

# Police Aviation News

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Issue 268

August 2018

**Bell 429 repeat orders**

**More bottle than most**

**Big fire small fire**

**Kopter's SH09**  
*multi-mission contender*  
**for US market?**

## EDITORIAL

I think we are all aware that politicians are a group of people that are thrust, by reason of political expediency, into roles for which they are unprepared. It is not a British thing, just about every nation suffers from it. Rarely is a former doctor placed into the role of Minister of Health or a soldier given the role of Minister of Defence. It is a fact of life and we know that for a few months at least the said minister will be pretty much led by civil servants and reading from a barely understood prepared script.

But why do we have to suffer the same abuse in the field of police aviation?

Why do we continue to get the worst of all worlds when the police chiefs set out the "NPCC Lead" on any given subject?

At this point in evolution there is a massive need for leadership in police aviation matters but it simply is not there. Many observers of the current situation relating to UK police air support say that the national set up cries out for leadership but the turnover in the post of NPCC Aviation Lead has been horrendous. Even Drones are looked after by a different person.

I have met a few incumbents over the years and they have proved a mixed bunch. Nice chaps but not necessarily even aware of the subject they were nominally an expert on. They read from prepared scripts but could not engage on the subject. Unfortunately, one script reader went on to 'invent' NPAS.

The last attempt to update myself left me in Chester last August on the eve of Chief Constable Simon Byrne being suspended from duty for a range of complaints not related to aviation. I never did meet him. He was the Aviation Lead of the time and clearly it was a while before a new person was assigned that role. It then took time to take over and understand the role, lots of scripts to read. It takes time to get a grip on any subject.

The replacement Aviation Lead was Alec Wood Chief Constable of Cambridgeshire Constabulary. He retires next month and I really do not see any point of engaging with his 6 months of experience. He appears to be of the same mind as he has long since passed the active part of his role downward to an assistant.

Although the HMI writing has been on the wall for a long time there is precious little evidence that the NPCC has written a script let alone taken any action.

*Bryn Elliott*

## LAW ENFORCEMENT

### AUSTRIA

BMI: Last month a new Airbus H125 c/n 8566 for eventual delivery to the police in Austria was delivered to Airbus Helicopters at Kidlington, Oxford, UK. The helicopter, already painted in the standard Bundes Ministry of the Interior scheme will be OE-DXN but currently it is marked G-CKXW and registered to Airbus. PAN believes that the H125 is destined to be a trainer. [JP]

### CAYMAN ISLANDS

POLICE: It is no secret that the Royal Cayman Islands Police (RCIPS) Eurocopter EC135T1, VP-CPS/c/n 0107 which won international accolades for its search-and-rescue efforts during 2017's hurricane season, is getting old. Despite its good performance in the Turks and Caicos Islands after Hurricane Irma, the current helicopter always had a limited search and rescue capacity [it has high skids and cannot be fitted with a flotation system].



The 1999 model helicopter had a projected useful life of about five years when it arrived in Cayman in early 2010 and by now has gone well beyond that date. It had already served its time from being the police air support helicopter of the UK East Midlands Air Support Unit when it was selected to be at the core of the

**FRONT COVER:** It may be a forlorn hope but the recent teaming of Swiss manufacturer Kopter and Metro Aviation in the USA is designed to enhance the chances of the SH-09 helicopter in the US emergency services market. The single engine category places it pretty much head-to-head with Bell and Airbus so it will be a famous victory if it comes to pass.

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Caribbean country's newly created unit. The islands are 270 miles south of Cuba. In 2007, when the EC135 model was purchased from a police aviation consortium [it had been G-EMAS] the cost was CI\$1.8 million.

The expected life of the EC135 was just 5 years but it has now been in service for eight and there is an expectation that a replacement will not arrive for five more years.

The survival in good health of the helicopter is put down to a thorough – and expensive – maintenance regime that sees it being serviced out of the island in the USA.

Between 2013 and 2017, the Cayman Islands government spent a total of \$2.1M on maintenance for the aircraft – averaging just more than \$425,000 per year. The annual operating bill of around \$1.6M overall includes everything including staffing, fuel, maintenance, insurance, hangar fees and other related items.



Throughout the period the air unit supervisor has been Steve Fitzgerald, he took on the post from being the Unit Executive Officer of the late Lancashire Air Operations unit and in being the lead on setting up the air component of the Airwave police communications system a decade ago.

For the future it is said that the RCIPS is looking at acquiring a Airbus H145 variant. There is no mention of whether it might be new or pre-owned, but the cost will be considerable and we might assume that the Cayman government might be looking for some aid from Britain to meet the estimated cost of a new 145 model (US\$8-10M).

If successfully financed and selected the H145 will enable a significant extension of the services offered to include air ambulance and transportation of up to eight people. It also has the option of a rescue winch that can be used to lift people out of an area during emergency situations. Although VP-CPS has seen use in the medical and rescue roles it is poorly equipped.

*Ed: What the old helicopter has proven is its worth. Notwithstanding downtime, within the small community it has been able to regularly demonstrate its worth to a community that will surely think twice about not replacing it when the time comes.*

*As the local Police Commissioner Derek Byrne has said "It has ... proven its necessity to the execution of RCIPS core policing functions, including traffic management, police pursuits and crime operations. The modernization and strengthening of policing on the Cayman Islands, as well as our border security going forward, will clearly mean continued expansion in air operations."*

*It may be worthwhile noting that the two prime movers in RCIPS Air Support are an ex-UK policemen of the old school and a former Irish Garda chief.*

## FRANCE

**PRISON BREAK:** Every once in a while a prison break is made using a helicopter. Mostly they seem to be hijacked helicopters and often the prisoner involved has used the method before. It should come as no surprise to the French authorities that Redoine Faïd [right] is on the run yet again.

On July 1 the notorious gangster escaped by helicopter from a prison in the Paris region helped by three heavily armed and violent men who created a diversion at the prison entrance while the Sud Alouette II helicopter [F-AZYQ] landed in the courtyard. Armed men took the prisoner from the visitors' room, where he was talking to his brother Brahim, before fleeing by air. They had earlier taken a helicopter instructor hostage from a small flying club in Fontenay-Trésigny, where he was waiting for a student, and ordered him under threat to go to the prison.



The helicopter collected the escapee and flew to the nearby Gonesse area, where it was found, damaged by fire, by local police. It is reported that Faïd got into a black Renault Megane which was seen heading for the A1 motorway. That car was later found burnt out at a shopping centre car park in Aulnay-sous-Bois, a suburb of Paris. Faïd was seen to have switched to a white van and moved on. The search continued across the whole of Paris and he had not been traced by the end of July.

Faïd, 46, was serving a 25-year sentence for a failed robbery during which a police officer was killed. This is his second prison break: in 2013, he escaped after seizing four guards as human shields and blowing several doors off with dynamite. He staged that escape less than half an hour after arriving at a prison in northern France, and spent six weeks on the run.

In 2009 Faïd wrote a book about his experiences of growing up in Paris's crime-ridden suburbs and graduating into a life of law-breaking. He claimed to have turned his back on criminality, but a year later was involved in the failed robbery for which he was serving a sentence at the prison in Réau in the Seine-et-Marne region.

## INDONESIA

**POLISI:** The Indonesian Police has chosen to add an additional Bell 429 to their fleet, increasing their operation to include three Bell 429s. In February 2016 Bell sold the first two 429 helicopters to the Indone-

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sian Police. Prior to that purchase the government agency last ordered helicopters directly from the manufacturer 40 years ago.

The Indonesian Police currently operates 18 Enstrom 480s, three Airbus AS365N3 Dauphins, three JetRangers and one Bell 412. The fleet also includes 21 Bolkow Bo105s built under licence by Nurtanio and around ten Mil Mi-2s.

## SWEDEN

POLIS: The Police Authority has purchased two additional Bell 429 helicopters, growing their fleet to nine Bell 429s used for law enforcement across the country. Their first batch was delivered in 2015



## UNITED ARAB EMIRATES

ABU DHABI: The Police Air Wing carried out a total of 589 flights in the first half of this year. The missions included 243 dedicated police tasks, 242 for training, 35 acting as an air ambulance, 86 unspecified and one SAR mission. The team participated in several activities and events this year, and implemented several initiatives, which focused on public services.

Despite the low percentage of air ambulance operations undertaken there was a heavy emphasis on HEMS training and promotion. A total of fifteen courses was focussed on the air-medical sphere of operations. These benefited 409 doctors and nurses, as well as 30 pilots. Nine courses were organised on how to deal with aircraft air ambulance and safety procedures in hospitals, and three courses in the overall aviation system management, as well as two courses on air medical evacuation and one course in cardiopulmonary resuscitation. [Khaleej Times/PAR]

Later this year the bi-annual Dubai HeliShow 2018 is set to host two exclusive conferences 'Helicopter Technology and Operations Conference' and 'Military and Homeland Security Conference'-- during its seventh edition, which will run from November 6 to 8 at the Royal Pavillion, Al Maktoum International Airport, Dubai South.

The 'Military and Homeland Security Conference' will be hoping to attract attendees from a range of sectors including customs, armed forces, border guards, police, homeland security, airports and ports, industrial security from the Middle East and beyond.

Keynote sessions by distinguished speakers will cover a range of topics including women in policing; smart policing; interoperability in defence and policing missions. The operators of the event are Orient Planet PR & Marketing Communications, Dubai, UAE [www.orientplanet.com](http://www.orientplanet.com)

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## UNITED KINGDOM

NPAS: Last month new tougher sentences for interfering with aircraft using a laser came into force.

Ollie Dismore, Director of Operations for the National Police Air Service said: "NPAS welcomes this change in legislation which will provide absolute clarity on the danger these devices present and how seriously attacks will be taken."

While NPAS is often in the firing line, as an easy target in the night sky, I just ask people to think before shining their laser anywhere inappropriate. In the case of our aircraft we have to break off from the task we are on, in order to safeguard the crew, with obvious impact on the search or other task we are engaged in at the time. In the case of an airliner the consequences could be far more serious – it really is not worth the risk."

*Ed: Regardless of the sentence the trick is to catch the perpetrators. Courts rarely go for a maximum sentence just because it is available.*

*Seemingly lots of background news in the NPAS arena but we see little of it. The Twitter feed regularly pushes out material from the organisation but none of it seems to be good enough for the PR department to circulate wider. Meanwhile the units are announcing on Twitter that they are now taking delivery of the new Ford Ranger support vehicles announced in the last annual report. The laser press release on July 12 appeared a full four months after the previous press release.*



At which point I suppose I might as well report on the progress of the new Bristol base being built to replace the one at Filton Airport. The basic structure is now erected and awaiting fitting out. Clearly standing very close to the M5 Motorway just south of its junction with the M4 it will be interesting to see whether earlier negative comments by some that the police and HEMS helicopters operating from there will pose a distraction to passing drivers. The image above was taken from the M5 northbound carriageway and shows the proximity of the road and the building. The pad is the other side of the building.

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## UNITED STATES

**FLORIDA:** At this years APSCON event in Louisville Kentucky the Texas-based helicopter and airplane MRO provider, AeroBrigham were showing the recently completed Marion County Sheriff's Bell 407.

Recently nicknamed "Swamp Fox" the new Bell 407 replaces a Bell 206 N911GE that crashed while assisting the Florida Forest Service and Marion County Fire Rescue with active brush fires in May 2017. The pilot of the helicopter, Sgt. John Rawls, was retrieving a load of water when the aircraft malfunctioned and went down into a lake.

The comprehensively equipment in the new helicopter includes an extensive avionics integration as well as paint and interior refurbishment. The Bell 407 includes an extended carbon fibre instrument panel incorporating 12 and 15-inch monitors, a G500 EFIS system as well as a tactical flight officer suite in the rear cabin with a 15-inch monitor utilizing the Churchill Mapping Augmented Reality Mapping System (ARS). A FLIR Star Safire 380 HD system with a thermal imager and high definition colour camera rounds out the law enforcement equipment installed.

Located at the Decatur Municipal Airport (KLUD) in Decatur, Texas, north of the Dallas/Ft. Worth area, AeroBrigham is a FAR Part 145 repair station that offers complete maintenance, repair and overhaul services as well as inclusive helicopter and airplane completion services including aircraft interiors, avionics installation and modification, paint, heavy maintenance and overhaul capability. [www.aerobrigham.com](http://www.aerobrigham.com)

**MICHIGAN:** Macomb County Sheriff's Office, a 600 employee operation located in Mount. Clemens, has operated a volunteer reserve aviation section out of Romeo Airport in Ray township since 2004. All members of the unit donate their time and the use of their personal planes or helicopters, called out for emergencies, such as search and rescue operations. Many of those involved are private pilots with less than 500 hours time in type, and no prior police patrol experience.

Current aircraft include a 2009 R44 Raven II N4214M owned and flown by local businessman, Dave Lawler, owner of Tank Truck Service & Sales Inc. in Warren and a Cessna single N738PX.

Last month the Macomb County sheriff's office launched a new \$26,000 unmanned aerial vehicle unit consisting of four drones. Officials say the drones can search for missing persons and be used in rescues, barricaded gunmen and hostage situations, and in traffic crash and crime scene.



©Macomb CSO Facebook

The Sheriff's Office currently owns four DJI UAVs which are equipped with high-resolution cameras that can capture both aerial photos and video. One of the UAVs has a FLIR thermal imaging camera. The cost for these four was paid for using forfeiture funds.

Operating in compliance with Part 107, all UAV pilots must receive training and pass the Federal Aviation Administration's (FAA) exam to receive a remote pilot certificate. Currently, two deputies possess a FAA remote pilot certificate, however, fourteen more deputies are scheduled to be trained. Deputies trained to pilot the Unmanned Aerial Vehicle must keep it within visual line-of-sight, fly at or below 400 feet, fly during daylight or civil twilight.



©Bell

**NEW YORK:** Bell displayed a Model 429 of the Nassau County Police Department at last months Airborne Public Safety Association annual convention (APSCON) at the Kentucky Exposition Center in Louisville, Kentucky USA.

Nassau County's Aviation Unit, based in Long Island, New York, has used Bell helicopters of various types since the 1970s.



©Mark Colborn DPD

NEW YORK: Leonardo handed over N119NY, the AW119Kx ordered last summer by the New York City Department of Environmental Protection Police in Louisville.

As the largest single source water supply in the United States, the New York City water supply system is protected by ground and air to prevent terrorism, pollution and crime. The AW119Kx selected by the Department of Environmental Protection is fully customized and features searchlight, FLIR, external loudspeakers, rappelling and cargo hooks, expanded fuel system, a foldable stretcher, and high visibility crew doors on both sides of the aircraft. The aircraft also includes provisions for a Bambi Bucket to be used for firefighting operations.

TENNESSEE: The history books tell us that New York was the first long term operator of helicopters in the late 1940s. Some may therefore dispute the recent claim that in 1957, the Tennessee Highway Patrol became the first police agency in the United States to utilise helicopters in patrol work. The unit has four pilots and two mechanics. It utilises four Bell 206B Jet Ranger helicopters, one Bell OH-58 Kiowa and one Bell UH-1H Huey for searches for both criminal and non-criminal searches, hoist rescue and tactical operations, stolen vehicle location, marijuana eradication and various other tasks. Helicopters are equipped with various types of equipment, including FLIR cameras, search lights and LoJack receivers. Helicopters and pilots are stationed in the THP Fall Branch, Nashville and Jackson districts. Aviation Section pilots are recruited from within the ranks of the Tennessee Highway Patrol.



©THP

On June 20 the unit took steps towards modernisation with the delivery from the factory of a brand new Bell 429 rescue helicopter. The 429 still requires a role fit so it will be a little while before it enters service. [THP]



# AIR AMBULANCE

## CHINA

Lease Corporation International (LCI), the aviation division of the Libra Group, has announced its first helicopter lease in China with the placement of three new Leonardo AW139 aircraft with Shanghai Kingwing Aviation Co. (Kingwing), each configured for Emergency Medical Services (EMS) operations.

The three new AW139 aircraft will be delivered to Kingwing throughout the second half of 2018 and will be deployed on Kingwing's rapidly expanding EMS network throughout China. Air operations in China are experiencing growth following easing of airspace restrictions.

## ITALY

Lease Corporation International delivered a third new Leonardo AW169 helicopter to Elitaliana S.r.l. in Italy, equipped for EMS operations.

The helicopter enters service with Elitaliana on a long term operating lease from LCI, and joins two other AW169s delivered by LCI in 2016 and 2017, operating from Elitaliana's EMS bases in Rome and the Lazio region.

Elitaliana is Italy's oldest helicopter company, having been founded in 1964, and has developed extensive operational experience in a wide range of areas including EMS, offshore helicopter transport, environmental monitoring, forest fire fighting, and search and rescue.

## UNITED KINGDOM

**AIR AMBULANCE SERVICE:** The first Leonardo AW169 for the Children's Air Ambulance element of TAAS was on display at the recent Farnborough Air Show in Hampshire. The airframe was delivered from the completion centre at Specialist Air Service at Staverton to Farnborough the week before the event and was on show in the Leonardo static display compound. This will be the first of two AW169s dedicated to the Children's Air Ambulance role.



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WILTSHIRE: It has been a testing time for the charity air ambulance. The charity's helicopter, usually available 19 hours a day, 365 days a year, was grounded through a technical issue, believed to be in its tail rotor, June 15. Bell issued an emergency AD on a tail rotor problem which has affected two airframes so far in July.

It was not until July 20 that the charity was able to confirm that its helicopter was able to resume flying operations.

The helicopter was on the charity's helipad at its new airbase at Semington, near Melksham. The pilot was carrying out the prescribed daily engines' power assurance checks when the helicopter suffered an uncommanded tail rotor input., performed two and a half, counter clockwise, uncommanded spins and came to its final stop following the prompt and appropriate actions of the pilot. No damage occurred to the aircraft, ground equipment or airbase.



The Technical Crew Member (a Paramedic) in attendance was always at or beyond the prescribed safety distance from the helicopter, following the relevant operating and safety procedures. At no point was the Technical Crew Member at risk of being hit by the tail rotor. CCTV recordings provide factual evidence of the dynamics of the event.

From 16 June, the helicopter remained available for investigation whilst the charity's management were engaging with the helicopter manufacturer and the relevant aviation authorities. Following in-depth testing of the helicopter as part of the investigation, the manufacturer recommended the precautionary replacement of two components that had to be sourced from North America. Two sets of flight data were downloaded from the helicopter to guide the required investigation of the event.

On July 6 Bell Helicopter Textron Canada Limited (BHTCL) issued a service alert which was followed by a July 11 Transport Canada Emergency Airworthiness Directive for the Model 429 tail rotor drive. Both documents highlighted a Loose Tail Rotor Gearbox.

After further testing (on the ground and in flight) carried out in conjunction with qualified representatives of the manufacturer, a detailed, yet preliminary report was issued by the aircraft manufacturer on 19 July providing all the information that had been requested by the charity and the aircraft operator to release the helicopter to service and resume operations.

During the downtime the charity's Paramedics and Doctors had been operational using Rapid Response Cars, including one loaned to them from the charity West Berkshire Rapid Response Cars. The cars have the same specialist medical equipment – funded by donations - that is onboard the helicopter. They responded to 95 incidents in the cars – an average of nearly three incidents a day.

The service suffered another blow on July 13 when one car was taken off the road by army Novichok experts. A few days earlier in Stratton the car was used by a Wiltshire Air Ambulance paramedic called to help couple Dawn Sturgess and Charlie Rowley after they fell ill with Novichok poisoning.

*The storyline has its roots back in March when two Russians were poisoned with a military grade chemical weapon. The original victims both survived but the latest incidents resulted in a woman dying and a man left seriously ill in hospital in Wiltshire after being exposed to the nerve agent. When they fell ill at a house in Amesbury on 30 June the response car was at the scene. Army specialists turned up at the Semington base and collected the car.*

## UNITED STATES

**TENNESSEE:** Hospital Wing, a Memphis-based air ambulance company, has become the first HEMS operator in the US to take its operation fully paperless utilising the Flightdocs HMX platform. The move has enabled the elimination of all paper-based forms and reports, increasing efficiency across maintenance and operational processes.

Operating five H125 and two H130 helicopters from five bases, Hospital Wing provides 24/7 emergency airlift and inter-hospital patient transfers. In 2016, Hospital Wing first implemented HMX by Flightdocs, a leading provider of cloud-based aircraft maintenance and inventory management software

Flightdocs provides mission-critical, cloud-based aviation maintenance, compliance, and inventory management Software as a Service (SaaS) solutions. The software helps aircraft owners and operators track and manage the maintenance and airworthiness of their aircraft, comply with rigorous safety rules and regulatory guidelines, reduce costs, mitigate risks, and minimise asset downtime.

## FIRE

### UNITED KINGDOM

**GREATER MANCHESTER:** As fires raged across remote parts of England senior officers and public figures were wringing their hands at the dangers these isolated hot spots represented. Surely the decades long attempts by the aerospace industry to interest fire departments in air support might at last get a chance to break through!

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Well apparently not. The fires were small beer when compared to those that rage through forests in the USA and elsewhere and the last time the weather gods offered Britain a similar super hot summer spell was in 1976. If anything that bit of unfamiliar heat was so far back in history [actually 42 years] that if anything it underscored the reasons not to go buying helicopters for exclusive fire use. What on earth would the Home Office or fire brigade have done with such a tool in the meantime? And what type of helicopter might they have bought all those years ago?

Questions were asked in Parliament and local politicians in the North West promised much but the hot spell with flames was adequately dealt with by bringing in a motley collection of helicopters taken up from industry to fill and empty Bambi buckets on some of the fires. The fact that there were apparently "a hundred" fire fighters employed on the ground spraying water on the burning peat suggests that they were stretched but little more.

To this major fire – major in British terms – was able to do quite well with the use in rotation of the helicopters that were available. An American registered Bell 212 helicopter, a MD500, Bell 206 LongRanger and a PDG Airbus AS350 in the final days of June, followed using two helicopters at the same time early in July. It all suggests that the air component was muted though hundreds of Bambi buckets drops were undertaken. The biggest issue was probably who paid the various bills. It seems that a water company, United Utilities, provided the funding for the helicopters to support Greater Manchester Fire and Rescue Service's (GMFRS) efforts fighting the wildfires on Saddleworth Moor.

### Lost Cause

Longer term readers may recall that the key to the sales efforts by UK helicopter companies was the ability to transport equipment to the scene of an incident. On this occasion a military Chinook helicopter was due to fly from Hampshire to move water-pumping equipment but Greater Manchester Fire and Rescue Service said that was "no longer required". The only aid to the civil power saw over 100 military personnel on the ground helping.

Beyond these incidents there might be a new agitation to acquire fire helicopters from some quarters. They are not likely to succeed any more than the long drawn out trials and promotion of Eurocopter BK117s in the past.

Twenty years ago there were numerous people in positions of power who were really keen on dedicated fire helicopters being available to move people and equipment. Against them were numerous union people who saw the technology as a threat to jobs. The helicopter promoters have largely gone, retired to private life and been replaced by people with other ideas – or none.

Since April 2017 the National Fire Chiefs Council (NFCC) has been chaired by Roy Wilsher, Chief Fire Officer of Hertfordshire Fire and Rescue Service. He is said to be set against helicopters. That fits in with the general attitude of the Fire Brigades Union. Basically they might use the resources but they certainly would not want to budget to set up a dedicated unit. Aside from a first cost of say £10M per helicopter there would be a million or so each year. It looks like the naysayers might well have saved well over £50M since 1976. The period has not been filled with many fires that helicopters might help with.

That negative attitude to an in-house operation led to talks with NPAS. They evaporated in the same way as the NPAS intention to be a lead on drones. They had [have] no knowledge of carrying loads, let alone using Bambi buckets so it was to be the blind leading the blind and you can be sure that the training costs would be directed at the fire people. The recent scenario on Saddleworth Moor illustrated the sensible long-term alternative. Getting the RAF, well versed in carrying loads including pumps to the front line, and commercial companies like PDG who are experienced in using Bambi buckets fighting grass fires in Scotland makes far more sense than seeking to employ the Wakefield Wannabees. With the latter well known to be desperate for other funding streams it may be far cheaper to go commercial and buy into expertise on demand. [Media/Hansard/PAR]



## UNITED STATES

**CALIFORNIA:** Sikorsky, a Lockheed Martin company, has delivered an S-70 Black Hawk helicopter N3048X to the City of San Diego Fire-Rescue Department. When modified by a third party as a Firehawk® helicopter with a 1,000-gallon belly tank, retractable snorkel, extended landing gear and rescue hoist, the City of San Diego will have a multirole platform with the speed to more quickly find and extinguish wildfires, perform rescue missions, and deliver initial medical care across the city and neighbouring counties.



San Diego's new Sikorsky © SDFD

Ahead of its modifications into the Firehawk configuration in 2019, San Diego Fire-Rescue will press the new helicopter into aerial firefighting service later this year using an 850-gallon internal tank.

The City of San Diego is the second municipality in southern California in the past year to procure the S-70 aircraft for aerial firefighting and other life-saving missions. In December 2017, Los Angeles County Fire Department added two S-70i helicopters to its fleet of three existing Firehawk helicopters. In May, the California Department of Forestry and Fire Protection (Cal Fire) selected the Firehawk platform to replace its older Bell aerial firefighting helicopters.

## SEARCH AND RESCUE

### CANADA

**SAR:** L3 Wescam has delivered the first MX-15 electro-optical and infrared (EO/IR) system to Airbus Defence and Space in support of Canada's Fixed-Wing Search and Rescue (FWSAR) aircraft replacement programme.

The first of 20 planned deliveries, is a significant milestone as the Canadian Department of National Defence (DND) begins to replace its legacy SAR aircraft, the CC-115 Buffalo and CC-130H Hercules with a new single aircraft based on the Airbus C295W.

Canada has a search area of 18 million square kilometers, making time-critical SAR operations challenging. The high-sensitivity sensors and advanced GEO and intuitive technologies within the MX-15 will provide SAR operators with exceptional day and night visual capabilities, despite atmospheric interference, and will operate with detection and identification ranges that will help to shorten search grid patterns and on-scene search times.

The six legacy Buffalo airframes used for search-and-rescue aircraft are overall yellow. The Royal Canadian Air Force has requested that the new fleet of 16 search-and-rescue planes be painted tactical grey and be available for other more covert missions. As a result they asked for a change in the original contract which stipulated a yellow colour scheme. Most illustrations retain the original yellow and there is pressure to refuse the change claiming the RCAF will degrade the SAR mission.

*The RCAF want to get rid of the yellow colour scheme [L3]*



# NEPAL

SAR: The Nepalese Army (NA) has purchased one AgustaWestland’s AW139 direct from Leonardo. The helicopter c/n 31808 was recently in the Milan Area flying as I-EASY over the army livery. No delivery date is known. The NA has also ordered an Airbus Helicopters H125 which has been reported at the Airbus facility in Singapore. It was expected to join the NA as NA-059 last month.

The Nepal government decided to purchase three helicopters—one medium and two lights—for disaster response and rescue operations a year ago. Delays in the programme included miscalculations in the original budget. Now it is thought that the third helicopter may be a Bell 407 GXP.

The Nepalese Army is also acquiring three fixed winged aircraft, two Piper Archer general and a CN235-220M Multipurpose aircraft from Indonesia. Nepalese Army Aviation currently operate ten aircraft, including four MI-17, two Bell 206, two AS350 and one BN-2 Islander and one PZL M28 Sky truck. [Aviation Nepal]

# INDUSTRY

At a Farnborough media event last month **FLIR Systems (FSI)** reiterated their long-standing request for all international police users of EO/IR cameras of all makes to submit footage in the annual APSCOM competition judged in the USA each July.

This year there were 120 entries and some great “police, camera, action” moments.

If it were possible to bring together enough entries it might be possible to create a second event in another part of the world but the current mission is to get the footage flowing into local FSI agents for forwarding to the annual event in the USA.



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**Airbus Helicopters** has delivered four H125 helicopters to the Nova Scotia Department of Natural Resources (NSDNR) for SAR, forestry programmes, aerial surveys and firefighting missions. The delivery completes NSDNR's air fleet renewal programme.

The H125s are equipped with a glass cockpit, floor window, high-visibility doors, cable cutters, cargo mirror and cargo pods. The helicopter will allow the NSDNR to double its water carrying capacity when fighting wildfires.

**Oxley Developments**, a leading designer and manufacturer of LED lighting, night vision products and electronic components for the aerospace and defence sector, has secured a place on Sharing in Growth (SiG), the government-backed aerospace productivity and competitiveness programme.

Oxley aims to double turnover after five years and treble turnover after ten years of working with SiG's business transformation experts. This growth will also see the creation of several new jobs based at the Priory Park site in Cumbria, UK.

**Frequentis** equips co-located police and fire control rooms in Norway. The fourth co-located control centre, Ski, has now been officially opened by the Minister of Justice. The Norwegian police reform has been in the process of integrating 27 police districts into 12 for the past two years and co-locating fire control centres, as part of restructuring to create a more efficient emergency response. The control centre in Ski, in Øst (East) police district in Norway, is the fourth to be successfully co-located and was officially opened by the Minister of Justice at the end of March 2018.

Frequentis had previously equipped all 27 legacy police districts in Norway with its integrated command and control system (ICCS), as part of the Norwegian public safety network project, Nødnett. In 2016 it received a change order to equip the 12 newly combined districts with new ICCS systems.

Experience from the already co-located emergency response centres has shown that co-location allows increased professionalism that benefits the population.

#### *Ski Control Centre is officially open*

*From left: Assistant Chief of Police Olav Unnestad, Chief Constable Steven Hasseldal, Mayor Hanne Opdan, Minister of Justice Tor Mikkjel Wara and Fire Marshal Øyvind Arntzen.*

© Oystein Stavdal Paulsen, Norwegian Police.

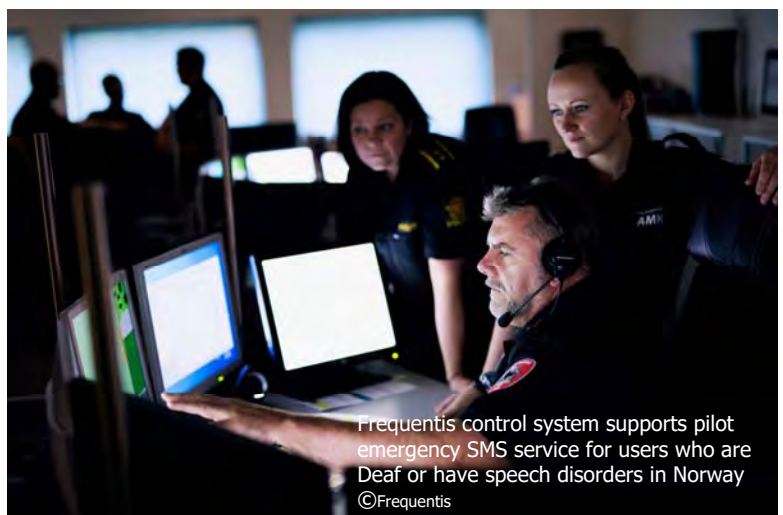


Frequentis control system supports pilot emergency SMS service for users who are Deaf or have speech disorders in Norway

Emergency SMS (eSMS) is a newly launched safety service for text-based communication in an emergency, providing the ability to send an SMS directly to 110, 112 and 113 in Norway. The service is designed for users who are Deaf, hard of hearing or impacted by speech disorders.

Operational within Nødnett since 2016, the system can now support the new eSMS service, allowing pre-registered users to log emergencies by text. The system can receive messages sent to emergency numbers and will alert the ICCS operator. Messages can then be addressed with a series of questions via the ICCS or in Outlook to ensure enough information about the incident is gathered.

eSMS is a pilot project led by DSB in cooperation with the National Police Directorate and the Norwegian Directorate of Health. The two-year pilot project will allow DSB and the emergency services to understand how the solution is used and how operational routines work. This will provide the basis for assessing how such a service could be organised in the future. eSMS will not replace the existing 1412 text service for emergency calls via text phone, but will work in parallel for a pilot period.



Frequentis control system supports pilot emergency SMS service for users who are Deaf or have speech disorders in Norway  
©Frequentis

**MD Helicopters, Inc. (MDHI)** took an MD 530F operated by Hamilton County Sheriff's Office (HCSO) based in nearby Cincinnati, Ohio to the Airborne Public Safety Aviation Convention (APSCON), in Louisville, KY.

HCSO is the most recent law enforcement agency to upgrade their proven fleet of MD 500E helicopters via the MDHI-exclusive E-to-F Conversion Program. To date, 23 E-model aircraft have been upgraded; achieving improved performance, reduced operating costs, and sustained safety and reliability.

Other elements of the display included the new all-glass cockpits - type certified for production and as type-design options for both the MD 600N and MD 530F. Certification efforts are ongoing for the company's other single-engine models.

They were also promoting commercial training, offering mission-focused courses based on its Mesa, Arizona-based Training Academy and Aftermarket and Customer Support.



The APSCON in Louisville, marked the debut of **Kopter's SH09** multi-mission helicopter in an advanced public safety configuration engineered for Kopter by Metro Aviation in Shreveport.

Known primarily for their expertise in air-medical completions, Metro Aviation has expanded their proficiency in the design, production and completion of police helicopters.

The display Kopter promoted the options of the TRAKKA Systems A800 searchlight; the TC-300 a 4 axis gyro-stabilized multispectral imaging system and the TM-100 latest generation of 3D augmented reality mapping and recording system and the Garmin-

3000H, IFR capable avionics and electronics deck, as well as Connex® wireless integration.

The SH09 offers a large cabin, good visibility, power, endurance, speed and reliability and is promoted as potentially one of the most comprehensive airborne packages ever made available to airborne law enforcement in North America. The SH09 makes this possible in a single-engine helicopter that must challenge the established airframes in the US market on capability and costs.

Kopter Group AG has formed a fully owned subsidiary in the US: **Kopter North America LLC**. The establishment of this subsidiary is a key first step for Kopter in developing its presence in the US, which represents a significant market for the company.

Silverstone circuit selected **COPTRZ** to deliver drone detection services for the British Grand Prix weekend. Large scale sporting events throughout the World are continuing to invest in additional security against illegal drone activity.

COPTRZ provided an array of technologies to detect and inform organisers of any non-planned drone activity over the three-day event from July 6– 8. With drone detection in place, details of a drones model, serial number, course, speed, altitude and the operators data were detectable.

On Sunday, 19 August 2018 the global helicopter industry will celebrate one of the world's greatest engineering inventions with rolling events currently spanning 5 continents.

**World Helicopter Day** aims to raise awareness of helicopters' contributions to society and celebrate the diversity of people who design, fly and support them.

Every day, thousands of people rely on helicopters for rescue, disaster relief, transport, firefighting, medical transfers, power line maintenance, tourism, agriculture and many other roles.

Few people get to see helicopters up close or can talk to the people who work with them. Planned events will give local communities the opportunity to inspect several different helicopters, discover more about how helicopters fly and learn about careers in the helicopters industry.

Events are currently organised in the following locations:

- \* Australia, Brisbane
- \* Australia, Perth
- \* Hong Kong
- \* USA, Pennsylvania
- \* USA, California
- \* Scotland, Kinloss
- \* England, Leicestershire
- \* Serbia, Belgrade
- \* Australia, Newcastle
- \* Canada, British Columbia
- \* USA, Arkansas
- \* USA, New York
- \* USA, Washington
- \* England, Somerset
- \* South Africa, Johannesburg





This is the fourth year that **World Helicopter Day** has been held and interest is expanding each year and reaching more countries. Over 3,300 people have already registered their interest on the Facebook event post for the South African part of the celebrations alone.

More details on individual event locations are available on the World Helicopter Day website:

<http://worldhelicopterday.com/>

The first pre-serial **Airbus Helicopters H160** has been fitted with its rear fuselage, the first major component assembly having been pre-assembled in Albacete, Spain according to the site specialisation strategy implemented in Airbus Helicopters. The main fuselage of the first pre-serial aircraft arrived from the company's facilities in Donauwörth, Germany earlier in the year. A total of ten pre-serial aircraft are planned and will be assembled progressively, allowing the company to fine-tune its industrial process. As the process gains in maturity, assembly lead-times will decrease to reach the target assembly time of forty days at the full production rate.



**BIRD Aerosystems**, a leading developer of Special Mission Aircraft Solutions (ASIO) and Airborne Missile Protection Systems (AMPS), exhibited its ASIO solution for the first time at last month's Farnborough airshow. The new configuration of the ASIO integrates pre-mission intelligence planning tools along with unique mission sensors configuration and sophisticated analysis algorithms, providing unique alerts of various suspicious activities.



Ideal for maritime surveillance, the ASIO MPA (maritime patrol aircraft) can detect, investigate and effectively intercept suspicious activities like smuggling operations, piracy, illegal fishery or terror threats.

Prior to the flight, ASIO operators analyze satellite images, Automatic Identification System (AIS) data and other information of the sailing vessels, automatically flagging suspicious activities that will be further investigated by the ASIO MPA (maritime patrol aircraft). During the flight, the ASIO MPA surveillance sensors will supplement the pre-flight analyzed data with real-time information received from the onboard sensors, including unique integration with a Communications Intelligence (COMINT) sensor and real-time communication, providing the information to the C&C center and supporting Navy ships.



BIRD Aerosystems presented ASIO installed on Textron Aviation's Cessna Citation CJ4 aircraft, the VIP transport aircraft being transformed into a sophisticated maritime patrol aircraft.

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**328 Support Services GmbH** (328 SSG), the type certificate holder of the Dornier 328, has signed a Letter of Intent with AMC Aviation, a North Carolina, US based aircraft sales and leasing company to develop a multi-role/ multi-mission humanitarian version of the D328 turboprop. Working with its partners, Jetran International and Jetcor Aviation Services, the group has committed to an initial three aircraft in the conversion programme. The first two D328s are ex Corning Inc aircraft and are planned to enter modification and maintenance this month at 328's Oberpfaffenhofen Airport, near Munich base, to be ready for delivery in early 2019. A third aircraft, with the same modifications and additional systems plus Air Operable AFT cargo door and oversized windows on either side of the aircraft, will follow.



The Dornier 328 was flying at Farnborough © PAR

## ACCIDENTS & INCIDENTS

**30 June 2018 Airbus Helicopters AS350B2 9N-ALR** Air ambulance crash-landed while approaching the rooftop helipad of Grande International Hospital in Kathmandu, Nepal. No casualties were reported. The pilot was Captain Hareram Thapa. The helicopter fell 10 feet down off the rooftop helipad of the hospital while touching down for landing. The flight was on a Medical Evacuation mission flight from the Hospital to Bharatpur. Although noted as receiving only minor damage the damage to MRB and tail boom were severe but there was no fire. [Spotlight/PAR]

**7 July 2018 Eurocopter EC135P1 N312SA.** Air ambulance operated for Superior Air Ambulance by Pentastar Aviation. Four people were injured, one of them seriously when the helicopter suffered a double engine failure and crashed upright on the South Side of Chicago, Illinois around the I-57 and I-94, a grassy area off the Bishop Ford Expressway just north of West 99th Street. The four people, included the original patient. There was no fire and although the rotors and cabin were collapsed the airframe was largely intact. The flight departed St. Mary Medical Center, Hobart, Indiana, and was destined for Advocate Christ Medical Center, Oak Lawn, Illinois [Media]

**12 July 2018 Aerospatiale AS332L1 Super Puma GBP 10020** Georgia Border Guard. Three pilots, one border guard and one patrol police officer were injured after the helicopter made an emergency landing near the village of Artana, Telavi region in eastern Georgia. The injured were transported to Telavi hospital. The helicopter was making a scheduled flight to the Lagodekhi border police unit for an ordinary staff rotation. Only five persons were on board the helicopter. [ASN]



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# UNMANNED

Schiebel demonstrated the search and rescue and maritime surveillance capabilities of the Camcopter® S-100 Unmanned Air System (UAS) to the Belgian Navy from mid June to July 1.

Schiebel's trials for the Belgian Navy aimed at building an enhanced knowledge base and developing a successful concept of operations for the use of UAS in support of search and rescue (SAR) as well as intelligence, surveillance and reconnaissance (ISR) missions. For the demonstration flights, designed to show the suitability of the S-100 for these missions, the helicopter was equipped with two payloads, the L3 Wescam MX-10 and the Overwatch Imaging PT-8 Oceanwatch, as well as an automatic identification system (AIS) receiver and a rescue drop box. The flight trials included various search and rescue scenarios in a land-based setting in Lombardsijde and in a maritime environment in the naval port of Zeebrugge.

The flights were the first S-100 customer demonstration with the recently integrated PT-8 Oceanwatch payload. This revolutionary wide-area maritime search capability offers a powerful naval patrol capacity and thus solves the challenge of searching for small objects over vast areas. The employed combination of two payloads proved to be an ideal solution for the tested scenarios.

According to an FAA statement last month Congress has provided the FAA with exclusive authority to regulate aviation safety, the efficiency of the navigable airspace, and air traffic control, among other things. State and local governments are not permitted to regulate any type of aircraft operations, such as flight paths or altitudes, or the navigable airspace.

However, these powers are not the same as regulation of aircraft landing sites, which involves local control of land and zoning. Laws traditionally related to state and local police power – including land use, zoning, privacy, and law enforcement operations – generally are not subject to federal regulation.

Cities and municipalities are not permitted to have their own rules or regulations governing the operation of aircraft. However they may generally determine the location of aircraft landing sites through their land use powers. A city or county government can prevent a drone from taking off and landing within their boundaries, but they can't stop a drone overflight.

Meanwhile over in the UK the CAA have muddied the water somewhat by saying that an unmanned [up to 3.5kg] craft being piloted visually using onboard cameras [using VR etc] is required to have a second 'pilot' beside them to ensure the craft remains with visual sight range.

*Ed: With the requirement to have two pilots in certain circumstances. It gives unmanned a whole new meaning and massively alters the costs.*

Nesta's Challenge Prize Centre, in partnership with Innovate UK, has released its findings from the first phase of the Flying High programme, outlining the opportunities and challenges for implementing drone technology in UK cities.



Flying High comprises a collaborative engagement with five UK city-regions chosen earlier this year (Bradford, London, Preston, Southampton and the West Midlands), along with the NHS, police and fire services, national stakeholders from central government, technology experts, industry leaders, academics and regulators. The challenge seeks to position the UK to become a global leader in shaping drone systems that place people's needs first.

The Flying High team worked closely with these different stakeholders to explore the current state and future ambitions for drones in urban environments in the UK. In partnership with the Flying High cities, five socially beneficial use cases were analysed to investigate their technical,

social and economic implications. These include several airborne emergency services elements including two medical drone delivery networks for carrying urgent medical products between NHS facilities, which would routinely carry products such as pathology samples, blood products and equipment over relatively short distances between facilities. A traffic incident response capability in the West Midlands to support



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the emergency services prior to their arrival and while they are on-site and for West Yorkshire Fire and Rescue service drones to provide information to support emergency call handlers and fire ground commanders. This assumes the drone will arrive on the scene faster than the ground response units.

The five cities examined a wide array of tasks that drones can perform. In complex environments, flight beyond the operator’s visual line of sight, autonomy and precision flight are key, as is the development of an unmanned traffic management (UTM) system to safely manage airspace. In isolation these are close to being solved - but making these work at large scale in a complex urban environment is not. While there is demand for each of these roles the economics of the different use cases vary: some bring clear cost savings; others bring broader social benefits. Others may prove difficult to attain.

The project has identified a potential threat: UK policy responses to drones are behind those of leading countries. The US, EU and Singapore in particular, have taken bigger steps towards reforming regulations, creating testbeds and supporting businesses with innovative ideas.

You can find the full report online on the web at [www.nesta.org.uk](http://www.nesta.org.uk). [here](#)

## PEOPLE



© YAA

Pilot Ian Mousette has retired from Yorkshire Air Ambulance after a 39-year flying career which began and ended at RAF Topcliffe, near Thirsk, Yorkshire. Hull-born Ian always wanted to be in the army and set his sights firmly on becoming a ground soldier. All that changed when he watched a recruitment film for the Army Air Corps and that led to a 24-year military career that saw Ian serve throughout the world - from the Falklands to Fiji, from Australia to Armagh.

Ian left the army in 1999 and, after working initially as a corporate pilot “flying rich and famous people about” spent eight years as a pilot for Police Aviation Services working with several police forces including Essex and South Yorkshire.

The 60-year-old became a Helicopter Emergency Medical Services pilot initially for the Lincolnshire and Notts Air Ambulance, before transferring to Yorkshire Air Ambulance (YAA) in 2012.

Over the last six years Ian has flown hundreds of times from the YAA’s north-



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ern air support unit at RAF Topcliffe, landing everywhere from isolated moorland to city streets, picking up patients of all ages with a wide range of serious injuries and medical problems.

The chief constable of a police force was a volatile bully who humiliated his staff, a misconduct hearing has been told in a widely publicised case.

Simon Byrne, who was suspended from his role at Cheshire Constabulary last summer is accused of breaching the standards of professional behaviour in respect of authority, respect and courtesy, and discreditable conduct.

A hearing brought by Police and Crime Commissioner for Cheshire David Keane, heard how Mr Byrne lacked self-control on a personal level and exhibited volatile, unpredictable and sometimes offensive behaviour towards subordinate officers and staff.

Byrne began his career in the police when he joined the Metropolitan Police Service as a constable in 1982. He transferred to Merseyside Police in 1985 and worked his way up in the ranks until he was the commander of the Metropolitan Borough of Knowsley between 2002 and 2004.

In 2006 he transferred to Greater Manchester Police as a DCC, returned to London as an Assistant Commissioner in 2011 and finally arrived as the Chief Constable of Cheshire in the summer of 2014.

Byrne was awarded the Queens Police Medal (QPM) in 2016.

On August 23, 2017 he was suspended after an investigation found he had a case to answer for gross misconduct. Many of the allegations relate to how he got on with his PA.

The hearings relating to the case started in April this year and we have yet to hear whether he will be dismissed or simply retire.

## MOVE ALONG THERE *a bumper crop of a lighter look* UP NORTH DOWN SOUTH

West Yorkshire Police [the operators of NPAS] were up front in their condemnation of the accommodation that the police in the south of England had afforded their people who were drafted in to bolster the Trump security detail. Serried rows of bunk beds were apparently not good enough for their boys. Strange because they were quite adequate when West Yorkshire were the hosts during the mid-1980s Miners Strikes! In those days it was the quality of the beer and the fatness of the pay cheque that mattered. Must be the "Snowflake" generation.



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### LOST YOUR WAY?

In the same vein Move Along There has to report that it seem that a new branch of UK police aviation has been set up in Dorset. They gave up their helicopter to NPAS and took up with drones and now they are going all low tech!

The latest for "PolAirDorset" is that during the recent [relatively] hot weather local police, who are difficult to spot at the best of times, were said to be wandering the streets looking for houses with open windows. The plan is that the officer then makes a paper dart plane of a crime prevention leaflet warning about leaving windows open in the hot weather and launches it through the window to inform the occupants.

Officially the move was aimed at highlighting the dangers of leaving windows and doors open during the summer, following a spate of burglaries. But the unorthodox campaign has prompted calls for officers to spend more time catching the criminals.

Police officers were supplied with the blue coloured high quality paper planes so that when they spot an open window, they would be expected to fly the planes in through the window.

A spokesman for Dorset Police revealed their new tactic with the slogan: 'Dorset Police flies to new heights to tackle burglary.' The week of action July 23 ran until July 29. Hopefully after seven days practice the local cops will have got quite adept at the task and the number of injuries from officers tripping over roses and putting darts in peoples faces, dinner and drinks will have subsided.

I guess Dorset are not expecting many of their officers to be arrested for invading people's gardens uninvited and causing damage with their size 14s!

Perhaps fortunately there have been no reports of residents finding paper planes in their soup, injured babies and old ladies in a distressed state after unexpectedly being prodded by the pointy end of the planes. We also hope no fires were started as they fly **beyond the line of sight** and 'crash' into gas cookers or scented candle flames.

That's a point, how did I get here?



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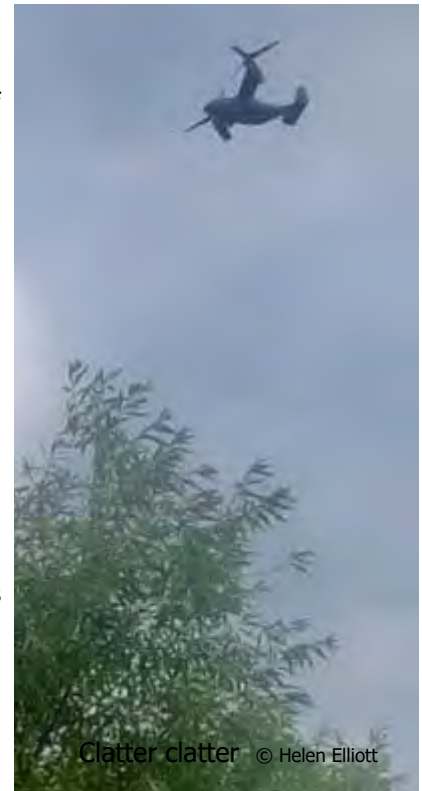
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## TRUMPTON

Fortunately Donald Trump has given out plenty of news opportunities to keep the British people happy recently, mostly they were part and parcel of a visit he made to his mother's birthplace.

Donald Trump has divided opinion across the world, with the news media often boosting the most inane storyline into something fit for the headlines they craved. In this vein one news organ claimed that the British people were particularly incensed about the activities of the US Presidential air fleet. Apparently the fleet of helicopters had been "ominously buzzing around" London and a few other places. Other words used included "creepy" and "annoying." Some days before the official visit the mix of helicopters and CV-22 Osprey tilt rotors appeared in in and around London – but it was not a long term stay. If you lived in north London it was difficult not to spot the mini-fleet from time to time. Whether you could hear them is another matter. My opinion is that if you are close enough to a CV-22 to hear it the racket can hardly be described as 'creepy'!

In reporting that Ospreys had been "buzzing the capital all week on a secret mission which has not been disclosed" some newsmen reported it was not known whether the helicopters are being flown by American or British pilots. I guess they must be new to the job then. As these craft were operated under the markings of the US Marines I guess there is a fair chance that they were Americans. Poor reporting. Drivel really, "secret" and "not disclosed" sound similar!



## POWER TO THE PEOPLE

Anyone with ideas of being involved with the great thinkers in aviation missed out on a recent exclusive, £700 a head, event in London.

The 2018 Chief of Air Staff's Air Power Conference (APC18) took place in London on 11-12 July – with a theme of 'Building the Next Generation Air Force'. The conference covered what was predicted as a diverse range of contemporary topics including innovation and future technologies; recruitment and retention of the next generation of Royal Air Force personnel; the novel application of non-military capabilities; and leadership in increasingly complex environments.

In among the confirmed speakers was understandably the Minister for the Armed Forces, the Commander of NATO AEW, a few pay for the event speakers from BAE Systems, Northrop Grumman and Leonardo but please can someone explain to me what the Metropolitan Police Commissioner Cressida Dick CBE QPM brought to that party?

Thanks to Birmingham Live we appear to find that even the police are not using NPAS!

Apparently an Agusta helicopter G-TXTV operated by Arena Aviation left shoppers 'stunned' when it landed on a roof in Birmingham city centre.

Many people took to social media to express their shock at seeing the helicopter flying so low through the Digbeth area around 2pm, land on the roof of a car park at the Bullring shopping centre and disgorge four females who then annoyingly disappeared inside.

All sorts reasons for it being there filled Social Media.

Eventually Birmingham Live's City Sleuth confirmed the helicopter was there to capture some 'eye in the sky' views of the city centre for West Midlands Police.

The full reason for the police's filming remains unknown.

Quite a marketing success in six years for the national resource to effectively drive the prime customers who once owned their own helicopter to be hiring commercial helicopters again!



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## CORRUPTION AND PAN

And finally for this run of the light hearted ... last month a correspondent in industry reported corruption in his company. It takes a lot to shock the Editor! Fortunately it was no big thing as it turned out.... They just lost many files when a back-up disk went offline.

As a result they lost the stored back copies of PAN [1996-2018] and could they have selected copies to build up their archive again?

The answer is yes and they are free but please send a suitable memory stick for them to be placed on. There are no restrictions on making further copies to avoid repeat corruption. Both websites carry at least a year of back copies for instant, free, access. Check out [www.policeaviationnews.com](http://www.policeaviationnews.com) and [www.policeaviationnews.org](http://www.policeaviationnews.org) Other aviation magazines are available.



## FUTURE EVENT

I keep hearing associates stating that they are not going to Helitech in Amsterdam this year. Whether that is true or not it seems that Helitech is on the defensive. Just in is the latest appeal from the organisers to go to the Netherlands. It has little to do with helicopters or even aviation

Apparently Helitech International in Amsterdam doesn't have to be strictly about business; you might want to take a bit of time to see the sights that the city built on 11 million wooden poles, comprising 165 canals has to offer. Try a new craft beer, warm stroopwafel or pancake at one of the 1500+ bars and cafes. Go to a park or garden. Check out the largest moving flood control structure on Earth and even go to a museum. Somehow that might be difficult to put across in a business case to the boss.



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](http://www.securityclearedexpo.com) or [www.cybersecurityexpo.co.uk](http://www.cybersecurityexpo.co.uk) or call 020 8166 0616 [expo@securityclearedjobs.com](mailto:expo@securityclearedjobs.com)

The Organisers of Milipol Asia-Pacific have launched an inaugural **Homeland Security (HLS) Indonesia 2018** conference and exhibition for September this year. This gathering, like its French and Middle East versions will be a biennial event dedicated to bringing the latest expertise, products and solutions to address growing requirements in counter-terrorism, homeland security and law enforcement. A reported significant growth in expenditure is stimulated by initiatives to counter the growing threat of terrorism, and to control piracy and illegal fishing, illegal immigration, drug smuggling, and criminal activity.

There is an increased demand for maritime surveillance and security equipment, cameras, airport security, biometric systems, and video-surveillance systems to mitigate security threats from internal and external sources.

The event is to be held at the Jakarta Convention Centre, Indonesia on the 19-20 September 2018. <https://www.hlsindonesia.com> [contact@info.milipolparis.com](mailto:contact@info.milipolparis.com)

Not a new event, but news of the annual security show at Olympia, London. It is big on 'anti-terror' but it is mainly a locks and steel gates event with some other subjects thrown in. It may be worth a visit on 28-29 November 2018 International Security Expo. Olympia London. Hear the latest security updates from world's leading industry experts, with over 350 exhibitors expected, over 1,000 product launches, inspiring features plus a series of FREE conferences. The Protecting Crowded Places Conference features Police Response to Crowded Place Incidents, presented by Mark Scouler, Head of Protect and Prepare, Home Office and -Resilience for Crowded Places, Beverley Griffiths, Director of Resilience, Cabinet Office Emergency Planning College. There is a small Drone Zone. Event [www.internationalsecurityexpo.com](http://www.internationalsecurityexpo.com)



ASIA PACIFIC AIRLINE TRAINING SYMPOSIUM

**28-29 August 2018**

Marina Bay Sands, Singapore

## DIARY

**28-29 August 2018 Asia Pacific Airline Training Symposium**, Marina Bay Sands, Singapore. The Asia Pacific Airline Training Symposium (APATS) is the largest and most influential aviation training event in the Asia Pacific Region. This annual conference and tradeshow brings together senior training professionals and subject matter experts from around the world to share safety and best practice in pilot, cabin crew and maintenance training.

APATS 2018 is organized by Halldale Ltd. Sentinel House, Ancells Business Park, Fleet, Hampshire, GU51 2UZ, UK Phone: 01252 532000 Email: [info@halldale.com](mailto:info@halldale.com)

**6-7 September 2018 Aviation Festival**, Business Design Centre, 52 Upper Street, Islington, London N1 0QH. Launched in mid-July, free entry registrations are now available for the on-floor activities of the Aviation Festival. Registration for a visitor pass is free! The expectation is of attendance by over 3,000 industry professionals. For general enquiries please contact +44 (0) 207 092 197 or [aurore.colella@terrapinn.com](mailto:aurore.colella@terrapinn.com) This event is run by Terrapinn Holdings Ltd, Wren House, 43 Hatton Garden, London, EC1N 8EL, UK Tel: +44 (0)20 7092 1000 Email: [enquiry.uk@terrapinn.com](mailto:enquiry.uk@terrapinn.com)

5-7 September 2018 Emerald Expos' InterDrone 2018 event, Las Vegas – [www.interdrone.com](http://www.interdrone.com) We will be launching many initiatives over the next few weeks as the contours of the commercial drone trade show industry become apparent to all, with only one logical conclusion: InterDrone is the world's premier event for the commercial drone industry by every metric: attendance, educational breadth and depth, press attendance, number of exhibitors, impact, and buzz! We project more than 4,000 attendees from 60 nations will attend in 2018.

11-13 September 2018 APSA Safety Seminar. Newport Beach, California [www.publicsafetyaviation.org](http://www.publicsafetyaviation.org)

19-20 September 2018 DVD at Millbrook. DVD is a biennial Defence industry exhibition staged at Millbrook Proving Ground that enables focussed engagement between Defence industry, DE&S Delivery Teams, Army HQ staff and other Defence community users of Land Equipment. It is a well-established two day event held at Millbrook Proving Ground jointly sponsored by Defence Equipment & Support (Land Equipment) organisation and Army Headquarters - the MOD teams responsible for equipping and supporting the UK's Armed Forces for current and future operations. DVD provides an effective and efficient forum for all those involved in the Land Equipment sector to develop ideas and generate a greater understanding of technologies, capabilities and requirements. DVD remains an important event enabling this coordinated engagement through informal discussion, briefings, demonstrations and displays. Other



**HELICOPTER LINKS**  
The online yellow pages of the helicopter industry<sup>SM</sup>



# WORLD HELICOPTER DAY 2018

19 AUGUST 2018

WORLDHELICOPTERDAY.COM

stakeholders from across the MOD are also welcome to attend to broaden perspectives and encourage innovation. <http://www.theevent.co.uk>

19-20 September 2018 The Emergency Services Show at the NEC Birmingham. The Emergency Services Show is the UK's leading annual showcase of the blue light sector, featuring over 450 exhibitors, live demonstrations, unique learning opportunities and unrivalled networking.

Taking place in Hall 5 at the NEC in Birmingham, the two-day event brings together all disciplines from the emergency services sector to discover innovative technology and operational solutions, share their experiences and unite in their collaborative approach to public safety.

If the emergency services or their partnering agencies buy your products or services (or you feel they're missing out on their unique advantages by not buying them!) then The Emergency Services Show is for you. Exhibitors can choose from a range of options, from complete stand packages to floor space only and even outside space. Organised by Broden Media Ltd., Robert Denholm House, Bletchingley Road, Nutfield, Surrey, RH1 4HW <https://www.emergencyuk.com/>

## THE EMERGENCY SERVICES SHOW

19-20 September 2018 Homeland Security (HLS) Indonesia at the Jakarta Convention Center, Indonesia. The Organisers of Milipol Asia-Pacific have launched this inaugural biannual Homeland Security conference and exhibition. It is dedicated to bringing the latest expertise, products and solutions to address growing requirements in counter-terrorism, homeland security and law enforcement including piracy and illegal fishing, illegal immigration, drug smuggling, and criminal activity. <https://www.hlsindonesia.com>  
[contact@info.milipolparis.com](mailto:contact@info.milipolparis.com)



Earlier this year in Las Vegas, Alan Norris caught this H145 using the heliport feeding the HAI Heli-Expo building © Alan Norris of Norpress