


Police Aviation News

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Issue 274

February 2019



DUCK THAT DRONE!!
GREAT NORTH START BUILD
WILTSHIRE WOES
DISASTER IN NORTH SEA
AIRBUS SALES HOLD STEADY
PAvCon 2019 DETAILS

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LAW ENFORCEMENT

CAYMAN ISLANDS

AIR OPERATIONS UNIT: Following on from last month's announcement that the RCIPS are to acquire a new H145 helicopter the police have expanded on the additional story that one of their officers is to be trained up as a future pilot to eventually supplant the current reliance on ex-pat pilots.

January 14 marked the beginning of a new professional adventure for Tactical Flight Officer, Auxiliary Constable Darren McLean of the RCIPS Air Operations Unit. [right] He began a secondment to a helicopter pilot training programme with National Helicopters in Trinidad and Tobago.

For Darren, a Caymanian raised in Savannah, Grand Cayman, this is a dream coming true. He cannot remember a time in his life when he didn't know that he wanted to be a pilot.

"I don't know where the idea came from as a child, I just always remember wanting to do it," recalled Darren, "all I ever drew when I was a kid were pictures of airplanes."

Darren can remember, though, when his interest shifted from fixed-wing planes to helicopters. He first flew in a helicopter when he was 18, and the flexibility that a rotorcraft injects into flying immediately captivated him and he says he knew immediately that this was what I wanted to fly.

Darren began pursuing a commercial pilot's license for rotorcraft, which he obtained in 2013. However, another development in the Cayman Islands had occurred by that time – namely, the launch of the RCIPS Air Operations Unit (AOU) in 2010 with the EC135 helicopter – which added another dimension to Darren's career aspirations. "The idea of being able to fly a helicopter and protect and serve my country while doing it was so electrifying that I immediately began learning everything I could about the requirements."

In June 2017 Darren joined the RCIPS as an Auxiliary Constable, and underwent basic training for that role. In July 2017, he joined the RCIPS Air Operations Unit and began a ten week course to become a certified Tactical Flight Officer as one of the police helicopter crew. Since that time he has served as a full time operational crew member of the Unit, and has been involved in all aspects of police air operations. In March 2018 he was part of the RCIPS Air Operations Unit deployment to Turks and Caicos Islands to assist in security operations and a migrant humanitarian crisis.

"For me the most significant missions have been medevacs from the Sister Islands, because I am acutely aware during those missions that we are probably saving a life," remarked Darren. "The experience of the last year and a half has been nothing short of incredible, and I have learned so much about working in a helicopter crew but also about being a police officer."

In order to qualify and become a pilot with the RCIPS Air Operations Unit, Darren must complete approximately 2,000 flight hours operating a dual turbine helicopter. For this reason the RCIPS, in coordination with the Cayman Islands Government, has arranged for his secondment to National Helicopters in Trinidad and Tobago, where he will initially be flying personnel to offshore oil rigs, and eventually moving to more focused flying. This is expected to take about three years until he accumulates the required hours



COVER: Dipping back into Alan Norris' supply of images this month we have a 2015 view of N911HR an Airbus EC135P1 c/n 0130 operating out of the car park at the Orange County Convention Center on International Drive for attendance at the HAI Heli-Expo. The 1999 EC135 was a static display on the Metro Aviation Booth. Then as now it is operated *Holmes* Regional Medical Center at Melbourne, Florida . The 2019 Heli-Expo is early next month [Alan Norris]

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and experience, which will qualify him to pilot the current police helicopter, the EC135, and the new model, H145, which is due to arrive on island by late 2019.

Steve Fitzgerald, the Unit Executive Officer of the RCIPS Air Operations Unit, said, "It has been quite some time coming, but our partnership with National Helicopters is now in place to allow for Darren to start the training. They can offer the training profiles that we cannot here in Cayman to allow Darren to become an experienced helicopter captain in a relatively short time. The Unit will be sorry to see him leave, he has become one of the team, but we look forward to welcoming him back with his wings as a pilot." [Jacqueline Carpenter, RCIPS]

NEW ZEALAND

POLICE: The friction between drones and conventional aircraft continued unabated as New Years Day dawned in one of the spots nearest the International Date Line – New Zealand.

Pilots there were calling for tougher regulations around drones to prevent more near misses, like the close call in Auckland early on New Year's Day. It is claimed that a drone came within 10 metres of the police Airbus Eagle helicopter above Spaghetti Junction in Central Auckland just after midnight, forcing the pilot to take evasive action. The incident happened at 1,400 feet, and two other drones were spotted nearby.

Airline Pilots' Association President Tim Robinson told Tim Dower he wants quick changes, like restricting the altitude at which drones can be flown.

"We're calling for compulsory registration. There needs to be better education of the pilots that are operating the drones, and with compulsory registration, you can target that education better."

Inspector Jim Wilson, the acting district commander of Auckland City, told media the actions of these people were dangerous, totally irresponsible and police will be investigating thoroughly.

He said tighter regulations on drones may be a result of the investigation, but it was too early days to tell at the moment.

"The incident from the early hours of this morning could have easily ended in tragedy for all and it is a timely reminder of the dangers of flying drones near other aircrafts," he said.

Meanwhile PAN understands that contractors in the USA have already started work on preparing parts for the role equipment intended for the forthcoming New Zealand police Bell 429 fleet.

UNITED KINGDOM

DRONES: Only a matter of days after the disruption to two London airports the British Government announced that police will be handed extra powers to combat drones. The package of measures include plans to give police the power to land, seize and search drones. The Home Office will also begin to test and evaluate the use of counter-drone technology at airports and prisons. The exclusion zone around airports will be extended to approximately a three-mile radius, with extensions from runway ends.

Ministers announced that from 30 November operators of drones weighing between 250g and 20kg will be required to register and take an online drone pilot competency test. Police will be able to issue fixed-penalty notices for minor drone offences to ensure immediate and effective enforcement of the new rules. Fines of up to £100 could be given for offences such as failing to comply with a police officer when instructed to land a drone, or not showing valid registration to operate one.

The British Airline Pilots' Association (BALPA) were quick to applaud the announcement by Chris Grayling that drone restrictions zones around airports are to be increased, and police given extra powers to deal with the drone threat has been welcomed by the UK pilots' association. BALPA has been calling for the current 1km zone to be increased to 5km for some time now. The association believes that the current laws are too lax. The Government's announcement today is a win for flight safety.

The problem with drones also took time in the House of Lords. Unfortunately the content of that debate did not greatly further either the debate or public perception that politicians were actually grasping the problems or the remedy.

For the discussion in the House of Lords the Government point of view was led by the Baroness Sugg [Transport] who stated that "helicopters are to be used to throw nets at drones."

Ed: If the Government thought that its statements in both houses of Parliament were going to allay fears they were sadly wide of the mark.

NPAS: Although it has featured previously in PAN the UK police air service only officially acknowledged that building work has started on the £4M police airbase at North Weald, Essex last month.

Construction by KIER of the National Police Air Service (NPAS) airbase at North Weald Airfield is expected to run until autumn, with the first flights taking off before the end of 2019.

Police helicopters and police planes will be able to fly from the base which will operate 24/7, 365 days a year, and primarily serve London and the South East and will replace the existing facility at Lippitts Hill.



Philip Stuart, Senior Quantity Surveyor, from Kier Group; Ollie Dismore, Temporary Accountable Manager NPAS, Councillor Richard Bassett, Chairman of EFDC; Mark Burns-Williamson, Police and Crime Commissioner of West Yorkshire at the site of the new NPAS North Weald base. [NPAS]



Editor: Nothing too spectacular in that except that the NPAS Media office again repeated the glaring error of stating that Lippitts Hill is sixteen miles away. For the record, North Weald is about 8 miles from Lippitts Hill and twenty miles from London. Lippitts Hill is about 12 miles from the city and blessed with some of the most spectacular views of the Capital. Strangely yet again, the media people have sought to forget little old Boreham who were forced to vacate their base and until now have co-habited at Lippitts Hill as a separate entity. In recent days Boreham have tweeted that they will integrate with London from January 31 further eroding the nominal number of bases operated by NPAS.

NORTHERN IRELAND: The Police Service of Northern Ireland has issued a European Tender document for the Repair and Maintenance of its Airbus Helicopters H135 and H145 helicopters. The value of the procurement (excluding VAT) is expected to be £9,347,622.

Due to the sensitive nature of this contract the supplier name will be withheld.

UNITED STATES

FLORIDA: Pinellas County Sheriff's Office have been interacting with the local media and promoting flight safety at the same time via their internationally renowned Chief Pilot Bryan Smith. Bryan also acts as the Safety Program Manager for the Airborne Public Safety Association.

Pinellas County on the Gulf of Mexico coast is the home of over 900,000 people to the west of Tampa and takes in holiday destinations including St. Petes Beach and Clearwater. The unit currently operates three AS350B2 AStar helicopters from Clearwater. The past fleet included fixed wing. And they may reintroduce them one day.

At any given time, day or night, law enforcement officers are in the air over the Bay Area It can be a dangerous job. Dozens of first responders have been killed in helicopter crashes across the USA, with bad weather being the biggest danger.

With his own wide experience of flight safety Smith and his fellow aviation deputies are set into a programme of learning how to fly safer using a new \$40,000 flight simulator acquired from an Orlando, Florida based company Elite Simulation Solutions. The sim now in service with Pinellas is the TH100 Advanced Training Device set up for the AS350B2 AStar. It is FAA certified, enabling the unit to complete 20 of the required 40 hours of flight training for an instrument rated pilot in the simulator. They can also do instrument currency in it and 25 hours of training for a commercial pilot license.

Bryan, as the instructor, is able to simulate systems failures with the engine, instruments, tail rotor, etc. The only limitation is that there is no force feedback for hydraulics or control failures. It is most useful as an instrument simulator. The machine generates a virtual image of Pinellas County, complete with buildings, bridges, and waterways, and can change weather conditions or simulate mechanical malfunctions. There is a worldwide database, so the unit can shoot approaches anywhere if they intend to fly outside their own area, or need to inject some variety in the type of procedure or terrain to keep the training fresh.



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Elsewhere in Florida Seminole County and Polk County also have simulators from Flylite, Polk's is for a fixed wing aircraft. Columbus, Ohio Police also have one. The contact at Flylite is Wayne Keyes: wayne@flyelite.com Website: <http://flyelite.com>

Bryan Smith the Airborne Public Safety Association Safety Program Manager can be contacted via Safety@PublicSafetyAviation.org or you can usually run into him at APSA events and the annual PAVCon in Europe.

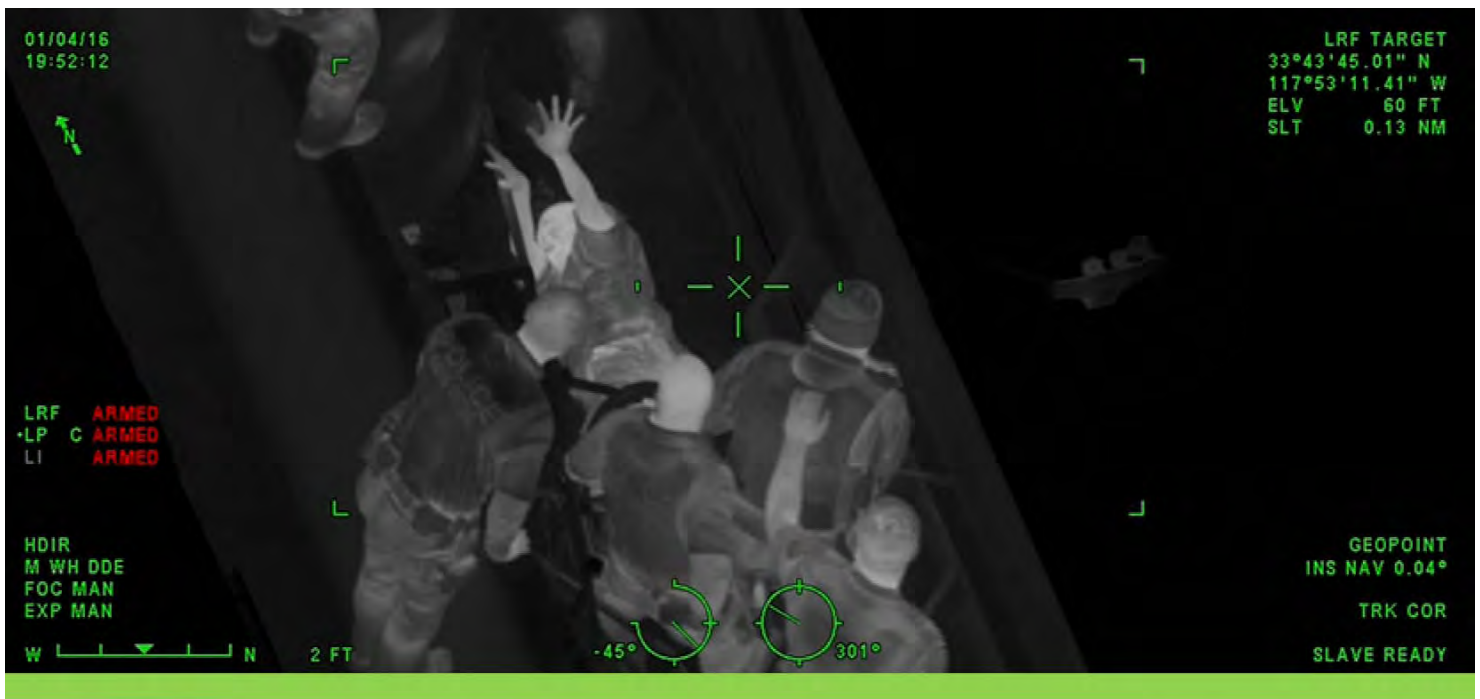
AIR AMBULANCE CROATIA

HHMP/HEMS: A civil HEMS cannot be introduced this year because the helicopter acquisition takes at least a year, which is the usual delivery deadline for new helicopters. The state plans to buy new emergency helicopters using a €34.6M budget, which covers the purchase of four helicopters and the training of teams which would use them.

The state plans to buy the helicopters, but the service will be managed by a private company, with three permanent and three seasonal bases. A feasibility study undertaken by consultants for the Ministry of Health has been declared to be a non-public document.

Local health officials believe that the proposal does not meet the preferred models based on those in Germany and Austria and that the number of bases suggested is insufficient especially if intending to meet the 'Golden Hour' expectations.

The government plans to establish three permanent bases: Zagreb, Krk and Split which it is alleged will leave significant parts of Croatia which will remain out of reach of the helicopter emergency medical ser-



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vice during the so-called golden hour. The seasonal bases proposed are in Dubrovnik, Slavonski Brod and Karlovac.

Helicopter Emergency Medical Service is known as HHMP (Helikopterska hitna medicinska pomoć) in Croatia. The faction behind HHMP say that this is essential during the summer tourist season on the islands and during the winter season in the mountains when the areas are densely populated. They state a need for five helicopter bases to enable patients to be reached within 20 minutes on an all-weather basis including the harsh winters.

The National Government recently issued performance figures for the operation performed by the Croatian Air Force using Mil Mi-8 not equipped with a medical facilities and primarily confined to the coastal region of Croatia. Since 2016, Croatia has used one police helicopter (EC135) - which is also not equipped with proper medical equipment - in Dubrovnik during the summer.

During 2018 the helicopters of the Croatian Air Force and the Croatian Army transported a total of 885 patients with emergency medical issues. During the flights 2,283 flights were carried out, totalling 855 hours in the air.

In addition, 23 inland SAR requests were received during which a total of 15 injured persons and 132 members of the Croatian Mountain Rescue Service (HGSS) were safely transported. This required 107 flights amounting to 43.25 hours in the air.

The air force maintains a 24/7 service with two helicopters. They are based at the 93rd Air Base, and the 91st Air Base, Rijeka Airport's Krk helipad but utilise a number of other 24-hour helipads at Firule, Hvar, Stari Grad, Sućuraj, Selca, Korčula, Blato, Šolta, Dubrovnik-Medarevo, Rab, Lastovo-Ubli, Vis, Lošinj, Cres i helidrom Delta – Rijeka, [Croatian Ministry of Defence]

UNITED KINGDOM

ESSEX & HERTS: Essex & Herts Air Ambulance (EHAAT) attended a total of 1,491 patients in 2018, making it the busiest year ever for the Charity's Critical Care Teams. The figure is an increase of 2% on 2017 with 1,461 patients and a rise of 38% on the 2016 total of 1,077.

EHAAT's helicopters and Rapid Response Vehicles were dispatched on a total of 2,241 occasions last year. Of these 1,852 (83%) were for incidents in Essex and Hertfordshire. The remainder were to attend patients in Suffolk, Bedfordshire, Cambridgeshire, Norfolk, Greater London and Kent to provide support when the local air ambulances were already committed.

Medical incidents accounted for 39% of the total, followed by road traffic collisions (24%) and accidental injuries (15%). The remaining 22% included a mix of cases such as assaults and sports/leisure accidents.





GREAT NORTH

A view of the now demolished industrial site from the retained office block shows the area which in a year or so will include helicopter hangars. [GNAAS]

The busiest part of the year came in May, June and July, with more than 200 missions each month. During 2018 over 300 missions took place on a Saturday, making it the busiest day of the week. Most of the site remains a scene of wind-swept desolation but work has finally begun on converting a former industrial site into a “world-class” clinical training facility and new base for the Great North Air Ambulance Service (GNAAS). Tolent Construction moved onto the site last month. The planning application was lodged with the local authority two years ago in early January 2017. It was approved a year ago in February 2018.

GNAAS said its new base at the former Elementis Chromium Urry Nook Road Eaglescliffe near Tees Valley Airport would allow its pre-hospital medicine courses to expand, offering opportunities to save further lives in the region and beyond. The helicopters, clinical team and charity staff will move into the site as the parts of the project reach completion. The charity currently has three sites Darlington town centre, Newton Aycliffe and Durham Tees Valley Airport (DTVA). They envisage a saving of £120,000 a year in property rent on the other sites.

The first phase of work on site involves adapting the pre-existing office block to incorporate the centre of excellence’s training and research, and to develop an operations room for the air ambulance service. Subsequently, a new hangar will



The air ambulance CEO Graham Pickering MBE and two paramedics in front of the office building that is to be at the core of the development. [GNAAS]



be built for the charity's aircraft. The latter phase is expected to begin later this year, meaning that GNAAS will continue to operate out of the airport (DTVA) for most of 2019.

As well as Tolent Construction, GNAAS is working alongside Niven Architects, Muckle LLP, s h e d, Driver Group and JH Partners in delivering the project. The costs are being met by grants, reserves and ongoing fundraising.

In 2017 Peel Airports the operator of the Tees Valley airport stated their opposition to the site in that the position of the proposed site, 2km NE of the airport, raises real operational and safety concerns for the provision of a safe and expeditious Air Traffic Service. Because the site position is within the normal circuit areas for all arriving and departing aircraft using the airport there is a considerable increase in ATCO workload to try to maintain safe operations and integrate each helicopter movement into the airport traffic patterns. This is particularly important because other aircraft operating in the area of the site will be in the critical stages of their flight for either landing or having just taken off.

SCOTLAND: Gama Aviation Plc (Gama), one of the world's largest business aviation service providers, has announced that the current Scottish Air Ambulance service provision is to be modified from next year.

The Company has placed a £20M firm order for three Airbus Helicopters H145 to be delivered in the final quarter of this year. The helicopters will be deployed in support of the existing long term contract from the June 2020. The difference compared to the current situation is that Gama are to supply the rotary element of the service directly rather than through its current sub-contractor Babcock International in Staverton, Glos. Currently Babcock supply two H145 and a back-up airframe for maintenance periods which can be an H135. The new arrangement should ensure that the larger airframe is always in service.

Although Gama will need a helicopter AOC for this work the logistics of the operation should not be severely affected. Thirty years ago the original operation flew from the Bond Heliport at the SEC in central Glasgow but they no longer use that or the newer Babcock Heliport. They operate the helicopters alongside the fixed wing Gama owned Beech King Air from a Gama owned facility at Glasgow Airport.

WILTSHIRE: It has been a ticking time bomb for many months and finally in the first week of the New Year the air operation of the Wiltshire Air Ambulance was temporarily grounded after Heli-Charter went into liquidation.

The service remained operational using its response cars while a new helicopter and supplier was sought.

The air ambulance charity's Bell 429 helicopter had been operated by Heli Charter since 2014 and they have been struggling for some time. The air ambulance charity purchased the Bell 429 they used, ostensibly to ease the pressure on their Air Operator Certificate [AOC] holder and started making moves towards gaining its own AOC. Unfortunately the Kent-based firm announced that it was going into voluntary liquidation on the last day of 2018, saying the investment needed to sustain and grow the business meant it was not economically viable to continue trading.



Heli Charter's collapse left the Bell 429 stranded in the Wiltshire Air Ambulance hangar unable to fly due to the withdrawal of the AOC and another technical issue believed similar to the recent tail rotor, directional control problem. The charity is still looking to secure its own AOC to enable them to run a helicopter directly. Different sources give a variety of estimates on how long it will be before they achieve their goal. Most say it is a long way off. Meanwhile the technical problem specific to their Bell 429 is the subject of analysis of the Flight Data Recorder.

As a stop-gap measure, the Wiltshire charity signed an agreement with Specialist Aviation Services at Staverton that brought in a back-up MD 902 helicopter to fly from Wiltshire Air Ambulance's Semington base seven days a week. This type flew with the charity when there was a joint air ambulance charity and police operation with Wiltshire Police until December 2014.

Ed: It has been a difficult year for Wiltshire with the operation being grounded by decontamination issues surrounding its attendance at the Novichoc poison incidents and then the technical issues with the tail rotor that led to the aircraft spinning out of control.

UNITED STATES

TEXAS: Med-Trans Corporation is upgrading the Amarillo-based LIFESTAR air medical transport program with a new Airbus Helicopter H135 P3 aircraft.

In addition, Med-Trans and the Northwest Texas Healthcare System (NWTHS) are transitioning LIFESTAR into a broad-based community-based program to better serve growing healthcare needs in rural areas of the Panhandle and surrounding states. NWTHS will transition its employees operating the LIFESTAR program to Med-Trans, which specializes in operating air medical transport systems with a 26-state footprint.

FIRE

JAPAN

Early in the New Year Kawasaki Heavy Industries, Ltd. announced an order for its leading-edge H145//BK117 D-2 helicopter (D-2) by Saga Prefecture. This is the first time Kawasaki has received a D-2 order for firefighting and disaster relief applications, and the first such application of a helicopter by Saga Prefecture.

More than 1,500 BK117/EC145 helicopters have been delivered worldwide, combining deliveries made by Airbus, Kawasaki's development and manufacturing partner.



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UNITED KINGDOM

WALES: Last summer in the United Kingdom was hot and several areas suffered from serious and unexpectedly severe forest fires that resulted in local authorities hiring in additional aeronautical resources outside the provisions of existing contractual obligations. At the end of last year Natural Resources Wales, Cardiff, gave retrospective notice that they had let a £300,000 contract for fire fighting helicopters used in southern Wales during the period July 2018 to March 2019.

The service was the provision of 1, possibly 2 fire fighting helicopters with pilots. Historically there has only been 1 required on contract but given the existing situation the Fire Service requested that a 2nd is required to be on standby given the intensity and speed of spreading of some of the fires in South Wales.

The contract formalised the situation that, at the time, had been a fast moving and emerging incident with no clear timescale for an end date. The then current weather forecast showed it remaining largely dry for 4 weeks so situation likely to maintain or escalate even further. The documents covered a period when the NRW had run out of contract provision.

The contract covers a period to the end of the financial year to cover the period NRW were out of contract. The 'winner' of the contract was Airbourne Solutions Ltd, based in Sandy. Cambridgeshire.

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SEARCH AND RESCUE

IRELAND

SAR: The life-saving search and rescue helicopter service risks being grounded in a dispute over pilot rosters. It is said that more than 90% of the service's pilots, who are represented by the Irish Airline Pilots' Association (Ialpa), have voted to approve industrial action, up to and including strike action.

The union has claimed there are "recruitment and retention issues" for pilots at the rescue service, which it insists has remained operational because of the pilots' "goodwill" and the "tolerance" of their families.

The service is operated under a 10-year, €500M contract by CHC. It has four operational helicopters, based at Dublin, Waterford, Shannon and Sligo, and flies up to 1,000 critical missions a year. It also has a back-up helicopter based in Ireland. [Independent]

NETHERLANDS

KUSTWACHT: The hangar complex that is to be the site of next years PAVCon Europe Police Aviation Conference at Schiphol Oost is part occupied by the aircraft of the Netherland Coast Guard.

For many years the air operations element of the Kustwacht has been the Dornier Do-228 with current airframes being the later 228NT model produced by RUAG. The continued use and support of these aircraft is the subject of a lengthy consultation process. A year ago the Ministry of Defence issued a Market Consultation on fixed wing Air Surveillance for the Netherlands Coastguard and this continues towards a potential contract signing date in September.

In November the Defence Materiel Organisation (DMO) is preparing a tender for a possible agreement for continuation of the Den Helder based Search-and-Rescue Helicopter Capacity (SARHC) of the Netherlands Coastguard (NLCG). Before publishing this tender the DMO is consulting the market.

Meanwhile the existing aircraft, mainly used in detecting and prosecuting oil and other sea pollution have been heavily involved in the aftermath of a major sea accident where a container ship, the Panama registered MSC Zoe, lost around 270 containers in the North Sea. The cargo fell off the giant ship near the German island of Borkum, but the tide carried many of them to the south-west.

Extensive debris has washed up on islands off the Dutch north coast after the containers including chemicals fell off the ship in a storm. As the extent of pollution extended to five islands including Terschelling, coastguards searched the North Sea for missing containers. Three containers carried toxic substances, and Dutch and German coastguards warned local people to steer clear of them. One container had a cargo of peroxide powder, and a 25kg bag of the chemical was found on the island of Schiermonnikoog, along with several containers and their contents.

The Panama-registered ship is described as the biggest in Europe, with a potential cargo of 19,000 containers. There were fears that other shipping could be damaged by the cargo. Many containers sank but others are either fully or



partially submerged and creating a threat of sea traffic.

Five Dutch islands in the Wadden Sea had seen debris from the MSC Zoe wash up on its beaches. On Texel, Vlieland, Terschelling, Ameland and Schiermonnikoog volunteers and soldiers were helping to clear up the mess.

The Wadden Sea is 14,900km² of intertidal waters in the southeastern part of the North Sea. It lies between the coast of northwestern continental Europe and the range of low-lying Frisian Islands, forming a shallow body of water with tidal flats and wetlands of the Netherland, Germany and Denmark.

UNITED STATES

EVENT: In around 30 days time, the 2019 APSA Rescue Summit will be held in conjunction with HELI-EXPO on Monday, March 4, at the Georgia World Congress Center in Atlanta, GA. The day-long Rescue Summit will include various presentations pertaining to helicopter rescue operations including topics such as hoisting, safety and critical incident & accident reviews. Lunch will be provided and networking opportunities are scheduled throughout the day.

Registration for APSA's 2019 Rescue Summit is included in the APSA Individual Membership. A fee applies to non-members. APSA are very excited about this year's Rescue Summit and looking forward to seeing everyone there! Complete event information can be found [here](#).



To inquire about being a 2019 Rescue Summit sponsor, contact Benay Osborne at +1 301-631-2406 or bosborne@publicsafetyaviation.org.



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INDUSTRY

From 2019 the aviation companies **AEC Skyline** Holding based in Breda and **Jet Support** in Amsterdam will start a permanent partnership. Within this partnership, AEC Skyline Holding will assume a majority holding in Jet Support.

Both companies recognise the synergy advantages of the future partnership and will continue to exist, maintaining their own names and branding. While Stef Have and Michel Versteeg will remain in control of AEC Skyline Holding. Ton van Deursen will continue to lead Jet Support.

AEC Skyline, a part of the Forum Group, is an operator of special mission aircraft. The company supports corporations, defence and government with multiple aircraft. These operations are coordinated from Groningen and Breda airports. Jet Support is a leading MRO organisation whose focus is maintenance and management of business jets, and tasks for the Dutch Coastguard.

JetSupport, with a premium location at Amsterdam Schiphol Airport is the host of the 2019 PAVCon Europe event.

Skyline Aviation is part of the AEC-Skyline Holding parent company. Skyline Aviation customers can benefit from additional services that its sister companies AEC Air Support (Intelligence, Surveillance & Reconnaissance, surrogate unmanned aerial systems, remote sensing), AEC Medicals (flight physical exams) Southern Cross (Aircraft ferry- and test flight services) and Breda/Sepepe airport (infrastructure) have to offer.



Jet Support undertake specialist work for government agencies and are located on the GA side of the airport—where people in high places already visit. [AEC/PAVCon]



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Independent technology group Cohort as acquired UK-based integrated fire control and tracking systems supplier **Chess Technologies**. Chess is one of the three companies that developed the AUDES (Anti-UAV Defence System), a counter drone system that is designed to disrupt and neutralise unmanned aerial vehicles (UAVs), remotely piloted aircraft systems (RPAS) or unmanned aircraft systems (UAS) engaged in hostile airborne surveillance and potentially malicious activity.

The company is being acquired from funds managed by Beringea for a total cash consideration of up to £41.9M.

Once the transaction is closed, the company will initially pay £20.1M for 81.84% of Chess and a further £12.7M in 2021. Chess reported revenues of £18.2M compared to £16.5M last year.

Chess Technologies' integrated fire control and tracking systems are deployed on military vehicles and naval ships worldwide. It operates two businesses, Chess Dynamics and Vision4ce.

Chess Dynamics, a high-tech engineering company, located a few miles south of Gatwick airport produces a specialised Counter UAS system for the military and has been in operational service in the Middle East continuously for over 2 years. It has been credited with over 1000 combat kills in that time and was described as the battle winner by the Commander of the US 82 Airborne Division for single-handedly

clearing the skies over Mosul in the space of 4 months. It has been developed further for the military, by being integrated with military command and control systems and direct fire air defence weapons giving the operator the option of both kinetic and electronic defeat.

Chess Dynamics have developed systems suitable to protect airports and critical national infrastructure to prevent incursions of hostile small unmanned air systems (sUAS). It uses similar detect and track and classify technology which gives the airport authority an early warning capability, that allows air traffic control temporarily to warn off specific at-risk incoming flights, whilst at the same time being able to identify the point of origin of the drone user and so cue the appropriate blue light response.



In an associated announcement the Parliamentary representative for South Northamptonshire **The Rt Hon. Andrea Leadsom MP** announced on her website

“The scenes at Gatwick Airport last month, as many people were trying to return home to loved ones for Christmas, were deeply troubling, and it was entirely right that the Government mobilised the resources needed to resolve the situation that had brought air traffic over Gatwick to a halt.

“It was therefore great to hear that it was one of our own South Northants companies - Enterprise Control Systems (ECS) of Wappenham – that helped to restore order in the skies through the deployment of one of its Anti Unmanned Aerial Vehicle Defence System (AUDES) at Gatwick. ECS formed a consortium with two other British SMEs - Blighter Surveillance Systems of Great Chesterford and Chess Dynamics of Horsham – which leads the world in counter-drone technology, and their solutions are used by governments globally including UK, US, France, Japan, and South Korea. The US Department of Defence has used the AUDES system in operations in Iraq and Afghanistan since 2016.

“I was pleased to have opened ECS’s factory in Wappenham some years ago, and I was delighted when their CEO – Colin Bullock – got in touch with my office in December to let me know that his company had been called out to Gatwick to sort out the airport’s drone problem. Within an hour of being contacted, ECS had dispatched a complete AUDES system for use at Gatwick.

“Colin said that, with Gatwick and Heathrow both procuring AUDES systems, he was pleased and proud that UK cutting edge technology had finally been recognised and deployed on home territory.

“Another example of fantastic British technological innovation leading the pack!”



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Warwick, UK based **telent Technology Services Ltd.**, has been awarded a multi-million-pound contract to test the Emergency Services Network (ESN) for the Home Office as it transitions to 4G based communications.

The win will see telent deliver the ESN Assure service and follows an announcement from the Home Office in September for a 'new strategic direction' for ESN. It aims to save £200M in public money per year by fully replacing the current radio-based network with a mobile 4G network.

Emergency service users including police, fire and ambulance services can use data services over the network from early this year, with voice capabilities following soon after. The move aims to transform the emergency services way of working, especially in remote areas and at critical times when faced with network congestion, giving them priority over commercial users.

The telent contract for ESN Assure includes the full testing of the 4G commercial network from all of the mobile network providers for the emergency services. telent will also handle up to 150 individual user accounts and 50 simultaneous user logins for access to all software analysis of testing, with the possibility to develop the application to allow for more capabilities once ESN is made available.

The contract will also include drive and walk test services for the ESN and 4G commercial networks; the provision of a helpdesk to support and maintain all components of the solution; a training service and full reporting on all tests carried out.

The **HeliNav LoadMaster** is marketed as an intelligent wireless helicopter load sensor with a choice of two displays, offering simple or comprehensive data read outs, so that users can select the best option for their operational needs.

The simple sensor display on the LoadMaster is designed for easy mounting in the helicopter's cockpit or window. It displays the current load on its screen, a figure which is updated ten times a second and communicates with the sensor on the cargo hook using a radio frequency wireless link. The wireless nature of LoadMaster makes fitting it the work of seconds, means one unit can be shared amongst a fleet of aircraft, and as it is independent of the helicopter and its systems does not need official approval or certification. For straightforward tasks, such as lifting loads from ship to shore, the simple display gives adequate information. It uses the licence-free 2.4 GHz waveband to transmit load signals from hook to display. It has a tare function to zero out fixed loads and the units of measurement are user selectable.

It has a reflective sunlight readable LCD display, optional analog/digital readout, optional external antenna for maximising reception, ball mount with other base options on request. It is powered via a standard rechargeable battery and is completely standalone and independent of the aircraft. The supplier is Sensor Technology Ltd., Apollo Park, Ironstone Lane, Wroxton, Banbury, Oxon, OX15 6EY UK.

The Indian witch hunt in the wake of graft involved in the sale of **EH-101** helicopters to the Indian Ministry of Defence continues. In their search for 'the truth' the Indian authorities grow more devious and nasty with the day.

Early in January a court in Delhi remanded a British national, Christian James Michel, in custody awaiting trial. He is alleged to be the middleman in the AgustaWestland VVIP helicopter case. He was extradited to India from UAE in early December after an extradition process that had lasted eleven months.

The charges relate to money laundering supposed associated with payments improperly made to senior Indian officials involved in placing the substantial order for the VVIP helicopters. In the Indian court it was stated that audit reports submitted during an earlier trial in an Italian court appeared to be "factually incorrect" and hence it was required to be seen whether the Italian court had based its decision on the same audit report.

The forthcoming case centres around "hawala cash" – informal payments - made to officials. It is stated that the source of the money is disguised through multiple bank accounts and that the cash processed through Michel. The amount processed is alleged to be €24.25M and £16.09M from AgustaWestland. It is suggested that this did not relate only to the deal in India, other unidentified defence deals are involved.

It emerged that in meeting their legal process the high and mighty Indian authorities had swapped a young woman who had been trying to flee the UAE for the British arms consultant, Christian Michel.

The exchanged young woman was Princess Latifa bint Mohammed Al Maktoum. She had tried to flee Dubai in a yacht last year but was intercepted by the Indian Navy. She was last seen on March 5 being dragged



into a rubber boat by Indian and Emirati forces.

The 33-year-old royal [pictured right] was trying to escape the regime amid claims that her and her sisters were frequently heavily medicated and described as mentally ill. No wonder the world population is trying to flee to Europe when this bunch show how they treat people trying to flee persecution.

Michel is one of the three middlemen being investigated over the EH-101 deal. Also mentioned in the case are four Indians including former Indian Air Force chief S.P. Tyagi, his cousin Sanjeev Tyagi alias Julie, IAF Vice Chief J.S. Gujral and advocate Gautam Khaitan.

Although cleared by the courts in Italy the Indian charges name Giuseppe Orsi, the former chief of Italian Finmeccanica, and Bruno Spagnolini, former CEO of Agusta-Westland, as well as middlemen Michel, Haschke and Gerosa.

Spagnolini and Orsi were charged in 2013 with arranging bribes in connection with the sale of 12 AW101 helicopters to the Indian government in 2010, when Orsi was CEO of AgustaWestland and Spagnolini was his deputy. They had allegedly overseen the paying of tens of millions of euros to Indian officials through intermediaries and falsifying invoices in order to win the high-profile contract. Their trial, which began on June 19, 2013 saw it argued that Orsi and Spagnolini did nothing outside the normal scope of accepted business practices in India in winning the contract. In October 2014 they were sentenced for false bookkeeping but were acquitted of international corruption. In January 2018 an Italian court formally acquitted the pair.

Ed: So this case has migrated from perhaps being a worthy attempt by the Indians to weed out corruption among its nationals [for it is they who take the money regardless of who offers it] to a very seedy attack on a young woman who wanted no more than freedom from oppression. Where is she now?

FLIR Systems, Inc. have announced the Kifaru Rising Project, a multi-year effort in collaboration with World Wildlife Fund (WWF) to deploy FLIR thermal imaging technology to help improve wildlife ranger safety and contribute to their mission to stop illegal wildlife poaching of rhinos across 10 parks and game reserves in Kenya. Kifaru Rising includes a pledge by FLIR of more than \$3M in thermal imaging technology, engineering assistance, and training with the goal of eliminating rhino poaching in Kenya by 2021. In Kiswahili, 'Kifaru' is the common name for Rhino.

Kifaru Rising will bolster conservation efforts to specifically grow the wild population of black rhino, who are currently at 5,400, making them one of the world's most endangered species. The world's last male northern white rhino died in Kenya in 2017.

WWF first deployed FLIR thermal cameras at the Maasai Mara National Reserve in Kenya in 2016.

Poachers often work under cover of darkness, and the technology produced dramatic results when introduced. In Maasai Mara alone, rangers have apprehended more than 160 poachers utilizing thermal cameras over the past two and half years.

FLIR and WWF plan to add more corporate partners that can contribute complementary technology and outdoor gear for wildlife rangers who patrol millions of acres of wilderness. Additional technology and gear needed include aerial drones, batteries, and solar panels, along with conventional gear such as boots, tents, and raingear. www.flir.com/wwf.



©FLIR/WWF

www.policeaviationnews.com



The first application of the **Safran Hybrid-Electric Propulsion System (HEPS)**, the Bell Nexus, is officially unveiled at the Consumer Electronics Show (CES) in Las Vegas. The propulsion solution of this multi-rotor vertical take-off and landing (VTOL) aircraft is capable of producing more than 600 kWe power. During ground tests last June the system produced 100 kWe and further tests will be carried out next year. Bell presented their ideas for an air taxi module at an earlier edition of the CES at Las Vegas, repeated the story at the HAI Heli-Expo that year and have now unveiled the developed project as the Bell Nexus at this year's CES.

HEPS works by distributing thermal and/or electrical energy, depending on the phase of flight, to multiple rotors. It comprises three sub-systems: electric generation that relies on a turbo-generator and batteries, electric power management and the electric motors that generate lift and propulsion.

Hybrid-electric propulsion solutions being explored by Safran teams are the most efficient way to enable multi-rotor VTOL aircraft to meet future safety, emission and affordability standards.

By 2025, Safran is committed to becoming the market leader in HEPS technology.



LORD Corporation, recently announced as a one billion dollar organisation, is now certified by the European Aviation Safety Agency (EASA) for Tension Torsion (TT) straps. The certification allows LORD to sell EASA-certified STC parts direct and through authorised distributors in Europe.

This now allows LORD customers the opportunity to enjoy all the savings associated with buying direct, while avoiding the risks and uncertainties that often come with STC parts. Customers worldwide benefit from the fact that the company is the STC holder, designer and manufacturer of the TT strap the corporation supplies, a vital clear path of accountability for any aerospace component, especially flight-critical parts.

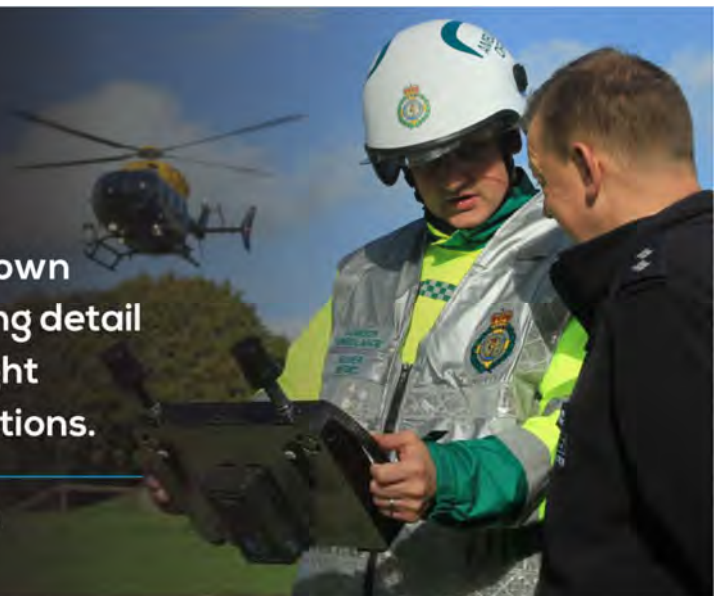
LORD has manufactured TT straps for more than thirty-five years. LORD Tension Torsion straps are in service on more than 20 different aircraft models. The TT strap, which attaches a helicopter's rotor blade to the hub, allows blade feathering while reacting to the centrifugal load and accommodates the resultant flapping of the blades.

Available for the Bell 206B JetRanger and 206L LongRanger, TT straps have a three year or 1,200 hour calendar life. The straps are in stock and available for immediate delivery.



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Is it the end of the large airship? How many times have they been reinvented to no avail?

The latest news is that the prototype of the world's longest aircraft, the **Airlander 10**, will not be rebuilt after a chequered career that saw military rejection and driving difficulties. The Airlander 10 was big, a 92-metre-long (302ft), 44-metre-wide craft that looked like an airship but, its developers stated repeatedly, it was not. Engineers say the 10 is too small to bother with and they are going to build a full-size operational model that can go to work.

Hybrid Air Vehicles (HAV), the Bedford-based company that created Airlander 10, has already received Civil Aviation Authority (CAA) approval, and it is hoped the new airship model will take to the skies by the early 2020s.

The Airlander 10 prototype undertook just six test flights, some of which came to an abrupt end, but HAV claim they have masses of useful data that will support the even bigger project.

The first test flight lasted just 30 minutes and was lauded as a success but the second flight came to an end with a crash in 2016. The company put a brave face on matters in that it was not an in-flight failure but it met the ground violently nonetheless.

Only a year later a woman was taken to hospital after the hull automatically deflated when the vessel came loose from its moorings. After that incident HAV decided to give up on the prototype and go for the full size machine using the insurance payout rather than go for a rebuilt 10.

The company, founded in 2007, intend to produce the larger version of the aircraft that can take off and land from almost any flat surface, and could be used for a variety of functions, including surveillance, transporting freight and passengers.

New helicopter project in the pipeline?

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The original model was developed as a surveillance aircraft for the US army, and its first flight took place in 2012 before the programme was cancelled in 2013. HAV then took it to the old airship sheds at RAF Cardington, Bedfordshire, where it was modified for civilian use.

Ford is pushing the boat out for the RNLi by supplying the charity that saves lives at sea with a replacement fleet of new vehicles. Ford will ship 210 new vehicles to the RNLi this year, followed by a further 120 in 2020 and again in 2021 – including 100 Ford Rangers total as beach patrol vehicles for its lifeguard service.



For the next 3 years Ford will be the official vehicle supplier to the RNLi. Most visibly we'll be supporting their great work with the Ford Ranger, which will help lifeguards patrol beaches up and down the UK. To date the RNLi have saved the lives of over 141,000 people in UK or Irish waters. Using the Ford Ranger, Transit Connect, Transit Custom, Transit, Fiesta, Focus, EcoSport and Kuga, we're going to help them save even more.

BIRD Aerosystems and **HENSOLDT** have signed a cooperation contract by which HENSOLDT will use BIRD's RCD (Radar Control and Display) and MSIS (Mission Management System) to control their PrecISR advanced multi-mode radar family.

The PrecISR™, HENSOLDT's new family of airborne multi-mission surveillance radars, comprises of the newest generation gallium nitride AESA antenna technology with two-dimensional e-scan capability, com-

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bined with large bandwidth multi-channel radar core electronics and integrated radar signal processing. PreclSR™ has been designed for all types of airborne surveillance missions in 24/7 operation and in all weather conditions, to ensure safety and security and to detect conventional and asymmetric threats on the ground, at sea and in the air. Detecting, tracking and classifying more than a thousand objects, the PreclSR™ increases the surveillance capabilities and mission efficiency for any special mission aircraft. BIRD's RCD (radar control device) is integrated into BIRD's advanced Mission Management System (MSIS) which manages the complete mission and enables ASIO Airborne, Naval and Ground units to share real-time information. BIRD's MSIS reduces mission crew workload by display and operation of important aspects of the mission at any given time, enabling the crew to efficiently perform detection and classification of only the relevant targets.

During 2018 **Airbus Helicopters** delivered 356 rotorcraft and logged gross orders for 413 helicopters (net: 381) which is up from 350 gross orders in 2017, maintaining its lead in the civil & parapublic market while reinforcing its position in the military market thanks to key successes with international campaigns. The company also booked 148 orders for light twin-engine helicopters of the H135/H145 family and secured 15 orders for the next-generation H160. At the end of last year, the overall backlog increased to 717 helicopters.

In 2018, Airbus Helicopters delivered the first of 100 H135s for China in Qingdao, where a dedicated final assembly line will serve the growing demand of the Chinese market for civil & parapublic helicopters.

Last year also proved successful for the Super Puma family which was selected by the military and yet still attracted new civil & parapublic customers with repurposed H225s previously operated on the oil & gas market.



ACCIDENTS & INCIDENTS

24 December 2018 helicopter air ambulance of Mayo Clinic Health System as Mayo One in Wisconsin. Reported to have had a hard landing and out of service for repair. No injuries apparent.

Ed: Thanks in part to the US Governmental shutdown, very few details. Mayo One operate Airbus Helicopters H145 helicopters from three bases [Rochester, Eau Claire and Mankato] in Wisconsin. The story came from the media in Eau Claire so it may have been there.

29 December 2018 AgustaWestland AW139 National Search and Rescue Center, United Arab Emirates. The rescue helicopter crashed on Jebel Jais mountain in Ras Al Khaimah, killing four crew members. The helicopter clipped a zipline on the mountain, the UAE's highest peak, en-route to pick up a patient. The dead include three Emiratis and a foreigner. The zip line is 2.8km long at a height of 1,680m above sea level, on top of Jebel Jais mountain.

2 January 2019 Eurocopter AS355 New Zealand Police. A drone came within 10 metres of the police Eagle helicopter above Spaghetti Junction just after midnight, forcing the pilot to take evasive action at 1400 feet over the Central City area which is an exclusion zone for drones.

11 January 2019 Airbus Helicopters AS350 N346AE. Air Ambulance of Air Evac EMS Inc. No serious injuries were reported after a medical helicopter crashed whilst being repositioned at the Ponca City Regional Airport in Oklahoma. The Air Evac EMS helicopter had two pilots aboard at the time of the crash.

14 January 2019 Helibras HB-350BA Esquilo PP-ECF. Polícia Militar do Estado do Rio de Janeiro helicopter crashed with one fatality. A police officer died and three others were hospitalised after crashing in to Baía da Guanabara, Rio de Janeiro. Sgt. Felipe Marques de Queiroz, 37, had not survived the accident, but that the three other crew members were out of danger. The men were patrolling in a Fenix 08 helicopter

18 January 2019 Airbus Helicopters EC135T2 G-NIHM. Northern Ireland Air Ambulance attending the scene of a call out to Articlave Co Londonderry suffered mechanical failure. The air ambulance was off line for a period while repairs were carried out. in a field close to the Rockmount Gardens area. [Belfast Telegraph Digital]

UNMANNED

Regardless of the rights and wrongs of the December airport close down at Gatwick the industry needs to take stock of the need for equipment, what it should be capable of doing, the legal parameters of interfering with the craft and – importantly - who is going to pay for it. What Gatwick did show was that buying the equipment in the first place would have been far cheaper than the estimated £20M cost of the disruption but the airlines would not be in the queue to offer to pay for the kit.

If an airline willingly offered one airport a financial contribution it would surely find that it would be expected to pay for every destination it served. Clearly no airline will step forward with an offer.

There are other important questions that seem to have no ready answer. Just how many detector and defence units would be required to effectively protect a typical airport? It is unlikely to be one. Let us not ask how many net equipped drones or guns might be required to protect the perimeter of a similar area, the numbers are laughable even if you make it a wholly automatic system [which does not yet exist]. Even if they were effective, you could not afford the wages of enough personnel to operate them 24/7/365.

Nothing adds up. In many ways that 1932 claim that "...the bomber will always get through..." still holds firm.

Plenty have pointed out that the media have failed to fill themselves with glory – majoring on net launchers and misidentifying rooftop equipment – but it is a dark industry. As ISIS has regularly demonstrated, these things kill and that alone depresses free discussion on the subject.

It is reported that the City of Coventry in the UK Midlands region is proposing to ban drones from their area and to restrict the intrusion by drone carried cameras. A University of Birmingham expert, Professor David Lunn, gave his reaction to the proposal.

"The decision by Coventry City council to ban the use of drones its parks and on its land shows the growing awareness of the potential dangers from the misuse of drones. Coventry's decision follows that of Leicester City Council and numerous local authorities across the world who have taken action to limit drones use. It demonstrates both a local awareness of the problem from first-hand experience and a frustration at the lack of effective central Government legislation and guidelines. Whereas some countries like Sweden have brought in tight restrictions such as a ban on drones with cameras, the UK has been slow to respond to this new technological development. Research at the University of Birmingham shows that security officials responsible for the safety of critical infrastructure and crowded places are consented about the threat that the misuse of drones presents. Our research, based on contact with these individuals, calls for greater regulation, registration, licensing and the requirement for insurance of drone use. It has also long called for drone surveillance technology and counter drone measures at airports and other sites."



Part of the White House argument for building a wall on the U.S.-Mexico border with Mexico has been that a barrier will impede the flow of drugs into the United States, but that argument does not sit well with the Drug Enforcement Administration (DEA), which is concerned smugglers will likely find ways of avoiding a wall altogether, like flying over it with unmanned aircraft.

DEA data indicate that most shipments cross the border through legal points of entry hidden in cars and trucks.

For the past decade or more criminal organisations have employed drones to smuggle small amounts of drugs into the US thus evading all walls and legal point of entry inspections.

In the same way that aerial deliveries by conventional aircraft, large and small, have been intercepted in the past Border Patrol agents sometimes intercept drones carrying drugs or their recipients and operators. The FAA next spring plans to issue a Notice of Proposed Rulemaking (NPRM) related to remote identification of UAS operating around airports and the national airspace to help law enforcement and other authorities rapidly identify potentially wayward drones and their operators.

The FAA Reauthorization Bill, P.L. 115-254, permits the departments of Homeland Security and Justice to detect, monitor, identify and mitigate threats posed by drones to certain critical infrastructures in the US. The first time DHS and the DoJ have been given authority to work together against the drone threat using detection systems. The law gives the FAA the authority to require drones to have remote identification built in by the manufacturers.

The Special Weapons and Tactics Team (SWAT) of the Los Angeles Police Department's (LAPD) Metropolitan Division deployed its unmanned aircraft system (UAS) for the first time in December. The operation occurred during a barricade incident involving a robbery suspect.

On December 13, 2018 three suspects were involved in the armed robbery of a convenience store in San-

ta Monica Blvd. Two suspects were arrested by detectives, but the third suspect was not captured. On January 9 police officers who were in the area looking for the third suspect went to North Berendo St.

The officers and detectives believed that the suspect was inside the apartment. The stand-off with the suspect lasted approximately nine hours. During that time, the LAPD's specialised sUAS pilot used a DJI Spark drone to find the suspect, who was hiding in a second-floor apartment, as part of tactics that included communication strategies, tear gas and, ultimately, the drone.

In this incident, the drone was used after the tear gas was ineffective in flushing out the suspect. The sUAS was flown outside of the windows of the suspect's apartment, but the suspect was not seen with the sUAS. After several hours, the suspect who had been hiding in the attic space of his apartment was located and taken into custody by officers without any further incident.

The ability to use a sUAS in certain situations is an important tool for SWAT and allows officers to gather critical information that can mitigate high-risk situations.

Back in 2014, two Draganflyer UAS were gifted to the LAPD from the Seattle Police Department. There were public reservations voiced about the new technology but finally in July 2018, the LAPD began a pilot programme that would allow the department to use drones with a goal of de-escalating dangerous situations. For accountability, the drones are used only by a team of officers with specific training and with prior approval from a command staff officer.

LETTERS

Hi,
I'm Steve O'Donnell. I am the O'Donnell of the "O'Donnell theory", now retired. I'm very pleased to see work I did as a very junior member of the Civil Service has been apparently quite influential. I really wish I'd been aware of this as I pursued my career through the Civil Service. I only discovered its influence a few years ago and I've only just spotted the recent work mentioned in Police Aviation News April 2017. I'd be very interested to know of further developments and very happy to give a "horse's mouth" on the original work.

Steve O'Donnell

Ed: That was a surprise letter to say the least.

The thin UK Home Office report produced some thirty years ago has become something of a world standard and an anchor for further works that tended to simply underline his original conclusions.

Many years ago every UK air support unit in the land had a copy and it was their bible. Its use was backing for probably hundreds of reports to Chief Officers for funding or yet more funding for aircraft.

The content was something that could only be written when it was. The sensors were mark 1 eyeballs, the basics. Any later and the report would have had sensors impacting on the findings. As it happens later reports included sensors in the mix and that slanted the viewpoint and altered the results. So The O'Donnell report is the basic building block and that is why it is important beyond expectation and used way beyond these shores. That is why search aircraft still have bulged windows the eyeball can see much more and most sensors are still like looking for a needle in a haystack through a toilet tube. Thirty years later that might change with modern technology with computers and enhanced visual aids looking for hot spots etc but that is another step further in science.

I suspect that many of the original paper copies will have gone now with moves and management changes so that digitalisation turned out important as a widening of access and a way of updating and making sense of the ancient numbers. Certainly for a Home Office report it has reached places it was never intended and taken on an afterlife that others never did. It continues to be the building block of numerous later trials that seek to emulate it. Nearly all have been in the UK but that tends to be because the funding models are better here and less affected by county lines and political borders.

An edited precis of the report is available for free download at the PAN website. A full scan of the original document is available on request from the editor.

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PEOPLE

Paul Marrion Assistant Operations Director, South East retired from NPAS at the end of the year, although effectively on January 4.

Paul was the former Inspector Unit Executive Officer for Essex Police Air Support based at Boreham and was one of the prime movers who took part in the creation of the 2009 Review of Police Air Operations report that led to NPAS.



Inspector Gary Smart, the former UEO of the South & East Wales Air Support Unit, retired from South Wales Police later in January and held a retirement gathering on February 1 in Cardiff City Centre. At the time the unit was taken over by NPAS Gary was obliged to return to street policing but he maintained close links with operational support and on several occasions employed NPAS in support operations for such as covering sports events and a G8 conference being held in South Wales. On that basis he maintained access to the PAVCon Conference as both speaker and delegate.

Ed: In truth he was too outspoken for an NPAS management operating by edict for him to stay in post. He was not the only one so treated.

Saint Louis, Missouri based **Essex Industries** has announced that Evan Waldman has assumed the role of Chief Executive Officer effective January 1, 2019. A third-generation member of the company's founding Guller family, Mr. Waldman is just the third CEO in the company's 70-year history.

Evan Waldman joined Essex in 2004 as a Sales and Marketing Associate. He has served as Operations Manager for the Manufacturing Division, Director of Commercial Sales, Director of Strategy and most recently as Sr. Vice President of Business Development. Evan has a B.A. degree from Indiana University and an M.B.A. from Washington University.

Essex Industries is a family-owned and operated manufacturer focused on the aerospace market. Essex has been a part of virtually every major military and commercial aerospace program since the company began in 1947. Other products include liquid oxygen equipment, emergency breathing equipment and gas regulators.

MOVE ALONG THERE

Two years after President Trump signed orders to hire 15,000 new border and immigration agents, the administration has spent tens of millions of dollars but still has thousands of vacancies.

In one case, Customs and Border Protection allocated \$60.7 million to a consulting company — and it's hired only 33 new border officers so far. [LAT]

A tornado ripped through the airport at Antalya Turkey on Saturday, 26/1 injuring 12 people and causing millions of dollars in damage as it marched down a line of airliners parked on the ramp. None of the injuries are considered life threatening. The wind knocked over buses and service vehicles on the ramp and pushed equipment into the airliners. Large pieces of debris also struck the planes and the terminal building. Officials said three buses and several pieces of ground equipment were toppled.

The twister was one of as many as five that touched down in Antalya, which was just recovering from a tornado and major storm that hit the region on Thursday. The same storm brought heavy rain to the coast and snow to the mountains of the Balkan region and Turkey. [AvWeb]



NEWLY ANNOUNCED EVENTS

2019 PAVCon Europe

The 2019 edition of the PAVCon Europe Police Aviation Conference will take place in Amsterdam on 4-5 June 2019. The venue for the event is to be Hangar 3, the JetSupport Service Center at Schiphol East the General Aviation section of the International Airport. The GA airport is within perimeter of the International Airport but operates from its own separate single runway. JetSupport BV is literally just around the corner from the Netherlands Police helicopter unit at Thermiekstraat 156-158, 1117 BG, Schiphol, The Netherlands

Airport: Amsterdam Schiphol Oost Airport. Location: Schiphol East – Hangar 3. ICAO code: EHAM, IATA code: AMS GPS Position: 52°18'44.20"N 4°48'29.43"E



PAVCon in sight ©PAR

There are four hotels close by the event to suit a variety of budgets. On a recent visit two of the hotels stood out as the better options, there is little to choose between them and the only obvious divider is price.

Renaissance Hotel Amsterdam Schiphol Airport, Meester Jac Takkade 35, 1432CB Aalsmeer, The Netherlands

A clean, comfortable and modern hotel opened in September 2018 is part of the Marriott Rewards. They are offering rooms to PAVCon attendees at 125 euros including a buffet breakfast. The hotel offers a free shuttle service to and from the airport that runs every 40 minutes. The hotel is a 20 minute walk to the conference venue. They offer residents car parking on site at an additional 25 Euros daily. You can book at the discount rate quoting PAVCon for a limited time. The contact is Orthea Christian-sen. Meeting & Events Specialist

T: +31 29 72 286 52 groups@rhschiphol.com Marriott.com/amsra | [instagram.com/ renhotelschiphol](https://www.instagram.com/renhotelschiphol)



PAVCon Hotel ©PAR

Steigenberger Hotel Stationsplein ZW 951, 1117 CE Schiphol-Oost, The Netherlands.

Clean, comfortable and modern hotel with some rooms recently refurbished. For a short period they are offering PAVCon delegates and exhibitors a room rate of 165 euros with breakfast. The hotel offers a free shuttle service to and from the airport that runs every 30 minutes. The hotel is a 10 minute walk to the conference venue. They offer residents covered car parking on site at an additional 20 Euros daily. Not a US chain. Deutsche Hospitality is a German luxury hotel company.

www.deutschehospitality.com The contact is Bob Evers T +31 20 5400 823 | M +31 6 25 33 95 55 | bob.evers@steigenberger.com



PAVCon Hotel ©PAR

The outline programme will see a two-day conference with half of each day dedicated wholly to police air support training. Industry will be asked to submit papers focussed on new technology and training. These will be of a length that focusses on the subject to the exclusion of overt branding. A call for papers will be issued. This year's event will again be directed by Police Aviation Research from the Waltham Abbey, UK, office www.pavconeurope.eu you can contact using any of the PAN/ PAR e-mails but [ad-min@pavconeurope.eu](mailto:admin@pavconeurope.eu) is the dedicated portal.



PAVCon in sight ©Google

15-20 July 2019 APSCON The 49th Annual Conference & Exposition. CHI Health Center Omaha 455 N 10th St, Omaha, NE 68102, USA. APSCON 2019 in Omaha will continue to set the standard for excellence in the field of public safety aviation. Filled with education and training, APSA will again offer some of the best conference courses and classes in our industry, presented by the experts from our industry. The exhibition floor is a great venue to check out the latest, cutting-edge technology for public safety aviation, in addition to providing a great opportunity to visit with peers. Exhibitors will showcase their products and services to aviation unit decision-makers and end users, while creating an exceptional learning environment, in one central location. The event includes much loved social events sponsored by corporate supporters. www.publicsafetyaviation.org

The event uses the HILTON OMAHA (located directly across the street and attached via a skywalk) at 1001 Cass Street, Omaha, NE 68102 +1 402-998-3400 Discount Rate: \$134/Night; (Single/Double), plus 18.16% room tax (current tax rate, subject to change) Discount Deadline: June 25, 2019. Check out the APSA website for the details. There is a Hotel Airport Courtesy Shuttle Available, on request (Omaha Eppley Field). A taxi would cost \$11 one way. Parking On-Site: \$15/Day Self Parking/\$21/Day Valet
The alternate/overflow hotel is the OMAHA MARRIOTT DOWNTOWN at the Capitol District at 222 North 10th Street, Omaha, NE 68102 +1 402-807-8000. This offers a similar Discount Rate: \$134/Night; (Single/Double), plus 18.16% room tax (current tax rate, subject to change) Discount Deadline: June 25, 2019. Check out the APSA website. Hotel Airport Courtesy Shuttle Available, on request taxi and parking as above.

21-23 October 2019 The 5th OFSEC - Oman Fire, Safety and Security Exhibition, Oman Convention and Exhibition Centre, Muscat - Sultanate of Oman. OFSEC EXPO 2019 is designed to meet the needs of the local, regional and international markets by linking practitioners, suppliers, distributors and manufacturers from the fire, safety and security industry, with key decision makers from the government and private sectors. The 3-day exhibition will seek participation from a large number of exhibitors and representation from over 30 countries, with product and service launches. www.muscat-expo.com/ofsec

WHO WILL RID ME?

In a few months NPAS North Weald will open and the glory that was the world famous air base of the Metropolitan Police at Lippitts Hill will fade into the pages of history.

Many at NPAS HQ in Wakefield will emit a sigh of relief.

Many times I suspect Lippitts Hill and the Metropolitan Police in general will have been the subject of some variation on that King Henry II alleged utterance.

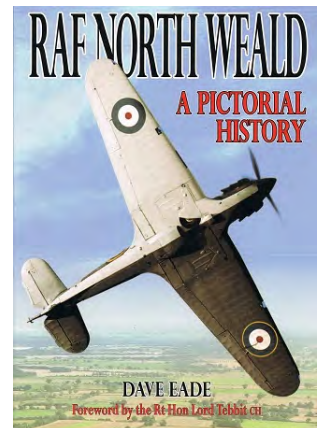
Many times NPAS and West Yorkshire Police they will not have been on their own in denigrating the Metropolitan Police – they who are seen to see themselves so superior ‘the best’ and less likely to accept edicts from on high. It is a known fact that the Met ASU wagged its own tail and effectively told senior officers what they wanted to achieve rather than what the bosses thought they wanted to achieve.

It was not just that the majority of the worlds police aviators beat a path to Epping Forest to see them and few others it was that the world assumed that as the protectors of London they were the best in the UK. Clearly it was not always so, but do not let the truth get in the way of a good line shoot.

Aside from the cost savings, breaking the link with Lippitts Hill is something of a priority for the peace of mind in Wakefield.

But fear not, for they are going to North Weald, an airfield still quite close to London and still quite accessible and having lots of superior history. They might still be more of a magnet than Wakefield.

And if you want to read more about North Weald their new home where best to start than the airfield websites and museum. All nicely encompassed in a book that tells the tale of 100 years. I have lots of copies and you can get them via www.nwamuseum.co.uk



DIARY

14 February 2019 Lippitts Hill Camp – the story. An illustrated talk by Bryn Elliott. Chingford Historical Society meeting at 7.30pm at Chingford Junior School Shaftesbury Road, London E4 7BP. The doors will be open from 7 pm. The school is about 10 minutes' walk from Chingford Railway Station. Limited parking on site. www.chingfordhistory.org.uk

4 March 2019 APSA Rescue Summit. Atlanta Georgia USA www.publicsafetyaviation.org



4-7 March 2019 HAI Heli-Expo, Atlanta, GA. Exhibits open 5-7 March.

7-8 March 2019 UAS DRONES Disaster Conference (UASDISCON) Los Angeles, USA. at the Columbia Memorial Space Center to explore how drones are evolving emergency management operations during the west coast version of the UAS DRONES Disaster Conference (UASDISCON). The Conference will mark the second edition of the series launched in 2018 at Florida International University in Miami.

www.uasshows.org



International cooperation Lippitts Hill style in 2014. Bryan Smith the Safety Officer of APSA [then ALEA] visiting the police aviation unit in June 2014. [PAR]

APSCON 2019

OMAHA, NE | JULY 15-20



AIRBORNE PUBLIC SAFETY ASSOCIATION