived through the federal government's 1033 program which allows the cost-free transfer of certain military resources to law enforcement and emergency responders.

The CPD currently operates two Vietnam era helicopters, the Bell and a Hughes OH-6A. Both see only limited use annually. Dean makes an average of two flights per week, with a total of nine flights in May. On average, CPD aviation answers 40 to 60 calls per year for assistance from outside agencies.

The OH-58A which is equipped with a FLIR cameras and a Nightsun searchlight and seats four - although the rear seats are not for regular use. The Bell helicopter is the heavier and best equipped of the two but both use the same engine.

The Hughes Cayuse/Loach is N278KC. It is operated as a pure visual platform with Dean as the prime pilot. It is a stripped-down hotrod: no back seats in that oh so small rear cargo compartment, no lights or imaging but Dean can call on night vision goggles when needed. [Tribune]

CALIFORNIA: A dozen years after a volunteer air support unit shut down after funding difficulties Governor Jerry Brown signed \$3M over to Stockton in the final state budget to get the city a new helicopter.



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Stockton has a reputation being a dangerous place to live. In 2012, the City of Stockton was reporting 1,417 violent crimes per 100,000 persons, well above the national average. Stockton has experienced a high rate of violent crime, reaching a record high of 71 homicides in 2012 before dropping to 32 for all of 2013. A gun battle which left a hostage dead in 2014 is seen as the critical factor in moves that have now led to the state funding.

With a 2017 population estimate of 320,554, Stockton is one of the largest cities without a police helicopter in the entire county. It is the county seat for San Joaquin in central California. Currently, they call the California Highway Patrol for help from Auburn or Fresno.



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AIR AMBULANCE

CANADA

ALBERTA: In Medicine Hat, Alberta, HALO Air Rescue showed off their "Brand New" twin engine helicopter at the Medicine Hat Regional Airport at the end of May. The aircraft is anything but new, it is a 1986 BK117A-4 C-GRLH, c/n 7101 but it represents a positive step change for the organisation.

They have been working for the past few years to get a larger helicopter in order to better serve the Palliser Health Region which covers 50,000 square kilometres.

HALO is the only dedicated medical rescue helicopter for southern Alberta and southwest Saskatchewan. It provides life-saving care to people who are in medical distress in remote areas currently using a Bell 206 LongRanger.

This new helicopter will place HALO as being able to offer similar capabilities to those of other Canadian air ambulance services like STARS.

Although it previously operated as an air ambulance with Dare Medflight in North Carolina, USA [as N401DC] the BK117 is currently being retrofitted with a modern version of the life-saving equipment it needs before it becomes fully operational. HALO plans to keep its older helicopter in service, increasing its capacity to provide emergency medical response. [ChatNews]

CALGARY: With the charity air ambulance air operations in the United Kingdom seemingly able to upgrade their aircraft and car fleets regularly it is easy to forget that similar charities in other countries are less well placed.

The Shock Trauma Air Rescue Service [STARS] air ambulance operation in Canada provides a nominally similar service but has a far smaller population from which to draw charitable giving. Many of the fleet of ruby red helicopters are certainly showing their age and STARS Air Ambulance is embarking on an ambitious fundraising campaign to upgrade the non-profit's life saving aircraft.

The current fleet includes a 34-years old BK117 that owes its origins more to MBB than to Airbus Helicopters. The fleet includes eight of these venerable workhorses. More recently they received three Agusta-Westland AW139.

An extensive review by STARS officials has determined that their future lies with the Airbus H145 helicopter, a technologically advanced aircraft with an updated version of the medical interior found in the agency's existing fleet. The price tag of each is about \$13M and they need five new helicopters to operate the three bases. The first pair, which will be based in Calgary, are expected to be delivered by March 2019 and a complete fleet renewal is planned by 2023. [Post]

IRELAND

CORK: Air Ambulance campaigners in the North West are closely monitoring progress in the South of the country, where the first community led service is about to start.

Irish Community Rapid Response [ICRR], a charity dedicated to pre-hospital care and led by CEO John Kearney, has signed a contract with UK-based Sloane Helicopters – the air ambulance service is expected to begin in August.

The ICRR service, will be based at Cork Airport, bringing a 10,000 square mile area within 20 minutes of critical care.

Ed: With Sloane losing the contract with The Air Ambulance Service/Children's Air Ambulance to SAS in Staverton [they are supplying the AW169] it would appear likely that ICRR will take up the AW109s they had. These older airframes will provide a more economic basis for a start-up operation.



Swiss Air-Rescue REGA have ordered a new fleet of H145 helicopters to replace an existing fleet of EC145s. By mid-2019. Airbus Helicopters has delivered the first two of a total of six H145 helicopters. The first of the new fleet is expected to be deployed at the Bern base in October. The EC145 have been in service for 15 years. [Airbus] ©Christopher Keller

UNITED KINGDOM

CHILDREN'S:

Children's Air Ambulance has become the first charity in the world to use spare processing power from PCs and laptops to help save the lives of babies and children.

The national emergency transfer helicopter charity is using ethical cryptocurrency company Cudo Donate's carbon-neutral software to raise funds by harnessing the unused power of computers. Supporters of Children's Air Ambulance volunteer their PCs and laptops by installing the Cudo Donate Program quickly and easily with the click of a mouse.

All these PCs and laptops then work together to solve complex mathematical problems online – a process called 'crypto mining' – to earn cryptocurrency rewards for the charity.

The software – which can be downloaded from the Children's Air Ambulance website [childrensairambulance.org.uk] – operates quietly in the background, coming to life when the computer is idle. Network speeds are not affected because the amount of data sent is very small. Cudo Donate is mindful of the effect that crypto mining could have on the environment so it invests in carbon credits to ensure that every penny is raised in a carbon-neutral way.



The amount of money raised for the charity depends on the power of each computer – anywhere from a few pounds a month to a few hundred. All the money quickly adds up as more people and companies install the software and support the cause.

For the next 12 months Cudo Donate has also pledged to give 10% of profits from its Icelandic crypto mining facilities to the first 50 charities that sign up for its software.

ESSEX & HERTS: Delegates travelled from across the UK to attend the annual Aeromedical Conference organised by Essex & Herts Air Ambulance (EHAAT) held in the Anglia Ruskin University (ARU) in Chelmsford, Essex.

The theme for the event, sponsored by Specialist Aviation Services, Leonardo Helicopters and Anglia Ruskin University was 'Paediatrics - Our Care, Their Future'. Speakers focussed on the causes, prevalence and changing face of paediatric cases and care in pre-hospital medicine to an audience of 350, including doctors and paramedics from air ambulances across the UK.

They were welcomed by Jane Gurney, CEO of EHAAT and Dr Susan Madden, Deputy Dean of the Faculty of Medical Science at ARU and Dr Ronan Fenton, Medical Director of EHAAT.

Among the speakers was Claire Smith, whose infant daughter Milli was airlifted to hospital by EHAAT in 2014. EHAAT's Critical Care Team quickly recognised that exceptionally low blood glucose levels had caused her to stop breathing.

The day included presentations from Paediatric Registrar Dr Hannah Pool, Consultant Trauma Resuscitation Anaesthetist Dr Richard Smith, Adam Carr of EHAAT, Air Ambulance Paramedic of the Year, Dr Nigel Hare of Devon Air Ambulance and Andrew Morris MBE a helicopter transfer practitioner on board the Wales Air Ambulance transfer aircraft. The audience also heard keynote addresses by Dr Allan Goldman from Great Ormond Street Hospital (GOSH) and Dr James Tooley of the Great Western Air Ambulance.



Right: Adam Carr (EHAAT) with Dr Hannah Pool

Essex & Herts Air Ambulance (EHAAT) has taken delivery of two new Rapid Response Vehicles (RRVs) to enable it to continue to extend its operational hours.



The EHAAT fleet at North Weald

The RRVs – specially adapted Volvo XC90s carrying state-of-the-art life-saving equipment – are operational after sunset until 9pm, and on Friday and Saturday evening from 6pm until 2am.

The vehicles were chosen after consultation with Volvo Special Vehicles. Components such as shock absorbers and brakes were upgraded to ensure they are fit for emergency service work and the interiors were laid out to ensure EHAAT’s Critical Care Teams can carry the equipment they need. Volvo dealer Marshall of Bishop’s Stortford are providing maintenance for the vehicles going forward.

The vehicles join EHAAT’s two Skoda Scouts, meaning it now has four RRVs which are can be used when it is not possible to send a helicopter. Two are based at the Charity’s airbase at Earls Colne and two at North Weald airfield.

Like the helicopters, the RRVs can delivery both a Pre-hospital Care Doctor and a Critical Care Paramedic quickly to the scene, as well as the same life-saving equipment.



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HELP CHARITY: This year marks 25 years since South Staffordshire Water, which supplies drinking water to households and businesses, first provided free office space, meeting rooms, IT support and equipment to the County Air Ambulance Trust (CAAT). This vital provision, has enabled the charity to focus on supporting air ambulances and funding the construction and upgrade of hospital helipads across the country through its HELP Appeal campaign.

With roof top helipads costing many millions of pounds and even simpler ground level helipads costing up to £500,000 this support has helped save the charity money which has been used to enable air ambulances with critically ill patients to land directly at hospitals.

One of the most recent hospitals to receive an upgraded helipad is that in Ipswich which primarily serves air ambulances in East Anglia and Essex & Herts. Ipswich has now opened a new helipad fully funded by HELP. The life-saving helipad allows medics to transfer critically-ill patients into Ipswich Hospital's emergency department (ED) quickly and smoothly and has already welcomed its first air ambulance. The £250,000 facility has been constructed next to the ED and opened June 11.



The new 24-hour facility will allow hospital and ambulance teams to quickly transfer critically ill patients into the hospital, or to other specialist centres. Previously, it took between 15 and 20 minutes to reach the ED from the hospital's old helipad, which was at the back of the field at Copleston High School.

Much further north the Queen Elizabeth University Hospital's helipad in Glasgow has been operating its HELP funded helipad for three years. The HELP Appeal contributed a total of £700,000 to help fund the helipad. It has seen 692 landings over the past three years, an average of 230 landings every year, mainly by the Scottish Air Ambulance and Coastguard services. The average number of landings every week has also risen from three to four in comparison to when the helipad was two years old. Between April 2017 and April 2018, 265 patients were flown to the hospital, the majority of whom were adults and required resuscitation, 39 were children flown to the hospital for a range of conditions. The rooftop helipad became operational in 2015 and enables patients across Scotland with critical illnesses or injuries to be flown directly to the hospital to receive immediate lifesaving treatment. [HELP/Peter Cooper/PAR]

N. IRELAND: The Helicopter Emergency Medical Service (HEMS) responded to 297 calls in less than a year, according to a new report. That equates to an average of one a day in the nine months from its July 2017 launch to March 2018. The report also showed 80.7% of incidents were reached within 20 minutes, and that the HEMS team was available for 97.2% of operational hours, significantly exceeding the UK best practice target of 91%.

The report, conducted by the Ambulance Service and Air Ambulance Northern Ireland (AANI), revealed positive progress in meeting its joint objective of delivering the crucial service in line with quality standards and targets. The air ambulance, which is on standby between 7am and 7pm on a daily basis, responds to severely ill or injured patients from its Lisburn base. It aims to reach any part of Northern Ireland in approximately 30 minutes. The AANI charity, which needs to raise £2 million annually to maintain the service, set an ambitious target of raising £1M in its first 22 months to match grant funding. It has already raised more than that target.

SCOTLAND: Business aviation services provider Gama Aviation confirmed it had secured an extension of its seven-year Scottish Ambulance Service contract, worth an estimated £50M at the end of May. The contract extension would commence in June 2020 for a further period of three years.

A promotional banner for the ROTORCRAFT ASIA 2019 event. The left side features a close-up, high-speed photograph of a rotorcraft's main rotor blades in motion, creating a blurred effect. The text 'BEST OF ROTORCRAFT IN ONE GREAT LIFT OFF' is prominently displayed in white and yellow. The right side features the ROTORCRAFT ASIA 2019 logo, which includes a stylized rotorcraft icon. Below the main text, the event dates '16-18 April 2019' and location 'Changi Exhibition Centre • Singapore' are listed, along with a 'LEARN MORE' button.



UNITED STATES

SOUTH DAKOTA: Metro Aviation recently completed a 2017 H145 for Avera Careflight in Sioux Falls, South Dakota. This is the second aircraft Metro has completed for them at its completion facility in Shreveport, Louisiana.

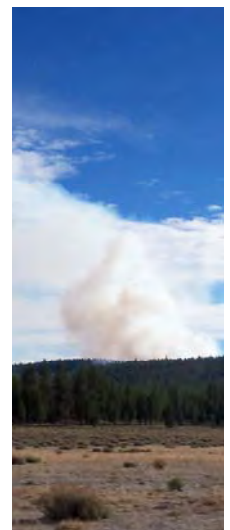
This is Avera's first H145 and first aircraft in their fleet to be equipped with Outerlink's IRIS system for satellite tracking, push-to-talk radio, flight data monitoring and voice and video recording. By the end of the year, Avera will have one more refurbishment completed by Metro to bring their Sioux Falls-based fleet to two EC145 C2s, one H145 and two Pilatus PC-12 fixed wing aircraft.

Avera Careflight provides transport in the areas surrounding their bases in Sioux Falls, Aberdeen and Pierre, S.D., as well as throughout the Upper Midwest.

WEST COAST: In California San Diego is paying seven helicopter rescue medics a total of \$442,000 because they didn't receive overtime pay despite regularly working 56-hour weeks.

Federal law requires overtime pay of one and a half times the regular wage for all hours worked over 40 in one workweek, but there is an exemption for government workers engaged in fire suppression. Helicopter rescue medics had long been covered under that exemption, but a federal appeals court ruling in 2014 ended that because the duties of helicopter medics don't include putting out fires.

City officials initially fought the lawsuits, contending the city was justified in requiring the helicopter medics to work the same 56-hour weeks as all firefighters and paramedics because they are all covered by the same deal. Attorneys for the city subsequently reached settlements with the helicopter medics. [Tribune]



INDUSTRY



DA-62 MPP OE-FFT in its factory and Austria. The airframe remains much as delivered but DEA has started to put its own stamp on it with the role fit and minor markings changes.

Diamond Aircraft Industries GmbH has delivered the first DA-62 MPP special mission aircraft. Launch customer for the latest MPP generation is DEA Specialised Airborne Operations based at Retford (Gamston) Airport, in Nottinghamshire UK.

Business Model

DEA was formerly Diamond Executive Aviation but its activities in recent years have been more focussed on undertaking surveillance so the letters no longer have the original meaning. DEA is a full service provider of bespoke airborne sensing solutions including ISR, Aerial Survey and Flight Calibration, Using modern, low carbon footprint aircraft worldwide.

Founded in 2006 by Peter Bondar and Chris Dawes, the company was granted its AOC in 2009 and operations started with one Diamond DA-42 aircraft. From 2009 onwards, more aircraft were acquired to fulfil contracts in Europe and Africa to service a growing customer base.

DEA attracted new investors in 2014. Peter Bondar retired and a new team was recruited and in addition to its work with its flight inspection customers, the company rapidly achieved increasing success in the ISR arena operating on the borders of the European Union. In 2017 the company formally changed its name to "DEA Aviation Limited". It retains its own AOC but it is no longer exclusively an operator of the Diamond brand.

One horse race

Back in the Autumn of 2011 PAN was at Retford looking at the DA-42 at a time when the company thought that UK police aviation would be offering an open competition for future fixed wing air support. As we now know, when NPAS went for a 'competition' it was actually a one horse race and no outsiders were welcome.

Since then DEA has grown a fleet of seven DA-42s that spend their lives undertaking the surveillance mission in many forms.

New bird

The Diamond DA62 MPP (Multi Purpose Platform) builds on the well proven and successful multi-mission turnkey DA42 MPP, offering increased performance, space and capability. Delivered as OE-FFT serial number 62.029 the DA-62 was re-registered G-WKTH on June 19.

DEA's new DA-62 MPP features two in-house designed components, the light weight maritime search radar NEPTUN and the commercial satellite communication system KOPERNIKUS, an electro-optical and infrared gyro stabilized gimbal camera, the MX15 from Wescam, and an airborne AIS receiver. The ergonomic operator station in the second row of the aircraft is equipped with two HD operator screens, a mission computer with onboard recording is mounted in the rear mission equipment compartment.

Dicky Patounas, Director Business Development at DEA: "DEA Aviation is very pleased and excited to add the DA-62 MPP to our expanding fleet of aircraft. Our growing Intelligence Surveillance and Reconnaissance (ISR) operations are delivering a first class service to UK Government and European Agencies on long and demanding missions, every day. We are happy that we are able to do this with our very close friends at Diamond Aircraft Industries."

Long legs

Equipped with twin turbocharged single lever FADEC controlled Austro Engine AE330 powerplants, the



fully composite DA-62 MPP burns globally available jet fuel and allows 10 hour non-stop missions with a total fuel consumption of only 7.4 US Gal/hr (28 lt/hr) at loiter speed. A specialised on top exhaust system that blends fresh air with engine exhaust and utilizes the cowling to provide shielding of exhaust noise, assures ultra low noise and IR signatures. The DA-62 MPP platform, with an MTOW of 5,071 lbs (2,300 kg), offers a full fuel payload of 1,000 lbs (455 kg) for flight crew and mission equipment.



The DEA DA-62 MPP will be on static display at Farnborough Airshow, 16 – 22 July 2018, at Diamond’s outdoor stand OE18.

Editors View

The DA-62 is a stretch of the familiar DA-42 twin but it is not a massive growth. In its passenger twin role the stretch provides an extra row of seats, but they are little more than children’s seats and much more useful as stowage space for gear of enhanced avionics.



It is in the ISR role that the enhancements are seen as more significant. The number of DA-42s employed in surveillance across the world speaks well for the type but it remains a very basic airframe in terms of cabin room and comfort and ultimately that limits operational flexibility for those wanting longer missions. Having two in the back of a DA-42 is very restricting and ultimately reduces fuel load.

The little extra room and more luxurious seating in the DA-62 provides the crew in the cabin a significant improvement in space for the pilots and systems operators whilst also pushing out range and loiter performance options significantly. The new aircraft can now be operated with a pilot and two systems operators and still carry full fuel enabling sorties to be stretched out beyond eight hours.

A stark contrast. The image on the left is of the new DEA DA-62 and that on the right is 2014 image of a role equipped DO Systems DA-42 at Farnborough. Rear leg room was very restricted and the operator was obliged to ‘kick through’ leg room into the empty co-pilots seat space.



One area where the cabin has not changed is headroom. It takes a person with very small stature to be able to wear a helmet in any part of the cabin, it is definitely a place for simple headsets. An additional drawback of the DA-42 is the near fighter cabin glazing. Great for see-and-avoid vision perhaps but potentially a comfort problem for the occupants faced with long exposure to sunlight. The DA-62 has significantly less glazing and that offers more comfort without in any way compromising safety. Providing enhanced shade for the rear seat surveillance monitors is an added feature.

An area where the Diamond twins lost out was seen as their suitability for airborne law enforcement. With the long entrenched expectation of police aircraft offering excellent direct vision with the 'Mark 1 Eyeball' the Austrian product falls at the first fence.

Even with the seat fully back and the crewman in best contortion mode [looking backward and downward] the rear seat vision is abysmal. Up front the pilot faces similar restrictions with the massive bulk of the Austro AE330 powerplants reducing the view to forward and downward. You might be able to overcome some of the vision issues with a swivelling seat but it is doubtful that it would be worth the expense. In short this a surveillance craft that relies fully on its belly mounted sensors for an outside view. Those with a military background see no problem with the layout, they are used to it. The concept has its supporters in police circles - as illustrated by such as the Pilatus PC-12 Spectre ramping up ALE sales – but these are surveillance tools that do not fit into the classic police air support role.



DA-42 rear observers seat view forward is very restricted. The newer model offers similar restrictions on direct vision. [2011 PAR image]

Heli-One, a provider of helicopter maintenance, repair, and overhaul (MRO) services, is offering their existing Super Puma and H225 Vertical Reference Door supplemental type certificate (STC) for the Airbus H215 variant. The door enhances both safety and capability for pilots handling sling loads, when visibility beneath and behind the aircraft is essential.

This simple and reliable vertical reference door provides a large protruding window to improve the pilot's vision, both downward and 180 degrees horizontally and vertically. The door consists of a steel peripheral frame that supports an acrylic "bubble" window. A horizontal member is attached to the lower part of the door to support an arm rest. Conveniently, the door is attached to the airframe with virtually the same hardware as the original crew door. This installation is available for the left and the right hand sides, or both.

Heli-One is based in Richmond, British Columbia, Canada, and has MRO operations in Richmond, Canada; Delta, Canada; Stavanger, Norway; and Rzeszow, Poland. Heli-One is a segment of CHC Helicopter, the operating company of CHC Group LLC.

New helicopter project in the pipeline?

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Dallas Avionics, Inc. is taking pre-orders on the soon-to-be-certified uAvionix skyBeacon. The skyBeacon is the first in the series of uAvionix's revolutionary ADS-B solutions for the certified aircraft market. The skyBeacon offers wing-tip mounted ADS-B OUT with WAAS GPS and LED position and anti-collision strobe lights that meets the requirements of the Federal Aviation Administration (FAA) ADS-B 2020 mandate when paired with an existing Mode C transponder.

The skyBeacon works with any existing mode C transponder. Installation time is expected to be less than 15 minutes instead of hours for competitive solutions, resulting in the lowest cost of ownership for a compliant, certified ADS-B out solution.

The skyBeacon has completed environmental testing and is currently undergoing performance testing and uAvionix expects that the TSO will be completed by the end of June.

Multiflight is a leading aircraft engineering, maintenance and design provider specialising in the support of turbine helicopters and piston and turbine fixed wing aircraft.

Multiflight has invested in its on ground facilities on the South Side of Leeds Bradford Airport, Yorkshire, in the North of England, to create a dedicated modern aircraft maintenance centre covering more than 40,900 square feet of hangar space.

Multiflight's one-stop facility is EASA and FAA Part 145 approved and also has EASA Part 21J Design Organisation Approval (EASA.21J.483). They are an Authorised Service Centre for Cessna, Beechcraft, Cirrus and Diamond; an official distributor for Safran and Honeywell Bendix/King Avionics, and we provide Part 145 cover for the Gulfstream G200 and the Challenger 300, 350 and 600 series.

Bell delivered the first three Bell 505 Jet Ranger X helicopters destined for the Chinese market during a ceremony held at Bell's facility in Mirabel, Canada. These are the first three aircraft of 110 ordered in 2017 by Reignwood International Investment Group Company Ltd, launch operator and exclusive authorized reseller in China for the 505. This first delivery follows the recent certification of the Bell 505 by the Civil Aviation Administration of China.

The Bell 505 Jet Ranger X is a five-seat, single-engine, turbine helicopter, the customer-driven design of the aircraft places safety, performance and affordability at the forefront. Bell 505 is the first helicopter in its class equipped with the Garmin G1000H Integrated Avionics Suite; it provides pilots critical flight information at a glance to maximize situational awareness. Pilot workload is further reduced by the Safran Helicopter Engines Arrius 2R with dual channel Full Authority Digital Engine Control (FADEC).

It is designed to meet a wide variety of missions with its flat floor, increased cabin volume and clam shell doors that will provide customers the configuration flexibility needed in today's market. The Bell 505 cargo hook has been approved by the FAA to carry up to 2,000 lbs., including water for firefighting operations. The first three Bell 505s in China will be used for air tourism, air medical and agriculture missions respectively.

RUAG Aviation continues to expand its engineering capabilities. Last month it announced that it has overhauled a Pratt & Whitney Canada PW206 engine. The maintenance of the engine that is used in the Airbus H135 and H135M helicopters was carried out in the engine maintenance shop in Stans. The fact that the PW206 engines can now be maintained in-house at RUAG Aviation will help to increase the availability of the Swiss Air Force's helicopter fleet. The Swiss Air Force has more than 20 of these helicopters, each having two PW206 and all are to be maintained by RUAG Aviation in Stans.

Also recently added to the types of aircraft maintained are a range of Russian registered airframes.

In Stans, RUAG Aviation has a modern engine maintenance shop that is organized according to lean manufacturing principles and that maintains the F-5 and F/A-18 jet engines, Safran's Makila engines of the Swiss Super Puma transport helicopters as well as the Honeywell TPE331 turboprop engines. The third engine type is used in various aircraft including the Dornier 228, which is built by RUAG. "By extending our range of services to cover other engine types, we strengthen the site's competitive position sustainably," explains Volker Wallrodt, Vice President Business Jets, Dornier 228 & Components.



The **Pilatus PC-24** made its first landing on an unpaved runway. The jet is currently undergoing a programme of post-certification tests with special emphasis on unpaved runway operations. Pilatus plans on obtaining "Rough Field" certification in the fourth quarter of 2018.

The flying was undertaken from Woodbridge Airfield, Suffolk in East Anglia. The site offers optimum test conditions and has been used for similar rough field testing of new aircraft in the past. Pilatus spent time there testing the PC-24's landing and take-off capabilities on the airfield's unpaved runway for the first time.

From the outset, the PC-24 was designed for “off road” operations. Its outstanding performance on short unpaved runways opens up an incredible degree of flexibility and new opportunities to access almost twice as many airports worldwide compared to other jets currently available on the market.

[Video: World premiere – PC-24 landing on an unmade runway](#)



Pilatus obtained basic certification for the PC-24 on 7 December 2017. Since that date, five aircraft have been delivered to customers in Europe and the USA. A total of 23 PC-24s are scheduled for delivery in 2018. The Royal Flying Doctor Service of Australia (RFDS) will use the PC-24 for medevac missions in Australia from 2019, which will obviously involve landing on and taking off from short unpaved runways. The PC-24 order book is closed for the time being. Pilatus plans to accept new orders in 2019.

StandardAero announced today the attainment of European Aviation Safety Agency (EASA) certification for their retrofitable crash-resistant fuel tank (CRFT) system for the Airbus Helicopters AS350 and EC130 family of light single helicopters. The newly approved CRFT was developed in partnership with Robertson Fuel Systems, the leader in the design and manufacture of fuel containment systems.

The world’s last flying ‘Bristol 171 Sycamore’ helicopter returned home to Weston-super-Mare when it flew to the **Helicopter Museum**; 60 years after it was built. The historic aircraft landed at the museum staying over until the Weston Air Show on 24 & 25 June.



The Bristol Sycamore saw widespread use in RAF SAR. Image Flying Bulls

Sycamores were the first British helicopters to receive a certificate of airworthiness and were produced by the Bristol Aeroplane Company from 1955-59 at its Oldmixon factory on the former Weston Airfield where the museum is now based. Until this week a Sycamore had not flown in the UK for over 46 years and a large crowd visited the museum to be part of the homecoming.

Bristol 171 Sycamore OE-XSY/XG545 is the only remaining airworthy example in the world and made its first flight from the historic Weston Airfield on the 3 February 1958, before being delivered to the West German Navy in VIP configuration and later transferring to the German Air Force. After retirement the aircraft,

now privately owned, was moved to Switzerland where it was repainted in RAF colours in 1988 and then eventually sold to the Flying Bulls display team based in Austria 18 years later.

The Helicopter Museum is home to the world’s largest collection of helicopters including two other Bristol 1717 Sycamores, the Queen’s Royal Flight and world’s fastest helicopter.

At the Gloucestershire Airport, Staverton, the bases of both Babcock and Specialist Aviation there have been numerous stirrings. At SAS the former police MD902 Explorer’s GMPX & SYPS have both been cancelled to Hungary. Another one, CMBS, is believed to have already been shipped out but is not yet reflected in the cancellations.

The former Humberside Police Explorer HPOL, not one owned by NPAS and involved in the contract with Hungary, is at Staverton being worked on by engineers. Its future fate remains unclear. Meanwhile across in the Babcock complex they were expecting the Garda EC135 256 to fly-in from Dublin for maintenance.

[MJ]

Towards the end of February, at the 2018 Heli-Expo show, DART launched its new firefighting bucket. The bucket, in its red, black and white colours, hung proudly at DART’s booth for everyone to get a first glimpse at DART’s entry into the firefighting market. To no one’s surprise, the unveiling of the bucket made a splash with the attendees of the show.

At that point in time, only a mock-up of the 320-gallon bucket had been built, but there were big plans for this new product!

At first, multiple prototypes were built and tested at DART's San Diego facility. San Diego is one of the company's strongest testing locations where DART holds the correct equipment for testing products such as the bucket. The team leveraged all of the facility's testing capabilities, which includes testing pools and fabric tooling which have been used for DART flotation systems.

Just over a month ago, the bucket was delivered to Guardian Helicopters for a second phase of testing – the real life testing. All in all, this testing phase exceeded expectations. DART's team of engineers put the bucket to the test in a variety of rugged flight conditions. Testing included functionality checks in damaged conditions, in-flight stability assessments, simulated bucket maneuvers and a large number of drops in forward flight and banked turns. As the bucket flew at speed, the accuracy of the drops was also assessed.

Today, production of this USA-built product has commenced in order to fulfil an already strong backlog.

To view the bucket in action: <https://youtu.be/pjEw41vME0Q>

Airbus H125 and H130 helicopter customers will get a boost in their opera-

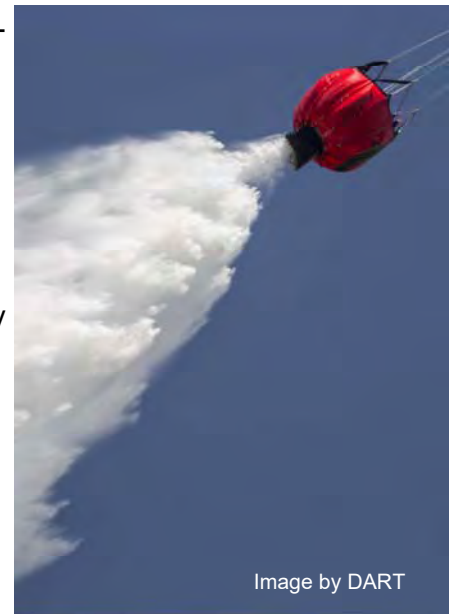


Image by DART



H125 and H130 are to receive an increase in TBO.
Image by Ned Dawson.

tions thanks to a significant reduction in direct maintenance costs for the Safran Arriel 2D engine, which equips both single engines. The two main improvements provided by Safran are the extension of 25 % of the time between overhaul (TBO) to 5,000 hours for new and in-service helicopters, and the new three year/2,000 hours warranty conditions – replacing the previous two year/1,000 hours warranty – for all H125 and H130 helicopters delivered in 2018.

H125 and H130 customers will also benefit from the removal of the calendar limitation, which un-

til now required an engine inspection at a repair centre every 15 years, regardless of the number of hours logged. The robustness of the Arriel 2D eliminates the need for a calendar limit on modules 1, 2, 4 and 5, while for module 3, the engine's condition can be restored during a periodic visit performed at a maintenance centre.

The Arriel 2D is also backed by a complete Safran service package, notably the Support By the Hour (SBH®) contract and the 5Star programme, fully adapted to customers operating fewer than five helicopters. [Airbus Helicopters/Safran]

ACCIDENTS & INCIDENTS

16 June 2018 Helicopter. A rescue helicopter crashed in Kunming, the capital of the southwestern Chinese province of Yunnan leaving all three crew members killed. The helicopter went missing at about 8:30 a.m. when it was on an emergency rescue mission to the People's Hospital of Anning City, according to officials with the No.1 People's Hospital of Kunming. The wreckage of the helicopter was found in a quarry in Xishan District at around 1:42 p.m. All those aboard, thought to be crew, were killed. [Sputnik/Xinhua/CCTV]

15 June 2018 Bell 429 G-WLTS. Air ambulance of Wiltshire Air Ambulance. Following an unexplained incident at the operations new Semington base the air ambulance was grounded for several days awaiting spare parts. During an engine ground run, part of the daily engine power assurance checks, the Bell is understood to have spun out of control before coming back to rest on its skids on the helipad with no damage or injury. One person was sitting in the helicopter at the time of the incident, with another close by the helicopter. The UK CAA and the AAIB were notified about the incident but no investigation is thought to be underway. Following the incident, air cover for the county has been provided by Great Western Air Ambulance and other local charities. Wiltshire Air Ambulance's doctors and critical care paramedics have been using their rapid response cars to support South Western Ambulance Service. [Swindon Advertiser]

19 June 2018 Bell OH-58A Kiowa N303HP. North Carolina Highway Patrol. Two people were injured when the 40-years old helicopter crashed shortly after take-off at the HP landing pad off Garner Road at E. Tryon Road in Raleigh. It is reported that the helicopter was about 6 feet (1.8 meters) in the air when the pilot lost control. The Kiowa fell on its left side to the ground, breaking the tail boom off. The pilot Trooper R. M. Collie with District 4 in Wake County was treated at the scene, the passenger Clint Stone, Assistant Federal Security Director with TSA/Federal Air Marshal Service was taken to a hospital. There was no fire but the extent of the airframe damage is unclear. [media/FAA]

29 June 2018 Sikorsky S-92. UK Coastguard. A section of the Beach Esplanade a road beside the golf course and the beach at Aberdeen, Scotland, had to be closed to allow the Coastguard helicopter to land in thick fog. The helicopter was undertaking an ambulance mission transporting a sick crewman from a boat but was unable to land at either Aberdeen International Airport or the Aberdeen Royal Infirmary due to visibility. [media]

UNMANNED

An agreement to revise the powers of the **European Aviation Safety Agency (EASA)** safety was approved by MEPs in Strasbourg today. For the first time in EU law the new rules introduce provisions on the civil use of drones and have been welcomed by ECR Group transport spokesman, Roberts Zile, as a sensible and pragmatic way forward in this rapidly emerging sector.

Given the dramatic increase in recent years of commercially available drones, the legislation has avoided taking a heavy-handed approach to the legislation by giving authorities in Member States the flexibility to adopt a risk-based approach to regulating the use of drones. By 'future proofing' the legislation, regulators will be better equipped to deal with the expected continued pace of change in the sector and adjust requirements where appropriate. Provisions controlling the unlawful use of drones in sensitive areas such as around airports and power installations have also been included, as well as airworthiness and privacy rules.

As part of the agreement, environmental standards for aircraft will continue to be set at the global level, via. the International Civil Aviation Organisation (ICAO), despite proposals for the Commission to set unilateral EU-only standards. The ECR Group also helped thwart additional calls for the EU's EASA to be given the power override Member States in terms of setting rules on certification, oversight and enforcement tasks.

CybAero, a Swedish UAV manufacturer has had to file for bankruptcy after their deal with China to sell 20 drones fell through. The deal was expected to bring in a large amount of money to help the struggling company but the Swedish government blocked the sale. [DW]

Steadicopter Ltd. - a leading provider of advanced Unmanned Robotics Helicopters unveiled the final configuration of its Black Eagle 50 Rotary Unmanned Aerial Vehicle (RUAV) system at EUROSATORY 2018.

The Black Eagle 50, a VTOL (Vertical Take-off and Landing) robotic observation system, is the smallest platform in its category, easy to maintain and operate, while preserving high performance, including extended air time and the ability to carry a variety of payloads for tactical maritime and land Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) missions.

The Israeli made system has a steady hovering endurance of up to 3 hours and flight endurance of up to 4 hours. At only 30kg, the Black Eagle 50 is extremely lightweight and compact, with a maximum take-off weight of 35Kg, and payload capacity of 3Kg. It has a communication range of up to 100km, depending on the client's requirements, and a service ceiling of up to 9,000ft. Its total length is just 2540mm, while its maximum air speed is 70knots (126Km/h) and cruising speed of 47 Knots (85 Km/h).

Currently the craft is in demo mode with a number of customers around the world ahead of expected orders. www.steadicopter.com

The numbers have dropped significantly but industry continues to bring forth new drones to challenge the mighty DJI. Even the 'worry' that all flight parameters may be being channelled back to China has not dented the might of DJI and its "90%" share of the market.

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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 Eurocopter 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.

One of the latest to appear, the Evolve Dynamics Sky Mantis, was displayed and flown at the recent security show in London [see below].

The main claim put forward by Evolve is that the 6.6kg Sky Mantis can fly for “1 hour true flight time” in normal conditions but I did notice that the demonstrator and sales personnel added “about” and “nearly” to their pitches so I assume that the claimed one hour is currently at best a difficult claim to match every time.

The craft is still in the prototype phase so I guess such untidy details may well recede into the background. The nose mounted sensors – daylight HD and FLIR being carried in one gimbal - may induce some CoG issues, the weight of the sensors in the nose are balancing against the rear mounted clip on batteries. Evolve Dynamics are based in Guildford, Surrey www.evolvedynamics.com

LETTER

A request from the Helicopter Museum

Hi,
We have just been donated a couple of Dauphin HEMS interiors by PDG ,one from the original G-HEMS .The kit includes seats, litters, equipment cabinet etc and I am now looking for some knowledgeable people to install it in our Dauphin as a project to show off a HEMS interior. Can you perhaps put the word about for us....ideal opportunity for 2/3 people to come camping by the seaside!

Regards

Elfan ap Rees



Ed: There was a quick answer from somewhere in the east from Jim Martin the former pilot who recalled the people directly involved in the fit. They are in Scotland rather than in the west of England. When G-HEMS returned from its second life in the Caribbean after being the London air ambulance it received a new role fit in the hangar at Inverness before being flown south for service in Carlisle in 2006.

The museum are hoping that there might be a couple of volunteers located near to Weston-s-Mare that might be able to lend a little time to their project.

MOVE ALONG THERE


It is the burning season in the Northern Hemisphere and even in England its headline news as perhaps the hottest year in a long time takes grip and nature bursts into smoke and flame.

The centre of attention on the nightly BBC news is the moors around Greater Manchester, reputedly the wettest are in Britain. Not this summer it isn't. Compared with the likes of the US West Coast at its hottest it is of course small beer but the incident – peat burning on Saddleworth Moor – was upgraded to water dropping with a couple of light helicopters with some probably slightly dusty Bambi buckets that will not have seen too much use in the past.

Meanwhile over in California the real game is winding up. Due to the Red Flag Warning in effect across much of northern California and the predicted increased fire weather, CAL FIRE has brought on additional aviation assets. The aircraft, which includes larger types such as the 747 and DC-10, have been strategically placed to bolster the department's response to new wildfires that will be springing up and devastating the landscape, housing and people long after Saddleworth Moor returns to its usual sodden mass of vegetation.

THE COMMERCIAL UAV SHOW

NEW APPLICATIONS & OPPORTUNITIES FOR UAVS



14 - 15 November
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Mind how you go.....

Currently many nations are taking part in the true 'World Series' in the form of the FIFA Soccer World Cup,

As this is Police Aviation News it is perhaps fortunate that there is a massive link between this event and criminality even without expecting the legions of ticket touts turning up. It is a real mix of criminality—FIFA and Russia [the venue] are just a start.

Nonetheless the authorities either thought it was April 1 or they are expecting big trouble according to this news cutting!

Great advert for the Be-200 but I hope they are not really serious!

LAST MONTH

**ExCeL London
IFSEC International; Firex International etc.**

I guess it's a show compendium of six allied events of little interest to police unless they are into crime prevention measures, but from time to time it brings forth a few surprises. That solid state SD Card recorder you use in your aircraft came from the security industry many years ago and wiped the then brand new wire recorder from the majority of police aircraft just at a time it was being lauded as the leading edge solution. Its more general use in cameras and other recording devices has now passed into legend.

So what did IFSEC, a gathering of hundreds of manufacturers and suppliers, bring us this year?

There were masses of locks, bars, barriers and CCTV cameras and a sparsely populated 'Drone Zone' that included a netted flying area. The main player and arguably the market leader was DJI promoted by Leeds based Coprz.



Two new items being offered are a new camera system and area defence system. Both have their areas of importance but both are firmly DJI centric – if DJI is not a product you would use unfortunately there is little reason to carry on reading.

The new camera, going by the catchy name of Zenmuse XT2, is the dual fixing of a daylight camera and the FSI FLIR camera together. The miniature equipment also of-

fers the ability to offer high tech capabilities. The camera cores might have come from industrial partners but DJI have tweaked the images to fuse/blend the two images together like high tech military sensors.

The detection and 'killing' of rogue drones re-supplying those in prison cells with drugs, cigarettes and phones and those seen as a terror threat to airports and government sites represent major areas of growth business but one facing massive costs. For those that feel challenged by the costs associated with bringing into service equipment for detecting and putting out of action rogue drones, DJI is offering great news. Rather than having a spend of over £100,000 for the leading brands the new Aeroscope from DJI is offering a similar service for just £8,000. Yes there is a significant restriction to this bargain, but it still represents a major step forward. The bargain equipment an aerial array and an operating module that offers a comprehensive drone detection platform that rapidly identifies UAV communications links, gathering information such as flight status, paths, and other information in real-time. With Aeroscope in place operators can detect the drone and its supporting equipment – the control unit – enabling police to identify and locate the operator. With the oft quoted ability of more expensive equipment to knock out flying drones being illegal in most countries the pinpointing of the operator allows the police to attend and arrest the person in-charge of the craft.

Options include a fixed unit that seeks to protect a site and can offer a 50km range of protection and a portable unit with a more modest 5km protective range.

The significant restriction in this equipment is that it only works in conjunction with DJI products. As 90% of the market sits with DJI it is though a significant development and has already attracted the attention and custom of the Home Office, the Ministry of Justice and police forces.



Image PAR



Image PAR



Image PAR



FUTURE EVENT

Need to get out of the police but want to make the best of your security experience? It may be time to try out a specialist recruitment event run by PR the Police recruitment Expo.

23 October 2018 Security Cleared Expo – the world’s largest recruitment Expo for Security Cleared Candidates and those interested in the Cyber Security industry. QEII Centre, Westminster, London 1000-1600hrs. Register at www.securityclearedexpo.com or www.cybersecurityexpo.co.uk or call 020 8166 0616 expo@securityclearedjobs.com

Watch our Security Cleared Recruitment Expo video <https://www.youtube.com/watch?v=hrOORfmLpN8>



THIS MONTH

July 13-15 Royal International Air Tattoo [RIAT RAF Fairford, Gloucestershire. One of the world’s largest military airshows will be staging a special international celebration of the Royal Air Force’s centenary with a range of exciting flypasts and aerial formations featuring current and historic RAF aircraft. More than 30 air arms from around the globe will be taking part from as far afield as Canada, Australia, Oman, Pakistan and Ukraine. Highlights include displays by the MiG-21, F-35A, Typhoon, CV-22B Osprey, AMD Mirage 2000D, Rafale and Chinook and, of course, the Red Arrows. Plenty of family entertainment on the ground too including the critically-acclaimed Techno Zone and Vintage Village.



ADVANCING PUBLIC SAFETY AVIATION

In 2017, 160,000 people visited the sold out event but this year the capacity on the Friday has been increased to meet demand as the nation gears up to celebrate the RAF’s centenary at a series of high-profile official national events taking place next month. Among the highlights will be a massed RAF100 flypast, Royal Review and Parade by the Queen’s Colour Squadron on the Friday plus a series of unique aerial set pieces over the weekend. Adding an ‘international’ flavour to the RAF’s centenary celebrations will be more than 25 nations, including Ukraine, Canada, Australia, Romania, Greece, Oman and the US who are all sending military aircraft to take part. For details, visit www.airtattoo.com

16-22 July 2018. Farnborough International Airshow [FIA]. Farnborough, Hampshire UK.

In two weeks’ time the 2018 Farnborough International Airshow opens to the world’s aerospace fraternity. Build up is well advanced and Aviator hotel, which marks its 10th anniversary at the end of July, is gearing up to welcome its resident and corporate hospitality guests.

Some 5,300 slices of lemon will be cut for drinks’ garnish; 1,350 glasses of champagne consumed; over 3,000 napkins will be folded and an average 600,000 steps will be walked by the front of house food and beverage team during Airshow week. The word ‘Airshow’ will be repeated eight times a day by each of the 250 permanent and freelance employees by the front of house food and beverage team.



Bookings for Aviator’s Brasserie tables started six months ago from companies in sectors including aircraft finance and leasing; law and a healthy cluster of business aviation companies. Many are repeat customers who have found the convenience of being a five-minute walk away from the rear enclosure of the hotel



to the Show's Gate A entrance, a highly convenient and relaxed experience. They can come and go as they please, if they have air show visitor tickets (not included in Aviator's hospitality packages). Guests also enjoy privileged use of Aviator's private car park.

For companies who haven't booked an exhibition stand or chalet but do want to meet with clients in a more discreet and relaxed setting, Aviator offers the ultimate Airshow corporate hospitality package from just £75 per person, including wine.

On its three-course lunch menu this year head chef Matt Mitka and his team are offering a variety of dishes, including Tequila cured mackerel with pickled vegetables, fennel purée and tempura oysters and Pan fried and confit leg of guinea fowl with sweetcorn purée, gooseberries and pressing of purple potato.

But perhaps you really want to go there for the aircraft rather than the fine dining?

Check out the website for the details www.farnborough.com

Piaggio Aerospace say they will participate in the 2018 edition of Farnborough International Airshow, FI-A2018 and will be present at the indoor display (HALL 1 1190) and will exhibit a full-scale mock-up of the P.1HH HammerHead and a P.180 Avanti EVO.

With the NPAS P68R programme pretty moribund I was hoping that the big show would be an opportunity to view the alternatives at the same venue and decide upon whether they might offer an alternative option if all else fails. Sadly, in recent days PAN has learned that Britten-Norman are not attending Farnborough. We still do not have the performance numbers on the P68R in flight into known icing, it may have been certified but the continued flight testing in Austrian markings rather than UK CAA speaks a great deal about how the certification authorities view progress.

Which leaves us with the DA62 MPP which we know is at the show. Last time, two years ago, just the basic DA62 airframe was on display at the Diamond/DO Systems stand area on the flightline.

This year Diamond is no longer Austrian owned and DO Systems have gone out of business. A whole new scenario prevails.

Finding another alternative in about the same weight class may well be impossible.



Farnborough Image PAR



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PUBLIC SAFETY DRONE EXPO 2018
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Public Safety Drone Expo 2018 will offer a combination of interactive public safety specific UAS courses, classes and general sessions focusing on law enforcement, fire and SAR applications. Attendees will learn from top experts and public safety operators offering their insights into best practices, fundamentals and integration. The Expo Hall will be teaming with industry service providers, manufacturers, advocates and thought leaders who bring together cutting-edge technology and applications.

RENO, NV
October 1-4, 2018

Public Safety Drone Expo is produced by the Airborne Public Safety Association, Inc. For more information or to register today, visit www.publicsafetyavation.org.



This year the Government Flying Services in Hong Kong start taking delivery of their new Airbus H175 helicopters.

Sixty years ago they were taking delivery of new Westland Widgeon development of the Sikorsky S-51.

1958

SIXTY YEARS AGO



DIARY

9-14 July 2018 APSCON the 48th ALEA Annual Conference & Exposition. Louisville, Kentucky
www.alea.org

July 13-15 Royal International Air Tattoo [RIAT RAF Fairford, Gloucester. For details, visit
www.airtattoo.com

16-22 July 2018. Farnborough International Airshow [FIA]. Farnborough, Hampshire UK.
www.farnborough.com

