

Police Aviation News

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Issue 280

August 2019

Bell 429 for New Zealand

Capability upgrade for new leasing contract



Cayman Islands expansion plans
Luxembourg move to the H145
More Government funds for UK EMS
US Drone users band together

EDITORIAL

Is there a wind of change within the UK Government.?

In recent days Boris Johnson has stepped into the role of Prime Minister, replacing Theresa May and stating emphatically that he wishes to increase the number of police on Britain's streets. When serving as the Home Secretary and then the Prime Minister May was always negative on police numbers and finance and in many areas officer numbers plummeted as a reflection of her edicts.

Whether the new Boris Johnson mood will hold sway remains to be seen, even finding people who wish to join will be a problem, training them and finding police stations to house them will be a headache. The new mood does however hold out some hope for police aviation in the country. Regularly within these columns there are stories about Government finding significant sums of money to give to the air ambulance community [and even for islands in the Caribbean] and yet there is none for the police aviators at home.

The air ambulance community is funded by charity giving and in almost every instance they can show ledgers that display they have 'enough' to operate in the service of the people. The enough (and more) allows them the luxury of regular new aircraft, crew training, extended hours and on to sourcing land and building attractive new facilities for their operation. This 'land bank' of valuable resources will always stand as a means of ensuring HEMS will survive through any future lean periods. While the idea remains as an insurance few now expect the public to ever abandon giving freely to the air ambulance cause.

Contrast that with the parlous state of UK police aviation. Until most recently they were the only 24-hour back up HEMS on offer and yet they have been overtaken in capability and availability by the one-time daytime only air ambulance. Some bases are co-located with air ambulances but not on the basis of financial equals.

When NPAS took over air policing there were two well established £1M a year police air units part funded by charity for air ambulance work. Both were swept aside by the brains that dreamed up NPAS. The police did not want cooperation. Now one of them, Wiltshire, is a fully self-supporting air ambulance with way more than a mere million a year to operate on. Meanwhile, the Wiltshire police no longer have meaningful police air support they can call their own and yet there is a very capable helicopter and base just down the road mocking them daily. The other police led operation in Sussex has morphed into a capable three county air ambulance. All have modern airframes.

Who planned this ridiculous state of affairs? In fairness it was not Wakefield and it was not a great deal to do with aviation professionals. The original non-cooperative plan predates the creation of the national scheme and lies with some former Chief Constables, some of whom now enhance their significant pensions in industry and the House of Lords, and a range of politicians. Some feature regularly in negative newspaper stories about their police past.

However, the continuation of the mess lies with the National Strategic Board. It is their decisions, now held in secret, that keep NPAS where it is. In 2018 the board consisted of around twenty persons of whom the vast majority were not from an aeronautical background, in the main they are civil servants, politicians and senior police officers. Arguably they have agendas with little to do with flight safety and efficient aviation. That is of course if they even manage to attend the quarterly meetings in the first place. For a year now we have had no evidence that they ever meet.

All of this may go some way towards explaining why some very eccentric aeronautical decisions have been made in the past and why another plan is pending even before the last one has got a grip of itself.



Unfortunately, none of the history even starts to excuse what they continue to do.

We can but hope that should it survive Brexit, the new administration of Boris Johnson will find some time away from sorting out the severing of ties with Europe to consider throwing a financial lifeline to NPAS and for those in Wakefield to use it wisely.

Bryn Elliott

COVER: On July 12 New Zealand Police officially unveiled its brand-new fleet of Eagle helicopters at a launch event at Onehunga. From July 1st Police Air Support has been serviced by three twin-engine Bell 429 helicopters, which replace the three AS355 squirrels previously in operation. [images by NZPS]

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LAW ENFORCEMENT

CAYMAN ISLANDS

RCIPS: Hopes that the old EC135T1 police helicopter would soon be joining the police air support unit again have been dashed.



The venerable former UK police EC135T1 was damaged earlier this year and the introduction schedule of a new H145 helicopter for police and Coast Guard duties was brought forward to fill the resultant gap. It was expected that the 135 would be repaired and brought back into service to enable the H145 to return to the workshop and receive its role equipment.

It turns out that the relatively minor damage to the older helicopter is not economic to repair and another new airframe is in the planning stages.

As Cayman are now wanting to expand the basic police role into air ambulance and SAR [Coast Guard] it is recognised that Cayman needs two helicopters, and that these need to be more capable than the original airframe can ever offer. The former UK police specification that the RCIPS took on for their first helicopter, including high skids and an inability to be equipped with floatation devices, was subject of criticism. The fact remains it was an entry level helicopter that was cheap enough to prove the need to the legislature in the Cayman’s and it did its job well.

During a recent visit, Minister of State Lord Tariq Ahmad reportedly said the UK government would support the provision of an additional new helicopter. It is not expected that UK support would be at the same level as that given for the H145. For that airframe the UK provided 25% of the \$11M purchase price and ongoing operation of the helicopter. Part of the agreement was that the helicopter would be used for disaster relief in other UK overseas territories when needed. [Cay Compass]

New helicopter project in the pipeline?

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GERMANY

BUNDESPOLIZEI: Norwegian MRO Heli-One has agreed a helicopter upgrade contract with the German Federal Ministry of Interior to modify its incoming Airbus H215 fleet and existing AS332 Super Puma aircraft. The upgrade project covers four H215s with an option for an additional 16 AS332L1/H215 aircraft and in its entirety will take up to eight years. The work will take place at the company's Stavanger facility, and each aircraft will have dozens of modifications with the latest technology to make it flexible and mission-ready for its complex operational use. The German Federal Ministry of Interior will benefit from Heli-One's experience in developing and implementing industry-leading modifications with a focus on crew requirements.

The fleet is operated by the Federal Police (Bundespolizei), providing public safety services for German citizens and participating in international missions. Its large and diverse fleet will see four Airbus H215 helicopters enter into service in 2020 to join the existing 19 AS332L1s, 42 H135s (and variants), 19 H155s, and 10 H120s. The aircraft perform a range of missions including search and rescue, border security, maritime protection, disaster response, transportation, counterterrorism and supporting international and regional efforts for the United Nations and European Union.



The contract focuses on installing post-delivery mission equipment to harmonise the H215 with the existing fleet to make them mission ready as soon as possible. Each H215 will receive over 50 modifications, including cabin installations, communication/navigation equipment, search lights, cameras and rescue equipment. Additional AS332L1/H215s will also have upgrades to bring them up to operational conformity with the fleet.

Heli-One has worked closely with the Bundespolizei for years and is currently performing a modernisation programme for the AS332L1s, installing a glass display-based cockpit solution with a complementary multi-mission flight management system. In addition, Heli-One has worked closely with the flight team to develop additional solutions that have aided crew efficiency such as customised mission equipment and navigation system improvements.

Heli-One has supported the Super Puma platform for more than 30 years, as well as military and civil customers, and practically every mission profile that utilises this adaptable platform. Support offerings include everything from nose-to-tail, including engines and comprehensive maintenance support. In-house design teams on two continents have developed more than 40 supplemental type certificates (STCs) for this helicopter type and continue to find innovative solutions for customers to maximise operational capability and efficiency. [Heli-One]

LUXEMBOURG

Later this year, starting next month, Luxembourg's army will receive two new Airbus H145M helicopters, which will also be for the use of Luxembourg's police.

Last year, the state council signed off on the purchase of two military helicopters. The helicopters will not exclusively be used by the military, but will also be at Luxembourg's police force's disposal, opening up a range of operational possibilities for the Grand Ducal police.

Two MD902 helicopters are currently flying missions for the police, these are owned by Luxembourg Air Ambulance SA, and the pilot is one of their employees. The contract between the police and Luxembourg Air Ambulance SA (LAA) stipulates that they can use the helicopters in weekdays, on weekends and on public holidays between the hours of 6am and 10pm. While night-time flights are possible, they have to be scheduled in advance for organisational reasons. LAA pilots are not on duty around the clock.



With the purchase of the two new Airbus H145M helicopters, which will be deployed operationally from Findel International Airport, from next year this will change. The police will be able to deploy helicopters

24/7 and will also rely on its own helicopter pilots.

The H145M is a military version of the H145 and is similar to the model used by the German Army. Apart from military transports, the helicopters will also be used to combat fires from the air and evacuate injured people.

The helicopters to carry civil registrations LX-FAA and LX-FAB, will be equipped with a hoist, camera, searchlight and an advanced communications system. As a military specification model light armour protection kit and weapons could be added later but such a scenario is not expected to happen.



(L-R): Jean Delbecq, Airbus; Philippe Schrantz, DG of Police Lëtzebuerg; General Alain Duschène, Chief of Staff of the Army; Thomas Hein, Airbus Helicopters; Étienne Schneider, Deputy PM & Minister of Defence; Peter Dohmen, NSPA General Manager; Credit: EMA



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MEXICO

A state of México police officer has been arrested by federal officials for the murder of a 59-year-old helicopter pilot in Rincón de Cristo, Sultepec, on June 16.

Initial reports stated that the officer shot at the blue Bell helicopter during a confrontation with gangsters, but an investigation suggested that version of events was incorrect. The federal Attorney General's Office, supported by the Defense Secretariat and México state police conducted interviews with witnesses and undertook ballistic forensic studies, determined that the officer probably shot at the helicopter in error.



According to court documents, the arrested officer shot at the helicopter as it was carrying three women and a child. The passengers were injured when the aircraft crashed, and the pilot died from a gunshot wound. [News Daily]

NETHERLANDS

NATIONAL POLICE: The latest exchange of upgraded EC135P2 helicopters has taken place at the Babcock International Group Mission Critical Services completions facility on Staverton Airport, Gloucestershire.

Now returned to service in Amsterdam is PH-PXF, replaced by the arrival of the third airframe to be upgraded PH-PXA [photographed by a local watcher].



The new Dutch Police AW139 remains in the works being role equipped, as the first of that type to receive an agreed standard upgrade treatment that is expected to take longer.

Ed: Officially the police in the Netherlands have not publicly admitted to the upgrade contracts with Babcock so these comings and goings are sheer fiction!



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NEW ZEALAND

POLICE: On July 12 New Zealand Police officially unveiled its brand-new fleet of Eagle helicopters at a launch event at Onehunga.



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From July 1st Police Air Support has been serviced by three twin-engine Bell 429 helicopters, which replace the three AS355 squirrels previously in operation.

The change in aircraft follows the announcement of a new contractor, Advanced Flight Ltd, who was selected in late 2018 to supply helicopter services for the police.

The helicopters were officially unveiled by Police Minister Stuart Nash and Commissioner Mike Bush. Mr Bush says the new helicopters are a fantastic acquisition which will significantly increase the capability of our Air Support Unit. The Bell's have greater fuel capacity and are capable of flying from Auckland to Wellington without needing to refuel.

Police will maintain its 24/7 Air Services coverage, which equates to approximately 3,300 planned flying hours annually.

The airframe is finished in dark blue without a clearly visible registration mark. It is dually marked Police and pirihiimana the Maori equivalent, carries a nose mounted sensor and a Trakka searchlight on the upsweep to the rear of the cabin .

Eagle normally operates with a crew of three - a civilian pilot, and two observers, both observers are sworn police officers. A crew of three allows the pilot to concentrate solely on flight safety, flying the aircraft while maintaining separation from other air traffic, while the observers concentrate on the action below.

Technical details of the role fit are sparse on this airframe due to the completion being undertaken away from the direct influence of the MRO. It is known however that the EO/IR camera and Trakka searchlight mounts were supplied by Meeker. [New Zealand Police/PAR]

An advertisement for Airborne Technologies. At the top, the text reads "Your Mission – Our Business" in large white letters. To the right is the Airborne Technologies logo, which includes a stylized airplane icon and the words "AIRBORNE TECHNOLOGIES". Below this, a large group of people wearing black hoods and jackets are standing in a line on a tarmac. In the foreground, the nose and propellers of a twin-engine aircraft are visible. A yellow banner across the middle of the image contains the text "Tailor-made police ISR solutions" and the website "www.airbortechologies.at". At the bottom right, the text "Designed for Precision" is displayed.

PERU

NATIONAL POLICE: In early July members of the West Virginia Army National Guard (WVARNG) conducted hands-on aeromedical evacuation (MEDEVAC) operations training for medical experts of the Peruvian Armed Forces and police in Lima.

As a part of a Subject Matter Expert Exchange (SMEE) effort through the National Guard Bureau's State Partnership Program, Col. Kermit Huebner, Col. Todd Fredricks, Master Sgt. Evan McDonough and Sgt. Brad Miller trained more than 120 members of the Peruvian Army, Peruvian Air Force, Peruvian Marine Corps, Peruvian Navy, and the Peruvian National Police on a variety of aeromedical topics.

The training covered the history of aviation medicine, flight physiology, acceleration and G forces, and finally, flight safety/spatial disorientations. [dvidshub]

UNITED KINGDOM

NPAS: As previously noted, real press releases from NPAS are rare these days, social media is the way to go even if it is very hit and miss as to whether it reaches the correct market.

In that vein the *Twitter* account announced that the new boss of NPAS, Chief Superintendent Scott Bissett, praised his staff for their work in support of the State Visit of Donald Trump, the President of the United States, to the UK in June. The fact that Bissett had been in post just a few days and will barely have any real sense of his tasks was clearly set aside.

The real issue though is that brief *Twitter* mention directed the reader to a fuller story by a link. Unbelievably that link was to a premium £29 a year news service run by a commercial publishing company, *Police Oracle*. Setting aside the lack of importance of this particular story, many will consider that this is a very undemocratic manner for a police service to disseminate news about its public duty. It also sets aside a long-standing requirement of sworn officers in the police service, that they undertake their duties "without fear or favour." In this instance I believe that the hand on direction of travel is that of a civilian member of the Strategic Board so I guess they consider that they can do exactly as they please.

Twitter is also one source of the new restricted circulation image of four P68 in the Doncaster hangar. It is noteworthy that the picture appears to have been taken shortly after the two airworthy P68 arrived from Austria. It shows quite clearly two airframes in a dismantled state and two clearly complete and presumably airworthy. This tends to underline the claim by one of last month's letter writers that this fleet is rarely flying. One wonders whether there are now four dismantled airframes in the Doncaster hangar.



As to the important question relating to the P68 fleet – when it will be operational – there is no update beyond the expectation that they will be flying in support of police in 2020.

In south Wales a business park development with a ready-to-use commercial airfield on site will launch at St. Athan on September 30th. The location, about five miles from Cardiff Airport, is the current home of an NPAS helicopter. The former South Wales/Gwent Police operation was set up there a decade ago.

With control of the site having moved from military control to civil just four months ago the Bro Tathan

Business Park is set to make major changes to St Athan. The property and landowners are now the Welsh Government.

Car maker Aston Martin is operating on site and others are being sought. Although the police unit is set to move across to Cardiff the site is projected to continue with aviation use, the HM Coastguard facility is located close to the existing police facility, with the availability of the resurfaced 1,800m runway and hangars being seen as attractive for companies needing easy access to air freight, UK and international markets. The ATC at the airfield will be operated by Cardiff Airport. [BlueSky]

The new facility at North Weald is almost complete. The main structure is in place with the fuel tanks now fitted on the west flank. The full perimeter fence has yet to be completed – particularly at the landing pad area – so how access to the cross runway by ‘fixed wing’ aircraft is being controlled remains unclear. Whether that proposal for a fixed wing will even make the grade in the latest 5-year plan is another big question mark.



With the new £4M air ambulance facility agreed and likely to start in build within a matter of weeks the airfield owners are looking for new uses for the spare space in the Control Tower.

Until now Essex and Herts Air Ambulance held regular training sessions in the two spacious rooms below the control room. These will become redundant in an aviation sense when this training moves into the new air ambulance facility and it is planned to be no more than local authority offices.



A banner for the Singapore Airshow 2020. On the left, the word 'FLY' is written in large, bold, white letters with a blue and red striped background. Below it, the slogan 'ABOVE EXPECTATIONS' is written in smaller white letters. To the right, the text 'SINGAPORE AIRSHOW 2020' is written in large white letters, followed by 'ASIA'S LARGEST AEROSPACE AND DEFENCE EVENT' and '11 - 16 February • Changi Exhibition Centre, Singapore'. On the far right, the Singapore Airshow logo is displayed, featuring a stylized blue and white arrow pointing upwards and to the right, with the words 'SINGAPORE AIRSHOW' below it.

A green banner for Parapex Media. On the left, there is a stylized green logo consisting of two overlapping 'A' shapes. To the right of the logo, the company name 'Parapex Media' is written in large white letters. Below the name, the text 'Marketing, Social Media Management, Website Design, Press and PR dedicated to the Aviation Industry' is written in smaller white letters. At the bottom center, the website address 'www.ParapexMedia.com' is listed.



©SAPS

Before we leave the Law Enforcement section of this edition, time to make use of a great picture just in direct mail from Inspector David Scutchings the Officer in Charge Combined Operations with the Police in South Australia. They recently had their Pilatus PC-12 VH-HIG repainted in this striking scheme.

UNITED STATES

Last month was the annual get together of airborne emergency services officers in the USA. The event attracted police aviators from around the world [including Queensland, Australia and The Netherlands]. Look out for the PAN report on the event, already on the website.

The image on the right is taken from the elaborate opening ceremony for the event. Guns, flags and an anthem.



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AIR AMBULANCE

LIBYA

TRIPOLI: The Libyan Air Ambulance based in Tripoli and aligned to the internationally recognized Libyan Presidency Council and Government of National Accord led by Faiez Serraj, has launched its air ambulance service to the general public.

The Air Ambulance says that patients can now book its service on a 24-hour basis by phone, email or through its online system.

It says that it can now provide services for transporting sick and injured passengers on board its fleet of aircraft equipped with modern medical equipment – for both trips within and outside Libya.

The Ministry of Health had reported that its air ambulance service had carried out more than 65 flights for 286 emergency cases between April and June. The flights, to Rome, Tunisia and Turkey, transported 222 war wounded and 64 patients, including children.

The Air Ambulance service has existed since the Qaddafi regime but in reality, it had been too expensive for the average Libyan and generally reserved for those with good connections with that regime.

UNITED KINGDOM

ASSOCIATION OF AIR AMBULANCE: The AAA is calling on the air ambulance community across the UK to nominate an individual or team for their prestigious, independent awards, which honour the exceptional contributions of staff and volunteers in the UK air ambulance community. There are currently 36 operational Helicopter Emergency Medical Services Helicopters operated by 20 charities in close support of local ambulance services.

This year, the judging panel will be joined by one of the most distinguished clinicians in the sector: Professor Sir Keith Porter. Professor Porter is the UK's only Professor of Clinical Traumatology (at University Hospital Birmingham NHS Foundation Trust) and has been at the forefront of developing world-class treatment for injured military servicemen and women for well over a decade.

The judging panel has a new Chair, with Robert Courts MP - the new Chair of the All-Party Parliamentary Group for Air Ambulances - chairing the panel for the first time. He has volunteered with a local charity - Thames Valley Air Ambulance - for a number of years so has had some insight into the extraordinary level of expertise and dedication of the people working in this sector.

The organisers of the Awards are calling on all air ambulance and ambulance services to consider who they should nominate this year. AAA members and non-members alike are encouraged to nominate their exceptional individuals and teams so they can receive the recognition they deserve. The Awards are both straightforward and free to enter in order to encourage all organisations to nominate.

The Gala Awards dinner will again be held at the Millennium Chelsea Harbour Hotel on Monday 18 November 2019. Nominations are sought in the following categories:

- Air Ambulance Campaign of the Year Award
- Air Ambulance Doctor of the Year
- Air Ambulance Innovation of the Year Award
- Air Ambulance Paramedic of the Year
- Air Ambulance Pilot of the Year
- Air Operations Support Staff Member of the Year
- Charity Staff Member of the Year
- Charity Volunteer of the Year Award
- Lifetime Achievement Award
- Outstanding Young Person Award
- Special Incident Award

The closing date for nominations is 1 September 2019. For more information, to book tickets or to make a nomination, go to <http://www.associationofairambulances.co.uk/aaae/>



Earlier this year the Government offered £10M in capital funding to the air ambulance community. Of the fourteen applications put forward, nine air ambulance charities are to receive a share of the total grant money.

East Anglian Air Ambulance
 Cornwall Air Ambulance Trust
 London's Air Ambulance
 Essex and Herts Air Ambulance Trust [see below]
 Lincolnshire and Nottinghamshire Air Ambulance Charitable Trust
 Great Western Air Ambulance Charity
 Devon Air Ambulance Trust
 MAGPAS Air Ambulance
 Midlands Air Ambulance Charity

UK air ambulance critical emergency services are not funded by the NHS; though they do receive some support from NHS ambulance services, the air ambulance charities rely on vital charitable donations from the public to cover their costs and keep them in operation.

Included in the development plans are modernised operational facilities at seven air bases, a new AW169 helicopter for Cornwall Air Ambulance Trust, seven critical care cars with medical equipment and immersive training suites.

CORNWALL: Cornwall Air Ambulance Trust (CAAT), plans to use the grant to cover part of the cost of a new Leonardo AW169 air ambulance. In a statement for the Trust, Paula Martin, Chief Executive of CAAT and Chairman of the AAA, said "We are delighted that the Government has awarded over £1.3M to Cornwall Air Ambulance to benefit the people of Cornwall and the Isles of Scilly, as well as visitors to the Duchy,"

"This one-off grant will speed up plans to extend operations and increase the number of hours Cornwall Air Ambulance flies, from 12 to 19 every day. This will mean the critical care crew could help up to two more seriously sick and injured patients every day."

ESSEX & HERTS: Essex and Herts Air Ambulance is celebrating securing a big grant from the government to help it with the construction and fitting out of a new base at North Weald.

It applied for £1.5M of the £10M made available to England's air ambulance charities in the Chancellor's budget last autumn and has been awarded the full amount - which will be used to help pay for the planned new airbase close to the new NPAS base at North Weald airfield, Essex. The total cost of the airbase will be in the region of £4M and it will house the aircraft and support services including training.

A planning application for EHAAT's new Airbase at North Weald was submitted to Epping Forest District Council last December and a decision is expected shortly. Currently the air operation flies a single Leonardo AW169 from existing facilities on North Weald with an MD902 operating from Earls Colne near Colchester; the type also acts as the maintenance spare for the AW169.

The new facility will be a base for the aircraft and pilots, the fundraising team and ongoing training. The landlords, Epping Forest District Council, are already planning a change-of-use for its airfield control tower rooms. They currently provide space for regular medical training sessions, set to move into the new facility.



In addition, there are reported plans for a new entrance to be provided for the airfield off the Epping Road. This is primarily to serve the existing and new businesses on the west side of the airfield rather than acting as a public access.

GREAT NORTH: The framework for the new GNAAS hangar/workshop at Urray Nook near Stockton is going up. The admin and support staff are already on-site in the retained building on site having moved from an office in Darlington in May. The address for the new site is; Progress House, Urray Nook Road, Eaglescliffe, Stockton On Tees. TS16 0QB

The hangars should be complete by the years end when the resident AS365N Dauphin II, either G-NHAA/ NHAB/NHAC or the new G-NHAD will move from Hangar 3 at Teesside Airport to the new location. The helicopters are maintained by Multiflight who have an engineer based at Teesside as well as undergoing major servicing at Leeds Bradford Airport (LBA) but as yet the new AS365N (G-NHAD) has yet to appear at Teesside. [David Thompson Teesside Aviation]



©Teesside Aviation

The NPAS helicopter base at Teesside Airport has closed but from time to time the airport acts as an operational refuelling stop for passing units. EC135P2+ G-POLA was captured at Teesside.



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FIRE TURKEY

KAAN: Russian Helicopters Holding Company (part of Rostec State Corporation) has delivered three Ka-32A11BC multipurpose helicopters to Turkey. The machines will be used in firefighting.



©Russian Helicopters

In July 2018 contracts were signed with KAAAN Air (Turkey) for delivery of three Ka-32A11BC multipurpose helicopters. Currently all three are handed over to the customer. The rotorcraft was purchased primarily for firefighting purposes.

The Ka-32A11BC multipurpose helicopter is designed to perform complex firefighting operations, special search-and-rescue and high-altitude construction operations, to transport cargo inside the fuselage and on the external sling, to log forest, transport pa-

tients and evacuate injured persons.

The co-axial main rotor system and absence of the tail rotor ensure compactness, high power-to-weight ratio and manoeuvrability. Ka-32A11BC has a high load lifting capacity up to 5 tons of cargo on the external sling. The assigned service life of Ka-32A11BC is extended to 32,000 hours which guarantees lower operating costs.

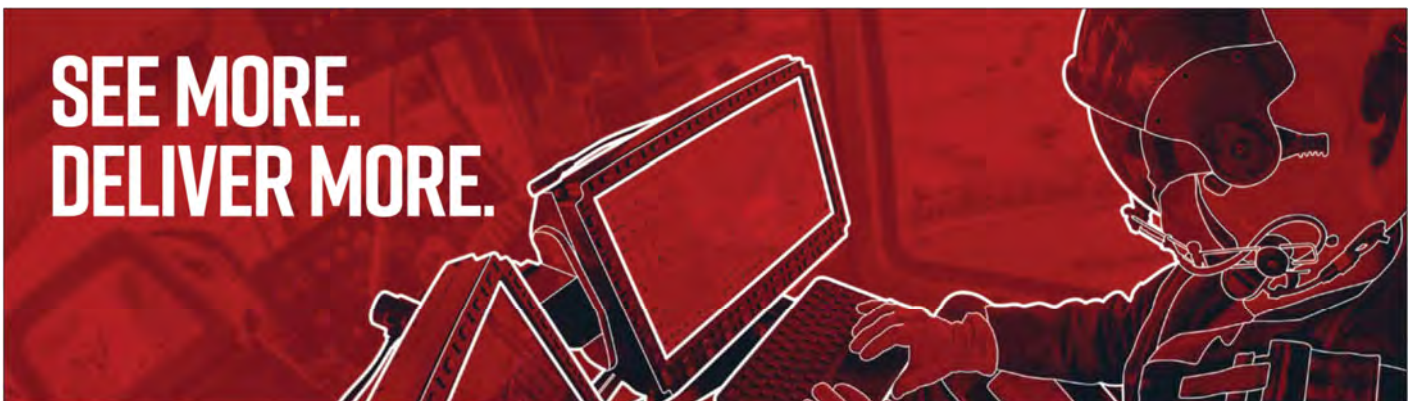
The firefighting version of Ka-32A11BC can be equipped with various fire extinguishing systems, including Bambi Bucket and Simplex type, as well as a horizontal firefighting system. The helicopter is capable of extinguishing flames on the highest floors of high-rise buildings and on oil-and-gas industrial facilities.

The Ka-32A11BC helicopter is EASA certified and meets FAR-29 and AP-29 standards. It is being successfully used in Azerbaijan, Indonesia, Spain, Canada, Kazakhstan, China, Portugal, Russia, Switzerland, South Korea and Japan.

The main field activity of KAAAN AIR is delivery and after-sales support of helicopters as well as a wide range of transportation services from air taxi and VIP transport to environmental monitoring and fire extinguishing.



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SEARCH & RESCUE CANADA

AIR FORCE: The first Airbus C295, purchased for the Royal Canadian Air Force's (RCAF) Fixed Wing Search and Rescue Aircraft Replacement (FWSAR) program, has completed its maiden flight. The aircraft, designated CC-295 for the Canadian customer, took off from Seville, Spain, on July 4 and landed back on site one hour and 27 minutes later. It is envisaged that the first aircraft will be delivered by the end of 2019 for operational testing by the service.



The contract, awarded in December 2016, includes 16 C295 aircraft and all in-service support elements including, training and engineering services, the construction of a new Training Centre in Comox, British Columbia, and maintenance and support services.

The aircraft will be based where search and rescue squadrons are currently located: Comox, British Columbia; Winnipeg, Manitoba; Trenton, Ontario; and Greenwood, Nova Scotia.

The first aircraft will now begin flight testing. Another five aircraft are in various stages of assembly; and seven simulator and training devices are in various testing stages. In addition, the first RCAF crews will begin training in late summer 2019 at Airbus' International Training Centre in Seville, Spain.

Not accepting the use of the bland numerals C295 or CC-295 for its new type the RCAF is now running a competition for the public to provide a suitable and acceptable name for it in RCAF service.



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CHANNEL ISLANDS

GUERNSEY: A mission-equipped Britten-Norman Islander 2-CIAS has joined joins Channel Islands Air Rescue [CIAS] for rescue duties.

The CIAS' previously used a yellow Islander G-CIAS but that was damaged and was temporarily replaced by another that was deficient in its role equipment state. The new fully equipped Islander aircraft has now been assembled, painted, tested and delivered with specialist search equipment installed. Thanks to effective fundraising it is now set to provide the Channel Islands with a technically advanced and capable asset using equipment that was often donated.

The Guernsey airport-based volunteer-led search and rescue organisation CIAS has taken delivery of the latest BN2B-20 piston Islander and has completed its acceptance programme and now offers a full 24-hour rapid response service.

CIAS founder and former chief officer Roger Dadd with Britten Norman CEO William Hynett.

The new aircraft is fitted with the latest role-specific equipment to enhance CIAS' capability. A new modification has incorporated the multi sensor Wescam MX-10 feeds in the nose that feeds back to two operator consoles in the cabin. The new sensor offers the ability to utilise a laser rangefinder and to blend the images from the different cameras to give the crew an enhanced view. As with all new Britten-Norman Islanders, the aircraft is also equipped with a Garmin G600 TXi touchscreen foundation flight cockpit which incorporates electronic instrument displays and the multifunction GTN series nav/com/GPS.



The aircraft, resplendent in its red and white colour scheme in line with the internationally recognised colours for search and rescue services, was blessed at Jersey airport by the Dean of Jersey and the Dean of Guernsey in April. It was flight tested at Lee on Solent by the manufacturers as G-CKYC before moving to the unique Channel Islands registration 2-CIAS. It retains the name Lions' Pride to acknowledge the continued support of the Jersey and Guernsey Lions Clubs.

Cias has operated Islanders for thirty years, its original aircraft was withdrawn from service five years ago after an incident, after operating for some 1,900 flying hours for the company. CIAS was supported by Britten-Norman with an interim search and rescue Islander aircraft. The BN2A Islander served CIAS well but it was missing the all-important EO/IR camera.

Operational for almost forty years, the charity covers 5,000 sq. miles of sea and works with the coastguards of the Channel Islands and France. The charity holds The Queens Award for Voluntary Service.

UNITED KINGDOM

NATIONAL: The first of nine Boeing P-8A Poseidon aircraft due to join the United Kingdom Royal Air Force (RAF)'s fleet, made a successful maiden flight on July 12, 2019.

First flight is one thing, acceptance flying, and delivery is another. The maritime patrol aircraft are expected to be delivered one a year for a while so it will be slow. These nine replace the 35 BAE Nimrod MR2s the last flight of which took place on May 26, 2010. The Nation seems to have managed for nearly a decade using such as C-130 transports to fill the gap.

The problem lies much further back when the original Nimrod replacement was again based on the 1950s Comet airliner rather than something newer and simpler, but well done the Ministry of Defence, two Prime Ministers [David Cameron and Theresa May], and a couple of Chancellors [George Osborne and Philip Hammond] and a retinue of many. Fortunately, no-one who lost their lives unnecessarily in the meantime has come forward to complain.



Poseidon a Boeing 737 by another name ©PAR

KENT: As predicted the numbers of migrants from Europe crossing the relatively short gap between the northern ports and beaches of France and stretches of coastline in Dover, Kent, England continues to attract the attention of the under resourced British border patrols. Surprisingly there are no reports of migrants heading for any of the Channel Islands, a group of British islands that are self-governing British Crown dependencies as little as ten miles from France. They are not the target for the migrants, they are not the United Kingdom although their defence lies with London.

Getting to the United Kingdom remains the ultimate prize, here the streets are supposed paved with gold [or at least easily accessed social benefits]. In comparison with the numbers attempting the crossing of the Mediterranean Sea from North Africa they are small, It is now believed that a total of 43 migrants, including 6 children, in 4 boats crossed the English Channel in just 2 days; in daylight and in the early hours of 5 and 6 July 2019, but the official number remains unknown. It is constant pressure that is not being adequately policed. At best there are a handful of boats available to 'defend' the coastline where in the Mediterranean Sea there are at least hundreds assigned from Italian resources. Even tiny Malta can outdo the efforts of the Royal Navy and coastguard.

Once again, the summer weather has been favourable with high pressure, a low sea state and light winds across the 21 miles gap between Europe and Britain. They set off from mainland Europe in darkness to make landfall at dawn. One recent group, reported as 10 Iranians, came ashore without being detected and were subsequently detained, on shore, at Kingsdown some 5 miles to the north east of Dover.

According to media reports, the total number of migrants known to have crossed the English Channel, since 3 November 2018 is 827 including 80 children. Other figures give a slightly higher 870 migrants, including 90 children, have been detained. In June 2019 the reported number detained was 163. I'm not aware of any figure for those migrants who may have escaped detection, or those who may have perished whilst attempting this hazardous sea crossing in small, often overloaded, boats across one of the busiest sea routes in the world. Where the boats setting out from Libya may be poor quality in themselves the ones setting out from France are usually seaworthy but simply overloaded.

There seems to be no aerial effort assigned to this growing tide of migration – where Frontex and others have been sending boats and aircraft from as far away as Finland to patrol off Libya – so details are poor. Perhaps the problem is as small a scale as publicly available information suggests. We can only hope so.

The BBC have been paying attention to the migrant journeys regularly and since they acquired some FLIR 'long range' IR footage of the Straights of Dover dated in April they have also taken an interest in that.

Leaked footage obtained by the BBC shows a trial of the technology taking place on the Kent coast. The cameras allow Border Force officers to scour the coast of Calais from the cliffs of Dover in some detail. The local MP lauds the cameras as "game-changing technology" that should increase instances of spotting migrants launching boats significantly.



The Home Office has allegedly spent £1M on new equipment since December, with a further £2M available. They are not commenting on whether the cameras are either being bought or trialled. [TC/BBC/PAR]

Ed: Unreliable information on the real position is not just a British problem, in most countries' politicians will lie about the subject if it puts them in a bad light. In Australia it is reported that Home Affairs Minister Peter Dutton approved cuts to the border force there one day and then denied he had approved them only hours later. Documents subsequently obtained under freedom of information laws revealed that Dutton signed off on the budget measures the day before the denial, despite warnings the changes would affect the performance of the department. [The Age/SMH]

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INDUSTRY

In the **House of Commons** [UK Parliament] Rosie Cooper MP for West Lancashire asked the Secretary of State for the Home Department, if he will make an estimate of the additional costs incurred by Lancashire Constabulary due to the delay in the roll-out of the Emergency Services Network [ESN] critical communications system.

The written reply from Nick Hurd, The Minister, was that while the new system promised to be cheaper to operate the delay in ESN means that users will continue to pay for Airwave, the current system, for longer, at current rates. Local forces will continue to have to pay some Airwave charges as well as for commercial broadband services. There will also continue to be some costs for supporting transition teams. We do not have precise figures for these local costs.

Ed: I guess that means 'Yes but I do not really know.' Meanwhile in a county near you an old ex-police station continues to support Airwave equipment and the local police continue to pay out ground rent for the radio system long after the building was sold on.

Pilots. It has been a common thread in PAN over recent years, the lack of pilots and how they are often not appreciated enough to retain them in a given emergency services air operation.

But what are they worth, these drivers of rotary wing and fixed wing aircraft?

Well increasingly it seems a lot more than the UK operators are willing to pay for them.

Not so long ago it seems that £60,000pa was enough for a line pilot and maybe £85,000 for a chief pilot or manager. But not now. It seems that some areas of the world have decided that a good pilot is worth his or her weight in gold and they are paying far better money than the UK is willing to pay. The outcome is that there are no pilots answering the adverts. No-one seems to know what the current price being offered to the pilots is, but it is going to be looking like £90,000 plus all sorts of incentives like regular free flights home on the local airline and free local accommodation. Gama, they are taking on the whole of the Scottish Air Ambulance contract from next year, have already upped the ante by offering £80,000 to £100,000 as they struggle to get any interest.

Even that level of pilot pay is seriously challenged by current pay at British Airways – let alone the offered [but so far mostly rejected] pay rise worth 11.5% over three years.

As I have written recently, the operators are simply not taking on board the true situation. There is an on-going commercial pilot shortage and if it is not the commercial utility operator it will be an airline luring away the only person that can fly the mission.

Based on anecdotal evidence, if air ambulances are not careful, they will be storing the airframe and only using response cars to get to the patients.

In the background there may be a clue to the reticence about paying the pilots for their rarity. At £100,000 it is starting to look like the pilots are better paid than the CEO and the Consultant Surgeon and perhaps even some of the office staff – several groups of people who have probably lost sight of them being in charge of an AIR operation not just a fancy office, giant desk and lots of fundraising parties cuddling up to local politicians.

Did I mention politicians again?

L3 and Harris have now commenced a new business era as **L3 Harris Technologies, Inc.** (L3Harris). By merging L3 Technologies, Inc. and Harris Corporation, they have created a global aerospace and defence technology company. Their combined business volume and future growth prospects will provide a significant opportunity for suppliers to provide best-in-class performance, quality and pricing. To learn more about the new company, please visit www.L3Harris.com



L3HARRIS™

Textron Aviation Inc., were promoting its first air ambulance configuration of the popular Citation Latitude in the static display at the 2019 European Business Aviation Convention & Exhibition, highlighting the company's strength in special mission capabilities across its wide range of Beechcraft and Cessna aircraft. The Latitude, purchased by Babcock Scandinavian Air Ambulance for aeromedical operations in Norway, delivers the first custom OEM interior solution for medevac missions on the platform. The production-certified interior configuration offers compatibility with a wide range of medical equipment, giving operators flexibility in selecting the perfect fixtures to meet their mission requirements.

The interior certified last year features a single-sled stretcher, expanded cabin door and a SATCOM radio system for emergency communications. Plans for interior certifications on other aircraft, including medevac options for the pressurized Citation CJ4 and Citation XLS+, are also underway. Future aircraft, notably the Cessna Denali and Cessna Sky Courier, are progressing through design phases with technical renderings and engineering expertise from the Special Missions team to incorporate mission capabilities as part of their respective type certifications.

A first in England at the legendary Festival of Speed: the **Pilatus PC-24** Super Versatile Jet landed on the grass runway at Goodwood Aerodrome and was on display to the general public throughout the Festival of Speed from 4 to 7 July 2019. The PC-24 is the first ever business jet to land at this field.

Goodwood Aerodrome is located northeast of Chichester in the south of England. The airfield is an all-grass operating environment with two runways. The PC-24 landed on grass runway 06/24, which is only 2,621 feet long (799 metres). The PC-24 is the world's first ever business jet to be able to land on very short and unpaved runways. This capability means the PC-24 offers access to almost twice as many airports compared to other jets currently available on the market. It also means the PC-24 can fly closer to the final destination, thereby avoiding the administrative expense usually associated with the larger airports and reducing transfers on the ground to an absolute minimum.

The PC-24 has obtained initial certification from the European Aviation Safety Agency (EASA) and the US Federal Aviation Administration (FAA) for use on dirt and gravel runways. Further certification for other surface types, including grass, is currently in the pipeline and should be complete by the end of this year. The PC-24 has also been certified for steep approaches, as required for the approach into London City Airport, for example.

As a follow on for the iconic PC-12 single-turboprop the type has already entered service with the Australian Royal Flying Doctor Service but, as a twin jet, it remains to be seen whether police PC-12 operators will also embrace it for its rough field capabilities alone.

The number of passengers flying in the **Falkland Islands** has risen by 50% over the last five years. The Falkland Islands Government Aviation Service (FIGAS), which has flown Britten-Norman Islanders since 1979, has put in an order for two more to meet demand.

FIGAS is gearing up to welcome two new Britten-Norman BN2B-26 Islanders, one later this year and one next year. Once they are both delivered, the aircraft will bring the operator's fleet to six Islanders.

Both Islanders are configured for commuter roles and equipped with the Garmin G600TXi avionics suite, System 55X autopilot and Spidertracks. Britten-Norman's team of avionics engineers will deliver Garmin avionics training in the Falklands upon the first aircraft's arrival.

FIGAS has operated Islanders since October 1979. The service has gradually evolved from air ambulance and mail transportation in 1948 to offer passenger, freight, fishery patrol and scenic flights, with tourists and local passengers making up most of the traffic. The Islander's performance as a high-frequency and short-flight platform makes it the ideal aircraft for hopping to almost 30 different airfields located in the Falkland Islands' east and west mainlands. [IBAN]

Despite having taken on hand some more sophisticated airframes for SAR and general patrol, the **Armed Forces of Malta** continue to operate the Britten-Norman BN-2 and recently renewed a pilot training contract with the manufacturer.

According to the magazine *Pilot* the BN-2 is about to receive new engines, the **Lycoming iE2**, 375hp with FADEC. The alteration is said to increase the MTOW to 7,700 pounds and push the speed up by 30 knots. No need to rush down and place your orders though it all seems to be proceeding at a leisurely pace at their new base at Solent Airport [formerly RNAS Lee-On-Solent the base of Hampshire Police ASU]. Fuller details in *Pilot*, available from your local retailer.

Enterprise Control Systems Ltd (ECS) announced that its aircraft data link equipment has been selected by Airborne Technologies for installation on a Viking Air Twin Otter Guardian 400 aircraft, which will tour around the world over the next one and a half years.

The aircraft, as recently revealed at the Paris Air Show and mentioned in PAN last month, is fully equipped with Airborne Technologies' Airborne LINX system and is designed to carry out Special Missions worldwide. It is a unique combination of the most appropriate aircraft with its outstanding performance and versatility, together with leading edge system architecture using select suppliers in the Special Missions arena. The aircraft world tour will include briefings and demonstration flights in Europe, Africa, Middle East, India, South East Asia, Oceania and North America.

The ECS Evenlode data link capability is an integral element of the LINX, proven for many years by a wide range of users. Evenlode is a lightweight, cost effective, multi-application COFDM data terminal and was designed specifically to meet the demanding requirements of this type of airborne application. All of the ECS downlink equipment is optimised for Military and Police surveillance use, providing extensive range, high quality link continuity and picture quality equivalent to the professional broadcast market.

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To help combat the perceived growing threat that the proliferation of drones poses to major events and following a number of high-profile incidents, **COPTRZ** have launched the UK's first drone detection as a Service (DDaaS) provision. DDaaS enables event organizers to mitigate drone security threats without the need for any major capital expenditure, which previously prevented drone detection system deployment. The service is being delivered by a fleet of Mercedes vehicles equipped with specialist detection equipment which instantly alerts the COPTRZ operating crew and event security staff of pending drone threats. The system will detect and identify the make and model of drones within a 5km radius providing a geo-fenced detection envelope around an event. It's the only system in the world to identify the exact GPS location of both the drone and critically the operator, so that security staff or police can take immediate action to apprehend pilot and mitigate the threat.

The system has already been used to protect the state weddings, the British F1 Grand Prix at Silverstone, critical infrastructures and is being installed at the residences of major political figures.

COPTRZ' Mission is to Revolutionise Organisations Using Drones and at a scale to a customer base of over 1,000 companies that makes the project viable. Currently the customer list includes Costain, Pfizer, PwC, BMW, Ford, Thames Water, Ministry of Defence & multiple Police and Fire Services.

COPTRZ offer dedicated experts in commercial drone solutions, people who have experience in a range of missions including protecting critical assets, using a range of 'best in class' commercial drones. They have dedicated sector specialists for Surveying, Industrial Inspection & Public Safety.

Churchill Navigation have a new demonstrator aircraft for its ISR products. Recently a star at the Paris Air Show the Cessna 208 Grand Caravan N208CN is kitted out as a Special Mission ISR aircraft with four 24-inch touch screens in four workstations and several external sensors loads. All the equipment is fully removable, allowing the operator to use the airframe in a freight or passenger carrying role on demand with very little weight penalty.

The aircraft was at the Airborne Public Safety Conference in Omaha, Nebraska along with a Mobile Command trailer parked out front where delegates could view live video when the aircraft was operating.

Churchill were also showing their range of equipment including a VOIP mission intercom and their new EO/IR turret.



An innovative device that simultaneously senses a helicopter's position and weighs the load is the **Helin-av TrackMaster**, marketed by Sensor Technology Ltd., as a simple and accurate system that simultaneously monitors underslung loads and logs actual flight paths while also providing navigational guidance. The wireless Load Sensor is a strain gauge-based stainless-steel tension type sensor. It has the capability of wirelessly transmitting its data to a readout where it both displays live readings and records them to build up an exact profile of each operation. Its inbuilt 32MBit memory can hold up to 280 hours of data, which can then be downloaded to a PC via its USB cable. The Load Sensor transmits using the worldwide licence-free frequency of 2.4GHz using two built-in antennae.

The readouts can be cockpit-mounted for the pilot's use or handheld by an assistant on the ground - signals can be transmitted to multiple control units simultaneously.

The controller logs the weight of the load and also the distance travelled, so that the helicopter operator can provide the client with accurate work reports and precise billing. The controller also uses an onboard GPS (global positioning system), inclinometer and accelerometer to help plot flight paths, flight times, fuel requirements, etc.

Sensor Technology Ltd., are based in Banbury, Oxfordshire.



The **DART Aerospace** e-commerce site is now available globally. With over 4,500 products to offer, DART's comprehensive website allows online purchasing 24 hours a day and seven days a week, making it easier for clients to shop for any of their aircraft parts needs online.

The DART Aerospace shopping experience allows users to search for products either by OEM, part number, OEM cross-reference or by three categories: Gear Up, Tune Up or Tool Up. In the GEAR UP category, users can search for the likes of aerial firefighting products, bearpaws, cable cutters, cargo expansion, engine protection and fuel systems, external load and vertical reference systems, flotation equipment and interior accessories. Meanwhile, the TUNE UP category encompasses cross tubes, engine and drive systems, interior and exterior parts, replacement windows, skid tubes, steps, wear plates and wear pads, while the TOOL UP category offers ground support equipment and tools.

"As DART continues to grow and expand its product portfolio, we thought it would be fitting for our website to also reflect this evolution. In an increasingly digital world, it only made sense for us to offer our clients the option to opt for a quick and easy online shopping experience to deliver the ultimate ease and convenience" explains Katherine Martineau, DART Aerospace's Marketing Manager.

Clients can easily create an account on the DART website to start shopping and enjoy a seamless e-commerce experience. Additionally, they can make use of 24/7 access to net pricing, product availability, intuitive search filters, comparison tools to help them make the right choice and recommended product alternatives.

Metro Aviation and **Kopter** signed a MOA (Memorandum of Agreement) formally recording Metro Aviation's intent to purchase and take delivery of five (5) SH09 helicopters following FAA certification.

Metro Aviation has evaluated and selected the SH09 due to its twin-engine cabin volume for a single-engine price tag and low operating costs while offering best-in-class speed, range, payload and other desirable features and benefits.

The cooperation between Metro Aviation and Kopter started in 2018, when the two companies worked on the design and completion of several interiors for the SH09, which were successfully presented at several helicopter exhibitions in North America and emphasized the SH09's versatility and attributes.

This new contract brings the total number of orders for the SH09 to 70 units, to which another 100 LOIs are to be added.

At the recent APSCON event in Omaha, Nebraska, **Cal Meeker** was showing a new camera mount for EO/IR turrets up to about 15 inches.

Designed to appeal to both the overt and covert community this ACS mount can simply be attached to any Cessna high wing with struts as a bolt on addition to be removed after the flight. To same damage to the strut the metal parts are clamped around a suitable rubber cushion.

The connection from the operator inside the cabin can either be wired, secured by tape or Velcro, or non-wired [Bluetooth etc]. This allow an operator to turn any civilian airframe into a temporary surveillance machine.



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4 July 2019 MD500 N. Houston Police Department. The helicopter suffered a hard landing at Hobby Airport and ended up on its right side. Damage to main rotor blades and fuselage. No fire and no serious injuries. [KHOU11]



8 July 2019 Bell 206 N1510L Dallas Police Department. Received chip warning in flight. Made a precautionary landing on a sports field. Special thanks to the great folks at UniFlight Global for their fast response last night to an engine chip light. Performed a precautionary landing in a ball field near the VA Hospital. A little ferrous metal was cleaned off the bottom chip detector and helo put back in service. [MC]

13 July 2019 Eurocopter EC130. C-G??Z One of the helicopters involved in the search for a prominent Quebec businessman, Stéphane Roy and his son crashed while searching. It came down on property owned by the missing man's company, Les Serres Sagami, in Sainte-Sophie, Quebec. Rolled over onto its right side and was substantially damaged. The occupants were not seriously injured.



24 July 2019 Eurocopter EC130T2 XA-VRG. Servicios Aéreos La Viña - SAV the helicopter departed Morelia for Huetamo with two pilots and two passengers aboard and crashed in Morelia under unknown circumstances in what was officially stated as bad weather. The EC130 came down in trees. One of the passengers was listed as the head of the Ministry of Public Security of Michoacán, Martín Godoy Castro, and the other the director of the State Popular Insurance, Germán Ortega. All died.

27 July 2019 MD500E N438RC. Lane County Sheriff's Office helicopter returning from the Lane County Fair suffered mechanical issue and was damaged in a hard landing in Eugene, Oregon. [nbc.16]

UNMANNED

In early June at the Wanda Metropolitano stadium in Madrid, police forces used the Elistair tethered drone system coupled with UMILES Global solution U06 Plus drone for traffic monitoring, crowd control, and global surveillance. This is the first time the system had been used at a Final

For the 64th season of Europe's premier club football tournament, Madrid welcomed 200 000 fans in its streets and more than 67 000 to the Wanda Metropolitano Stadium. In response to the heightened terrorist threat level in Spain, authorities conducted the largest security operation for any sporting events in the Spanish capital. The response included 4,700 police officers, civil protection teams, firefighters and paramedics on standby and for the first time, a drone piloted by UMILES Global Solutions teams, and tethered to Elistair's Safe-T station. Police Director Francisco Pardo said this was probably the largest deployment ever made to ensure public safety, and that aerial control of the surroundings and coordination in real time via a drone was a unique capability.

A tethered drone was deployed close to the stadium and offered significantly extended flight time through being continuously supplied with power. The drone maintained its position at 50 meters height for 8 consecutive hours. Watching over the stadium surroundings and 3,000 spaces car park, it provided authorities with immediate images of the crowd and vehicles movements, considerably facilitating the decision-making process and coordination of security teams.

The National Police had instant access to the drone images through a fibre connection and directly communicated with UMILES pilots to monitor the camera and control the main highways and streets leading to the stadium, as well as the crowd movements and the entrances of the Wanda Metropolitano.



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

As we know the Royal Canadian Mounted Police (RCMP) have built up a sizeable drone fleet that is spread across the whole country fairly thinly to meet a broad spectrum of need in a region that is mostly wilderness.

Further south in the US west coast State of Washington they also have large numbers of drones in a much smaller area.

Over the past few years the Washington State Patrol has built up a fleet of more than 100 drones operated by around 100 flight trained State Troopers. They use them almost exclusively for crash investigation not surveillance. That number should be contrasted with the fleet of its neighbouring state, Oregon, they have just three of the craft.

Washington State has acquired 111 DJI drones – a mix of higher-end consumer models and a more robust commercial enterprise model. The state may upgrade and further expand its fleet with new funding approved by the state legislature.

The agency limits the use of the remotely piloted eyes in the sky to pretty much one job: documenting serious crashes and fatality scenes. The technology saves time spent at the scene allowing the road blockages to be lifted quicker and leaving most of the plans to be drawn off site. A simple two-car collision scene can be mapped in ten minutes with a drone compared to a half-hour to an hour using traditional methods such as with a tape measure, chalk marks or laser scanner.

Many local police departments and the Oregon State Police deploy drones for a wider range of purposes including observation of armed, barricaded suspects and search and rescue. The Washington State Patrol is deliberately taking a more limited approach to get public acceptance of the technology built up and therefore calming the complaints typically put forward by watchdogs such as the American Civil Liberties Union.

The Oregon and Idaho legislatures voted to require a warrant to use a drone for surveillance. The Idaho legislation also includes a broader ban against photographing or recording over private property without the owner's consent.



In the United States the new organisation for official drone users moved forward with their own build up.

The Drone Responders Public Safety Alliance, the leading 501(c)3 non-profit program advocating for and supporting the use of drones for public safety missions has announced their inaugural Board of Advisors. The 40-person roster contains many of the most renowned names from the realm of United States public safety UAS. The inaugural 2019-2020 Drone Responders Public Safety Alliance Board of Advisors is comprised of:

Greg Agvent, Senior Director of National News Technology, CNN AIR, Georgia
Jim Baker, Sergeant, UAS Lead, Collier County Sheriff's Office, Florida
Chris Barron, Executive Director, State Firefighters' & Fire Marshals' Association, Texas
Leon Borrmann, UAS Lead, Albany County Sheriff's Office, New York
Gregory Crutsinger, Ph.D., GIS Specialist, Founder, Scholar Farms, California
Darshan Divakaran, UAS Program Engineer, NCDOT, North Carolina
Angi English, Chief of Staff, New Mexico Department of Homeland Security, New Mexico
Richard Fields Battalion Chief, UAS Lead, Los Angeles City Fire Department, California
Paige Fitzgerald, UAS Program Manager, Delaware Emergency Management, Delaware
Kay Goss, Editorial Board of Review, Journal of Emergency Management, Virginia
Chris Gould, Battalion Chief, Southern Manatee Fire & Rescue, Florida
Chris Grazioso, sUAS Team Leader, Metropolitan Law Enforcement Council, Massachusetts
Charlie Guddemi, State Interoperability Coordinator, Emergency Management, District of Columbia
David Hartman, Battalion Chief (Ret.), Charlottesville Fire Department, Virginia
Depu John, Detective 2nd Grade, New York Police Department New York
Drew Jurkofsky, Accident Reconstruction, City of Fort Collins Police Department, Colorado
Coitt Kessler, UAS Lead, Austin Fire Department, Texas
Robert Koester, Ph.D., Lost Person Behaviour, CEO, dbS Productions, Virginia
David Kovar, CEO, Unmanned & Robotic Systems Analysis (URSA), New Hampshire
John Lambert, President, AUVSI Florida Peninsula Chapter, Florida
Cathy Lanier, Senior Vice President of Security, National Football League, New York
Michael Leo, Captain, UAS Lead, Fire Department of New York, New York
Anthony Loperfido, Police Sergeant, UAS Lead, Miami Beach Police Department, Florida
Thomas Madigan, Commander, Alameda County Sheriff's Office, California
Timothy Martin, Captain, Lead UAS Instructor, Huntington Beach Police Department, California
Ben Miller, Director, Colorado Center of Excellence of Advanced Aerial Firefighting, Colorado
Keenan Newton, UAS Coordinator, Lynwood Fire Department, Illinois
Mickey Osterreicher, General Counsel, National Press Photographers Association, New York
Eddie Reyes, Director, Prince William County Office of Public Safety, Virginia
Steve Rhode, Chief Pilot, Wake Forest Fire Department, North Carolina
Gene Robinson, UAS SAR, Principal, Drone Pilot, Inc, Texas
Matt Rogers, Police Sergeant, Aviation Unit, Michigan State Police, Michigan
Chris Sadler, Deputy Chief, UAS Lead, York County Fire and Life Safety, Virginia
Harold Schapelhouman, Chief, Menlo Park Fire District, California
Patrick Sherman, Drone Advisor/Thermographer, Tualatin Valley Fire Rescue, Oregon

Don Shinnamon, Vice President of Operations, Unmanned Safety Institute, Florida
Christopher Todd, Executive Director, AIRT (Airborne International Response Team), Florida
Kenneth Voiret, Captain, Air Operations Division, Palm Beach County Sheriff's Office, Florida
Cliff Weaver, EMA Director, Evansville/Vanderburgh Emergency Management Agency, Indiana
Jay Willmott, UAS Subject Matter Expert, Virginia Center for Innovative Technology, Virginia
Austin Worcester, Senior Program Manager sUAS, Civil Air Patrol, Washington DC

This board of advisors will provide their specific expertise to help ensure that they are focusing on the proper goals and objectives to facilitate the use of UAS by public safety agencies. All members will serve an initial term from July 1 to December 31, 2020. The advisors will then either be retained or replaced for a new 1 or 2-year terms starting January 1, 2021 and resulting in half of the advisory board positions re-opening on an annual basis.

The Alliance is operated as an official program under a Florida-based non-profit organization formed in 2017 to help provide unmanned aviation research and charitable contributions for public safety and disaster relief. <http://droneresponders.org>

DroneShield Ltd has now launched the DroneGun MKIII™, following extensive development in response to end-user feedback. The product is now available for purchase.

The MKIII™ is a portable pistol-shape drone jammer, weighting under 2kg. The Company believes this product is peerless globally, for its combination of size and effectiveness and is designed to be an alternate rather than a replacing product for its highly successful DroneGun Tactical™ unit, having a shorter effective range of 500m versus 1-2km for DroneGun Tactical™.

The new model can be used in combination with other DroneShield products, including the RfPatrol™ body-worn detection device and the DroneSentinel™ stationary multi-sensor detection system.

The 2019 Atlantic hurricane season is well underway and while Hurricane Barry was busy causing havoc along the Louisiana coast last month, South Florida first responders were busy practicing how they would use unmanned aircraft systems (UAS) to help respond to a major storm landfall in their region.

Members of **Florida Task Force 2** Urban Search and Rescue Team (FL-TF-2 USAR) from the City of Miami Fire Department joined members of the Miami Beach Fire Department, Florida International University (FIU), and North Carolina State University from July 12-13 for the 2nd annual UAS DRONES Disaster Exercise coordinated by AIRT (Airborne International Response Team) in partnership with the Academy for International Disaster Preparedness at FIU.

The primary objective of the UAS DRONES Disaster Exercise was to provide a realistic testing environment to assess the various capabilities of first responder drone teams during a large-scale incident response. Specific UAS evolutions included:

- Island/Maritime Search Operation
- Aerial Reconnaissance
- Damage Assessment
- Situation Awareness Live Streaming
- Mapping
- Force Protection Overwatch

AIRT (Airborne International Response Team) is a Florida-registered 501(c)3 non-profit organization that provides innovative aviation and aerospace resources to help prepare for, respond to, and recover from complex emergencies and major disasters.

The **Commercial UAV Show** being held on 12-13 November 2019 at ExCel has released its latest exhibitors list. They say that currently the following are booked to display.

Airbus, Shell, DJI, BP, Yuneec, Aecom, Flyability, DHL, Embention, Costain, Elistair, J Murphy & Sons, Pix4D, MOD, Civil Aviation Authority, NATO, NATS, CANSO, German Aerospace Centre (DLR), Anglian Water, Bell Helicopters, TFL, Thales, Skanksa, Inmarsat, BT, Vodafone, iRed, CoverDrone, Sterblue, Evolve Dynamics, EDF, London Gatwick Airport, London Heathrow Airport, London Southend Airport, Airobot, Riegl, Blue Marble Geographics, Amicell, Laing O'Rourke and Kier Group.



**THE COMMERCIAL
UAV SHOW**

12-13 November
ExCel, London

#UAVshow

PEOPLE

Major General (2S) Daniel Leimbacher, the first General and Head of the Air Force (FAG), died at the end of June. He had suffered a heart attack at the age of 63.

Leimbacher was a pilot with 7,000 flying hours, was chairman of the permanent council of the Gendarmerie air security and was considered by many to be one of the greatest pilots of the Gendarmerie. He had passed his aircrew medical examination days before the illness struck. [Facebook]

In July the troubled Bristow Group Inc. announced the appointment of **Victoria Lazar** to Senior Vice President, General Counsel and Corporate Secretary. Reporting directly to Bristow Group President and CEO Don Miller, Lazar will be responsible for all legal aspects of the business, corporate compliance and insurance.

Ten years ago, in February 2009 Col. Gunter Carloff officially handed over leadership of the Bundespolizei-Fleiegergruppe [German Federal Police flying group] to **Col Thomas Helbig** in a packed ceremony held at the Sankt Augustin base near Bonn. PAN was there [March 2009 edition].

A decade on and as from June 17th Torsten Hallman stepped up from his position as deputy to take over as Thomas' successor as head of the Bundespolizei-Fleiegergruppe. Thomas has been away in Berlin for some months now with Special Operations Command, so the hand-over date is nominal. As was the case when Gunter Carloff stood down there will be an official ceremony, with speeches and entertainment which will take place in the hangars in Sankt Augustin in mid-September.

Thomas Helbig has been flying for 25 years with the Airborne Unit of the German Federal Police. He has logged a total of 3,100 flight hours (in the SA318 C Alouette II, the BO105, and the SA330 J Puma) and has obtained type ratings for the EC155 and Super Puma and for IFR and night flying.

Additional business for that event will be a meeting between the head of the Bundespolizei, and Klaus Jess, the head of the squadron in Berlin-Blumberg. This will be a stage in confirming that the Bundespolizei are still looking forward to hosting the **PAvCon 2020** event.

A fairly old image now but known to be Herr Helbig's favourite image of him sitting in his favourite office the Puma. ©Bundespolizei



Early days of course but you cannot drain aviation out of a true believer. Former Inspector **Gary Smart**, regular attendee at editions of PAVCon and recently retired from air support and policing, is now trying his hand at flying an aircraft. There is a long way to go of course but we wish him well. [Facebook]

Last, but probably not least, I can announce that in Omaha the Airborne Public Safety Association (APSA) bestowed upon the editor, and therefore Police Aviation News and PAVCon Europe Police Aviation Conference, the great honour of this years **Safety Award**.

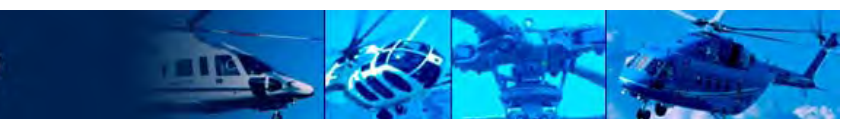
If the in house editorial team was not so ridiculously small I could perhaps pass the task of writing about 'me' to other hands but that is not really possible so this is a muted notice at best.

The award, sponsored by MD Helicopters, recognises an individual who has demonstrated a longstanding and continuing dedication to airborne law enforcement safety. This dedication can be measured by documented achievements in the areas of, but not limited to, management, safety, education and maintenance that significantly improved the safety of the airborne law enforcement industry.

The long and detailed citation catalogues the editor's work running *Police Aviation News* for 23 years [love it or hate it, the format is unique across the world], and the regular flight safety information it contains. It was pointed out that it sometimes contains unique flight safety information.

In addition, the citation catalogued the setting up of Police Aviation Conferences in 2006 and how they morphed into the current *PAvCon* Police Aviation Conferences held across Europe. As I see it, both the monthly magazine and the conferences project APSA values and aims across the Atlantic and at relatively little cost to APSA or the police aviators both strive to serve.

All I can really say to my proposer and the APSA judging board is a really big thank you for the recognition and thank is extended also to so many others who have expressed encouragement over the years.



MOVE ALONG THERE

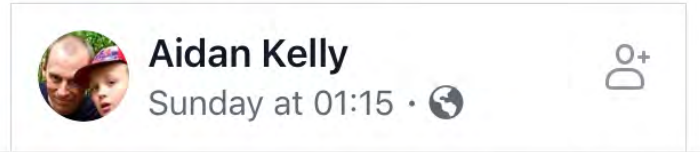
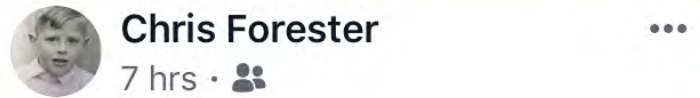
Early in July many news media carried the story that the Metropolitan Police were to use drones to undertake speed traps to be located on main routes into London. The cameras on the high-priced drone are not speed detecting, the story suggests that the £80,000 craft would be flown to detect speeding cars so that a traffic car unit can chase them.

Ed: This appears to be a throw away PR stunt, presumably to convince a part of the population that will be driving down a Motorway entering London thinking the drone they think they can see in the distance - more likely to be a puffed out sparrow hawk - is the speed cops on the prowl. I fail to see why there is any need to have an expensive but not over smart drone to supplement the thousands of live action CCTV cameras lining every route into London and every other city. Someone simply wanted to create a spurious business case for a very expensive drone.

And whilst away in the depths of the USA this very pertinent forward popped up on my phone. I do not know who Aiden Kelly is but thank you for such a timely posting.

Prime Minister Boris Johnson wants 20,000 more policemen for quick delivery to the streets and yet the clever cops at the top of the pile are still insisting that they should all have University Degrees of any sort .

You lot really must get a life. Pity you missed out on real policing in your scramble to the top.... and your QPM.



It was at exactly this point that Julian realised that (despite everything he'd been told by the College of Policing) his 2.2 in interpretive modern dance was of no help whatsoever in Policing.



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EVENT REPORT



Interpol World 2019 - Singapore

2-4 July 2019 Sands Expo & Convention Centre, Marina Bay, Singapore.

This established bi-annual event is a general subjects conference for the world Interpol community, so I guess that I was never expecting any significant aircraft content. My expectation was met in full! There were pertinent drone discussions to be found in the programme.

Most of the talk was about day-to-day major crime and cybercrime and the supporting industry exhibition reflected that.

OF DRONES AND THINGS

A potentially interesting Day 1 discussion on drones centred on how to stop a drone intrusion in three easy steps. This is a subject covered in some depth by almost every drone show in existence, APSA in the USA and PAVCon in Europe so an Asia-Pacific slant on the subject was clearly a major draw for PAN.

In many ways this was the most attractive of the drone threat related presentations at Interpol in that it painted a broad brush and attracted international comment and questions without letting free any secrets.

Three speakers and a moderator covered the subject as well as anyone might, it is all too easy to take fright knowing too much about the subject and the real and present danger drones present to public safety.

The Moderator was Australian Mark Bond and he was joined by a UK police officer, Superintendent Justin Burtenshaw from Sussex Police and two from industry, another Australian Brook Tapsall of Drone Alert and Ryan English and American from Florida. A good mix of views overall but English was perhaps the only one with ground level hands on experience.

The question was how we might stop drone intrusion in three easy steps. It was not long before the panel made it clear that they thought there were far more than three steps and that the way forwards was extremely difficult. Clearly someone else must have chosen the session title!

English might have been talking from the angle of day-to-day coal face stuff, but it was Justin Burtenshaw who had the experience of trying to work out what to do when presented with the unknown. He was part of the unfortunate team who were hit full on by the December 2018 shut down of Gatwick Airport. He readily

#

admitted they were thrust into unknown territory with the drone intrusion and only finally got to grips with the situation after many hours. One temporary defence was to place an officer in an airport fire appliance with a roof mounted water jet. The desperate measures thinking was that it might act as a water cannon and bring a drone down if both were in the same place at the same time. Even after the airport bought into new technology, he is of the opinion that none of it will stop an initial first responder's reaction being an airport shut down.

As if to underline this negative attitude Ryan English spoke of a multi-facet air show and sport event in Florida that was well managed, including the imposition of a temporary air exclusion zone, but still faced multiple drone incursions and alerts. Tens of craft apparently travelling at up to 55km were apparently almost impossible to deter let alone halt.

The main thrust of problems facing US law enforcement agencies is that the vast majority of them have no powers and no knowledge. Power to interfere with craft is vested in the upper echelons of government, the Department of State, Homeland Security and the military, and yet those who face the issues day-to-day are often not even informed of their powers. Time and again useful information never percolate down to street officers past the in boxes of office bound administrators.



On the face of it the main defence might be interfering with the drones either physically or using jammers. While this was agreed each has its limitation of height and speed and the latter is illegal virtually everywhere. The panel were of the opinion that simply making it legal to jam was not the answer. The technology of jammers, is stuff from the battlefield, is an action of last resort and not for the urban environment where all manner of other equipment might be adversely affected. For the Gatwick incident they were mindful of interfering with equipment in a local hospital, but the list includes mobile phones, mapping systems and potentially flight controls. Quite simply no-one knows. A cautionary tale is that one 'drone' clearly identified by two witnesses of good standing as infringing Gatwick airspace turned out to be a low flying air ambulance making an approach. That could so easily have been the target of jamming with the attendant potential of dire consequences.

A packed audience confirmed that this was a subject of great interest and this was underlined by questions from the floor voiced by people from Australian, Israeli, Luxembourg, Netherlands and Singapore.

There was a positive note offered to the gathering by Justin Burtenshaw. He has wide responsibilities including firearms and policing the airport but, in his drone, related work he has to promote police activity on drone awareness. One recent meeting with a group of Sussex area private hobby drone operators went so well that, despite being a drone operator in their own right, Sussex Police now has a group of 150 volunteers who will readily give their time to bolstering the capability of the police SAR services.

On Day 2 the organisers set up an invitation only forum away from the main hall on broadly similar subject matter, but presumably in more detail and not for public consumption.

SECURITY OF SPEECH ALERT

During the event the organisers were running a spot called Interpol World TV, a glass sided studio set up where principal speakers were interviewed or chatted in front of the camera. There was no obvious outlet for the footage, no big screens etc. A week after the event it became clear that most of the footage was going out on YouTube and a minor furore was reported by the BBC.



John Burtenshaw and Philip Ingram MBE, a former British Army intelligence officer and the standard interviewer for the event organisers, were apparently captured on video in the studio set up and it is clear that the content was given in a candid manner commensurate with Burtenshaw's closed-door assumptions relating to the event.

It was removed after a journalist contacted Sussex Police in relation to the content, he had found on-line. Sussex Police said the interview had been carried out "on the understanding that it would be shared only among those attending the private conference".

It added: "Once the organisers realised their error in broadcasting the interview on YouTube, they removed it." That said if you check out YouTube now there is still plenty of footage straight off the floor of Interpol World 2019. I do wonder if those interviewed actually know that the stuff is there for all to see on the Internet?

AVIATION CONTENT

Drone exhibitors were out there in the hall in fair numbers. DJI were naturally promoting DJI drones worldwide, but there were other smaller China mainland and Singapore organisations with a more domestic slant for their product and even a Hong Kong based company undertaking drone expo events on mainland China and Macau. Singapore police do not have air support, but they have their own drones.

Any hopes that more might be learned about DJIs intentions to make their craft more visible to airports and Air Traffic Control etc were somewhat dashed. Two new commercial drones have the feature built in but plans for use of the technology in the wider market, the home-owner small craft, are clearly set for 2020 at the earliest.

It was an interesting day, but I somehow doubt it was worth flying the 8,000 miles from the UK too often in

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a lifetime. It was not an aircraft orientated event, bar a few vendors selling drones [mainly DJI and the local Singaporean designs] a couple of drone promotion organisations and the rest seems to be mired in how to do police work without actually leaving the office - I think they call it strategic planning - and a few organisations supporting the premise that all 'new' police are probably mentally ill or soon will be.

Another point to mention relates to the organisers. What on earth were they thinking about taking the words from inside that private meeting and broadcasting it on YouTube without getting a specific release from the individual speakers? There again if you search YouTube there are clear instances of this being just a repeat performance as there are several interviews from 2017 still posted on-line. Clearly no-one in Sussex had assessed that when they sent the head of Gatwick to enjoy his few days in the sun. Probably thought Singapore was still part of the British Empire and that they do not do underhand stuff to their local Bobbies. What could possibly go wrong?

Readers wishing to acquaint themselves with the range and quality of the interviews undertaken this year can simply search for Interpol World on YouTube. One item from the event this year, a short interview with an organiser invited delegate and Police Drone Expert, might well be an appropriate guide. <https://www.youtube.com/watch?v=r3mGPNicClg>

Outside the hall the local populace is also taking an interest in drones and how to control them. Sharing front page space on the *Straits Times* with the Hong Kong police retaking control of the Legislature Building was a report on how Singapore wants to stiffen its drone rules.

They recently set up a panel to take evidence on how it might work, spurred on by drone incursions close to Changi Airport over two days in June. Only seven flights were diverted but more than 50 were delayed. The twelve-person panel, led by a former air force pilot, were originally looking at taking a year over their task but now it is planned to have some realistic ideas on the table within months.

It is a small crowded island with a population of 5.6 million people and although the density is not too high compared to some, any incidents will have a major effect. They already ban drones from within 5km of airports and the numerous military establishments which effectively bans flight from a significant proportion of the available land. The restrictions apply almost equally to model aircraft, the ever-popular flying of kites and even seaborne paragliders but there may be room for something stricter to be introduced.

As the conference was winding down two local men were charged with operating drones without a permit near Paya Lebar Air Base, in an unprecedented case of individuals hauled to court for drone activity.

The pair will return to court on 2 August. A first-time offender convicted of operating a small unmanned aircraft for research or recreational purposes without a permit may be fined up to \$20,000 [£11,000].

To date, only a company had been charged for operating a drone without a permit in Singapore. In late May a construction company was charged with operating a small unmanned aircraft outdoors along Marine Parade Road without the correct permit in mid-November 2017. The case was finalised in July and they were duly fined.

Meanwhile in the UK they had their own Drones meeting in Milton Keynes at which various police and fire organisations got together. There appears to have been no international input, bur NPAS was present. NPAS don't operate drones but promote safe use between all emergency services.



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18 Aug 2019 [Sunday] The 5th World Helicopter Day. This is the fifth year of the event with rolling open days around the globe. Call is out for event locations coming up for this year. Goal is to promote the industry in local communities around the world and achieve some PR both locally and internationally for what helicopters (and the people in the industry) do for society. Website: [World Helicopter Day - Celebrate Vertical Flight!](http://WorldHelicopterDay - Celebrate Vertical Flight!) FB: <https://www.facebook.com/pg/worldhelicopterday/> #worldhelicopterday

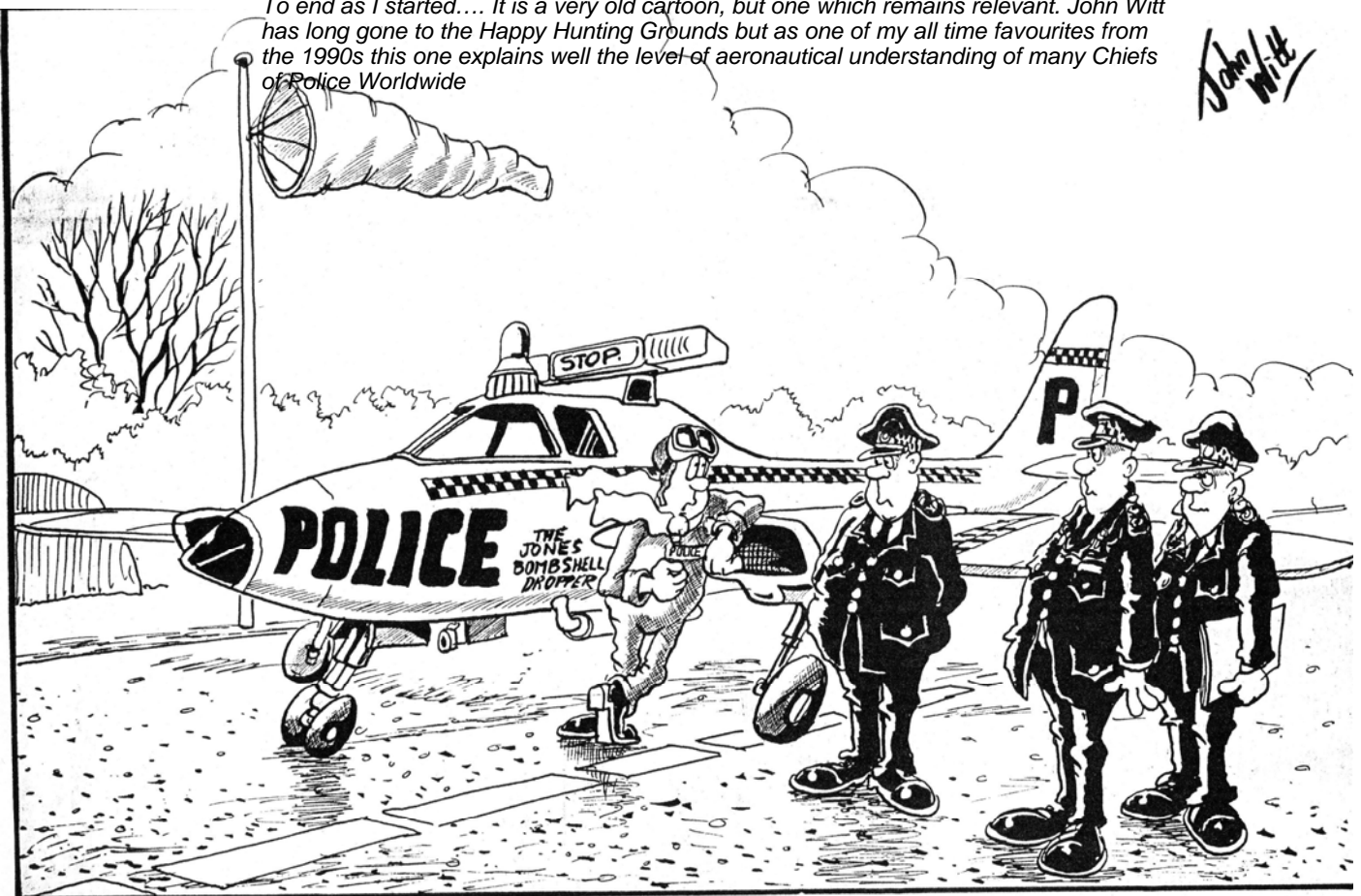
18-19 September 2019 The Emergency Services Show at the NEC Birmingham. The Emergency Services Show is the UK's leading annual showcase of the blue light sector, featuring over 450 exhibitors, live demonstrations, unique learning opportunities and unrivalled networking.

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/>

To end as I started.... It is a very old cartoon, but one which remains relevant. John Witt has long gone to the Happy Hunting Grounds but as one of my all time favourites from the 1990s this one explains well the level of aeronautical understanding of many Chiefs of Police Worldwide

John Witt



'The simplest way to explain how it work to police chiefs is this. Pull the stick back and the houses get smaller, push it forward and they get bigger.'

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