

Police Aviation News

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Issue 299

March 2021

A Virtual World

No sign yet of normality

Life Saver Stick

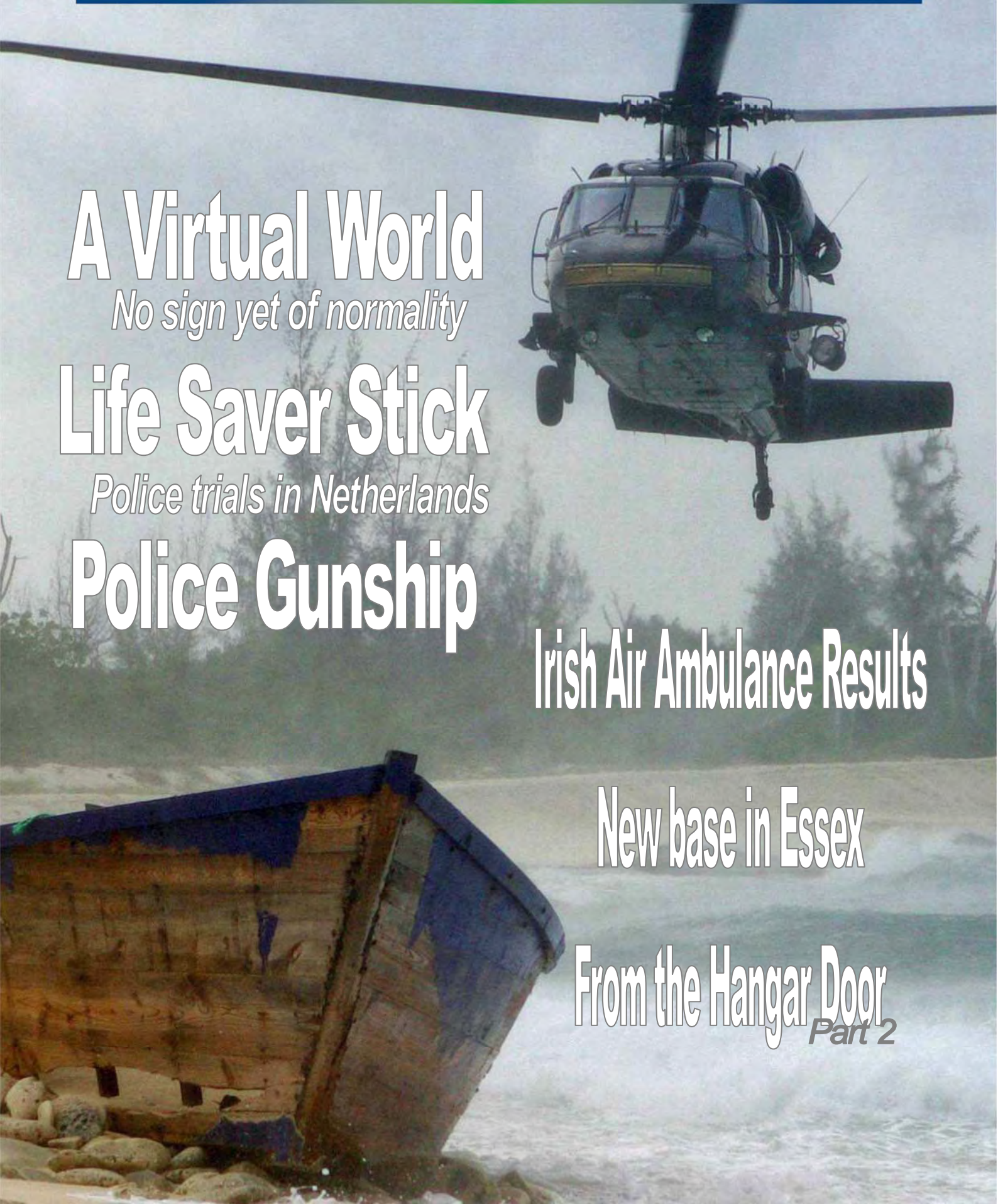
Police trials in Netherlands

Police Gunship

Irish Air Ambulance Results

New base in Essex

From the Hangar Door *Part 2*



EDITORIAL

There is still a long way to go with this COVID plague but some can see light on the horizon. Meanwhile most gatherings are virtual. In the year ahead most easements will relate to arrangement undertaken within individual borders. It will depend on the real success of the vaccine programme rather than the proclamations of politicians. The vaccine appears to be working where it is available – mainly the First World nations - but it needs to be available across all borders before it can do its work effectively. Just when will the Third World populations be getting their share? Can we really vaccinate the whole world this year? If the current situation in the EU remains typical it seems unlikely they will get their population to get the jab.

The real measure of success will be the return of free and easy cross border travel – whether that be within Europe or on a wider agenda. At the moment travel to and from the United States is virtually impossible even if the traveller puts up with two weeks confined in a Radisson Blue Hotel rather than the Ritz. Personally even two weeks confined in a plush Mandarin Oriental suite would still be hell. Until travel restriction between the main players is relatively easy, COVID wins.

Meanwhile PAVCon Europe, the Police Aviation Conference, is going virtual this coming June and setting a date for next June (2022) for a return to face-to-face conferencing and networking. Here is hoping, for now nothing is certain.

Bryn Elliott

LAW ENFORCEMENT

AUSTRALIA

NEW SOUTH WALES: In December the force took delivery of its first Bell 429. The Bell. "Polair 1" has re-used VH-PHW a registration previously worn by a police AS350B2. Two more examples of the Bell 429 are expected to be delivered this year.

The helicopter delivered last year features a nose mounted thimble radar, WSPS, a hoist on the starboard side and Trakka searchlight mounted under the tail immediately to the rear of the cabin pod uplift. An EO/IR sensor pod is mounted under the nose.

EUROPE

PAVCon EUROPE: Due to the cancellation of a conventional face-to-face PAVCon Europe this year Police Aviation Research is teaming up with the Airborne Public Safety Association (APSA) to conduct a PAVCon branded virtual event focussed on training. The event will be a day of online police aviation training rather than a multi-facet networking event.



PAVCon Europe 2021 will be conducted on Monday June 7th and run for 6 hours from 1000 European time via a live, interactive webinar, and include various presentations pertaining to police work and flight safety.

APSA have provided PAVCon with some examples of typical APSA events for those not familiar with them.

This new proposal grew out of European members of APSA and PAVCon Europe trying out some of the recent American APSA events. As there is no long term proposal for PAVCon to undertake this type of event in the future it makes sense to use the tried and tested APSA systems.

Unlike current APSA training offerings, access to the virtual event will be free to all but will need to be booked via the APSA website. This will allow the 'gathering' to be a truly international live event – with a caveat that the audience will need to stick to the Euro time. Recording of the event may be available at a later date. All attendees must be registered to participate. Meanwhile APSA has released two links to past

COVER: The US Dept of Homeland Security, Customs and Border Protection, Air and Marine Operations has 16 UH-60M Black Hawks. The UH-60 Blackhawk helicopter joined the US Customs Service fleet in 1986, initially with the transfer of 16 UH-60A variant models from the US Army. The old UH-60A models were replaced with the UH-60M variant and they all got the characteristic black with gold stripe paint job [DHS image]



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events that give an idea of how the event will look.

The first example webinar features Clay Lacey from Texas (he was one of the US instructors introduced to PAvCon Europe for the first time in 2019) this class relates to 'Aviation Support to K-9 Units'. His well received 2019 presentation focused more on TFO/Observer work. The arrangement results in a two-way street on information, in return he learned a great deal about European policing in the Netherlands. I recall that he found the contrast in working practices of street cops between Europe and the USA a massive culture shock.

[Click Here for Aviation Support to K-9 Units Webinar](#)

The second recorded webinar is a recent APSA Natural Resources Summit that gives an idea how a whole event might work out. This is a 5-hour event that covered multiple classes throughout an afternoon session. Multiple speakers over several hours, with breaks built in.

[Click Here for the Natural Resources Summit Webinar](#)

APSA uses both the Zoom Meeting and Webinar Clients and the Citrix Go-to-Meeting Client as platforms to hold virtual events. Both platforms utilize an encrypted system for a secure connection and has built in security features to manage and secure events. The events are broadcasted in HD and/or 4K depending on the receiving computers video card and bandwidth. The recordings have to be compressed so the quality of the featured examples is less good than the live video. To date, APSA have held over 60-virtual events and have not had any issues with either platform regarding security or connectivity.

Ideally PAvCon will never need to return to virtual events, so this should be a one-off example of distance learning, we hope so anyway. PAvCon Europe will therefore have the services of a tried, tested, trained and experienced team of facilitators to run this event. Something that only APSA could arrange. Thanks in advance then to Don Roby and Dan Schwarzbach.

GERMANY

BERLIN: Police in Germany arrested a man who is accused of giving flight orders to police helicopters and other air traffic after illegally making radio contact with them. The 32-year-old was arrested in the Koepenick district in the east of the capital Berlin on allegations he impersonated an aviation official.

He was later released after "police measures were completed", with the investigation ongoing. Police had tracked him down after he made contact with a helicopter that was sent out in the hope of detecting his location.

During a search of his home, police found two radios that transmitted on the frequencies needed to make contact with aircraft. For the last six months he had made contact with pilots of passenger and transport aircraft, as well as state and federal police helicopters, and had given potentially dangerous instructions to them. Fortunately no damage or injuries have been caused to the aircraft contacted before he was arrested.

INDONESIA

NATIONAL POLICE: Airborne Technologies (ABT) based at the airport in Wiener Neustadt, Austria has announced that it is contracted to upgrade a Bell 412 of the Indonesian Police with ABT's latest Airborne LINX mission management system.



The Bell will be equipped with a Safran Euroflir 410 camera, ABT operator workstation, Churchill Moving Map Augmented Reality System, and a Scotty Satcom BLOS downlink. The deal was arranged through the local partners IDS PT Indonesia Defence Services based in Central Jakarta, Indonesia.

JAMAICA

DEFENCE FORCE: As is now the case in Kenya, the military air arm (JDF) undertakes the airborne law enforcement role in Jamaica. They signed a purchase agreement for six Bell 505 aircraft early in February. The newly acquired Bell 505s will be configured to support Public Safety missions in country and be used by the Force's Caribbean Military Aviation School (CMAS) to train international rotorcraft pilots.



In 1963, JDF began its operations with two Bell 47G aircraft and has expanded their fleet and relationship with Bell throughout the years. This new aircraft delivery will grow JDF's current fleet to 10 Bell helicopters, which serve in search and rescue missions, medical evacuations, natural disaster relief, national security and military training operations.

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NETHERLANDS

NATIONAL POLICE: Last month air-drop trials were undertaken over and in Vlissingen Harbour with a handy new buoyancy aid. The drops were undertaken from both the AW139 and EC135 helicopters and were reported to be promising.

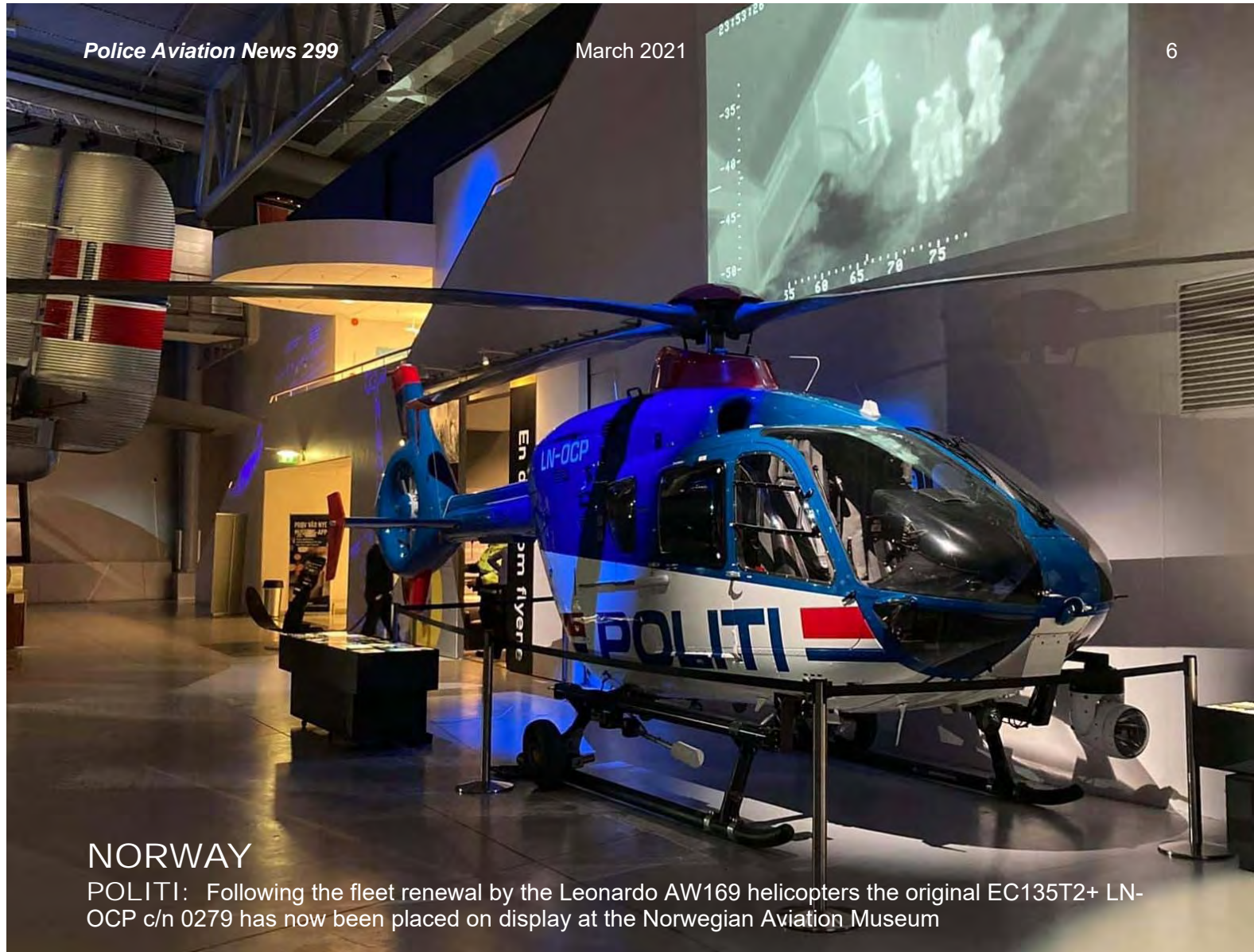
Originating from British Columbia, Canada, Mustang Survival produce the Rescue Stick. Easy to use, the Rescue Stick™ provides rapid flotation assistance to a person at risk of drowning. Simply remove the baton-shaped Rescue Stick™ from its waterproof bag and throw it near the person. Once contact is made with the water it inflates in seconds to a large horseshoe shape keeping the victim afloat and their head above the water until help arrives.

Measuring only 14" [36cm] in length and weighing 15.5oz, [less than 0.5kg] the Rescue Stick is one of the most versatile rescue flotation devices available. Easily stowed it is an invaluable tool for police officers on the ground as well as in the air when they are first on scene to provide emergency flotation when no substantial water rescue gear is available. The device provides 35 lbs of buoyancy in a large horseshoe shape. It is easy to repack and reuse. The compact and light weight Rescue Stick costs around \$170 each



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NORWAY

POLITI: Following the fleet renewal by the Leonardo AW169 helicopters the original EC135T2+ LN-OCP c/n 0279 has now been placed on display at the Norwegian Aviation Museum

The Eurocopter EC135T2 was originally completed in 2003 by McAlpine Helicopters at Oxford Airport as G-CCLK. The completion closely followed the specification of UK police helicopters of the time and included the centreline under fuselage role equipment pod. When operated for the police from 2004 it was owned by Pegasus Helicopter AS and replaced the earlier police AS 355N registered LN-OBW. The unit was based with Pegasus at Gardemoen airport and therefore mainly active in Oslo as the only dedicated police helicopter in Norway.

THAILAND

POLICE: Four of the Bell 429s ordered for the Thai Police are to receive upgraded systems from Airborne Technologies (ABT). The company based in Austria has received a contract to install the latest Airborne LINX mission management system along with Wescam MX-10 gimbals and fully integrated operator workstations.

ABT are working with their local partners Asian Aerospace Services Ltd. Based in Bangkok, Thailand. Asian Aerospace have a maintenance facility at Don Muang International Airport (General Aviation side).

Ed: It is noteworthy that ABT were among the few exhibitors to remain exhibiting when much of last years Singapore Airshow was decimated by the developing COVID crisis. Being present despite the developing medical emergency clearly pays. See page 19 of the Special Report on the show on the PAN website. That was the last special edition produced by PAN before the industry was thrust into shut down.



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TURKEY

POLIS: A few years ago tongues were wagging when the National Police in Turkey showed a video that stated that they were using an armed drone on internal security operations. The latest illustration that the police are not in the mould of their European neighbours is the announcement that they have taken delivery of a licence-built T129 ATAK helicopter from local manufacturer Turkish Aerospace Industries.

With a number of different law enforcement agencies in Turkey, it is important to note that this is the Police organisation that comes under the remit of the General Directorate of Security – the more civilian force. The same organisation that flies a fleet of Bell 429s, and not the military-style Jandarma. [Heli-Hub]



Ed: Remember a few years ago when the Photoshop brigade produced a mock-up Apache gunship and threatened speeding drivers with the ultimate fine? Well in effect this is it.

The development was announced by the Minister of Interior Süleyman Soylu. The Minister made a statement on his Twitter account “Our police took delivery of the first ATAK helicopter. We express our gratitude on behalf of the Turkish National Police.” It may be the civilian police but certainly not in the mould of police in the UK and Europe. Even the most militaristic of US law enforcement operations with its controversial military surplus line up of guns and armoured cars does not [yet] have an attack helicopter on strength.

The development should not be taken as too surprising in view of the armed drones. That was unprecedented but the acquisition of the T129 is just a stage further. It is reported that the tail number of the 129 is EM-101, a Polis sequence.

As the Turkish General Directorate of Security stated, “the first police organization to use an attack helicopter, it will mark a first in the world.”

None of this is really new, nominally civil police forces have been lobbing ordnance at people for decades, from simply firing rifles and machine guns from the air to dropping bombs and more as was evident across southern Africa in the 1950s. The T129 is simply made for the job and, if makes use of the full armament provisions it can sport a three-barrel rotary cannon, rocket pods and a stunning variety of guided missiles.

Right: Three Kenya Auxiliary Police Piper PA-22 Tri-Pacer light aircraft neatly fitted with bomb racks to undertake “peacekeeping” in Kenya during the 1952-60 Mau Mau uprising.



PA-22 ©Aeroplane





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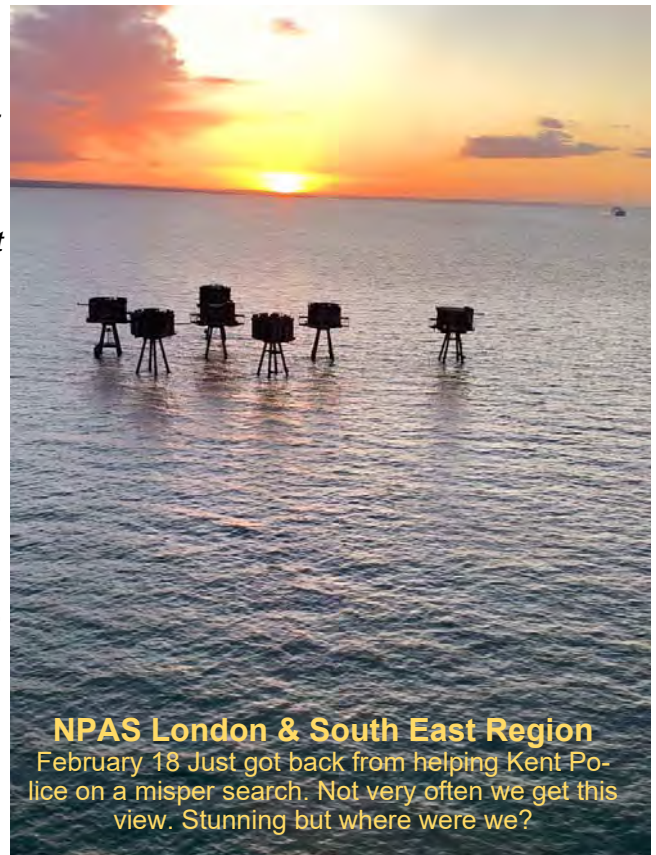
UNITED KINGDOM

NPAS: *Early in February it was rumoured that the Metropolitan Police were pulling out of NPAS and that several new aircraft were being supplied to NPAS by Blue Light Services. As PAN goes to press none of this has been confirmed. The public information website has remained largely abandoned and short of any news since it was revised over a year ago and the last set of minutes published were from January 2020. The management apparently believe that nothing has happened in the last year or so. As the pages of PAN regularly testify there is news out there and some of it could even be given a positive slant.*

Right: Wartime relics River Thames Estuary wartime forts caught in the setting sun.

NPCC: It is amazing how many reports have been written on the problems besetting NPAS and largely ignored, discarded or simply left to get old and irrelevant.

Last month PAN reported on the aviation content of NPCC minutes in 2020. Now an even older, larger, document has emerged from April 2019. It lays out the thinking of the Aviation Review team and was the basis



NPAS London & South East Region
February 18 Just got back from helping Kent Police on a misper search. Not very often we get this view. Stunning but where were we?



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of the activity reported on last month and it is backed up with supplementary reports and a presentation made to police chiefs.

Although almost 2 years old, the documents provide a useful insight into the thinking of the NPCC, with regard to police aviation, in 2019. Unfortunately, it also appears to be just repetition of the same information. They were seeking 'fast time' decisions and it is clear that none were forthcoming.

In January 2019 CC Rod Hansen, Gloucestershire Constabulary, attended the NPCC with T/CC John Robins the NPAS Air Operations certificate holder, DCC Nav Malik the NPCC Aviation Review lead and Richard Brandon the NPCC Aviation Project Manager to present an update on the pressing issues facing NPAS.

The aim of the team was to produce a 10-year police aviation strategy based on months of consultations and workshops held with NPAS, NPCC, unidentified external partners and subject matter experts. The strategy aimed to set out the delivery of an affordable, contemporary service that the public deserve, the police service needs and those holding policing to account support.

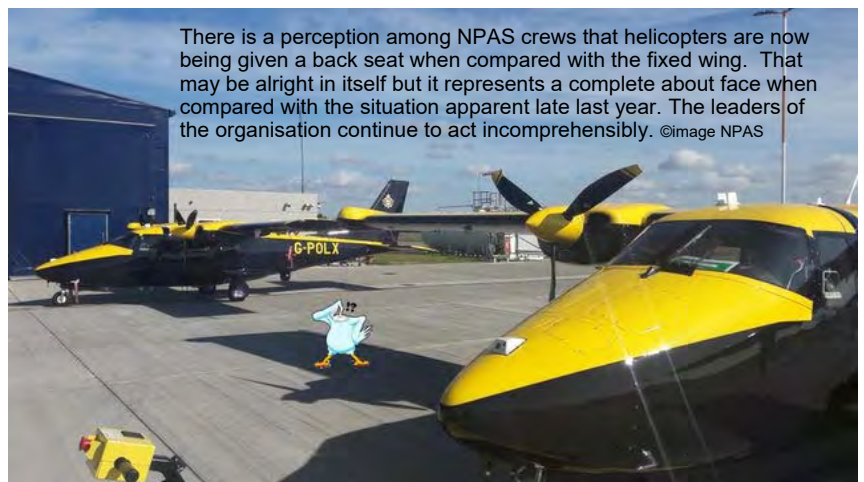
To allow them to operate NPAS were allowed to continue with the existing model for a further 12 months, including an increased revenue budget for the financial year (2019/20). This allowed the aviation working group the time to work with NPAS and others to develop a strategy which sets out plans for a future air support service that are viable and achievable within agreed timeframes and budgets.

NPAS presently spends 50% of its revenue budget on operational flying, 40% on operational staffing and 10% on non-operational management on costs. By undertaking a detailed budget review, it is anticipated that some efficiencies will be achievable in each of these areas with a desire to move the maximum proportion of cost into the operational service delivery area.

The aim was to push up a 90%+ base availability towards 96% based on the current resources. They considered it was feasible but likely to require some base closures and restructuring of NPAS to arrive at a stable revenue cost. It required 15 helicopters to be operational from the ageing NPAS fleet of just 19 helicopters. The maintenance contract in place with Airbus Helicopters did not support this and was being renegotiated to take effect from October 2019. That enhanced maintenance contract proposal significantly increased costs. Tellingly the requirement of 15 helicopters daily was not seen as achievable even with the new maintenance contract. They thought it was better to close bases and aim for 12 helicopters to achieve the 96% availability.

The need to replace some of the current helicopter fleet was pressing [in 2019] and reportedly fully supported by the NPCC review team who worked with NPAS to develop and submit a strategic outline business case to the Home Office.

At the time they thought that the NPAS P68Rs would enter operational service during late 2019 with an initial offering of two aeroplanes available to deliver an enhanced operational capability for NPAS. The expectation was that they would initially offer around 6-10 flying hours per day mainly covering the North East of England. They anticipated that the final two aeroplanes would be in operational service by early 2020 bringing the NPAS fleet to four aeroplanes with a maximum three available to take account of servicing requirements. The latter came to pass only in early 2021 and is still held back by a chronic lack of crews.



At the core of the strategy was the need for a limited fleet replacement programme. It was termed critical. Five new helicopters over the next four years were the target with any successful bid to the Home office seeing new airframes entering operational service during 2022 and be tied in with midlife technology upgrades within the remaining NPAS helicopter fleet.

Drones, the services of the MCA helicopters [Coast Guard] and the Aeronautical Rescue and Coordination Centre (ARCC) are touched on in the document, interestingly they noted that the MCA are able to deliver enhanced search service in support of NPAS [rather than the other way around]. The locations of MCA helicopters tend to be in areas of the country not readily served by NPAS bases.

According to that document the plan should be in Stage 2 now covering 2021 to 2024 (4 years) which was to support the introduction into service of new NPAS helicopters. The full 51-page document can be downloaded from <https://www.npcc.police.uk/2019%20FOI/NPCC%20Miscellaneous/089%2019%20Part%207.pdf>

Editor: Clearly in its full form this was the plan presented to NPCC in 2019, the above precis leaves many points out. Nothing obvious has moved forward from there, no funding for new helicopters, no midlife upgrades and a fixed wing package that ended up taking far longer to bring to service than assumed in early 2019. None of the "fast time decisions" have emerged.

The document mentions operating fixed wing from North Weald and Cardiff even though we now know, there are night flying restrictions at the 'Weald. Probably no-one asked and they do not seem to have been back to North Weald since.

Interestingly the choice of EO/IR cameras is highlighted. There is a statement that the quality of camera imagery should equal that of the Wescam MX-15 i.e., have a 15 inch specification. The only NPAS aircraft with 15-inch turrets are the EC-145's and the 'legacy' EC135P2s. That in turn suggests that it is now considered that NPAS specifying the upgraded EC-135T2's and fixed wing should carry the smaller and significantly cheaper MX-10 EO turret was a mistake. Nothing wrong with the turret but it does mean that the aircraft need to fly at a lower altitude than British police now consider the operational optimum and this will particularly affect the operational flexibility of the fixed wing undertaking surveillance. The aircraft may be clearly marked as police machines but any high spec 15inch turret allows the aircraft to stand off out of sight. Each of the upgraded 135s exchanged 15-inch FLIR Ultra Force and Star Safire turrets for the smaller MX-10 but it is doubtful that the weight and balance of the P68R would have worked at all with a larger sensor.



MX-10

UNITED STATES

NATIONAL: The Airborne Public Safety Association (APSA) continues to work with its instructors to take many of the classes scheduled for APSCON and PSDE 2020 and create a Webinar Training Series of live 90-minute webinars for members. The webinars, scheduled to run in March 2021, are offered at no charge as a benefit of membership; however, registration is required. If you know of someone who is not



an APSA member and would like to access any of these webinars, they can easily join APSA [here](https://www.publicsafetyaviation.org).

Last month APSA ran an in-person safety seminar in St. Augustine, Florida. Florida is one of the more open states in regards to COVID restrictions. APSA had 28 companies registered to exhibit with 47 exhibitor reps and 75 attendees registered. That may be unusual, if not unheard of, in the current situation but APSA has found that people want the training and networking and are willing to come together in spite of social distancing and mask wearing requirements. Meanwhile most events remain virtual.

The upcoming webinar schedule is:

Friday March 12th. Managing your public safety drone unit. The instructor is Doug Daniels of the Highland County Sheriff's Office in Ohio.

Friday March 26th Human Trafficking And Public Safety Aviation - What You Need To Know!
instructed by: Michael Camal, US Department of Homeland Security



ALABAMA: The Morgan County Sheriff's Office based in Decatur; Alabama have had Bell military surplus helicopters since 1998.

In August 2004 they spent \$20,000 in refurbishing a 1973 Bell OH58A helicopter N552MC and the unit was then proactive and seeking more federal money for technical upgrades. So far high skids, to improve landing in long grass and protect the tail cost Morgan County \$10,000 and a grant had paid for a searchlight and FLIR. Other upgrades included new Plexiglas, a paint job a radio communication system and upholstery. Prison inmate labour undertook the repaint and kept the cost down. In 2015 a fixed wing Cessna 172 was added to the air fleet and a different Bell OH-58A, N852MC, was in use. The helicopter had been used for marijuana eradication, search and rescue and surveillance and the Cessna was for surveillance and used to get aerial photos of the county.

Move on a few years and a different sheriff, Puckett, is in office and the air unit fell into disuse. Last month it was announced that the Cessna and Bell had not been used for two years and that they were being disposed of to the Federal Authorities. The aircraft had not been used since Puckett took office in 2018.

The Defense Logistics Agency transferred the helicopter to the City of Cullman and the Cessna went to Dale County Sheriff's Office in southeast Alabama on February 8. Other surplus equipment, including a GPS added to the helicopter by the Sheriff's Office was also officially signed over so it could be delivered to Dale County installed in the Bell.

Morgan County has been paying a total of \$300 a month in hangar fees at Pryor Field for storing both aircraft, that and the insurance are now ceasing. In future they will rely on in house drones and a State helicopter based out of Vinemont if needed.

CALIFORNIA: Leaders of the Orange County Sheriff's Department and Fire Authority are refusing to reconsider a practice that required dispatchers to send a fire helicopter to retrieve a badly injured child even though it was 18 minutes away while a sheriff's helicopter was close by.

In 2019 a 7-year-old boy from Fontana died of injuries sustained in a traffic accident on the 241 Toll way east of Anaheim Hills. Since then there have been accusations that he might have survived if the Sheriff's helicopter had attended rather than the larger fire helicopter.

Orange County Fire Authority and Sheriff's Office officials said they do not plan to change a policy that required dispatchers to send the fire helicopter to a crash, despite the sheriff's office helicopter being closer to the scene. There is a current protocol not to use sheriff's helicopters to transport victims from nonrural, paved areas.

The protocol is under fire by the former head of the sheriff's aviation unit, Sheriff's Sgt. William Fitzgerald, and others. Some trustees on the fire board say the Sheriff and Fire Chief should meet and find a way to ensure more victims aren't left waiting while a sheriff's helicopter is readily available. The agreement between the two agencies places specific responsibilities on each department and limits the sheriff's helicopters to rural rescues. Neither type fully meets the standard requirements for an EMS helicopter, but while both can attend and lift, the Sheriff's helicopters are smaller and have a prime function of supporting law enforcement services countywide. They have however to perform remote rescues as needed.

Neither the Sheriff's helicopters or those of the Fire Department are qualified as air ambulances but any law enforcement agency does not need FAA certification to operate as an air ambulance if it is not charging for the aircraft or the pilots. Orange County emergency regulations define air ambulances as carrying a registered nurse, the emergency services helicopters do not meet that criterion either.

The current Fire Authority practice for handling air rescues on paved property is to first call Mercy Air, a private ambulance service. If Mercy Air cannot respond in a timely manner, then the fire agency takes the call. The sheriff's helicopters are not considered. (Orange County Register)

Ed: It has long been held that any operation should not put itself in a position whereby it offers to undertake a task that it is ill-equipped or trained to do. A line needs to be drawn. There will always be a time when that line is crossed without pre-planning but having them assigned to inappropriate tasking is not good practice.

DISTRICT OF COLUMBIA: Helicopters are noisy and many areas regularly complain about the noise they generate – especially at night. The military have been tasked with tracking helicopter noise in the Washington, D.C. and the surrounding suburbs.

The amount of helicopter traffic over the D.C. area is substantial, according to a Government Accountability Office (GAO) report that details the scope of helicopter activity there. The GAO report found that there were 88,000 helicopter flights within 30 miles of Washington Reagan International Airport between 2017-2019 by 50 separate operators. Some 80% of those flights were conducted by the military, law enforcement, and air ambulance providers.

The law enforcement aircraft involved included six Sikorsky UH-60 and three Bell 429s operated by the Federal Bureau of Investigation who use them to shuttle personnel between its D.C. headquarters and its academy in Quantico and three Bell helicopters operated by the U.S. Park Police at the Eagles Nest facility in D.C. In the areas surrounding the capital Fairfax County (Virginia) police have two Bell 429s, Maryland State Police, ten Leonardo AW139s, D.C. Metro Police two Airbus AS350s, Prince George's County (Maryland) Police, four MD520Ns, Virginia State Police four Bell 407s, one Bell 412, two Airbus EC-145s, and one Bell 412.

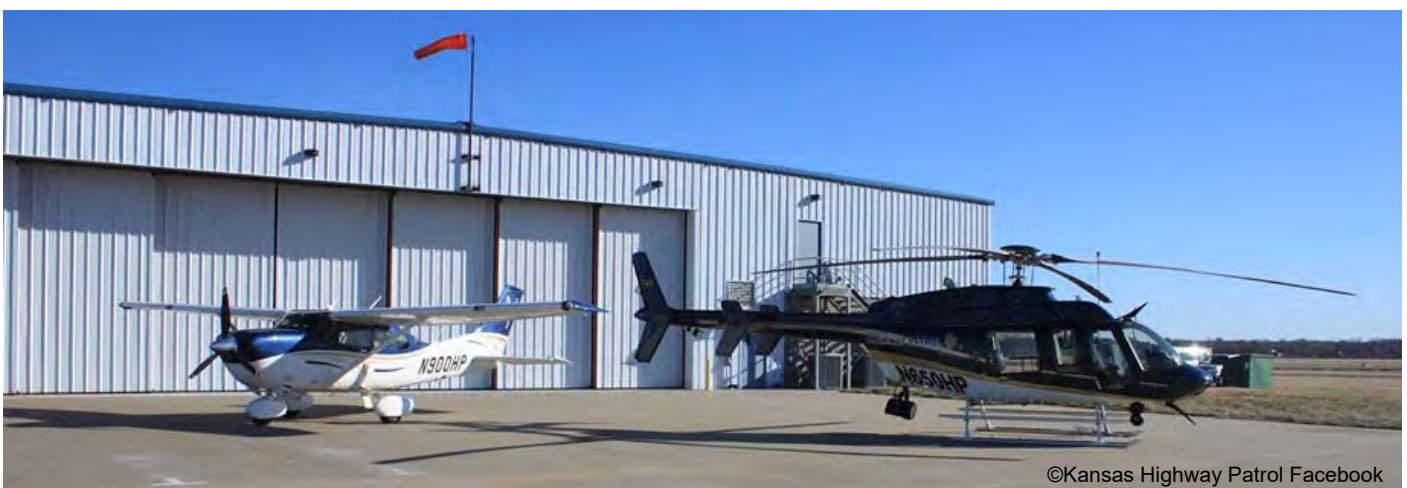
The U.S. Coast Guard has three Airbus MH-65Ds based at Reagan National Airport and other branches of the military helicopter components operate over one hundred helicopters and tilt wings.

In an attempt to mitigate the problem the Pentagon has tightened restrictions as to who was authorized to use its heliport, thereby reducing the flights originating from there from 226 in 2016 to 124 in 2019. Some of the work done to reduce the overall nuisance is made more difficult due to the conflict between airline flight paths into the airport, the FAA limits the maximum altitudes for helicopters where helicopter routes overlap with commercial passenger airplane operations to ensure the safety of all aircraft. As a result, helicopters in these areas may fly as low as 200 feet above mean sea level. Elsewhere, the helicopter route structure generally establishes maximum altitudes between 1,000 and 1,300 feet above mean sea level throughout most of the D.C. area. Because FAA's maximum helicopter altitudes are established relative to mean sea level, the maximum posted altitudes relative to objects on the ground may be lower or higher, depending on local geography, buildings, or obstructions.

It is unlikely that area operators will be able to reduce their volume of night operations that account for 23% of all flights and are a disproportionate source of complaints. Prince George's County—notorious for leading the nation in police shootings—conducted 90% of its flight operations at night. The criminal activity also drives a need for increased Medical flights.

KANSAS: The Highway Patrol in Topeka, Kansas are seeking funding to update their five aircraft fleet following a year of record numbers of calls for their services. For some years the fleet has consisted of a mix of Bell singles [407 and OH-58] and Cessna singles operating from three bases across the state including Philip Billard Municipal Airport in Topeka. three bases for its air support unit.

During the COVID-19 pandemic it has moved supplies, including vaccine doses, across the state. From 2019 to 2020, the unit saw a 28% increase in the number of hours flown. This has unduly tested the ageing fleet lead by Capt. Jason Vanderweide. One airplane and one helicopter are in the process of being repaired and an older airplane lacks de-icing capabilities, meaning the inclement weather effectively grounded the fleet in Topeka during recent winter weather.



And while units in Wichita and Hays can offer support, Vanderweide said the way to go would be to upgrade the fleet, maximizing its ability to help local law enforcement agencies across the state. The unit recorded that 194 calls for air support were denied in 2020, with the most common reason being faulty equipment or an aircraft being out of service for repairs.

The agency is requesting a funding boost to redo its air support unit, angling for two new helicopters and one fixed-wing aircraft to replace part of its aging fleet, including one airplane which dates back to 1978. The budget request would cost about \$16M and require more money to help with the maintenance of the new aircraft. A pair of helicopters is projected to cost about \$5.7M each including role equipment.

The request has encountered resistance from the defund the police lobby in the wake of the Black Lives Matter movement. There is greater scrutiny of high-priced, high-level technology being in the hands of law enforcement. Fortunately local legislators haven't expressed those worries publicly about the KHP proposal. The proposal comes at a time when per-capita police spending by state and local agencies has increased in recent years, according to data compiled by the American Civil Liberties Union (ACLU). The ACLU and other groups are disconcerted by US police taking delivery of stocks of ex-military gear that is increasingly leading to the civil police looking like military formations. The surplus aircraft might be acceptable but the weapons, armoured vehicles, and other toys are causing palpitations.

In 2020, the five aircraft logged over 1,600 hours of flight time. Enforcement activities account for just 40% of the unit's work, with training accounting for another quarter of all air time. Transport of officials across the state is another duty. Even if the Highway Patrol overcomes the financial and political difficulties they face, no new aircraft will be delivered before 2022.



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AIR AMBULANCE

CANADA

NEW BRUNSWICK: Chorus Aviation Inc. has announced that its subsidiary, Voyageur Aviation Corp. has again been awarded a contract for the provision of fixed-wing air ambulance service for Ambulance New Brunswick based in Moncton. New Brunswick is the province on the Eastern Seaboard bordering Maine, USA.

The contract is for a five-year term, with option to extend for an additional five years. Voyageur currently operates this service under an existing contract and will begin operating under the new contract effective January 1, 2022.

The service will be operated with two Beechcraft King Air 200s, based in Moncton, New Brunswick. Both aircraft will undergo interior upgrades and refurbishment to improve patient care and comfort, highlighting Voyageur's specialized aircraft modification capabilities.

FINLAND

FINNHEMS: The organisation responsible for national medical helicopter operations, is working with the Southern Ostrobothnia Hospital District and the Pirkanmaa Hospital District in the joint planning to establish operating base at Seinäjoki by the end of 2022.

The construction of the base building, the recruitment and training of first aid and flight personnel, as well as the acquisition of equipment are underway and being in the area of Seinäjoki Airport in Ilmajoki's Rengonharju. FinnHEMS has acquired a plot of land that enables smooth flight operations and is also accessible to road traffic.

With construction expected to start in the autumn FinnHEMS will launch a tender for the builder of the base building during the spring. The building will be like the base opened in Kuopio in 2019 with crew quarters and a helicopter hangar. In addition to on-call and rest areas, the crew compartment also has training and office facilities as well as storerooms.

There is already a medical unit in the Southern Ostrobothnia Hospital District which is on standby every day from 8 am to 8 pm. When the base commences operations the operation of the medical unit will merge with it to provide a staff of 15-20 people including paramedics, pilots, flight assistants and maintenance technicians. The prime purpose of the unit is HEMS rather than inter facility transfers.

IRELAND

CORK: The Irish Community Rapid Response Air Ambulance based in Cork was called out 490 times to incidents last year in support of the HSE in 13 counties. It was the first full year of operation. The busiest month was July when they were tasked 59 times in four weeks.

The incidents they were called to the most in 2020 were car accidents, they attended 94 of these last year. They also responded to 81 cardiac arrests, 74 general trauma calls, 73 general medical calls, 46 farming



accidents and 29 falls from heights. While Cork, Kerry and Waterford were the counties most likely to require the service, the Air Ambulance also provided support to Counties Tipperary, Clare, Wexford, Limerick, Leitrim, Kildare, Kilkenny, Offaly, Roscommon and Galway.

Until recently the ICCR Air Ambulance had two Agusta helicopters supplied by Sloane Helicopters at Sywell, Northamptonshire. The much featured and photographed 20 years old AW109E G-SHLE went back to Italy on end of lease in December leaving the ten years old G-SHLS as the prime airframe right now. Another Sloane airframe G-RSCU fills in. News reports speak of a new faster helicopter with longer range capacity being delivered later in the year. I understand that the identity of that may become clear in March.

SHANNON: North America’s largest air ambulance operator is to establish a European hub at Shannon Airport.

Reva has partnered with Shannon based jet firm Gainjet Ireland, to establish the new venture that will employ a mix of nine aircrew and medical personnel and use a Hawker 800XP aircraft to fly to locations throughout Europe from its Shannon base. In addition, the Shannon base will speed up transatlantic operations between the Americas and Europe offering a quicker patient transport time. This is the first service of its kind in Ireland.

Gainjet Ireland is an air charter company founded in 2016, that employs 21 ground staff and 35 aircrew based at Shannon.

JAPAN

DOCTOR-HELI: With this summer promising a second attempt at running the Olympics it is perhaps a good time to look at part of the Helicopter Emergency Medical Services (HEMS) network in the country.

Established in 1993, Japan’s Hiratagakuen serves the Kansai region. Its first Airbus rotorcraft was the EC135, which was delivered in 2010. Currently the company operates an all-Airbus fleet, comprising thirteen H135s and two H145s serving the needs of ten hospitals across nine prefectures, with 75 pilots and other crew. Hiratagakuen’s first H145 entered service in mid-2018 for aeromedical operations at the Nagasaki Medical Centre. With Japan’s full-scale deployment of air ambulances beginning in 2001, HEMS rotorcraft have taken on more prominent roles, enabling rapid evacuation of casualties from affected sites, and providing critical care without delay aboard medically-equipped helicopters, while in transit to the medical facility. Nine years later, the Kansai government implemented a region-wide EMS support network and Hiratagakuen became its main operator for these life-saving missions.



Hiratagakuen has undertaken numerous missions in the region. Between April 2019 and March 2020 alone, it launched 6,336 missions across its ten bases, accumulating nearly 3,000 flight hours.

From April 2020, they have widened the area of support, starting a new Doctor Heli operation to remote islands in Nagasaki Prefecture with the H135.

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UNITED KINGDOM
ESSEX & HERTS:

Essex & Herts Air Ambulance (EHAAT) has taken possession of its brand-new purpose-built airbase at North Weald Airfield following its completion by Barnes Construction. Work on the facility began in February 2020 after planning permission was granted by Epping Forest District Council. Work has now begun on the internal fit out phase, and it is scheduled to become operational by June of this year.

The new airbase has been delivered on time despite the challenges of the COVID-19 pandemic. In a socially distanced handover, EHAAT CEO Jane Gurney and Cliff Gale, EHAAT's Operations Director took possession of the building from Mark Hart, Joint Divisional Managing Director of Barnes Construction. This was carried out via a video link in order to comply with the current lockdown restrictions on non-essential travel.

In addition to housing one of EHAAT's two helicopters and two of its rapid response vehicles, the new building has areas for training, mentoring, patient liaison and fundraising. There is space for cross training with other emergency services, which will benefit both EHAAT and the local pre-hospital care community.



©EHAAT

See also page 41 of this issue

NORTHERN IRELAND: The local air ambulance landed at the new helipad at Royal Victoria Hospital more than 150 times in the last year. Since the first test flight on February 18 2020, there have been 164 landings onto the roof of the west Belfast hospital's critical care building.

Before the helipad was built, patients arriving by air ambulance had to land at Musgrave Park Hospital or at George Best Belfast City Airport before being transported to the RVH by road ambulance, which could take up to 25 minutes.

UNITED STATES

HAWAII: Local air ambulance provider Hawaii Emergency Air Lift, or H.E.A.L., is expanding its service to Hilo Airport with its latest addition of a second jet to better serve patient needs on Hawaii Island.

The new aircraft contains state-of-the-art medical equipment and the latest medical technology, and provides the fastest flight times between the islands. The aircraft utilise the latest medical equipment in the industry including the Hamilton T-1 Ventilator System; ZOLL X Series Cardiac Monitor; Alaris Medsystem III Infusion Pump and an Edan F2 Foetal Monitor.

New helicopter project in the pipeline?

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H.E.A.L. first launched its medical service in September with its first HondaJet Elite aircraft based in Honolulu. Now, this second jet will enable the company to serve patients across the state. [Pacific Business News]

NATIONAL: The largest air ambulance provider in the USA, Air Methods, has spoken out on the ongoing controversy on patient billing.

They say they have made it their mission to identify more effective ways to keep patients out of the middle of the billing process. Air Methods eliminated its membership program back in 2019, they focused efforts on reaching agreements with insurance companies, and developed a robust patient advocacy programme that provides the assistance patients need after a transport so they can focus on their recovery rather than bills.

For many years, emergency air medical companies have sold memberships to patients who rely on their services to access critical healthcare during emergencies. This subscription model was created to serve as an alternative to insurance, covering members for the cost of an air ambulance flight when a payer denied reimbursement for the transport. But, in today's healthcare world, this model is outdated, and it is time to move forward.

As patient billing becomes a top-of-mind issue in 2021, they have not wavered in a commitment to a model that reduces out-of-pocket costs for patients.

FIRE CANADA

CONAIR: Canada's Conair Group has received the first in a batch of former Flybe Bombardier Q400s due for conversion into aerial firefighters.

The turboprop – registered G-KKEV, and originally delivered to the UK operator in 2008 – is one of 11 acquired by Conair for the modification, following the collapse of Flybe a year ago. Conair will convert the aircraft, flown to Canada via Reykjavik, into Q400AT air tankers at its Abbotsford facility in British Columbia. The modification will take around 75 days.

The Q400's interior will be stripped to the "bare frame" to minimise weight. The cabin will remain pressurised, with the retardant tank – capable of discharging 10,000 litres of fire suppressant – fitted externally.

The cockpit will be fitted with a flight-envelope awareness system, avionics which provide angle-of-attack, g-loading and slow-speed information to the crew – enhanced safety data to assist the pilots given the extreme nature of firefighting operations.



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SEARCH & RESCUE

CAYMAN ISLANDS

COAST GUARD: Cayman's new Coast Guard team will have to be sworn in as special constables rather than as official coast guards because the legislation needed to formalise Cayman's newest law enforcement body has not been finalised.

The Police Commissioner, Derek Byrne, said it was hoped that a draft Coast Guard Bill would be mentioned in Cabinet for early approval for a public consultation period to take place, so that the bill could be debated and passed when a new Parliament sits following the April election. All new legislation requires a 21-day period for public consultation. No draft of the bill has yet been made public.

As the [Coast Guard] is not established in law operations continue to be conducted under the auspices of the RCIPS Joint Marine Unit until the transition is complete. The Coast Guard's duties include search-and-rescue operations, border security and enforcing maritime laws are conducted in cooperation with the police air unit. [Cayman Compass]

GERMANY

KARLSRUHE: A contract has been let by EnBW Energie Baden-Württemberg AG for the provision of a rescue helicopter including aeronautical and medical crew to rescue injured persons offshore in the Offshore Windparks Hohe See and Albatros in the North Sea.

The contract has been let to Northern Helicopter GmbH based in Emden. The company currently operates four Eurocopter H155, one AS365N3 and BK117B2 on contracts that include wind farm support and air ambulance work with DRF.

NORWAY

TROMSO: In normal times cruise traffic, fishing, petroleum and military activity are increasing in Norway's Arctic waters. With long distances, cold climate and polar darkness, the need to strengthen SAR capabilities is long overdue.

A joint supplier and jointly operated base for the [new] helicopters in Tromsø and the [existing] helicopter service for the Governor of Svalbard will offer benefits. Tromsø is in the northernmost part of mainland Norway and Svalbard (previously known as Spitsbergen) is an archipelago between mainland Norway and the North Pole. One of the world's northernmost inhabited areas, it's known for its rugged, remote terrain of glaciers and frozen tundra sheltering polar bears, Svalbard reindeer and Arctic foxes. The wildlife and the Northern Lights are a tourist attraction.

To be launched next year, the rescue helicopter base in Tromsø will be the first operated by a private company. Norway's existing Sea King SAR-helicopters in the north, based in Lakselv and Bodø, are part of the Air Force 330 Squadron operating under the Ministry of Justice and Public Security. They will eventually operate the AW101.

The Governor of Svalbard has two helicopters based at the airport in Longyearbyen. The Police Department's personnel perform staff duties at the local rescue centre. The service is otherwise organised in the same way as in mainland Norway. The Governor performs all air ambulance services on the archipelago and has a contract with Lufttransport AS for the operation of two Eurocopter Super Puma in the SAR role.

Costs for joint operations of helicopters in Tromsø and Longyearbyen is estimated at 1,86 billion kroner (€181M) for the period 2022 to 2028. [Barents Observer/Wiki/PAR]

UNITED KINGDOM

MIGRANTS: According to the *Daily Telegraph* last month the number of migrants crossing the English Channel in January 2021, was 223. In January 2020 it was just 94.

Last month had mixed weather – it being winter – but when the weather permitted the migrants launched

from mainland Europe and headed north. An example was on February 21 when four small boats with 49 people on board were intercepted as they crossed the English Channel. The French authorities reportedly stopped 126 migrants in eight boats from crossing. The UK Immigration minister has said the French have so far stopped more than 70% of attempted crossings in 2021.

More than 8,438 people crossed the English Channel in about 635 boats in 2020. Already some 500 people have made the crossing to the UK coast so far this year. It is a growth figure few welcome. The rules have changed slightly since Brexit in that as from January new rules allowed the UK to treat asylum claims as inadmissible if they have travelled through safe countries to get to the Britain.

While such numbers represent something of a scandal for politicians in Britain this flow of humanity should be contrasted with the thousands entering France – just a tiny number of whom reach the coast with the intention of making the dangerous crossing to Britain – and the situation in the USA. The USA records that in 2020 more than 400,000 were making for the other side of the border and that is probably only the ones they know about. That number is what France thinks it has in their country. An estimated 300,000 to 400,000 unauthorized immigrants lived in France in 2017, up slightly from 200,000 to 300,000 in 2014, according to new Pew Research Centre estimates based on the latest available data. The 2017 estimate includes 38,000 asylum seekers who were waiting for a decision on their case at the end of that year. [TC]

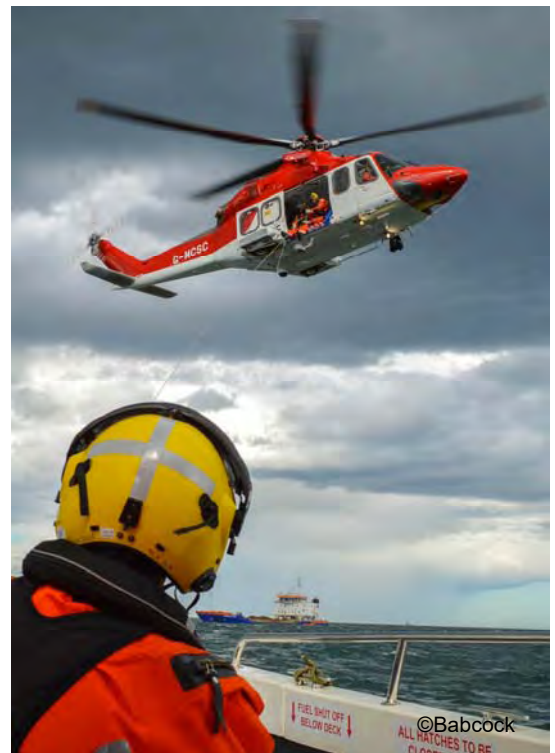
OIL INDUSTRY: Babcock has been awarded a contract extension to continue delivering a lifesaving Search and Rescue (SAR) service in support of the men and women working in the North Sea.

The four-year extension - which follows a previous one-year extension - will see the contract for the Aberdeen-based operation, which was due to complete this April, now run through to spring 2025. It takes the original five-year contract, which began in 2015, out to a full ten-year term.

Over more than two decades the Aberdeen-based North Sea SAR specialists have been called out hundreds of times, taking expert clinical care to the men and women working in the North Sea – 24/7.

Babcock will continue to operate two specialist AW139 helicopters from their SAR headquarters at Aberdeen International Airport. Each custom-designed aircraft is equipped with on-board SAR technologies, including dual hoist winches and hospital-class medical equipment. The aircraft are staffed and supported by clinical experts to ensure the highest level of medical care is available on-board.

Deliberations on the Second generation UK search and rescue aviation programme (UKSAR2G) contract process were due to start last month. The process has been slightly delayed, the launch of the selection questionnaire for UKSAR2G is awaiting the resolution of one or two questions need to be addressed in the light of issues highlighted in earlier contacts. It is hoped that the launch of the tender will commence this month (March).



An engagement phase has been underway for a year now involving interested parties in the industry and SAR stakeholders including police, MRT, lifeboats, ambulance, fire and others. That phase has comprised several online meetings and consultations on draft copies of key documents.

The outline of the intended contract process is published at www.gov.uk, the next stage is expected to be deadlines for clarification questions and answers early this month (March). Next month there will be notification of Decision to Candidates and in early May the issue of ITT to Participants. Initial tenders will be due in July and final tenders next January. Contracts should be signed in July 2022 for introduction in late 2026. As I understand it, the latest date that any part of the current rotary contract can be extended to is 31st March 2028.

UNITED STATES

NATIONAL: Due to the cancellation of HELI-EXPO 2021, APSA has decided to conduct Rescue Summit 2021 as a virtual event rather than in-person in New Orleans in March. The event will be an online day of vertical lift search and rescue training.

Rescue Summit 2021 will be conducted on Monday, March 22, 12:00 noon – 6:00 pm EDT, via a live, interactive webinar, and include various presentations pertaining to helicopter rescue operations including topics such as hoisting, safety and critical incident & accident reviews.

Rescue Summit 2021 is for all who use VTOL aircraft in search and rescue operations. Registration for Rescue Summit 2021 is included in your APSA individual membership dues; a nominal fee for non-members applies. Register [here](#) or call +1 301-631-2406 with any questions. All attendees must be registered to participate. [publicsafetyaviation]



INDUSTRY

Textron Aviation announced it was awarded a contract by Air Archipels of Tahiti (French Polynesia) for one Beechcraft King Air 260 and one cargo door equipped King Air 260C aircraft. The aircraft are planned to be delivered to Air Archipels in the second half of 2021 joining an existing fleet of Super King Air B200s in French Polynesia. The first cargo door King Air 260 was ordered by Air Archipels and it will be the first to enter service.

Air Archipels carries out 3,000 hours of flight per year, most of which are for medical emergency evacuations. Their new King Air 260C will be configured for the air ambulance mission incorporating a LifePort medical interior.

Summit Aviation, a Greenwich AeroGroup Company, announced that it has included the Leonardo AW139 helicopter to its Part 145 Certified Repair Station certificate.

This newly added capability allows Summit to perform aircraft maintenance including inspections, overhaul, repair and/or modification for AW139 owners and operators.

In addition to general and corporate aviation, Summit has a broad customer base including state and local law enforcement, the U.S. Department of Defense, U.S. Government Non DoD and special mission and international militaries.

Following major modifications the third **Kopter SH09** prototype (P3) recently returned to the air at Mollis, Switzerland. This was part of the planned product development roadmap, towards the final Type Certificate configuration, as presented by Kopter during the 2020 HAI exhibition.

The modification programme was successfully implemented thanks to the joint efforts of the Kopter and Leonardo teams. It includes a new main rotor head design, a new main gear box with an extended mast, and new flight controls configuration. Another significant change is the installation of the state-of-the-art Garmin G3000H integrated flight deck, flown for the first time on a helicopter.

The changes are expected to bring about further expected improvement of P3 handling qualities and stability and were reported to be immediately apparent to the crew.



Kazan Helicopters' Ansat-M took off for its maiden flight on December 29, 2020. The aircraft is a modernised version of the Ansat light multipurpose helicopter, developed in the late 1990s-early 2000s. It received several upgrades, including an improved fuel system which increased the flight range from 500 to 800 kilometres (310 to 500 miles). The tail section was modified to increase stability. The proportion of composite materials was increased to 35%, reducing the weight of the aircraft. The helicopter can carry up to seven people. A medical module and a rescue winch for search and rescue operations were recently certified.

In 2021, the Ansat-M should be equipped with an anti-icing system, thanks to which the helicopter will be able to operate in Arctic conditions, at temperatures reaching -45 degrees Celsius. New blades of the Ansat's tail and main rotor blades with improved aerodynamics are being developed.

Certification tests and the first deliveries of Ansat-M to customers are scheduled for 2021.

A new medical module, which is used in Ansat medical helicopters, has been supplemented with incubators for new-borns. The module has a modified layout, adapted to unified stretchers, gurneys, and other equipment, thanks to which the patient's transportation has become more convenient: in the process of transferring a person on board, there is no need to shift and reconnect life support systems. Now it's possible to load a patient into a helicopter by one person, the whole process takes less than 20 seconds.

The module is manufactured at the Kazan Aggregate Plant, it has passed all the necessary certification and is offered to customers as one of the options.

The **United Engine Corporation** of Rostec has started testing a new VK-650V engine for Ka-226T and Ansat-U helicopters. The test was successful, and the engine started without problems at the UEC-Klimov test bench in St. Petersburg.

Currently the engineers of UEC-Klimov in St. Petersburg have successfully completed the first third of the testing, evaluated the key parameters of the product, and adjusted the joint operation of the stand and propulsion systems in various conditions. The test engine condition was continuously monitored during the testing procedure.

The VK-650V engine has a take-off power of 650 hp and is designed to operate in Russian Ka-226T light helicopters. Its modifications can be also installed on Ansat-U, VRT-500 helicopters and foreign helicopters of the same payload class. The type certificate for the VK-650V engine is planned to be obtained in 2023.

Just over a year ago **Advent International**, an American group bought Cobham and quickly lay the groundwork for the break-up of the British defence giant by splitting it into nine separate divisions.

Cobham, known for its pioneering air-to-air refuelling system, was previously run as four divisions – Aviation Services, Advanced Electronic Solutions, Communications and Connectivity and Mission Systems.

In September 2020 Cobham Aviation, the division that operated the 15 strong Dassault Falcon business jets on military and fleet requirements was acquired by Draken International.

Between the takeover and January the new owners have refreshed the branding and will move forward as Draken Europe. They will continue to provide maintenance, repair, and overhaul (MRO), helicopter training, and search and rescue services.

The company continues to operate from Bournemouth Hurn but has an MRO and operations centre at Teesside International Airport, the former RAF Middleton St George near Darlington in northeast England. The facility there celebrated its first anniversary of Falcon 20 MRO work last November, having been present at the airport for 25 years.



More than half of the world's airline pilots are no longer flying for a living because of the COVID-19 pandemic and its effects on aviation, according to a global survey of the profession. The Pilot Survey 2021, carried out by specialist aviation and pilot recruitment agency GOOSE with aviation publisher Flight Global, captures the devastating effect the pandemic has had on airline pilots, with 30% describing themselves as currently unemployed, and a further 17% furloughed. In addition, 6% say they are employed in aviation in a non-flying role. Another 4% are working, but in another industry, leaving just 43% of pilots doing the job for which they trained. [Flight Global]



UK aviation group **2Excel** has completed a re-financing with the backing of new financial partner Signal Capital Partners. The announcement came as 2Excel prepares to mark its 15th anniversary of operations in May 2021.

Having been created as the world's only commercial aerobatic airline, 2Excel rapidly expanded into providing contract-air services for the UK Government, the oil and defence industries as well as VIP charter flights and complex aerospace engineering.

As a result, the business has grown from just five people and four aircraft at launch to today's 200- plus employees and 28 aeroplanes.

2Excel is one of the UK's leading, cutting-edge aerospace engineering companies and special mission operators. It boasts the breadth of capabilities of much larger organisations while retaining the agility and costs of a small to medium-sized enterprise.

With bases at Doncaster-Sheffield Airport and Sywell Aerodrome, 2Excel's customers include Government Departments, the defence, national infrastructure, oil and gas industries and airline charter brokers. Signal Capital Partners Limited ("Signal") is a London-based private investment firm which manages and/or advises investment funds focused on real estate and credit opportunities in Europe, and currently has approximately €2 billion of assets under management.

Police aviation may well be primarily about aircraft and the equipment they carry but it also includes the needs of the pilots, crew and passengers in undertaking their work comfortably and efficiently.

One of the most important parts of the anatomy for a police officer is their feet. From long hours standing, walking the beat in all weathers, to on-foot pursuits through tricky terrain, and even sat in an aircraft piloting or acting as the TFO, police work demands a lot from officer's feet.

With a long history of working with police services across the globe, specialist functional footwear manufacturer **HAIX®** understands the demands police officers place on their boots. With protection, durability and comfort the top priorities, HAIX has developed a range of boots with different features aimed at allowing officers to undertake their duties to the best of their ability.

German manufacturer HAIX do not yet sell boots labelled as 'flight boots', however the Black Eagle range are purchased by flight boot customers, particularly the Black Eagle Athletic High.

The latest type of boot they have on offer is the Commander GTX, this has a more rigid sole, though can be used as a flight boot depending on the type of aircraft being flown. Currently the Commander GTX is not being marketed in the USA but it is available across Europe and the UK.

Designed from the sole up with the most demanding wearers in mind, the Commander GTX has been created to provide Police Officers with the levels of protection and comfort they need to do a demanding job, safely. Constructed from hydrophobic, breathable leather, the waterproof upper keeps feet dry, with Sun Reflect® technology working to reflect the sun's rays and reduce internal boot temperature, keeping feet cooler. The boots' GORE-TEX® Performance inner lining maintains waterproofing while being highly breathable, keeping wearers cool and comfortable and feet dry all year round, whatever the weather.

Being constantly on your feet throughout a patrol puts the lower body under high stress. Foot injury and pain can lead to long-term conditions that can put personnel out of action, from back pain to Policeman's Foot Syndrome (Planter Fasciitis). The GTX features a stable sole unit and HAIX® 2-zone lacing system



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that give wearers optimum pressure relief, cushioning and muscular support, ensuring correct foot posture – essential for maintaining comfort and minimising the risks of strains or long term foot injury.

Statistics have shown that over 470 police officers reported a major injury because of a slip or trip. To combat slippery underfoot terrain or similar hazards, the COMMANDER GTX features slip-resistant Rubber/PU soles that guarantee traction across surfaces, even those covered in petrol, water or oil. The robust rubber bumpers at the toe and heel extend the boots' resilience, with protection from abrasion, giving the boots a longer wearable lifespan.

Shoes are available in a range of sizes UK 3-15., Europe 35-51 and the USA 4-16.

The range of shoes is available from HAIX®-Schuhe, Produktions- und Vertriebs GmbH., Mainburg, Germany +49(0)8751/8625-0 info@haix.de There are several web sites to suit local customers. The main site www.haix.com is in German, for the US market check out www.haixusa.com and for the UK go to www.haix.co.uk

Air Bear Tactical Aircraft LLC ("Air Bear") and Diamond Aircraft Industries GmbH ("Diamond") jointly announce award of DA62 MPP distributor status to Air Bear. Air Bear, based in Santa Ana, California, USA will be promoting sales and mission integration of the DA62 MPP aircraft to Airborne Law Enforcement ("ALE") surveillance clients in the United States.

Air Bear has established itself as one of the preeminent prime contractors offering custom ISR and special mission aircraft since 2014.

John Nielsen, Air Bear's Director of Law Enforcement Operations states: "The DA62 MPP is a great addition to our suite of mission ready aircraft platforms. It fills a niche between low performance piston aircraft and high-cost turbine platforms, with capabilities uniquely suited for the ALE community." Nielsen continues, "The DA62 MPP combines speed, range and payload to address the needs of ALE along with being custom designed to support the mission. Add its attractive acquisition price along with its extremely low JET-A fuel consumption and the community now has an outstanding performer at affordable prices."

Successfully supplying ISR and special mission aircraft since 2014, Air Bear counts among its clients the California Highway Patrol, Florida Highway Patrol, Orange County (CA) Sheriff, SB County Sheriff, and Riverside PD amongst its many customers.

To learn more about the capabilities of the DA62 MPP in surveillance operations, please visit www.airbear.aero or contact Air Bear at bearsintheair@airbear.aero, corporate +1 855-699-5489.



Last month **Leonardo** celebrated the 20th anniversary of the AW139 helicopter's maiden flight. The first aircraft took to the skies from the Company's facility in Cascina Costa di Samarate, Italy on 3 February 2001. The helicopter flew for 45 minutes checking initial airworthiness tests, hovering, lateral and forward flight, handling qualities and subsystems. This soon confirmed the impressive characteristics and the smoothness of the new model and its performance and capabilities were to become a new market benchmark, making it the most important helicopter programme in the last two decades at an international level. The AW139 was originally designed and developed jointly by Agusta and Bell Helicopter and marketed as the Agusta-Bell AB139, being redesignated AW139 when Bell withdrew from the project. In November 2005, *Bell* announced that it was selling its stake in the AB139 programme to AgustaWestland. Following the sale, the *helicopter* was renamed *AW139* in February 2006.

Hensoldt South Africa has launched its new radar business after acquiring the Air Traffic Management (ATM) and Defence & Security business units of Tellumat at the end of 2020. Together with the company's existing radar and other capabilities, these business lines are integrated to form the Radar Business Unit of Hensoldt South Africa.

POLICE AVIATION
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More than half of the world's airline pilots are no longer flying for a living because of the COVID-19 pandemic and its effects on aviation, according to a global survey of the profession. The Pilot Survey 2021, carried out by specialist aviation and pilot recruitment agency GOOSE with aviation publisher **Flight Global**, states that among airline pilots, 30% describe themselves as currently unemployed, and a further 17% furloughed. Among others 6% are employed in aviation in a non-flying role, 4% are working in another industry, leaving 43% of pilots doing the job for which they trained.

Robinson's Cockpit Video Camera introduced at Heli Expo 2020 is now optional on R22/R44 helicopters and standard on R66 helicopters ordered after 15 January 2021.

Securely mounted in the ceiling for minimal vibration and optimal field of view, the 4K Ultra HD (3840 x 2160 pixels) video camera records video, intercom audio, radio communications, and GPS position to a removable 128 GB USB flash drive. Recording starts automatically when the helicopter is turned on and stops when it is turned off. Recording video and/or audio to the flash drive can be independently controlled with separate switches. The flash drive, supplied with each camera, stores approximately 10 hours of video and when the drive is full, the newest video automatically overwrites the oldest video.

Standard on R66 helicopters / Available on new R22/R44 helicopters -\$2,500 U.S.



After a H145 customer sought advice on a poor performing standard fit USB charging unit **SPAES GmbH & Co. KG** based in Karlsruhe Germany sourced an alternative design charging unit offering better efficiency.

The work, undertaken by the customer's own Part 145 maintenance organisation, involved removing the pre-installed charging system and replacing it in the same position with the necessary wiring and mechanical parts manufactured by SPAES in its own Part 21G production organization and certified with a Form 1. The procurement of the installation kits, the approval of the system from a single source was decisive for the customer.

The installation kits were assembled at SPAES and delivered to the customer upon completion.

Another recent contract was working with a customer in a glass cockpit conversion to modernise an **MBB/ Bolkow BO 105** helicopter.

In the first step of the conversion of the BO 105, SPAES integrated a Garmin 500H TXi system. The existing analogue devices were removed, which creating new space and reduced weight. For primary navigation, the two GDU 700 flight displays were installed centrally in the pilots' field of view in the instrument console.

To optimize the cockpit layout, a Garmin GTN 750 COM/ NAV/ GPS was integrated on the pilot side and a GTN 650 on the co-pilot side. Additionally, a Garmin GTX 345R transponder with ADS-B out and a GRA 55 radar altimeter were installed and approved.

All necessary digital and analogue navigation and communication information are now centrally transmitted to the screens.

The certification of the G500H TXi was carried out via a Major Change with the German Federal Aviation Office at SPAES in their own Design Organisation. System installation was carried out in the customer's own Part 145 Maintenance Organisation. www.spaes.de



By the end of 2021 **Bombardier** will stop producing Learjets, a brand launched in the early 1960s by Bill Lear that quickly became synonymous with luxury travel for stars and business moguls.

Learjet had hung on in recent years despite relatively few product updates, the failure of the Learjet 85 programme and heightened competition in the light-jet segment. This is not the market segment that brings profitability right now.

LearJets are assembled at a facility in Wichita, Kansas, which the airframer intends to retain. The facility will continue to serve as the company's primary flight-test centre and be a key part of its global services network.

At Wichita, Bombardier will also support "specialised aircraft" – a category that includes variants customised to perform missions such as reconnaissance, firefighting and medical evacuations.

Learjet has produced more than 3,000 aircraft since Lear started the company in the early 1960s. The first model – the six-passenger Learjet 23 – made its first flight on 7 October 1963.

Air Methods Corporation has signed another HCare support contract with **Airbus Helicopters Inc.**, this time to cover its fleet of EC135 helicopters – the largest HCare contract signed with any civil customer to date.

The order expands the number of Air Methods aircraft covered by Airbus support and services to 111, making Air Methods the largest HCare-covered single-operator civil helicopter fleet in the world.

Air Methods is the largest civil operator of Airbus helicopters worldwide and the leading air medical service provider, delivering lifesaving care to more than 70,000 people annually. With nearly 40 years of air medical experience, Air Methods is the preferred partner for hospitals and one of the largest providers of air medical services.

HCare is Airbus' comprehensive support and service package, which allows customers to choose a flexible and highly customizable plan to meet their needs, from maintenance and technical support to the supply of spare parts, tools, consumables and even flight ops and training. By joining HCare, customers are able to better plan and budget for operating costs, now and in the future.

The U.S. Army has officially retired the **Bell TH-67 Creek** training helicopter. The last of the TH-67s, a derivative of the Bell Model 206B3 JetRanger, made their final flights at Cairns Army Airfield, Alabama, part of the Army's Fort Rucker.

The TH-67 fleet has been on offer to law enforcement units across the USA and the release of the final units can be expected to see airframes being delivered. [Tony Osborne]

And the US Army played a big part in the next story. Nearly 40 years ago, in late 1981, Hughes flew an OH-6A fitted with NOTAR for the first time. The project passed to McDonnell Douglas with an exciting new concept aircraft that was going to revolutionise helicopter aviation into the future. The Army were not convinced and stated categorically they did not wish to be involved in developing it. Nonetheless the project was pushed forward as a civil helicopter.



In the mid 1990s **NOTAR** promotion was at its height and *Police Aviation News* reported on the main types being proposed for UK police aviation. The publication was vilified by certain people who worked at Staverton for being not too enthusiastic about the McDonnell-Douglas MD900 and its sibling NOTAR products – the MD520N and the MD600N. Not everyone was sold on the idea of NOTAR and some were downright hostile to the concept.

Last month Parapex Media published an appreciation on the MD NOTAR line and laid out some of the cold and unpalatable facts about its success.

Thirty years ago, despite the rejection by the US Army, industry was optimistic about NOTAR, it was the future and it was many stages ahead of its rivals (then the Eurocopter EC135 and the Bell 427) in safety. What history has shown us though is that the whole idea simply has not caught the imagination of the flying public or corporations. Further the manufacturer, now MD Helicopters of Mesa, have apparently washed their hands of further NOTAR development in the near future in favour of conventional helicopters with a tail rotor. The result is that even those operators who are happy with the concept are having to turn away from it to buy new helicopter types.

MD520 – built 114 -active 95 (83%)

MD600 – built 83 – active 48 (58%)

MD900 – built 130 – active 113 (87%)

The total number of NOTAR airframes built was 327 of which it is thought that 256 might still be active (78%)

According to Parapex Media "active" means airframes used by the manufacturer for R&D and airframes stored that might be reactivated. Eleven MD900s are believed "stored" which affects the total operating.



All three manufacturing lines are open in the factory at Mesa in Arizona but MD has only delivered one NOTAR in the last six years.

If anything Parapex has inclined towards being too kind in its estimation of how many airframes are active. There are still those that consider the 520 and 902 as truly great aircraft but, support for the aircraft was dire and poor cash flow severely constrained development of the technology. No aircraft is perfect but, on balance, the number of very negative reports – customer complaints - on the one hundred MD902s far exceeded those from operators of the EC135 ... 1,400 built. The Bell 427 was a design failure and replaced with the far better Model 429.

ACCIDENTS AND INCIDENTS

18 November, 2020 Airbus Helicopters AS350B3e N493LG. Air ambulance of Flight For Life Colorado operated by Air Methods, Lakewood, Colorado. The medical had been shuttled to a sending facility in order to manage a ground transport. After off-loading the medical equipment, the pilot was asked to retrieve the blood cooler, which was secured under the right rear seat. In order to remove the cooler a med crew member's personal stuff sack had to be removed from a carabiner that was securing both. Once the blood cooler had been removed, the stuff sack remained unsecured. The pilot departed to meet the med crew at the receiving facility. Five minutes into the flight, he felt a bump in the tail rotor pedals and noticed that the right rear sliding door had partially opened. Upon landing at base, he noticed that the tail rotor strike tabs were bent. It was also noticed that the med crew member's personal stuff sack, which had contained a coat, hat and stethoscope, was missing. [Concern]

8 February 2021 MD500 N5279F. Houston Police Department. Helicopter made a precautionary landing HCC at Northeast Community College Drive. The reason for the emergency is not known but the aircraft was removed on a low loader. [On-scene TV]

10 February 2021 MBB BK117C-1 EP-AVE. Air ambulance of the AVA Salamat Air Emergency Company of the Iranian Ministry of Public Health. Was substantially damaged when it crash landed shortly after take-off from Ilam Airport, a domestic airport in the west of Iran. The airframe remained upright but the skids collapsed under the fuselage and the main rotor blade system was destroyed. The HEMS equipped helicopter was on its way to rescue a child that was seriously injured after stepping on a mine. [Scramble/AHE]

15 February 2021 Airbus Helicopters EC130B4 N336AM. Air ambulance of Tulsa Life Flight. Operated by Air Methods. Made and emergency landing in a snow covered field near 31st and Lynn lane, south east of Harvey Young Airport, Tulsa due to a mechanical issue. [Tulsa World]

22 February 2021 Bell OH-58 N902LC. Livingston Parish Sheriff's Office helicopter with three deputies inside, rolled before taking off. The LPSO Flight Crew was in the southside of Greensburg, in St. Helena Parish, assisting on an active case. When the helicopter was about to take-off from the ground, there was a 'malfunction' that caused the chopper to roll. Of the three deputies were on board, two were Livingston Parish deputies and one was a St. Helena Parish Sheriff's Deputy. No injuries were reported. [WAFFB9]

SAFETY

The current pandemic has resulted in many different means to ensure that vehicles and equipment are clean. One of the means of cleaning is the use of a UVC light source. It is intended to radiate the interiors of vehicles when they are unoccupied.

UVC radiation can cause severe burns (of the skin) and eye injuries (photokeratitis) and people should avoid direct skin exposure to UVC radiation and never look directly into a UVC light source, even briefly.



On February 10, 2021 Concern Network released details of an incident involving three members of Children's One Flight. Aurora, Colorado travelling in a Type III Road Rescue's ambulance.

During an unloaded fixed wing support trip in the ambulance the crew was exposed to UVC light. The UVC light had been installed in the ceiling a week prior with a timer switch located low on the rear door. The crew didn't know what the light was nor how to control it and only paid attention to it when it shut off shortly prior to arrival back at their base. Three crew members received eye injuries secondary to UVC light exposure. Symptoms didn't develop till several hours later and then quickly progressed to excruciating pain and vision impairment. Two crew members have more serious injuries, one more mild.

The NTSB board meeting reviewing the air accident that threw a shadow over the 2020 Heli-Expo in Anaheim was held February 9th. The accident was headline news in the USA but much of the rest of the world was unmoved. Nonetheless the death of domestic sports star Kobi Bryant once again highlighted shortcomings in flight skills among the helicopter fraternity. There are already far too many outsiders that view helicopters as a decidedly risky form of transports without adding yet another pointless and high profile incident to feed their fears.

The Kobi Bryant crash was yet another instance of CFIT where the ill-trained pilot entered IMC and, along with his passengers, paid the ultimate price. The NTSB stated that the weather did not sneak up on the pilot very quickly, it was already there when the pilot made his bad decision to fly in the face of it.

The pilot of that flight pressed on even as the weather in southern California worsened. He kept talking to air traffic controllers and bypassing airports where he could have landed. Eventually he flew into clouds and lost control. NTSB vice chairman Bruce Landsberg was blunt during the hearing. "We pretty much know what happened. We have a very good idea of why it happened. And we absolutely know how to prevent these kinds of crashes."

The board discussed that simulators do not provide the vestibular illusions encountered during Degraded Visual Environment induced Spatial Disorientation. The board recommended the use of appropriate simulation based scenario training.

AT Systems have been promoting their simulation device in the wake of the Bryant crash and enquiry. ATS claim that the device is the first in the industry to merge simulated DVE environments with in-aircraft training, creating realistic conditions for spatial disorientation.

The in-aircraft visibility simulation system offers pilots the opportunity to train in their own aircraft for various alterations in visibility while the safety pilot and crew are not affected and are able to keep the aircraft safe. Blind flying 'under a hood' or using different coloured glazing is the historic method but the ATS device can bring more sophistication to the methodology. It is designed to incorporate available resources, such as NVG's, HUD or synthetic vision.

The device attaches to current use flight helmets, requiring no modifications, it requires no alternation to flight the aircraft for power or telemetry data. It is controlled wirelessly through a tablet application.

Visibility can be set between 0 to 6 miles in ¼ mile increments and ceilings set to any altitude in 100ft increments.

The device is being used in the military and law enforcement. Recently in the USA NPR News featured a typical training flight in Alabama by Birmingham Police Department and Jefferson County Sheriff's Office from Bessemer Airport.

For the first time they were trying out the new virtual reality system that can simulate all sorts of weather as he flies along. Normally, when pilots train for cloudy conditions, they slip on a view-limiting device that prevents them from seeing anything outside.

This system is different. Strapped to the front of the helmet is a clear plastic film. The pilot can see inside and outside the cockpit. But, with a tap on an iPad, what the pilot sees can change quickly. As the system initialized the visibility is reduced a little bit. The horizon is still there but now more indistinct.

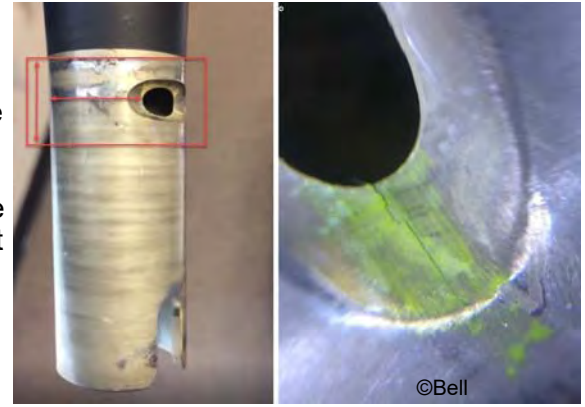
As the flight progressed the computer program kept making the "weather worse. The clouds got lower. The visibility degraded. And it was all happening as he looked through the windshield. What the pilot saw was very different to the view outside, replicating an actual flight in bad weather. The situation was challenging the pilot whether to press on into what would be uncertain conditions or divert and land short of his destination.

The iPad can be operated by a second pilot or a third person sitting in the rear.

This new virtual reality technology is hoped to provide a cost effective alternative to a full motion simulator – equipment that is often in great demand and expensive to use. The ATS virtual reality system can be programmed for all sorts of weather scenarios and even replicate previous accidents.

Once a pilot mistakenly enters the clouds it doesn't take long for problems to crop up. The U.S. Helicopter Safety Team says a pilot who enters clouds by mistake will likely lose control and crash within one minute, training in real-world scenarios is therefore so important to cut down on the accident rate. [NPR News Washington]

Bell has received a report where a Bell 505 pilot collective stick and grip assembly fractured above the cabin floor at the junction with the collective jackshaft. This finding occurred prior to engine start during the pilot pre-flight check of flight controls for travel. The exact cause of the failure is still under investigation. Due to the potential for similar failure on other model 505 helicopters, Bell has published Alert Service Bulletin (ASB) 505-21-20 to carry out a one-time inspection to detect cracks that may lead to failure of the pilot collective stick and consequent loss of control of the helicopter. The ASB was followed by an AD on February 21. According to Transport Canada, the exact cause of the failure remains under investigation. Its AD mandates the one-time inspection procedures outlined in Bell's ASB, which entail removing and cleaning the collective stick and examining it for cracks.



Transport Canada issued the initial type certification for the single-engine, five-seat Bell 505 in December 2016. According to Bell, the model is now operating or certified in 57 countries, and the nearly 300 aircraft in the global fleet have accumulated more than 60,000 hours of flight time. [CAA]

Accident Report

The report into the Kenya Police AW119 helicopter 5Y-NPW at Kaithe in Meru County on June 13, 2020 has appeared. The Eastern Regional County Commissioner and regional Police Chief were among six occupants who escaped death by a whisker.

The investigation report conducted by the Aircraft Accident Investigation Department (AAID) identified the probable cause of the accident as the pilot's lack of situational awareness.

There was no pre-or post-impact fire, but the helicopter was damaged after colliding with trees and terrain. It was established that the NPSAW Standard Operating Procedures did not provide guidance in a number of areas, which contributed to poor decision-making and coordination.

The captain of the accident aircraft joined the National Police Service in 2011, underwent a 15-month basic recruit course before being posted to Habaswein in Wajir. He was then absorbed by the NPSAW in 2013, where he initially trained as a fixed-wing pilot, before proceeding to South Africa in 2016 where he attained PPL (H) and CPL (H).

In 2017, he went through AW 119 kx factory training in Philadelphia in the United States of America before training with NPSAW pilots in 2018 and was elevated to a captain and promoted to the rank of Inspector of Police in 2019.

UNMANNED

Trakka Systems has announced a partnership with DroneShield, designed to better serve the ISR, inspection, UAS and C-UAS marketplaces. By streamlining our collective detection and situational awareness expertise, our partnership has produced a currently unmatched total solution package: the TIPS-C (Trakka Interceptor Package Solution), a Trakka product enhanced by collaborative DroneShield solutions.

The TIPS-C, mounted on a mobile platform, provides a covert early detect and neutralizing counter-solution to the ever-present UAS hazard.

Trakka's new partner DroneShield has provided the DroneSentry-C2 Command and Control software platform, integrating a common operating picture for drone detection and tracking within the immediate airspace, as well as providing an extensive reporting suite. The TIPS-C utilizes and enhances Trakka's TrakkaCam and DroneShield's Radar-Zero sensors and DroneOptIDTM optical AI/ML software, effectively combined to create an exceptional joint-capability drone detection and tracking system, with slew-to-cue camera operations for visual threat assessment and video evidence recording.

With each component seamlessly integrated, the TIPS-C is sophisticatedly capable in detecting, identifying, and automatically tracking drones of any size while dismissing moving objects. This one-of-a-kind ca-



©Trakka/DroneShield

pability all but eliminates the false positives that challenge other systems, saving valuable time amid imminent threats.

On January 19, 2021, an executive team from Trakka Systems and DroneShield met with the Tampa Police Department Special Operations Division's Chief Pilot and five members of the TPD Special Ops Groups, plus a Technical Liaison to the FBI, for the premiere demonstration of the TIPS-C at the Tampa Police Training Facility in Tampa, FL.

The TIPS-C trial was a sweeping success. Additional feedback from our partners and customers lauded its capabilities and magnitude:

"The TIPS-C is the only solution that demonstrated the capability of detection, identification, and neutralization with the ability to record UAS incidents for evidence collection."

"All law enforcement needs this capability, as the UAS problem is not going away any time soon."

"This system is the best I've ever seen, and I look forward to readily recommending it to the Customs and Border Protection Agency, who could benefit greatly from its unique and highly effective capabilities."

This strategic partnership of Trakka Systems and DroneShield to create the TIPS-C aims to provide an expert suite of low risk, seamlessly integrated UAS detection and mapping solutions that are flexible, aware, reliable, and economical.



As more authorities realise the importance non-electronic countermeasures, SkyWall Patrol has been chosen by several police forces

SkyWall Patrol was operated in a live urban environment in a series of tests. These tests were conducted at the end of 2019 as part of the Internal Security Fund - Police project SKYFALL, an EU-funded programme. The system was then down selected as part of a formal evaluation, due to SkyWall Patrol's un-matched range and performance, while providing a low collateral damage and physical defeat of the target drones.

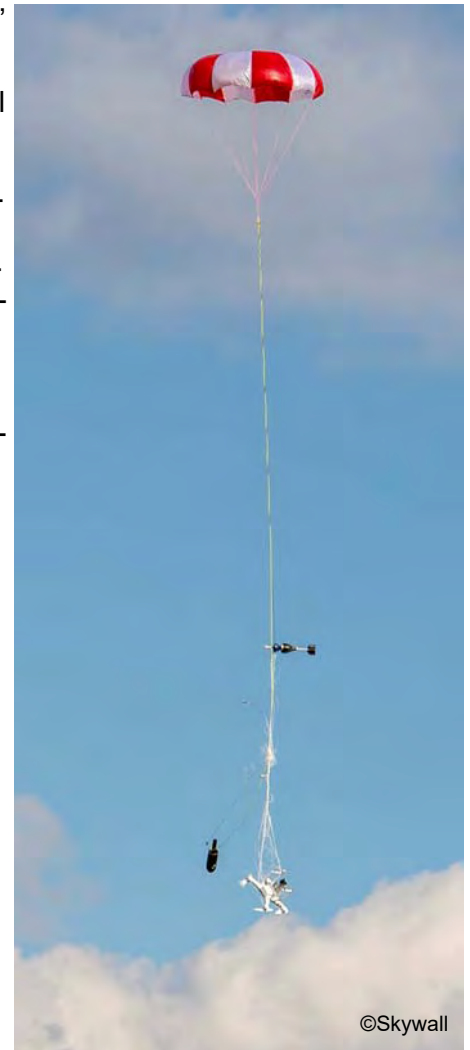
Law enforcement and military authorities around the world already use SkyWall Patrol at high-profile events to protect key people or assets, and at critical infrastructure such as nuclear sites and international airports.

The result of the tender process is a framework agreement that gives the participating European law enforcement authorities with equipment immediately to provide an initial operational capability and a range of training activities through EU ISF funding. Furthermore, the framework agreement allows the Member States to purchase these systems in order to roll out the capacity on a larger scale.

SkyWall Patrol gives a mobile operator the ability to physically capture a drone in a net, used in conjunction with electronic countermeasures for a layered defence, or in environments where electronic attack cannot be deployed. The system can be networked through command and control systems to enhanced situational awareness and gives a tactical advantage to mission commanders.

James Cross, Director and founder of OpenWorks commented, "We are excited to announce that SkyWall Patrol will form an important part of the counter-drone response for more law enforcement authorities in Europe. The evaluation was incredibly challenging and we learned a lot from being pushed harder than ever during day and night tests in an urban environment. The whole OpenWorks team will be working hard to deliver the equipment quickly and looking forward to learning more from a new group of end users."

More details can be found at www.openworksenineering.com and <https://www.projectsfall.org/>



Nordic Unmanned has acquired two CAMCOPTER® S-100 systems. The first was delivered early in February week and the second will be delivered in Q2 2021.

This acquisition comes after successful sulphur sniffer operations in Denmark and France. The CAMCOPTER® S-100 was also recently operated for the world's first full-scale offshore UAV cargo delivery to the

active oil and gas platform Troll A in Norway. These operations were both carried out by Nordic Unmanned and Schiebel.

Schiebel and Nordic Unmanned are both under contract with EMSA (European Maritime Safety Agency) to fulfil its Remotely Piloted Aircraft System (RPAS) services. Nordic Unmanned specifically for maritime pollution and emissions monitoring. The CAMCOPTER® S-100 measures the ships' sulphur emissions to check compliance with the EU rules governing the sulphur content of marine fuels. Measurements are transmitted in real time through the EMSA RPAS Data Centre to the relevant authorities.

The CAMCOPTER® S-100 operates day and night and can carry multiple payloads with a combined weight of up to 50 kg. Due to its minimal footprint and size, it is ideally suited for maritime operations.

Hans Georg Schiebel, Chairman of the Schiebel Group, said: "The CAMCOPTER® S-100 UAS has proven its outstanding capabilities and high performance at numerous EMSA operations carrying out maritime surveillance and emission monitoring all over Europe."

Knut Roar Wiig, CEO at Nordic Unmanned, said: "It's with great satisfaction, that we have successfully taken delivery of our first Schiebel CAMCOPTER® S-100 system. This is according to our communicated investment plan and we plan to put this first system into operations this spring for EMSA and look forward to the next system delivery."

PEOPLE

The Deputy Head Federal Police Special Operations Command 11, Vice President **Thomas Helbig M.A.** retired on the last day of February.

Since 2009 he has been an enthusiastic supporter of the PAVCon Europe Police Aviation Conferences and facilitated the hosting of the events by the Bundespolizei on three occasions – although the final event in Berlin was cancelled in 2020 by COVID-19.

His first encounter with PAVCon was at Pribram in the Czech Republic in 2009. It was only the second such event and at the start of the learning curve so fairly "rustic." When technical problems with the IT surfaced it was he who rolled his sleeves up and overcame them. Not something you would expect from the newly promoted Head Federal Police Air Support Group.

Anyway he forgave us our problems, we bought in an experienced IT team from that year, and he went on to invite the event to the Bonn HQ of the Air Support Group at Sankt Augustin a couple of years later.

Thanks to the meeting of senior police aviation figures from Germany, Finland, The Netherlands and the UK via PAVCon they were able to influence European legislation, as shown in the amendment of the last Basic Regulation 2018/1139 (Art. 2 Para 6 - opt in for state aircraft).

If those negotiations had not taken place all European Police aircraft would have been outside EASA regulation and treated as State Aircraft. The work the group undertook gave those nations that wished it the option to remain under EASA regulation.

After three years at Federal University, in 1983 he became a Platoon leader in a Federal Police Battalion at the former Inner German Border and moved on to pilot training in 1984. By 1986 he was a pilot and became the Head of Operations in the Federal Police Air Support Squadron Oberschleissheim (near Munich). After spells at the Federal Police Air Support Group Sankt Augustin (Bonn) and Fuhendorf (near Hamburg) he spent two more years in university in Muenster and held various flying posts in the Air Support Group in Sankt Augustin and Oberschleissheim. From 2005 to 2009 he was Deputy Head



Thomas Helbig and his firm favourite—the Puma
©Bundespolizei



Police Aviation News
POLICE • FIRE • AMBULANCE
EMERGENCY SERVICES
 NEWS AND VIEWS - online
www.policeaviationnews.com

Federal Police Air Support Group under Gunter Carloff until he retired in February 2009. Thomas Helbig was Head Federal Police Air Support Group for nearly ten years although by 2017 he was increasingly called away to Berlin establishing Federal Police Special Operations Command 11 where he remained until retirement.

He was a pilot and in his career flew the SA 318 C Alouette, BO 105, SA 330 J Puma, H155 B/B1 and his personal all-time favourite the AS332 L1/H225.

His task in retirement is to work with two of his former colleagues in writing up the history of the air squadrons of the Bundesgrenzschutz and the Bundespolizei that replaced it.

HAI has highlighted the death of **Maria Rodriguez**, the recipient of the 2018 HAI Salute to Excellence Pilot of the Year Award.

Four people died in the U.S. Virgin Islands after a helicopter crash in the western end of the St. Thomas area of Botany Bay, according to the Virgin Islands Emergency Management Agency.

The aircraft was later identified as a Bell 206B N13AT with five on board. The Bell was registered to Caribbean Buzz a company Maria owned and featured in the award ceremony.

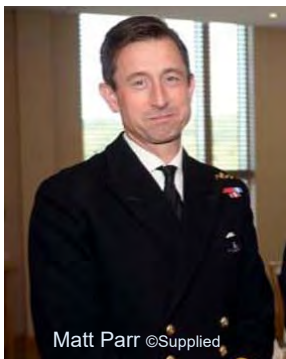
A video recognizing Maria's work to provide post-hurricane relief in the Virgin Islands that led to her receiving the award is on YouTube. <https://www.youtube.com/watch?v=D3W6FWEzsf8> In a follow-up video interview, Maria describes the hurricane relief missions. <https://www.youtube.com/watch?v=-fnjwFNqKSI>



A senior civil servant has accused the Government of seeking to avoid 'reputational damage' by paying a black female colleague £52,000 more than him.

Matthew Parr is suing the Home Office for sex and race discrimination after discovering he was earning less than his counterpart for doing the same job.

He claims that being a white man meant he was paid a £133,983 salary, plus £7,904 living allowance, while Wendy Williams took home £185,000.



Mr Parr, a former rear admiral, was appointed in 2016 during Theresa May's tenure as Home Secretary when Whitehall was driving down the salaries of top officials.

An employment tribunal heard that at the time of Ms Williams' appointment 15 months earlier, the Treasury was also trying to reduce pay packets.

But it heard that mandarins agreed she would be paid the top £185,000 salary as awarding her less than existing HMIs could open the Government up to a discrimination challenge.

Mr Parr said in a witness statement: 'Documents disclosed by the Respondent make clear that Wendy Williams was paid the top of the band then in force, because of concern that to pay her less than her fellow HMIs presented the Government with a risk of legal challenge on the grounds of discrimination and of reputational damage.'

He claims his 'race and sex had a clear influence' on the decision to pay him the substantially less £133,983 when he came into post.

The Government denies sex and race discrimination and maintains that plans to lower salaries were always going to come into force regardless of the person who took the position.

Mr Parr, is responsible for police forces in London, Bedfordshire, Northern Ireland, the National Crime Agency, the Counter Terrorism Policing Network, national forces such as British Transport Police and forces in Overseas Territories. He wrote that damning HMIC report on NPAS in 2017.

MOVE ALONG THERE

You can tell that things are changing at Wakefield. They got rid of their PR lady last month but continued to feed stories out to "selected local media" contacts [not PAN]. Confusion reigns in the editorial offices of The Star in Sheffield.

Under a headline that stated why you may see more police planes over South Yorkshire they told the public that police planes had become a common sight above South Yorkshire after joining the fleet of helicopters assisting forces across the country.

Apparently, so the story goes, police helicopters have operated out of Finningley, while the new planes fly out of a custom -built base at Doncaster Sheffield Airport (DSA). The first statement was not true, and missed the point that DSA is the former RAF Finningley.

The NPAS said on February 11, that there would be an increase in aeroplane activity that day and the fol-

lowing day while it undertakes testing for new pilots while also flying operations.

These days of course the editorial team for *The Star* are likely to be intelligent graduates but they are unlikely to be local people who might just know that Doncaster Airport is at Finningley....



The UK media are up in arms again over a botched sex crimes case that investigated the alleged murderous activities of a number of high profile public figures. Suffice to say that three important people had their lives ruined for months. One “suspect” died during the enquiry, called Operation Midland, and before his name was cleared. The investigation was undertaken by London’s Metropolitan Police and the quality of it has been declared as flawed and needing another police force to independently investigate.

I was wondering whether we should recommend that West Yorkshire Police should be assigned to the Operation Midland enquiry into the Metropolitan Police..... They seem to have it in for The Met so that is probably a prerequisite.

The truth is again beyond belief in that the Home Office decided the best person to investigate the mess was a familiar face in the line-up of lost causes. The man who thought up NPAS while he was Chief Constable of Merseyside and was also the Commissioner of Police for the Metropolis at the time when Operation Midland was being run. Enter onto the stage of the next unacceptable enquiry Lord Hogan-Howe—apparently selected by the Home Secretary.

Most stories have at least two sides and this was amply illustrated at an incident reported in Berlin in mid-February. The subject of the report was the Berlin Police helicopter – a service that has coincidentally attracted some undue attention from PAN recently!



According to the media story, local people in the Berlin suburb of Weissensee took to the frozen surface of the area’s lake on a freezing February 13, but police evidently did not approve, and sent a helicopter to clear the area.

Local man Eoghan Sweeney recorded a video clearly showing the Bundespolizei/Berlin EC135 at height but still low enough to be lifting the light surface snow skyward. The Tweet described the flying as “reckless and irresponsible” act from the Berlin Police. “Yes, people should be off the ice if it’s unsafe,” Sweeney tweeted, “but there were small children in the middle of that storm of snow and ice chips. Most didn’t even know the police wanted them off before this turned up.”

Later, on Facebook, Sweeney said, “Don’t get me wrong, I don’t think all these people should have been out there – we haven’t gone more than a few

metres from the edge. But Shock & Awe doesn’t seem like the best way to ensure a safe, orderly exit.”

In contrast another Tweeter simply reported that when he was walking around Weissensee, the police helicopter was hovering above the lake, asking people politely through the loudspeaker to stay clear.

Lots of people are playing ice hockey and skating on the frozen lake, but it is dangerous as the ice sheet after only a few days of snow can still be too thin. I’ve read that the ice needs to be at least 10 cm thick (4 inches) to be safe. So dear Berliner friends, take care, as no one wants to be that person on the local news story who drowned in the frozen lake! [Twitter - Eoghan Sweeney/Storyful/Shlomit Tours]

Our world has changed so much, and particularly in the aviation sector. I have never flown in a sleek new Boeing 787 but I guess I can wait forever at in view of the continued negative reports.

The FAA published an airworthiness directive on 19 February ordering the inspection of cargo compartments on Boeing 787 type aircraft, adding to the list of safety and maintenance complications for the aircraft.

The FAA estimates that in excess of 200 Boeing 787 aircraft will be impacted. The agency has received “reports of multiple incidents”, so it will require “repetitive inspections” of the forward and aft cargo areas of 787s for disengaged or torn decompression panels, which should be reinstalled or replaced if necessary.

These decompression panels are a safety risk because “in the event of a cargo fire, significant leakage in the cargo area could result in insufficient Halon [fire extinguisher gas] concentrations to adequately control the fire”. In the early days of the type the high chance of battery fire resulted in a beefing up of the fire suppression systems so the Halon thing is important.

This safety fix is the latest in a growing list of maintenance defects and other quirks Boeing faces with its 787 family aircraft. Manufacturing errors reported by Boeing and the aircraft's operators have included a problem that affects the aircraft's horizontal stabilisers, troubles with its autopilot flight-director systems, and gaps in its fuselage.

The earlier 737 [over 10,000 delivered] was blighted by horizontal stabilizer issues and untold numbers went missing in the early years. It is said that no one dared question the occasional unexplained losses, it seems that there have always been thousands in service. I guess that now people are finally asking probing questions of Boeing after the 737 Max debacle and, after Coronavirus, grounding a few thousand aircraft is small beer these days....



Things do not look too good for the future of events in Europe this year. The newspaper Bild was pointing out that Britain was getting its vaccines into people at high speed Germany was lagging behind—and they were jealous! Other news stories suggest that after the debacle of the European Union roll out of the vaccine some ill-informed wag decided that the (British) AstraZenica or Oxford was no good for certain age groups. Well I had it, and I am fine but the latest is that while the UK has a third of its population protected Europe, including German leader Frau Merkel, is turning its back on it. Vaccination centres across Europe are empty, or nearly so.

If this situation continues for much longer Europe will not be up and running in time for any open door policy this year—and maybe even next. In that case I will holiday in Asia again!



©Jeremy Parkin 1991

A blast from the past. Thirty years ago the Central Counties Air Operations Unit operated out of the Halfpenny Green airfield west of Birmingham. Their Messerschmitt-Bölkow-Blohm (MBB), more commonly simply a Bolkow, BO105DB helicopter aircraft was basic, it could carry a searchlight but they left it off during daylight hours to improve performance, the main sensors the crew used were their eyes. The cabin was cramped and not very ergonomic.

This particular aircraft, G-BFYA, S.321, built in 1977 was one of the most used Bolkow's of its day—it served most police units in England, Wales and Scotland in turn and then became the start machine for a number of the charity air ambulance operations. It has not flown for a few years but it is still out there, last heard of at Biggin Hill. It probably deserves a home in a museum to emergency services aviation.

FEATURE – *From the Hangar Door.*

The future use of psychometrics within aviation

(Finding the right shaped peg to fit the right hole!)

In 2009, along with three other police air support colleagues, I became one of the first four police officers in the United Kingdom to be trained to deliver crew resource management (CRM) training to our peers within the 'blue light' emergency services sector. We were all successfully granted Civil Aviation Authority CRM(Ground) authority. As I had always been fascinated by people, more importantly how they interacted to form cohesive teams and how they subsequently developed that vital psychological safety and synergy, CRM training was a natural extension and development of my training qualifications. Yes, UK police air support possessed some of the most technically advanced aircraft in the world, delivering high powered cameras to where they were best needed but there was always a caveat!



If you do not have the right people, operating in synergy within that £5m aircraft you considerably reduce its effectiveness.

You may well employ the most technologically minded tactical flight officer or the most capable pilot but if they cannot work together you lose the fundamental ability to 'fight' with the aircraft. That potential lack of team cohesion naturally then translates to the results achieved and this ultimately commutes to a reduced service for the communities and colleagues that they aim to serve. In essence, performance is seriously compromised. For this reason, it is vital that investment (time) in CRM becomes the focal point for delivering a safe and healthy team ethos. And it all starts with the individual and self-awareness.

I dare say that many of you have been subjected to some form of psychometrics during your working life. There are many processes and companies available out there that seek to inform you of who you are and how you can become a better version of yourself. I would also hazard a guess that you have forgotten the majority of the information passed to you with regards to your personality and what were your strong or weak points. The majority of these processes simply play on your bias confirmation and don't actually tell you anything more than you already know. In effect you stand in front of the mirror and see the very same person that stands in front of you there day after day. It may well have helped in your personal development or conversely, you may have been sceptical as to the results, and may still may be.

Over the years I have experienced several attempts for the algorithms of these psychometrics to decide who I was and I generally spent the customary 15 minutes answering the mandatory 20 questions, along with a sigh and an 'oh, go on then!' attitude. Granted, some were definitely better than others with a key factor being the time and quality of the debrief, which is vital if true personal insight is to be achieved. I can honestly say that the Innate-Talent Discovery assessment was the only psychometric assessment where I felt that I had stood in front of that mirror and the smoke had been completely removed, allowing me to see my true self! Not just who I thought I was. It was if the insight, that I had provided via the assessment, had stripped me back to my inner core, in the process removing each layer of clothing, unveiling not what I thought or would have liked to be there but what was actually there, warts and all!

In the January 2021 edition of the *Police Aviation News*, I wrote about my experiences during my time with the National Police Air Service and briefly outlined how psychometrics had helped me greatly to put into context my experiences of bullying and exposure to a toxic culture. I now wish to elaborate on the psychometrics that helped me move on, heal and forgive as a result of this particular assessment experience. In fact, and this may sound strange, the psychometrics didn't actually attempt to tell me who I was, the psychometrics allowed me to tell myself who I was. My subconscious responses provided me with that insight and they cannot lie. There was just no place to hide. This particular psychometric assessment didn't



even use algorithms but approached the individual assessment in a holistic manner.

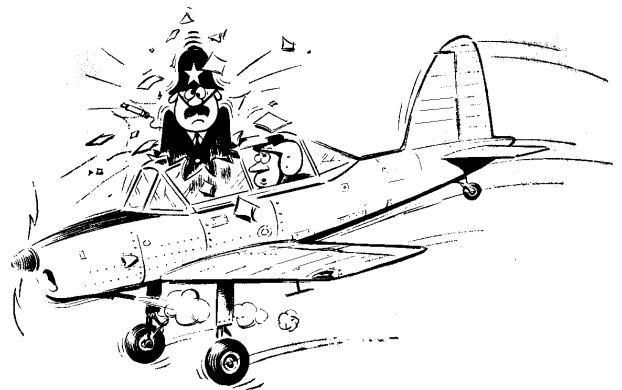
What do I mean by a holistic approach? Well, the assessment actually started even before the official 'sit-down' assessment. My CV, my experiences, my work history were all considered prior to formulating my eventual personal debrief. Due to my signing of a non-disclosure agreement, I cannot divulge the detailed nature of the 2-hour assessment but tasks looked at my eyesight, my psychomotor skills, my ability to solve and visualise problems, speed of reaction, concentration levels, ability to deal with stressful situations and also my personality. It was extremely thorough but, and here's the question; why wouldn't it be? If I was to gain a true insight into who I actually was, what made me tick and how I reacted to certain situations a 15-minute tick the box 'quick hit' assessment would simply not provide those in-depth answers. This was an investment in me, my family, my future and any future organisation that I worked for.

The assessment tests were devised and structured in a way to discover my potential innate talent complexity. Was I a linear or non-linear thinker? A linear thinker sees the world through a lens where set patterns appeal, where one step in the process leads to another in order to achieve success. Every step requiring the previous one to have been taken before the next one can be taken prior to the goal being achieved. Those goals are also achieved having previously experienced those defined steps and because they may have worked previously, they are stringently followed time and time again.

The pattern is built.

With regards to non-linear thinkers, they visualise that process and look for new ways to adapt or alter the path to success, seeing and proactively reacting to variances that may, or may not, occur on this particular journey, due to the changes in the environment or colleagues that inevitably occur along that path.

If I equate this thinking to police aviation let's look at a newly recruited pilot. They have the required number of hours flying twin engine helicopters, they have the correct type rating, the necessary pilot in command hours and have passed the organisation's flight test and interview but have they the necessary complexity potential? Those previous flying hours may have been acquired whilst flying over the North Sea to the rigs. That is a totally different type of flying to that of the single pilot, high demand, crew orientated and flexible flying that police aviation demands. Don't get me wrong, over the years I have seen many pilots from all types of background both succeed and falter when faced with the demands of police flying but how do we ensure that the pilot (and tactical flight officers!) from any previous background have the right innate talent required to perform in some potentially highly demanding and stressful situations, thereby not encroaching on the success of the mission or reducing the safe operation of the task?



The Innate-Talent Discovery assessment would provide that vitally important insight and as a result would increase psychological safety within any given team. It would also save hundreds of thousands of pounds as it would prevent discovering, at a later date, that the pilot or TFO was simply not suited to the demands of police flying. It would also prevent poorly recruited staff then being faced with yet another potential career change, loss of confidence and experiencing the huge disappointment of not succeeding in a career that they desperately aspired to. It would therefore be a far better way of dealing with an individual's expectations and hopes. We also have to remember that these people have families, financial pressures and may well have initially moved home to take up the position. At the moment what tends to happen, if a pilot or TFO does not make the required grade, is that they are then required to experience additional training, given actions plans and increased time to develop. They are after all an expensive asset. This can all be averted using the psychometrics and is a cost effective and emotionally fair means of dealing with expectation.

If you calculate the turnover cost of staff, particularly pilots, it is astonishing how much money and time is wasted as well as the reduced productivity experienced by the organisation. How much better would it be if an organisation could avoid this waste of time, money and a reduced capacity to function.

You may have remembered that my January article focused on the bullying and toxic environment that prevailed within NPAS, along with the negative and destructive consequences that I experienced. This toxicity could well have been avoided if we had simply aligned a person's innate talent with the role that they either held or aspired to. This is at all levels within all departments of an organisation.

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The added benefit of experiencing the assessment and the depth of self-awareness was the ability to put things into context. This in turn allowed me to understand, heal and forgive the bullying and toxic culture that I had been exposed to within NPAS. I only wish that I had known myself better before being confronted by these difficult situations that arose and engulfed me and my family emotionally and physically.

So how did the assessment provide me with that all important context? The assessment stated that I had a creative nature and loved solving problems by visualizing potential solutions. That creativity, far from being an asset can become my Achilles heel and this can lead to negative situations. Yes, I saw a path around the issue of rearranging the NPAS base managers shifts whilst viewing the reasoning and evidence behind its inception as being unjust and ill-founded. The suggested changes would have created more issues that it would have solved with a high percentage of managers having to leave the organisation therefore incurring a high cost of recruitment, with a huge loss of experience. How long would it have taken NPAS to recruit and replace those members of staff and how long would it have taken to reacquire that amount of experience? I am also passionate about injustice and how people are treated which simply added fuel to the fire. That creativity and passion led me to come into conflict with a senior manager who was a linear thinker and, challenged by my approach and non-linear thinking, reverted to bullying. If I had realised my own innate talent and taken into consideration their respective innate talent then I would certainly not have approached the situation as I did and I would have protected myself from the subsequent harm; starting with a two hour 'non-disciplinary and welfare meeting'! That context also allowed me to look at how that leader had come to be in such a position which was not aligned to his innate talent. It was therefore not a personal failure on his part but an organisational failure.

This innovative use of psychometrics within aviation is not simply restricted to recruitment as it has a far broader context within aviation and more critically within crew resource management. Some of those other benefits are outlined below:



Staff and Organisational Wellbeing:

There is a psychometric maintenance package available which is a stripped-down assessment and would allow for the monitoring of staff, ensuring they are not in burn out or experiencing undue stress. It would remove the requirement to launch those unnecessary time-consuming annual staff surveys that rarely find the root causes of organisational discord and lack of employee engagement. In fact, it is far more interesting to look at who and how many staff do not answer such surveys! Those staff that do spend the time to answer them, generally under duress or to provide a personal rant, are full of bias and do not allow for constructive feedback. How many subsequent surveys feedback reports state that everything in the organisation is working well or we will reactively implement this initiative or that initiative in order to engage staff? Why not be proactive and understand your staff using 100% engagement and their sub conscious responses as to how they are enjoying their current situation and role?

At this point It should be noted that stress can emanate from home circumstances and not solely from work. This monitoring process allows the organisation to listen to and witness the very 'heartbeat' of the organisation and to see issues within individuals and teams develop, providing early intervention before they become major problems. That monitoring also provides supervisors with leverage when speaking with staff during personal or team discussions and that all important tactful insight in to the true root cause of any issues. It provides that window into the organisation ensuring that wellbeing is promoted, understood and enhanced.

Promotion, change of role or career progression

It is generally agreed that not everyone is suitable for promotion; just because you are a good pilot doesn't automatically mean that they will be a capable senior or chief pilot. The assessment would help provide that true insight into who the most suitable person was for any given role. A no name no pack drill process would remove bias in all its guises and would present the organisation with the best talent for that particular role. This then removes favouritism, nepotism and prevents over promotion of personnel simply because they were 'promised' a role or were 'next in line' because of seniority. That ability to prevent over-promotion then counteracts Peter Principle which in turn forces

The Class System ©The Frost Report 1966



good people into respective incompetence and the exhibited negative behaviours which are symptomatic of that role change. It also prevents the negative and destructive behaviour of bullying as staff will no longer fall into incompetence and burn out.

Alternatively, organisations can promote or employ staff with a set probationary period where the maintenance package would then be used to monitor their performance in the new role and environment, ensuring that the person does not fall into the trap of burn out and Dunning-Kruger. Once again, the persons sub conscious responses will not lie and these assessment results can then be used during any one-to-one discussion ensuring that the persons external, and often biased view of their own abilities and performance, can be honestly and openly analysed against the evidence put before them.

The psychometrics can also be used to help staff seek out the right opportunities within the organisation where their innate talent can be best utilised. Finding that suitable role is vital if employees are to find fulfilment within their chosen career. This then has a hugely positive effect on the persons home/ social life as both career and home/ social life are intrinsically connected. If you are happy and fulfilled at work you stand a far greater chance of having a happy and fulfilled home life and vice versa.

If required the psychometrics can be used to develop individuals and teams through bespoke coaching and mentoring, focusing on areas that require more focus than others. That development can then be regularly monitored using the maintenance assessment. What we have to remember is that a change of position or environment will have an effect on the individual or team as it is all connected. This was experienced when the Boreham base moved to Lippitts Hill in 2018 with internal issues being created due to team, personal and organisational issues. This important analyse would have greatly helped the staff, the senior leadership team and supervisors to overcome those fundamental issues, putting in place suitable intervention strategies to alleviate the problems experienced on an individual and team basis. Those issues unfortunately manifested themselves in behavioural symptoms between members of both bases and also within members of the Boreham base as longstanding issues were carried forward from the previous merging of the Wattisham and Boreham base some months earlier. Having that insight via psychometric analyse would have greatly accelerated that unit development and psychological safety.

We can also relate this very issue to the base move endured by staff at Lippitts Hill when they moved to North Weald. That insight into the individual complexities of change would have prevented so many underlying issues which then compounds itself in negative behaviours and ultimately increased risk to flight safety and reduced performance.

TFO and Pilot Training

Once staff have been assessed training can be delivered not blindly on a 'one course fits all' basis, but on a bespoke individual basis. For example, a pilot has diminished concentration levels and that is evidenced by repeated errors when completing paperwork, the assessment will highlight this and also allow for a root cause analysis as to why it is happening. That macro insight may then translate to an aircraft maintenance issue being missed or deferred along with a breach of CAA rules! If a TFO has limited peripheral vision this can be fed back to trainers so the trainers and student can understand certain instances when suspects are missed on the camera system. That potential frustration on the part of the trainer and student can be alleviated with preventative actions as both the student and trainer know what the root cause of the problem is and deal with it constructively rather than it becoming personalized, which tends to happen at the moment. How much more productive would that expensive training be if it had been developed and produced to cater for the needs of that individual whilst also being understood by the trainer? This then benefits the individual, the team and also the organisation with less errors and a higher success rate. That translates to increased community confidence in the police. It could also mean the difference between a vulnerable missing person being successfully located or not.



Following the German Wings tragedy in March 2015 steps were taken to ensure that pilots were psychologically assessed in an attempt to prevent such events happening ever again. Unfortunately, that assessment is based on a bi-annual psychological assessment. Changes in circumstances and behaviour can occur in days and weeks and the opportunity to pick up these nuances will be missed if a 2-year strategy is employed. Does this policy cover emergency aviation and smaller operations? It could be argued that police and air ambulance experience an equal, if not greater, pressure than airline pilots due to shift work and single pilot operations in a potential hostile environment. This assessment would provide that early

intervention should any staff, not solely pilots, be suffering from depression caused by any number of root cause effects.

We have numerous aircraft monitoring systems in place to measure the health of the aircraft, ensuring it is properly maintained prior to any major corrective action being necessary so why do we not have the very same systems for the most important element of safe flying, the pilot and crew?

Psychological Safety/ Inclusivity/ Diversity

With increased self-awareness comes the added benefit of psychological safety, which in turn produces a higher level of inclusiveness and diversity.

How can that happen?

Quite simply, by using talent as the solid platform, the foundation, on which to base staff management you organically develop psychological safety. The team become self-aware, conscious of the rest of the team, being better informed to understand the actions and behaviours of their colleagues. When issues do arise, they do not then become individualised as the root cause of the problem becomes the focal point to solve, as a team. The team then either celebrates as a team or learns from the experience with not finger pointing or blame culture being created as a result.

Some years ago, NPAS attempted to implement the CAAs Just Culture but it failed. Why? because, although it was a noble cause, it was not implemented on a firm footing where trust prevailed no matter how well meaning the submitted error report was. How much safer would the operation be with increased staff self-awareness and psychological safety?



Using the psychometrics to build those teams, including the senior leadership team, a just culture would naturally flourish.

The organisation would also see a reduction in negative issues between colleagues and the requirement for mediation and professional standards. Why? Well, because that greater individual understanding provides people with the ability to put issues in context and, as above, the root cause of the problem is focused upon, rather than it becoming individualised. In essence, people are more willing to walk around the table to see and understand what the other person is looking at from their respected perspective.

All ranks/ roles/ engineers

As previously mentioned, this system needs to be adopted across the entire organisation as that self-awareness and understanding needs to be woven into the very fabric of its operation. Being able to understand an individual and put the environment that they inhabit into context is vital. From the base cleaner to the Chief Operating Officer if that self-awareness is achieved then synergy will be achieved with solutions being found to problems from people now willing and confident to contribute to the success of the organisation. They will no longer fear ridicule or a lack of respect when contributing their ideas and opinions and the organisation benefits from the creativity and innovation from both linear and non-linear participants.

CRM Training



(CRM Team Building training in Jamaica (JCF & JDF)– March 2008)

Reflecting on my days travelling the length and breadth of the country (and further afield!) conducting the mandatory annual CRM training how much better would it have been received if I had known the specific issues staff at the base were facing? Those issues could have then been addressed during the training. Using the maintenance assessment prior to any annual training would allow the trainer to analyse where they should focus their input, therefore providing a far more impactful and productive training experience rather than just an annual 'tick the box' exercise. The training would then become far more interactive if facilitated correctly which, once again, benefits not just the individual but the organisation and the wider community.

Those topics of leadership, communication, teamwork and situational awareness would be further enhanced and accelerated as a result of that increased awareness and insight.

So, that is a brief explanation of the enlightening experience that I went through following my Innate-Talent Discovery assessment following my time with NPAS. I am proud to say that I did come out 'the other side' and I would like to think a better version of myself. I was certainly a more confident and self-aware human being. My only wish would have been that I not had to go through the dark days that I experienced but that said I am now in a better position to be able to understand the actions of myself and others, thereby preventing myself from falling into the same damaging traps ever again.

If I could wrap up this article in two sentences I would simply say, ***'By using the power of self-awareness and psychometrics we can assist people become the best version of themselves. Organisations can then develop and increase their performance through their people, not at the expense of their people'***

If you would like to explore the use of this unique psychometrics tool to enhance your business please feel free to contact any of the team who will be happy to answer your questions on this innovative concept:

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Innate-Talent Discovery at info@i-talent.sg

Fraser Gault Consulting at info@gaultconsulting.com



THE SHOW MUST GO ON

It comes after a coronavirus-plagued 2020 in which big shows such as Farnborough and Airshow China in Zhuhai were cancelled. This year's Paris air show has also been called off. The last major international show to take place was the Singapore Airshow, which ran from 11-16 February 2020, but which suffered sharply reduced attendance.

Although international teams were expected to be all but non-existent at Aero India, companies manned stands largely with India-based staff.

In addition to the challenges involved with travelling amid the pandemic, international visitors may also be put off by India's case numbers. The Johns Hopkins Coronavirus Resource Centre shows that India has recorded 10.8 million cases of Covid-19, the second highest in the world after the USA.

Everyone attending the show needed to take a Covid-19 test 72h before arriving at the show. This needed to be uploaded to a special portal for validation by a medical team. The show is-



sued 19 pages of guidelines covering topics such as physical distancing, crowd control, hygiene, and other health and safety measures.

Masks were required at all times, and attendees were required to maintain a 6 feet/2m distance from each other. There were innumerable plastic barriers and hand sanitiser stations.

Despite the challenges, the US government sent a high level delegation to the show aboard a military aircraft.

In the end—money talks.

OR NOT

The National Business Aviation Association (NBAA) cancelled its scheduled in-person events until the end of June.

The decision affects the 2021 **Asian Business Aviation Conference & Exhibition (ABACE)**, which was scheduled for April 13-15 in Shanghai (the 2022 event is scheduled from April 12-14); the 2021 **NBAA Maintenance Conference**, planned for May 11-13 (the 2022 event is scheduled for May 3-5, in San Antonio, TX); and the 2021 **NBAA White Plains Regional Forum**, scheduled for June 9. Also in the month, NBAA and the European Business Aviation Association jointly announced the cancellation of **EBACE**, planned for May 18-20 in Geneva, with plans for online programming during the EBACE week.

In other press releases on the same subject it appears unlikely that any international travellers will gain access to Australia before 2022 and one expert believes that it is highly unlikely that all close contact events – pop concerts and the like – are unlikely to be run at any time this year and they will rely very much on the roll out of vaccines. Although countries such as Israel and the UK are doing well there are many that are not and may not for a considerable time yet.

The Airborne Public Safety Association (APSA) events for members in March are scheduled as:

12 March 2021 Managing your public safety drone unit. The instructor is Doug Daniels of the Highland County Sheriff's Office in Ohio.

26 March 2021 Human Trafficking And Public Safety Aviation - What You Need To Know! The instructor is Instructed by: Michael Camal, US Department of Homeland Security

15-17 Jun '21. **ROTORTECH 2021**. Venue is the Royal International Convention Centre at the Showgrounds in Brisbane. The comments on the Australian borders may apply to this event and may then turn it to a mainly domestic show. Tel: +61 3 5282 0500 Email: expo@amda.com.au

www.rotortech.com.au

More likely to survive in the UK this autumn are the shows at the London Docklands ExCel Centre.

Clarion Events Defence and Security have announced that Counter Terror Expo (CTX) and Forensics Expo Europe (FEE) will be rescheduled and take place alongside DSEI at ExCel London on 14 – 16th September 2021.

DSEI is on track to deliver the event's most comprehensive iteration to date, with both returning key accounts and first-time exhibitor numbers reflecting the industry's commitment to a return to live events. As the UK's leading networking event for security professionals from industry, infrastructure, government and policing, CTX attracts attendees and exhibitors from across Europe, all of whom will have the opportunity to seek counter-terror business synergies with a wider pool of stakeholders attending DSEI across the Land, Naval, Aerospace, Joint, and Security domains.

Clarion Events, one of the largest exhibition organisers in the world, hold the safety and well-being of all event attendees as the highest priority. DSEI aims to deliver an event as similar to those in previous years as possible and will fully implement all public health requirements, in order to make the venue COVID-19-secure. Working alongside Government, public health officials, the venue, business partners, transport operators and hotels, DSEI 2021 will take all the necessary precautions. <https://www.dsei.co.uk/>





POST SCRIPT

The police and air ambulance facilities from *The Squadron*
©PAR

As a follow on from the story on page 16, the official hand-over of the new Essex and Herts complex at North Weald Airfield these images were taken a few days later as the Leonardo AW169 air ambulance was returning to its base. Until about June the helicopter will remain in the old facility while the new building is completed inside.

Both the police and air ambulance facilities have their landing apron on the north side of their separate buildings so there is no joint operation as such. Vehicular access is off the peritrack on the south aspect.

Meanwhile, to the north of the emergency services hangars Aero Legends is erecting additional new build facilities in time for the renewed basing of two-seat Spitfires.



The Squadron/AeroLegends are refurbishing its old and rusty facilities with new steel in preparation for the return of Spitfires to the former fighter station ©PAR



NEXT MONTH

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Marking 25 years - the 300th edition