

# Police Aviation News

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July 2022



## PAvCon Europe Review

**Universal Avionics Capture German Customers**

**Slovenia Upgrades its EC135**

**DA62MPP Readied for US Tour**

**UK HEMS Conference Restarts**

# LAW ENFORCEMENT

## DENMARK

**ARMED FORCES:** Since 1975, the Danish Armed Forces has used the SAAB T-17 Supporter aircraft for duties including pilot training and a limited amount of police and other reconnaissance work. Although approaching its 50<sup>th</sup> year the type now faces a thorough update of the instrumentation of the aircraft -- a task that Scandinavian Avionics has helped greatly along the way. The prototype, which has undergone an upgrade and subsequent test flight, was handed over last month.

The original analogue navigation and communication equipment has been dismantled and replaced by modern digital equipment. With its many in-house capabilities, Scandinavian Avionics has lifted the complex task of upgrading an older aircraft to become up to date.



The original analogue equipment in the cockpit has been replaced with a much more modern set-up with digital touch screens and the option of wireless uploading of planning and relevant databases related to flight. The old primary instruments have been replaced with a Garmin G500 TXi display, which provides a much better overview of primary flight data such as altitude and speed. This includes digital EIS (Engine Indication System), which makes, among other things, the original engine and fuel instruments redundant.

The new GTN750Xi GPS is the pilot's tool for navigation and communication, and a battery powered GI275 standby indicator is installed in case the aircraft loses its primary power source. LED indicators are installed in the panel, which use less power and reduce the need for maintenance, as well as an ADS-B out solution, ensuring that statutory data on the identification and position of the aircraft is transmitted. Overall, a thorough update of the old training aircraft, which really lifts the cockpit and instrumentation to a new level.



The Danish Air Force has a total of 27 T-17 aircraft, with room for 2/3 crew. The T-17 aircraft are used primarily as training aircraft for pilot training, but also for observation flights, connecting flights, maintenance of skills and much more.



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**EUROPE:** The PAVCon Europe event held in Wiener Neustadt, Austria June 6-8 was highly successful. In addition to thirty-three exhibitor companies/divisions, twelve companies elected to 'walk the floor' to take in business opportunities with police and emergency services visitors from across Europe. A two-day conference programme attracted a broad range of emergency services and industry content. A separate report on the event appears later.

Immediately prior to the two-day conference and exhibition a one-day wholly European led TFO course was held at the Hilton Hotel in Wiener Neustadt. Led by Harald Brink (Netherlands) and Luc Stremersch (Belgium Retd) the course attracted an unexpectedly high attendance of 20 from across Europe [PAR]

## GERMANY

**BAVARIA:** Universal Avionics are supplying its EVS4000 multispectral enhanced vision cameras for installation on eight new Airbus H145 helicopters for the Bavarian Police.

According to Universal, the EVS4000 can increase situational awareness in low visibility. The cameras offer real-time processing capabilities to merge high-definition video in the visible, near-infrared, and long-wave IR spectrum for display on head down and, where available, on the company's ClearVision head-wearable or helmet-mounted displays. The high-resolution, high-contrast video will be displayed on the H145's Helionix multi-function displays.

**BUNDESPOLIZEI:** German Federal Police aviation units (BPOL) have moved a step closer to fielding an advanced helmet-mounted display (HMD) system across their Airbus Helicopters H215 (AS332L1e) fleet.

Normally restricted to military operators, once certificated, the employment of the Universal Avionics SkyVis system by the Bundespolizei will represent the first civilian use of such technology.

Tests conducted in partnership with Universal Avionics, MRO provider Heli-One (Norway) and the Bundespolizei have successfully validated the system, says Universal, part of Elbit Systems. This should lead to European Union Aviation Safety Agency supplemental type certification for the upgrade later this year.



**COVER IMAGE:** The opening sequence of this years PAVCon Europe included a flight demonstration by the air police in Austria using one of their Airbus Helicopters EC135 in front of the main event venue, Airborne Technologies, Wiener Neustadt. Flyig at the event was restricted to an aerial demonstration by a Vulcanair P68R and a fly-past by a Diamond DA-62 twin.

The SkyVis suite comprises a set of helmet-mounted monacle-type displays used for the visualisation of primary flight information. It can be used during the daytime or in conjunction with night-vision goggles. The Bundespolizei has successfully completed test flights of its SkyVis Helmet Mounted Display (HMD). The partnership is aimed at the development of a European Aviation Safety Agency (EASA) Supplemental Type Certificate (STC) for SkyVis on the H215 helicopters. At its completion, it will be the first civilian certification of a helmet-mounted display.

The suite is a set of helmet-mounted monacle-type displays used for the visualisation of primary flight information. The system can be used during the daytime and can also be combined with night vision goggles (NVG) for use at night. It was noted during test flights that the equipment demonstrated a mature system with a clear path to certification.

By enabling a pilot to stay heads-up by retaining access to critical flight information, the system reduces workload in demanding situations and ensures that focus remains outside the cockpit. This will help BPOL improve situational awareness and achieve higher mission completion rates with greater safety, in any flying environment. Certification should take place later this year.

*Ed: This technology is associated with something that has been an elusive dream in the industry. Although not quite the same in each attempt there has been a wish to produce a simple workable but economic civil market smart helmet with an eyes out of the cockpit and 'helmet pointing' vision system for decades. The ultimate has been the price no object fighter pilot option but ultimately current technology still cannot hope to match that at a reasonable cost. There have been several false dawns, but each turned out to be too complex and therefore costly. This is not quite there but it is another stage in the journey.*

*In terms of capability for the Bundespolizei the new eyes out of cockpit capability might go some way to ensure that there is no repeat of the fatal white out accident in Berlin in March 2013.*

## NETHERLANDS

AMSTERDAM: The week following the PAVCon Europe event the Netherlands Police ran a TFO Tactical Flying Course in Amsterdam. The audience of fifty were their own crews and others from a range of international European Airborne Law Enforcement units.

Phil Cady the Tactics Instructor for US based Tactical Flying, and a 28-year veteran with San Diego Police Department, California was flown over for the classes. Following a successful career as a police patrol officer, he joined the Air Support Unit in 1999, and retired 20 years later as a Helicopter Pilot and Lead Tactical Flight Officer Trainer.

The two two-day courses attracted participants from Denmark, Sweden, Germany, Belgium, Ireland, Switzerland, Spain, The Netherlands contingent included the police crews along with Military Police TFOs, K9 handlers, Dispatchers and the Police UAV Unit.

Course was held at the Royal Netherlands Military Constabulary Queen Maxima Barracks on the north side of the vast Amsterdam Schiphol Airport. Aim of the course is of course Tactical Flying instruction but also European ALE networking. [Harald Brink]



Facilities at the police base in Amsterdam Airport are restricted so the larger military police base was utilised.



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## SLOVENIA

**AIR SUPPORT:** At the recent PAVCon Europe Police Aviation Conference and exhibition Airborne Technologies (ABT) announced they had secured an upgrade contract from the Republic of Slovenia Ministry of Interior for the police in Slovenia.. The upgrade, mainly to role equipment, will be applied to the police Airbus Helicopters EC135 previously equipped by ABT in 2016.



Since 2016 the helicopter has been successfully operating with an ABT's Airborne LINX Surveillance Package. Because of the reliability and effectiveness of the Airborne LINX system, it has been ordered again. The official signing of the contract took place during this year's PAVCon Europe Police Aviation Conference hosted by ABT at their headquarter and hangar facilities in Wiener Neustadt, Austria.

Under this contract the helicopter will receive a:

- ABT carbon fibre operator workstation and carbon fibre camera bracket
  - L3 Wescam MX-15
  - BMS Downlink System
  - Shotover Augmented Reality System and ION Recorder
  - Avalex Displays and Recorder (Avalex marketing is transitioning to the Mercury name).
- Airborne LINX as an overarching system, unites all these sensors. The included Mission Management Unit allows the operator to control the full architecture on a simple-to-use touchscreen.

The upgraded helicopter will be delivered this year.



Wolfgang Grumeth (right) was able to set seal on the new contract with a visiting Slovenian officer, Blaz Seter.

Wolfgang Grumeth, CEO of Airborne Technologies said:” It was a great week with all the Police Aviation professionals and technology innovators in house. Besides our successful live demo, showing Smith & Myers Artemis phone location system together with our Partners (L3 Harris, Shotover, ECS and of course Smith & Myers), the signing of the contract was definitely one of the highlights of the event for us.”

It was originally intended to hold a ceremony including the aircraft and crew at Wiener Neustadt during the event but a combination of bad enroute weather and technical issues resulted in that scenario being abandoned late in the proceedings.

## SPAIN

**BASQUE:** The future equipment of the unit based some 30km outside the port of Bilbao remains unknown. In 1997 they were the first police operator of the Eurocopter EC135T1 (with all the hassle being first entails) and still operate them on search and rescue flights. Clearly, they are in urgent need of replacement and that process has been ongoing since around 2008. The original late 1980s fleet of four has dwindled to one AS350 plus the two slightly younger EC135s.

As recent as the last PAVCon Europe event in 2019 there was a general expectation that the unit would be leasing a new helicopter by now. The selected type remained open to speculation, but the main contenders were known to be the Airbus Helicopters H145 and the Leonardo AW169.

Nothing has changed and there remains an expectation that leasing one type or another will take place. Another curved ball that is now out there is a suggestion that rather than one new airframe it may be better to acquire a pair of used H135T3 helicopters. They will be newer and much more capable than the current fleet and a known commodity in terms of overall support.

In a further development, the police in the Netherlands have donated equipment made surplus by the recent EC135 fleet upgrade to the Basque Police. It might be said that it is a deal that was eased by the PAVCon effect. Currently the Basque police hierarchy are considering the gift. Yet more decisions to be made.



## UNITED KINGDOM

**NATIONAL:** Last month the Chief Officer of NPAS, Assistant Chief Constable Scott Bissett, penned a substantial article in the May/June 2022 edition of the Airborne Public Safety Association house magazine *Air Beat*. It was an international themed copy of *Air Beat*, with contributions from many in police aviation from Australia to Canada.

We may never know who actually wrote the piece, Bissett fronted it, but whoever was the author made quite a few errors in fact quite early on. Claiming that NPAS is the largest onshore operator in the UK does not hold water in the face of the fleets operated by the UK Ministry of Defence and the fact that there are some 21 UK air ambulance charities operating around 32 helicopters, including spares, add to those the helicopters operating in Northern Ireland and the Scottish Air Ambulance Service helicopters and the claim evaporates. Like all claims there is always the possibility of making the statement true!

In the article much praise is heaped on the fixed wing – along with it being mentioned that there are four of them and they can stay in the air for nearly eight hours at a time. Certainly, rich praise coming from the person who was hell bent on cancelling all four of them six months ago. Nearly eight hours is of course one of the first things they teach you in flight school, ‘nearly’ is an imprecise margin. Even talking about eight hours is unsafe. A Vulcanair P68R does not fly for eight hours and if the crew were to try it someone will get very stressed if not hurt when the fuel runs out.

In the main the content of the article was bland PR stuff but in its favour is that it is potentially the first of its kind in recent years. They have long been the silent service in terms of promoting themselves to the wider populace. The exceptions have been local newspapers who, like the supervisory staff at NPAS Wakefield, thankfully never have the technical capability to ask probing or embarrassing questions. They dispensed with the PR lady, but she also knew little of the technicalities of aviation and has returned to local authority PR.



It is doubly unfortunate that the timing of the release of the *Air Beat* article coincided with an NPAS edict that all helicopters would conserve their hours and only fly in instances where life or death might apply. The only type that was not covered by this edict was the fleet of four fixed wing aircraft. As only one of these flies operationally at any given time it was a major ask of the staff at Doncaster to be available to cover the whole of England and Wales.

### Jubilee Let Down

It is no secret that UK police aviation is in a dire position under NPAS control. Elderly rotary wing aircraft and their crews struggling to serve in circumstances where they are no longer able to churn out 800-1000 flying hours per aircraft annually. The pre-NPAS UK police aviation system was built upon each airframe undertaking that number of hours. Now they are unable to meet targets. Even the London fleet of four H145s rarely puts on-line more than a single aircraft. It was noticeable that the unique early June Queen Elizabeth Platinum Jubilee celebrations in London were ill served by H145 air cover. Management clearly thought correctly that the sounds of bands playing, crowds cheering and military aircraft passing would drown out the absence of law enforcement rotors – a good day to hide the truth.

Despite enquiring through several contacts, I have been unable to disprove the extremely important commemorative main event day was being served by just four aircraft: three helicopters and a fixed wing. It is known that the former Devon & Cornwall EC145 G-DCPB was the only airworthy example seen over the celebrations in London and that it was at times being supported by an unidentified EC135. That leaves the whole of England and Wales being served – I think protected is too strong a word – by one helicopter and fixed wing.

### Paying for the level of service

The primary reason for this failure to provide adequate maintenance is the money saving decision to halt power by the hour on the Airbus fleet. It served a purpose in that it allowed the NPAS management to demonstrate the saving of money, but at the same time it placed all of the NPAS helicopters at the back of the queue when it came to acquiring spares. There are pilot shortages from time to time, but it is undoubt-



edly the inability of the maintenance organisation to get spares for the elderly fleet in good time that appears to be crippling availability.

I know that politicians maintain that they are extremely busy people, spending their days serving the people and their own ends, but how is it that none of them has paid more than a passing interest in how NPAS mis-spend well over £50M each year in delivering Diddy Squat? They cannot say they have not been made aware, PAN and other organisations including HMIC have regularly either written to them and ministers or sent them scathing reports.

### Who is in charge?

Meanwhile, we wait for the decision by NPAS and NPCC to assign the day-to-day operations to a new police force or forces. There is no sign that West Midlands Police or the Metropolitan Police are interested.

West Midlands is currently gearing itself up to deal with the 2022 Commonwealth Games, officially known as the XXII Commonwealth Games and commonly known as Birmingham 2022. The 'Games is an international multi-sport event for members of the British Commonwealth scheduled to be held in Birmingham from July 28 July to August 8 August 2022. So later this month there will be thousands of international figures – many of them high ranking and potential targets of terrorism – in a country where there are potentially just one or two police helicopters available. But please only call if you can demonstrate your life is in immediate danger. Delivery of service may take some time.



It is not that the staff, the pilots, TFOs and others are short of an ability to provide service it is more that with the maintenance resources available the infrastructure is potentially incapable of supplying sufficient airframes to meet an assumed need. The cracks will probably be hidden from view by bringing in the military to provide primary air support to the beleaguered NPAS management who have clearly forgotten that such use of 'aid to the civil power' is supposed to be a last resort addition to effective civil police air support.

Far from getting the management of this farce from Wakefield to somewhere else it seems that West Yorkshire Police are already hot footing it to Leeds to prostrate themselves before Mayor Tracey Brabin a British politician who has served as the first Mayor of West Yorkshire since the office was established on 10 May 2021. A year ago, she emphatically said get rid of this NPAS thing from her domain and here they are failing and clearly seeking an extension of that order. She, like the management of NPAS, knows nothing of police aviation and clearly, she does not wish to know – why should she? Her background is as a Soap actress and her current purpose is the create meaningful jobs. An inefficient resource wasting organisation she told to go away should not expect her sympathy.

## New helicopter project in the pipeline?

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NORFOLK: According to an article in the Eastern Daily Press requests by the Norfolk Constabulary to NPAS are largely a pointless exercise.

Based on recent figures acquired through a Freedom of Information [FOI] Request in the last two years only 20% of requests for air support led to the despatch of helicopter. According to NPAS figures Norfolk Constabulary had requested cover 235 times between January 2020 and January 2022 but the helicopter only attended the location on 49 occasions.

The 187 instances where the helicopter did not arrive in Norfolk were a mix of the request being declined by the flight despatchers in Wakefield, cancellations before arrival or being diverted to other incidents before arrival. Some of the total were when Norfolk Constabulary instigated the cancellation after the matter was resolved before the helicopter arrived.

According to the story drones have been deployed 6,530 times in Norfolk since 2018. The Norfolk Police and Crime Commissioner Giles Orpen-Smellie is on the NPAS Strategic Board and he has expressed his opinion that he would like to spend the funding the force currently pays for the NPAS service on more drones. They are part of the team looking into the development of BVLOS drones. [EDP]

*Ed: Norfolk has a useful in-house drone capability which covers most needs but the great distance the helicopters need to come from creates difficulties in themselves. Generally the nearest bases at North Weald [Essex] and Husbands Bosworth [Leicestershire] are the most likely to be assigned and, being at least 90 miles distance from the busiest parts of the county, they do not fall into the 20 minute reaction time category, that greatly reduces the type of calls they can help with. It is noteworthy that no mention of the NPAS fixed-wing facility is made but the dates covered by this FOI request are those when NPAS were still ramping up the initial service and then into a period when did not know what they wanted to do with their aircraft.*

*There are not many news organisations openly critical of NPAS but the Eastern Daily Press has been consistently on their case.*



The nearest helicopter for service in Norfolk and Suffolk is the EC135T2 G-POLF based in the giant, and underused, hangar at North Weald Airfield [PAR]

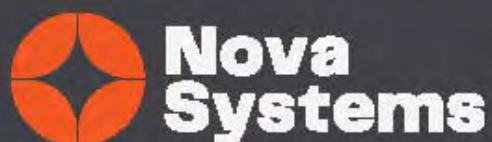
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## UNITED STATES

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**NATIONAL:** The combined manned and unmanned (drone) annual conference and exposition of the Airborne Public Safety Association takes place later this month in Reno, Nevada, USA.

APSA claim the joint event offers the best in manned and unmanned public safety aviation education and networking, all in one location! APSCON 2022 and APSCON *Unmanned* 2022 (formerly Public Safety Drone Expo) will take place concurrently in the week of July 25-30. Conducted as separate educational events with a shared exhibit hall, offers training, products and services in one location no matter what type of aircraft operated!

Diamond Aircraft and Air Bear Tactical Aircraft will be demonstrating an outfitted law enforcement aircraft that will be on a US national tour this summer, including a stop at APSCON 2022 in Reno. The DA62 Multi-Purpose Platform (DA62MPP) airplane combines advanced modern avionics, efficient clean-burning twin engines, advanced carbon fibre airframe with a purpose-built platform specifically designed for plug-and-play of ISR technology. Together with partners Haivision, Vislink Technologies, CarteNav and Trakka Systems, the special mission aircraft will be on tour in July and August to show its capabilities in the field.

The DA62MPP aircraft has the space, performance and low direct operating cost to be able to deploy more hours every shift, as well as hitting all the marks for safety. This is a modern twin-engine aircraft equipped with state-of-the-art G1000NXi glass cockpit and a fully integrated autopilot. It is powered by two turbo charged Mercedes Benz diesel engines that burn jet fuel, and it is so radically fuel efficient that it can stay airborne for up to eight hours. Recently displayed at the PAVCon Europe Police Aviation Conference event in Austria the aircraft left Europe in late June and will be in the exhibit hall at APSCON 2022 prior to commencing its US tour. Email [bearsintheair@airbear.aero](mailto:bearsintheair@airbear.aero) to find out where you may see the aircraft on tour.



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ILLINOIS: In terms of perception of crime risk Chicago is perhaps a city to be avoided if you do not know it well but the police in the city have less choice and are focused on lining up the best tools they can get to deal with crime. Chicago has faced a surge in carjackings in recent years.

The city has experienced difficult times with air support, with several crashes leading to the disposal of air support in the past. The current unit has been operating since 2007 with two Bell 206 helicopters. Now some Police officials anticipate acquiring two additional helicopters to boost their existing fleet and they are looking to the use of private donations to help pay for them. The city has earmarked about \$12M to buy two new helicopters, but no contracts have been signed.

Several philanthropists have stepped up and inquired what the city needs and how much it will cost. It would be a phased transition if the funding used a mixture of donations and government funds.

The two Bell's currently used are N911YY/52047 a 1993 build Bell B206L4 and N911UU/4614 a more modern Bell 206B built in 2006. They are reported to be unreliable and suffering high levels of downtime. In May 2020, the city signed a \$4.7M, five-year maintenance contract with Gary Jet Center Inc., based at Chicago International Airport, Gary, Indiana. Whether they will be replaced or supplemented by two new machines remains undecided. It may be a few months yet before that decision is made.

Under a mutual-aid agreement, the police department shares its helicopters with the Cook County Sheriff's Office, which is part of the department's carjacking task force. The task force also has air support from the federal Department of Homeland Security and the Illinois State Police.

The Chicago Fire Department also has two Bell 412 helicopters, which are used in rescues.



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The city is looking to hire another sworn police helicopter pilot from within the ranks of Chicago Police. The candidate is required to have a pilot's license and to undergo a year of training up to an acceptable standard. The unit currently has eight staff members.

## AIR AMBULANCE GERMANY

DRF: DRF Luftrettung and manufacturer Reiser Simulation and Training are planning to launch an ultra-modern Helicopter Hoist Operation Simulator in spring 2023. It will elevate the training options for helicopter hoist operation to a new level. Its development drew on the many years of expertise that the two organisations have in air rescue, Helicopter Hoist Operation and simulation.

The simulator, which is based on augmented reality, enables highly professional hoist manoeuvre training for hoist operators and pilots – from standard procedures to emergency ones. Other new features include the extremely convenient option of mobile use as well as a possibility to connect it to the Reiser Full Flight Simulator Level D.

The Hoist simulator is mobile and convenient to use at different air rescue and training sites. The ability to connect to the Reiser Full Flight Simulator Level D in Frankfurt, makes it possible to design customised training flexibly.

One key goal behind the project is to increase the safety of Helicopter Hoist Operation for crews and patients even further. Unlike the real-world flight training that takes place regularly at hoist bases, simulated 'reality' can play out emergency procedures as well. Moreover, particularly challenging or critical situations and individual sequences in highly complex hoist operation can be trained repeatedly without having to think about the time of day or weather influences.

## UNITED KINGDOM

NATIONAL: The HELP Appeal, which is the only charity in the country dedicated to funding NHS hospital helipads, announces that over 20,000 landings have been made on the NHS hospital helipads it has funded. Although it does not claim to have supplied all of the helipads in use today it has donated over £40M so far towards 45 helipads in total, which also includes 25 new helipads and major upgrades of 20 more across the country.

There are still over 40 helipad projects in the pipeline which will cost £30M over the next five years.



So far this year in 2022 alone, new and upgraded helipads became operational at Scarborough Hospital, Peterborough City Hospital and Coventry University Hospital. Ten helipads – including four at Major Trauma Centres – became operational over the past three years after £5,077,000 was donated by the HELP Appeal. Looking ahead, the HELP Appeal is funding helipads in Keighley which will open later this year; and Sheffield Children's Hospital and Salford Royal Hospital, which plan to open in 2023. It is also funding upgrades to existing helipads at Cumberland Infirmary, Carlisle and University Hospital Cross house, Kilmarnock, which are expected to open in 2022.

Despite already having 40 more hospital and air ambulance base helipad projects in the pipeline, HELP Appeal's Chief Executive, Robert Bertram says that more can always be done: "Our door is always open to hospitals that may wish to fund a new or upgraded helipad in the future. These projects can take months or years to come to fruition, so the sooner we are contacted the better."

Following the March 2022 Derriford Hospital, Plymouth accident where an elderly pedestrian was killed, apparently by rotor downwash, the HELP Appeal and other agencies including NHS England, the CAA, HM Coastguard and Air Ambulance operators have been in discussion. They are hoping to formulate new safety guidelines for new barrier options and signage, but they are waiting for guidance before a decision can be made on what they should be recommending as suitable.

Some hospital pads already have systems in place to protect and exclude pedestrians from areas close to the pad when landings and take-offs are taking place. The HELP Appeal wasn't involved in either the helipad or associated barriers at the Princess Alexandra Hospital in Harlow, Essex but they expect to offer all

hospitals wishing to fund any changes to their existing helipads or to build new helipads, to get in touch with the charity.

The traffic lights, signage, mechanical arms and barriers designed to halt traffic and pedestrians passing the ground level helipad at Princess Alexandra Hospital in Harlow, Essex pre-date the Derriford accident earlier this year. Whether existing systems like this will provide a model for future developments remains to be seen.



It is unlikely that the current facilities in Harlow will be updated. Plans for a new hospital are supposed to be advanced.

**ESSEX & HERTS:** After a two-year hiatus due to the pandemic, an annual conference specifically aimed at medics, students, emergency, and military personnel, who are interested in the pre-hospital environment, returned last month.

The Essex & Herts Air Ambulance Aeromedical Conference, which, took place at Ford Dunton Technical Centre in Laindon, near Basildon, Essex was attended by over 300 delegates.

Themed as ‘Aeromed – Threat. Response. Recovery.’ The free to attend conference focused on how the emergency services work in collaboration to save lives. Following an incident timeline, the day’s programme began with a presentation giving a regional perspective on counter terrorism and domestic terrorism threats. This was followed by an insightful presentation on how teams deal with high pressure incidents.

There was a case study presentation on the Las Vegas shootings in 2017, and an informative and emotional talk on ‘Operation Pitting: the evacuation of Kabul Airport’, which was given a standing ovation by the delegates.

Other presentations focused on protecting the psychological health and wellbeing of responders during and after incidents, and the work of the Disaster Victim Identification (DVI) Team, specifically its involvement in the identification of victims at both the Grenfell tower fire and the recent persons in transit incident in Grays, Essex.

The conference was chaired by Essex & Herts Air Ambulance’s, Medical Director, Dr Neal Durge. Speakers came from all areas of the emergency services and included: Counter Terrorism Security Advisor from the Eastern Region Special Operations Unit, Peter Hood; Dr Stephen Hearn, who works with Scotland’s Emergency Medical Retrieval Service; Western United States HEMS paramedic, Jeff Yost; retired Detective Superintendent and Head of Major Crime, Jo Walker, Eastern Region DVI Co-ordinator; Captain Neil Jeffers, Chief Pilot at London’s Air Ambulance; EHAAT Clinician, Dr Amy Hughes; Dr Claire Park, Consultant in Pre-hospital Care, and Jo Mildenhall, Mental Health Project Lead at the College of Paramedics (UK).





Headline sponsors for the event included Leonardo Helicopters, Specialist Aviation Services, and Ford, who generously provided the venue and refreshments for all delegates on the day. It also provided the delegates with test drive opportunities, to try out the new Ford electric vehicles on the Dunton track.

LONDON: Following a campaign during the 30<sup>th</sup> anniversary of the London Air Ambulance the operation has been able to undertake the official opening of its new helipad space.

The new offices are positioned closer to the flight deck, enabling the crew to reach the aircraft faster when a trauma call comes in. This development will potentially give London's most critically injured patients a better chance of survival by shaving seconds off the advanced trauma teams' response times. The new office complex also aims to improve crew wellbeing; providing space to debrief.

On the rooftop of The Royal London Hospital, Minister for Health, Ed Argar, London's Air Ambulance Charity CEO, Jonathan Jenkins, and The Royal London Hospital Chief Executive, Jackie Sullivan, formally cut the ribbon to mark its official first day in operation. The ceremony was also attended by funders, officials and crew members, and Sally Abbott, the Head of Fundraising at the HELP Appeal, which provided a generous grant of £550,000 towards the project.

After initial feasibility work, the construction of the new facilities began in September 2021. They include an elevated operations room directly underneath the flight deck for pilots, fire crew and medical team. This will provide quicker access to the aircraft for faster dispatch and is anticipated to save 20-30 seconds off each launch. A quiet space for post-mission debriefs A "safe space" for on-duty teams to find respite after challenging missions A large multi-use training room / simulation theatre for teaching and moulages Rest pods for frontline crews.

The project brought together the fundraising efforts of County Air Ambulance Trust, Barts Health NHS Trust and to the people across London who gave so generously to support this vital work. The HELP Appeal is the only charity in the country dedicated to funding NHS hospital and air ambulance base helipads, critical care cars and air ambulance medical equipment.

## UNITED STATES

TEXAS: CareFlite has signed an agreement to purchase a Bell 407GX<sub>i</sub> aircraft outfitted with an IFR configuration kit. With the new Bell 407GX<sub>i</sub> and the two IFR certified Bell 429s currently in its fleet, Careflite will continue to facilitate around-the-clock critical care to patients across North and Central Texas.

In addition to the two Bell 429 helicopters in its Helicopter Air Ambulance fleet, the operator also has five Bell 407 helicopters that provide critical care transportation to those in need. The aircraft fleet is used for emergency transports in Texas and Oklahoma and long-haul patient transfers throughout the region.

This will be the first HEMS operator using Bell's 407GX<sub>i</sub> IFR kit in North and Central Texas.

Established in 1979 with one helicopter shared between two hospitals, CareFlite now operates seven helicopter

bases at Texas Health Fort Worth Hospital, Methodist Dallas Medical Center, North Texas Medical Center Gainesville, McKinney National Airport, Whitney, Granbury Municipal Airport, and Burnet Municipal Airport. Over one million patients have been safely transported by air and ground, since its inception. CareFlite also offers hospital team specialty flights including balloon pump, ECMO, Impella, HROB (High Risk OB) and neonatal transports.







Image supplied ©

# SEARCH & RESCUE AUSTRALIA

**WESTERN AUSTRALIA:** Leonardo’s AW139 fleet in Australia grows stronger with order for three more HEMS/SAR helicopters to be supplied by CHC Australia to Western Australia’s Emergency Rescue Helicopter Service (EHRS), with delivery in early 2023. They will carry out a range of HEMS, Search and Rescue and Inter-Hospital Patient Transport missions from the Jandakot and Bunbury Airports on behalf of the ERHS.

The leading helicopter model in Australia for EMS, the AW139 has been chosen by several operators with a fleet of over 60 units today also performing law enforcement, offshore and government duties



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The new aircraft will feature a wide range of tailored equipment including, among others, 4-axis DAFCS (Digital Automatic Flight Control System) autopilot enhanced with Hover Mode, TCAS II (Traffic Collision Avoidance System), searchlight, camera, wire cutter and rescue hoist. The special HEMS interior and the advanced mission console will be installed in Australia.

## CANADA

While Leonardo remains fully engaged with the Canadian Government in relation to the upgrade of its CH-149 Cormorant Search and Rescue (SAR) helicopter fleet after the decision that the Canadian government could not afford the work set to reinvestigate the fleet after 20 years' service.

The CH-149 Cormorant fleet requires a mid-life upgrade which is being proposed by Team Cormorant, a collaboration of Leonardo, together with its Canadian partners, IMP Aerospace and Defence, CAE, GE Canada, and Collins Aerospace Canada. The Cormorant Mid-Life Upgrade (CMLU) Project will address obsolescence issues, ensure compliance with emerging airspace requirements, extend the life expectancy of the fleet to 2042+ and provide the option to augment the fleet, enabling the return of Cormorant helicopters to the Main Operating Base (MOB) Trenton.

During a recent mission, the rescue of 31 people from a sinking offshore scallop dragger off the coast of Nova Scotia in 2021. The Cormorant was part of a fixed- and rotary-wing team that supported this critical rescue operation. Further testament to the RCAF crews and Cormorant helicopters is the SAR mission conducted by three CH-149 helicopters from MOB Comox in November 2021. Following unprecedented landslides that occurred near Agassiz, British Columbia, hundreds of travellers were stranded and required immediate airlift evacuation. With expert coordination, the Cormorant crews orchestrated multiple landings on a congested and debris-covered Highway 7 in deteriorating weather with gale force winds. With daylight waning, the evacuation of 311 people, 26 dogs, and 1 cat was successfully undertaken. From the first mission in 2001 to 2022 SAR operations, operational success is only possible due to the ever-evolving capabilities of the Cormorant alongside the hard-working crews who operate and support the multi-role medium-heavy three-engine helicopter.

## MALTA

ARMED FORCES: The Air Wing element recently marked its 50 years. To mark the anniversary Malta Aviation Museum, Ta' Qali, Malta was due to hold an event which included an official Armed Forces Air Wing book launch on July 1. The launch of "THE AIR WING of the ARMED FORCES OF MALTA" will be followed by a reception. All proceeds from the book will go towards the Malta Aviation Museum Foundation.

The museum currently holds two aircraft previously operated by the Air Wing in a variety of emergency services roles - a Agusta-Bell 47 helicopter and a Cessna L-19 Bird Dog light fixed wing.

## NETHERLANDS

SAR: Bristow outbid NHV to win the Dutch SAR contract. The requirement is for two helicopters and a maintenance spare, and Bristow won by offering Leonardo AW189s which they have good experience with on the UK SAR contract.

Parapex Media state that one new AW189 is being built at the Leonardo plant in Italy for the Netherlands contract for delivery later this year.

The remaining two aircraft will be sourced from the existing Bristow AW189 fleet and will be modified to meet the contractual requirements. The second aircraft is an example freed up from offshore work. That has been ferried from Aberdeen to Lee-on-Solent, where it is now on conversion from offshore to SAR spec. The third example is a UK Maritime & Coastguard Agency AW189 which was repainted in Dutch SAR colours and appeared in images taken at Den Helder before it flew back to the Bristow base at Lee-on-Solent, Hampshire, UK where Dutch crews are receiving training for the next four months prior to the contract start date. [Helihub]

## NORWAY

SVALBARD: CHC Helikopterservice (CHC HS) started a new civilian-operated rescue helicopter service for the Governor's Helicopter Service at Svalbard. Under the 10-year contract, CHC HS will provide 24/7 emergency rescue helicopters, with a six-person crew, including a doctor, flying two Airbus AS332L1 plus one backup aircraft to the Norwegian Ministry of Justice.

Meanwhile the military in Norway has given up with the NH 90 helicopter. They concluded that no matter how many hours they were worked on the type, how many parts they ordered they cannot see they will ever make the NH90 capable of meeting the requirements of the Norwegian Armed Forces.

Norwegian Government has decided to end the introduction of the NH90 and has authorized the Norwegian Defence Material Agency to terminate the contract. The Norwegian Defence Material Agency has informed the manufacturer of the NH90, NATO Helicopter Industries (NHI), that it has terminated the contract in its entirety, and that it will be seeking full restitution of all funds and assets received by both parties. The Agency will now begin preparations to return the helicopters along with any spares and equipment received. It will also request a refund from NHI, which will include the approximately NOK five billion it has paid under the contract, in addition to interest and other expenses.



Norway's acquisition of the NH90 began in 2001, with 14 helicopters for Coast Guard and Anti-Submarine Warfare duties originally slated for delivery by the end of 2008. As of today, only eight have been delivered in a fully operational configuration. The fleet is currently required to provide 3.900 flight hours annually but in recent years it has averaged only about 700 hours. The retarded delivery schedule has had a detrimental effect on the SAR capabilities of the country – and therefore resulted in other short-term solutions being put in place. These are part of the Ministry of Justice.

The Norwegian Ministry of Defence will shortly begin the process of identifying an alternative maritime helicopter.

In a statement to Helihub, NH Industries stated they are extremely disappointed by the decision taken by the Norwegian Ministry of Defence and refutes the allegations being made against the NH90 as well as against the Company. NH Industries was not offered the possibility to discuss the latest proposal made to improve the availability of the NH90 in Norway and to address the specific Norwegian requirements. NH Industries considers this termination to be legally groundless.

## UNITED KINGDOM



**MIGRANTS:** Seventeen months ago, Diamond delivered two DA62 MPPs to North Sea Aviation Services (NSAS) operating from Ostend, Belgium. The aircraft are configured in a maritime surveillance fit and feature the latest technology of electro-optical and infrared cameras (EO/IR), maritime radar as well as an AIS (Automatic Identification System for ships). NSAS already operated the DA42 MPP and identified the benefits of the larger DA62 MPP as key motives to upgrade their fleet with the DA62 MPP. #



Equipped with the Multi-Purpose Nose which carries the EO/IR turret, the BR700 belly radome that houses the maritime radar and the single seats including a centre console with integrated radio and control devices for the operators in the rear.

In mid-June one of these aircraft joined operations from Lydd Airport in support of the English Channel migrant traffic surveillance. It coincided with an improvement in the weather at a time when the British government were seeing the total of migrants pass the 10,000 mark and were on the verge of bringing into effect the plan to send some migrants to Rwanda for processing. This aircraft joins two Tekever drones at Lydd and further widens the ever expanding range of aircraft committed to the ongoing sea surveillance mission.

Mystery still surrounds the inclusion of the Generalitat de Catalunya. Institut Cartografic Partenavia P.68 Victor EC-DTS. How that became detached from Barcelona to spend a couple of hours circling off the beaches of France remains unexplained. I guess we have to keep the interest going somehow! image from Wikipedia Pedro Aragão



During the busy week of June 13-19, a total of 1,512 migrants in 36 'small' boats made the journey, an average of 42 migrants per boat. This brought the total known to have made the crossing for the current year in excess of 12,000. Significantly up on last year.

The British Government continues with its threat to introduce selective deportation to Rwanda, but currently faces a clash with the courts over the measure. (see pages 26-27 for an update on these moves)



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# INDUSTRY

Of the end of May Airbus Helicopters Oxford officially announced that it is to build a new facility at Oxford Airport, Kidlington. The announcement was not the actual start of the work – construction of the long driveway up to the site commenced a week earlier.

Airbus Helicopters is joining with the airport authorities in the £40M investment. The current facilities occupied by Airbus Helicopters has been very restrictive for some years now, and the new facility will create opportunities for every aspect of the company's work. Airbus Helicopters UK was originally owned by the Sir Robert McAlpine construction company and traded for many years as McAlpine Helicopters. It was bought by Airbus in November 2007, and renamed as Eurocopter UK Ltd, changing again to Airbus Helicopters UK Ltd in early 2014 in line with the company's global re-branding exercise.



A new facility for the helicopter operation has been planned for Oxford for decades. Original plans have been modified. Plans to place the new build facility on the east perimeter are gone and the new site is on the northern perimeter. Airbus Helicopters UK



Starting from their original facility at Hayes Heliport, close to Heathrow, the company moved to Oxford Airport in 1993. The new facility will be located towards the northern end of the Oxford Airport site and east of the 01/19 main runway. It will be separate from all other current buildings on its own 14 acre / 5.5-hectare site. Plans revealed by Oxford Airport at a recent media briefing show that the Airport will be re-routing the fixed wing taxiways to allow the construction to go ahead. Opening in 2024, it will accommodate a



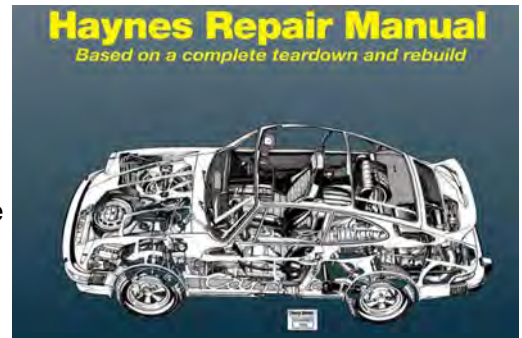
growing workforce, including their apprentice programme, and enable Airbus Helicopters to both deliver increased levels of efficiency and also reduce their environmental footprint.

If Airbus Helicopters is successful, Broughton in North Wales (the site of the main Airbus airliner factory in the UK) will become the production line for all future H175M sales, not just for the UK programme. The current Oxford facility houses all aspects of customer sales and support efforts in the UK for Airbus Helicopters and is the completion centre for airframes delivered new for UK purchasers from the production lines in both France and Germany.

**The end of printed books, perhaps**

Back in December 2020 it was announced that the iconic Haynes Workshop Manual was to be consigned to the history books, after the publisher announced it is to cease all new printed manuals. The books were international and covered virtually every car produced for motoring in Europe and the USA.

Haynes will still continue to publish new guides, but these will come in electronic form only. At that time, it was stated that manuals that already existed would continue to be printed and published physically.



The first Haynes Workshop Manual was published in 1966 for the Austin Healey Sprite, with the iconic cut-away drawings of Terry Davey arriving in 1972. The news came as home mechanics increasingly turn to online tutorials and videos, while Haynes’ own online manuals have become increasingly popular as people turn their backs on books.

Haynes Publishing was founded by John Haynes over 50 years ago but was sold following his death to French firm Infopro Digital for a reported £114M in 2020.

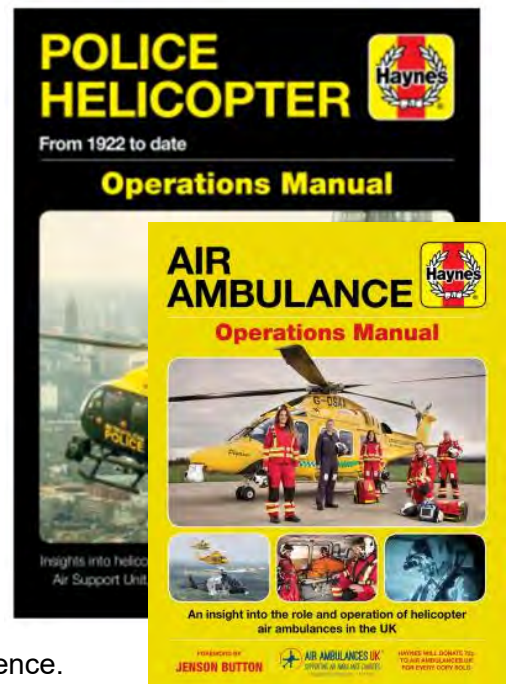
At the time the company stated “Far from it being the end of the road for Haynes, the company is about to embark on an exciting new journey. “

One year ago, there were other changes and the company announced that, with effect of 31st March 2021, Haynes Publishing was unable to accept any new orders for the printed versions of automotive or motorcycle manuals.

This year it seems that even that limited print journey is over, and the company is selling off its Special Titles – those including the aviation and lifestyle titles at knock down prices. It seems unlikely that they will offer digital versions of the titles as the stocks are remaindered off to specialist dealers for sale at prices that have yet to find a level.

By early June the Richard Brandon Police Aviation book was not available from Haynes on-line and the air ambulance title became unavailable shortly afterwards for a while. As this edition closed both were available at knock down prices. At original prices around £25 they were perhaps too expensive for many. For the moment it is not clear whether there is enough stock for sales to continue for long. Are they about to be promoted to titles that are sought after and rare?

Well so it seems! Amazon now appears to be the main supplier of many Haynes Books and the police title is now selling at £18. All of which makes the PAR stock more attractive. These are retained primarily as gifts for speakers at the PAVCon Police Aviation Conference.



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**Haivision Inc** and **Cartenav** announced the implementation of Haivision video technology, including the Haivision Media Platform for live streaming over IP networks and a low latency transcoder to power real-time full-motion video (FMV) within CarteNav's AIMS-C4 Common Operating Picture (COP) solution.

AIMS-C4 is a browser-based Common Operating Picture (COP) platform for real-time command and control with historical data dissemination. The platform is centralized and effectively modular for disseminating multi-INT ISR data and video streams while maintaining scalability and secure accessibility across teams or governmental agencies – bringing the effectiveness of live video to multiple end-users with potentially limited bandwidth.

The Media Platform is a powerful full-motion video solution for ISR operations, enabling critical live monitoring, recording, and distribution of high-quality video over fixed and wireless networks. Critically for ISR, the Media Platform includes the Live Review feature for AIMS-C4 allowing users to quickly scrub back in time and tag critical events during active recordings – enabling real-time analysis and points of interest capture.

CarteNav worked with **IMSAR LLC** to integrate the full command and control capabilities of IMSAR Radar Systems into the AIMS-ISR product suite. The integration to be developed by CarteNav includes the NanoSAR Pods – delivering low SWaP-C multimode radar capabilities with OEM engineering support and expertise provided by IMSAR for today's crewed and uncrewed ISR surveillance platforms. IMSAR's accessible and powerful radar capabilities in AIMS-ISR's local operating picture (LOP) provide operators with maximum situational awareness. The radar system's imaging, monitoring, and surface search capabilities are further enhanced with multi-sensor integrations such as EO/IR, AIS, ESM, and COMINT. The resultant LOP enables operators to unify data management to filter the breadth of the information and set alerts for rapid dissemination of relevant mission data when every second counts.

After 25 years' service the first-generation digital radio system **Airwave** continues to prove difficult to get rid of. The replacement for Airwave is the new Emergency Services Network (ESN) and it faces delay after delay and has obliged police forces across Britain to replace the old radio handsets with new simply to give officers a tool to work with.

The Metropolitan Police in London, UK have bought a large batch of replacement radios – some 30,000 – to keep it going while the replacement radio system (ESN) is now said to be not due until 2028 and counting. That makes it eleven years late.

The Met expects to get at least five years of use out of the newly acquired equipment due to the perpetual delays to the replacement.

The Home Office is leading a cross-government programme to deliver the new **ESN system**. This will replace the current Airwave service used by the emergency services in Great Britain (England, Wales and Scotland) and transform how they operate. The party line is that ESN will enable fast, safe and secure voice, video and data across the 4G network and give first responders immediate access to life-saving data, images and information in live situations and emergencies on the frontline.

Investment in ESN will also mean improvements to 4G network coverage, which will allow 999 calls to be made from any 4G enabled mobile phone in some of the most remote and rural parts of Great Britain where it was not previously possible.

While the technology that supports Airwave is reliable and fit for purpose, its limited capability means it cannot match the opportunities offered by newer critical communications mobile technology. Delays are mainly in the infrastructure; the Home Office are not skilled in building anything fast and the putting in place of the wireless masts has been slow and their promotion of the technology lethargic. They appear to have a new lead figure every year and the result is that the whole project appears rudderless. Meanwhile there are dozens of old and sold former police stations still hosting the Airwave system until—it seems 2028 and counting.

Scrapping the ESN programme will not save money states the Home Office. The Airwave replacement project is seen as challenging but scrapping it at this stage would be a false option.

**Sepura** has launched its first VHF TETRA radios, providing a solution for mission critical users in challenging conditions such as extensive underground networks and remote, expansive outdoor environments.

The VHF solution fills a notable gap in the market for quality VHF TETRA radios, complementing the reliability, security, and mission critical protocols of TETRA with the powerful audio processing of the SC Series radios, ensuring crystal clear audio in loud, wet or dusty conditions.

Variants of the proven SCG22 mobile and the hand-portable SC20 TETRA radios make up the VHF solu-





tion, operating within 136-174MHz. Users will benefit from a globally trusted, proven, and robust solution; the SC20 and SCG22 are relied upon by public safety professionals, oil and gas services, transport, and airport providers.

These devices benefit from an extensive ecosystem of audio, power and carrying accessories as well as advanced functionality from the AppSPACE applications portfolio and wireless programming capability. Sepura's VHF devices were launched at Critical Communications World, held in Vienna. At the same event the company launched the dual-mode version of its SCU3 Broadband Vehicle Device, which now features both TETRA and LTE bearers, allowing true mission-critical voice capability for LTE users. Together the two solutions are part of a proud heritage of technical innovation from the UK based communications experts.



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## ACCIDENTS AND INCIDENTS

As this issue went to press one airborne accident occurred to a fire fighting Bell Huey in Alaska. The first time in memory there were almost no airborne emergency services incidents come to light in a month.

# SAFETY

The UK Air Accidents Investigation Branch has published its Annual Safety Review which includes information on occurrences and the safety action taken or planned in response to AAIB investigations concluded in 2021

The AAIB received 746 occurrence notifications (compared to 826 in 2019 and 553 in 2020) and opened 28 field investigations, five of which were into fatal accidents in the UK resulting in seven deaths. A further 96 investigations were opened by correspondence.

In 2021 the AAIB published 24 field investigation reports. These comprised five investigations into fatal General Aviation accidents, 17 field investigations into non-fatal accidents or serious incidents to both General Aviation and Commercial Air Transport aircraft. Two Unmanned Aircraft System field investigations were also published.

The Branch issued 37 Safety Recommendations including 8 which were classified as safety recommendations of global concern (SRGC). Most of the recommendations related to the regulation of aircraft operations or the regulation of aircraft design, production and manufacturing.

The Review provides details of 188 significant actions to enhance safety taken proactively by the industry in 2021 as a direct result of AAIB investigations.

In addition, the AAIB appointed an accredited representative to 46 overseas investigations in 2021 and these continue to be a very important part of the Branch's work.

The Annual Safety Review is available for download on the UK Air Accidents Investigation Branch website.

The Australian Transport Safety Bureau has issued a Safety Advisory Notice to operators of the UH-1H helicopter, recommending that they inspect the helicopter's 'KAFlex' driveshaft.

The Safety Advisory Notice stems from the ATSB's on-going investigation into a fatal accident involving a UH-1H that was conducting firebombing operations at Labrina, near Launceston, Tasmania on 14 February 2022.

The ATSB previously released a preliminary report from the investigation on 28 April, however, ongoing examination of the wreckage has determined that the helicopter's main driveshaft had failed, with evidence of severe frictional and wear damage to one portion of the shaft.

"It is important to note that this investigation is on-going and the ATSB is yet to make formal findings as to the contributing factors to this accident, and technical examination of the KAFlex shaft is continuing," said ATSB Director Transport Safety Stuart Macleod.

"However, the driveshaft's manufacturer has advised the ATSB that the presence of frictional damage is evidence that the shaft had entered fail-safe mode during operation."

The KAFlex driveshaft was manufactured by Kamatics Corporation in the early 1980s as part of a US Army UH-1H driveshaft retrofit program. It uses flexible plates to accommodate relative movement between the engine and gearbox, and has a fail-safe mode intended to allow for uninterrupted drive for up to 30 minutes of helicopter operation.

However, the manufacturer has advised the ATSB that if a flex-frame attachment bolt were to release, the time before complete shaft failure may be significantly reduced.

Operators should be aware of the manufacturer's concern of a certain serial number range of shafts for the UH 1H that may be fitted with legacy flex-frame attachment hardware.

A number of previous driveshaft failures had already prompted the US Federal Aviation Administration to issue an airworthiness directive to UH-1H operators, which with effect from 25 February 2022 requires them to replace the KAFlex before further flight.

The UH-1H Iroquois (or 'Huey') was originally manufactured by Bell Helicopter for service with the United States Army and other militaries. A number of companies hold supplement type certificates to convert the helicopter for civil operation and registration in the limited/restricted category. The type, and many derivatives operates with many emergency services.

Read the safety advisory notice: [AO-2022-006-SAN-001 UH-1H helicopter main drive shaft failure](#)

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The Air Accidents Investigation Branch has published a report into an investigation into a serious incident involving a MD 900 (G-LNDN), operated by the London Air Ambulance which occurred in Northolt, London, 25 July 2021.

During a flight from the Royal London Hospital to RAF Northolt, G-LNDN suffered a series of seemingly unconnected electrical system faults.

The first faults related to the stability augmentation system and the commander's flight instrument displays but did not materially affect the conduct of the flight. Later, when approximately 4 nm from their destination, the pilots were alerted to electronic engine control system fault indications for both engines. A 'critical' fault on the right engine required the pilots to manually control its throttle but the fault on the left engine was non-critical and the engine operated as expected in the normal (automatic) control mode. The pilots were able to complete an uneventful approach and landing at RAF Northolt.

The investigation found that the electrical failures were the result of water ingress from the right engine bay onto electronic components located in the rear fuselage area. The full report is on the AAIB web site.

## UNMANNED

German drone delivery pioneer Wingcopter and Continental Drones Ltd., a subsidiary of Ghana- and Dubai-based Atlantic Trust Holding, have signed a partnership agreement to help establish drone-based delivery networks with thousands of the drones across the African continent. These networks will improve the reliability and efficiency of existing supply chains and also help create completely new ones. Last month the companies announced that Continental Drones has become a Wingcopter Authorised Partner (WAPP) for all 49 sub-Saharan countries. Over the next five years, the goal of the two partners is to deploy 12,000 fully electric Wingcopter 198, the world's most advanced delivery drone, throughout Africa. In many African regions, insufficient infrastructure is one of the biggest barriers to universal health coverage and economic development. Setting up large-scale drone delivery networks across African airspace will propel logistics in these countries to a new level and help build an entirely new transport framework – much faster, cheaper, more sustainable, and more efficient than the development of conventional ground-based infrastructure with all its unhealthy and climate-damaging emissions. Bridging the infrastructure gap through the deployment of large fleets of specialist drones, even in the most remote places, will allow governments and the private sector to leapfrog inefficient infrastructure to climate-neutral, reliable, and fast logistic capabilities.

Wingcopter's technology will be deployed to improve the livelihoods of millions of African people, for example through the on-demand delivery of medicines, vaccines, or laboratory samples but also essential goods for daily use. In addition, it has the potential to turbocharge the economic development of the countries in which the Wingcopter networks will be established by connecting communities more effectively and by creating thousands of new job opportunities to operate these delivery networks.

## PEOPLE

Dorset and Somerset Air Ambulance has announced the appointment of Charles Hackett (right) as their new Chief Executive Officer, following the retirement of Bill Sivewright (left).

Charles joined the life-saving charity late last month, with a wealth of experience across both the commercial and charity sectors as well as experience in working with local government. He spent 17 years at GlaxoSmithKline in a variety of senior roles, including leading the international development, supply and marketing of major new medicines.

For the past five years Charles has been Chief Executive Officer of Destination Plymouth and Mayflower 400; a five-year transformative programme for Plymouth, which has left a lasting legacy of partnership working within the city. [www.dsairambulance.org.uk](http://www.dsairambulance.org.uk)

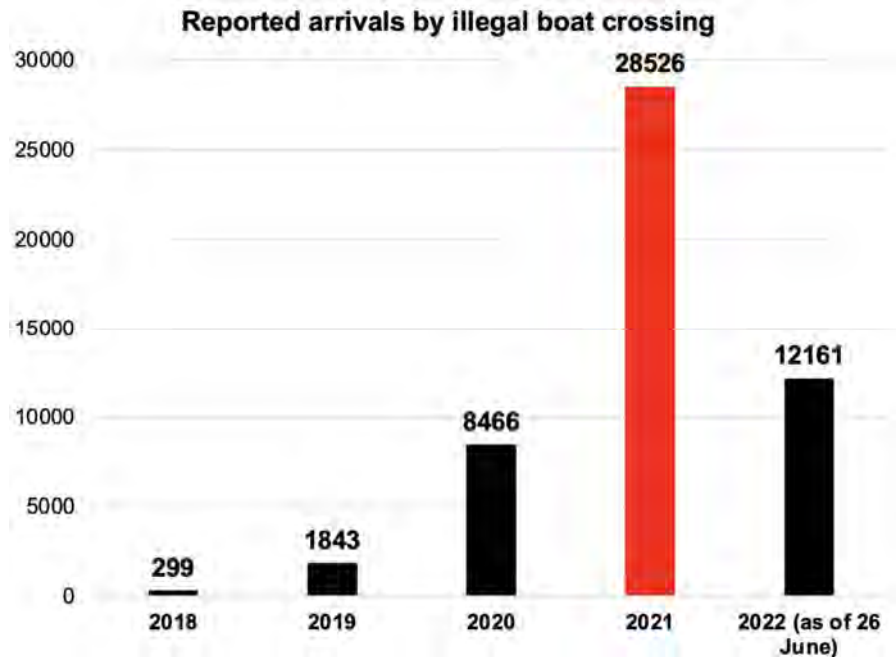



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# CHANNEL PATROL continued.....

## A NEW INITIATIVE

Mid-way through the current year, 2022 the British Government, in an effort to frustrate the criminal people traffickers, those responsible for facilitating entry into the United Kingdom without permission, introduced new legislation, the 'Nationality and Borders Act 2022', with, in addition, arrangements for deporting asylum seekers, those with applications which are considered to be spurious, to Rwanda in central Africa. Rwanda is a member of the British Commonwealth of Nations. Nevertheless, and despite these new initiatives, the number of migrants crossing the English Channel, to enter the United Kingdom without permission, continues to grow at an alarming rate. At the end of June the numbers were well in excess of 12,000. In 2021, a record year in which the total was 28,526 landings, the number in the first 6 months was 5,906, less than half the number for the same period this year!



©Migration Watch UK

Although not yet tested in the courts the new legislation will carry a maximum punishment of life imprisonment for people smugglers and up to 4 years imprisonment for entering the UK without permission. Unfortunately, the first deportation flight to Rwanda was cancelled, shortly before take-off, following an intervention by the European Court of Human Rights. This was despite the fact that the British High Court and the Court of Appeal had judged the flight to be lawful. New legislation to address this issue of legal primacy is now in prospect.

On the one hand, many people, probably the majority, regard the protection of national borders, together with the prosecution of criminals, the people smugglers to be perfectly reasonable, whilst others imagine that every person who pays a criminal to cross the English Channel in a large purpose built inflatable boat, some carrying in excess of 40 passengers, is a genuine asylum seeker escaping persecution in their own country. This is despite that fact that the majority of the migrants are young men between the ages of 18 and 39. These boats, provided by the criminal gangs, have been described by the UK National Crime Agency as 'death traps.'

In a speech at Easter, the head of the Church of England, Archbishop Justin Welby described the proposed deportation flights to Rwanda as, 'ungodly!' The counter view by Bishop Laurent Mbanda, the Archbishop of Rwanda (right) is that, "Removing asylum seekers to Rwanda was not immoral, the country is ready to welcome people needing a home." Moreover, "By accepting the asylum seekers Rwanda is helping to tackle a global crisis."



## AIR PATROLS

Operationally the European Border and Coast Guard Agency (Frontex) have, since December 2021, flown regular air patrols, up to 5 hours in length, off the Belgium and French coast, between Ostend and La Baie de Somme. These air patrols are currently flown, mostly at night, with a Dornier DO 328 belonging to the company NL EASP AIR based in the Netherlands. On the UK side of the median line Her Majesty's Coastguard and the UK Border Force patrol the English Channel with a combination helicopters, AW189, fixed-wing aircraft, Beechcraft King Air and Piper Navajo, and Tekever AR5 and Tekever AR3A drones.

A further initiative is a new patrol aircraft, the Diamond DA62 MPP which is flown by North Sea Aviation Services, a company based in Belgium (see page 18). This 'pocket' maritime patrol aircraft offers comprehensive overwater aerial surveillance at a operating cost which must be significantly less than that of



much larger aircraft such as the ATR-72, in service with the Italian Guardia Finanza and also used by Frontex to patrol the English Channel. Moreover, the cost-effective DA62 provides a response which is proportional to the threat, the 'small' boats carrying migrants which follow the established route from the beaches of northern France towards the White Cliffs of Dover.

### TIME FOR CHANGE

Sadly, and despite numerous patrols, on land, at sea and in the air, the numbers of migrants crossing English Channel to enter the UK without permission continues to grow, year on year. In conjunction with the new legislation, The Nationality and Borders Act, together with the threat of deportation to Rwanda any new initiative, with aircraft, must be:

- \* Proportional.
- \* Targeted.
- \* Persistent

Within an overall strategy of 'detect and deter' every people trafficker and every migrant who attempts to launch an inflatable boat from a beach in Belgium and France must be assured that he will be seen, he will be stopped and the boat will be destroyed.

Only then will the highly dangerous cross-Channel route be closed, forever! It is pointless and, quite frankly, a waste of public money to patrol the English Channel with a large aircraft, for example the RAF's Airbus A400M Atlas transport aircraft, with the crew carrying a pair of stabilised binoculars, as has happened in the past.

The same binoculars may, of course, be carried by the crew of a light training aircraft patrolling the beaches of northern France between Dunkirk and Le Touquet, the known departure point for the inflatable boats carrying migrants into the English Channel, the world's busiest shipping lane! Members of the UK's 'voluntary sector' could form an auxiliary air unit which would add more patrol aircraft to those light aircraft which may already be available; a 'force multiplier'. Unfortunately, recommendations to use volunteers with their own aircraft to increase the capability to HM Coastguard, in much the same way as the volunteer crews of the Royal National Lifeboat Institution, continues to fall on deaf ears!

### CONCLUSION

In truth, the problem of migrants risking their lives by crossing the English Channel, the worlds busiest shipping lane, in boats described as 'death traps' could be solved within weeks if the President of France, Emmanuel Macron would accept the offer made by the British Prime Minister, Boris Johnson, in November 2021. This offer, another initiative that has fallen on deaf ears, was to conduct joint land, sea and air patrols, including, in the air, persistent air patrols of the French beaches from which the migrants launch their inflatable boats. This offer was made following the loss of 27 migrants after their boat came to grief near Calais. In the meantime, the Royal Navy is now in charge of counter-migrant operations on the UK side of the English Channel. Their mission is to detect and to detain every person who attempts to enter the UK without permission in a small boat. Nevertheless, stopping the migrant traffic completely still remains a problem that may yet be resolved, but not today, or tomorrow, it would seem.

Tony Cowan is a retired RAF senior officer who flew maritime air patrols, in a BAe Nimrod MR2P, including the longest patrol of the South Atlantic, 19 hours and 5 minutes, during the Falklands conflict. He also flew as a police and air ambulance pilot. He now flies his own aircraft, a Victa T5 Super 150 which he has flown on numerous occasions in support of the emergency services, to search for missing persons and to complete discrete air to ground photography.



# MOVE ALONG THERE

We live in times when aircraft, particularly airliners, have a short life. Much to do with the Pandemic and over production of new aircraft. The result is that many aircraft are facing withdrawal from service, parking up in a remote spot and breaking for parts long before their time.

An industry has grown up around the parts produced and large chunks – certainly not many complete airframes – are appearing as keepsakes and furniture. And the prices are not particularly cheap. Complete airframes are being re-purposed as caravans, trailers and quirky accommodation but they are not common.

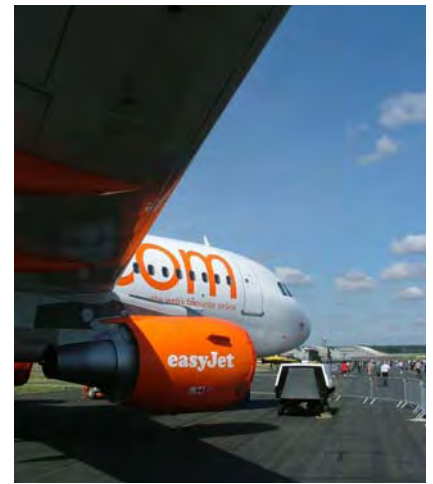
There are plenty of options where aluminium from scrap aircraft can be re-used, including the production items used for daily use such as drinks cans, aerosols, bottle tops, plates, coins and even window frames.

Some aircraft parts, such as wings or engine compartments, are being re-purposed as a piece of exclusive furniture and can be turned into aviation-themed tables, conference desks, wall hangings and chairs. The resultant works may have a life, but they will not be forever attractive and likely to end up as trash when the lady of the house tires of them!

In Britain there are some notable sellers of all the bits that are extracted from retired aircraft, some are being sold as useful items and others as art (which description serves to inflate the price somewhat).

Six years ago, Daren Hales and Darren Lewington set up an art and aircraft furniture business aiming to transform modern home and office design with aviation details. They founded a company called Aerotiques based in Meteor Business Park, part of the Gloucestershire Airport (Staverton) which turns aircraft materials and components into aviation art and furniture varying from large boardroom centrepieces to simple gifts including clocks, desk stands, cufflinks, bracelets, coffee tables, table lamps, mirrors and even bottle openers.

On the other side of England, and recently pushing their wares at the ExCel Centre in London's Docklands, Dappr Aviation based at Rougham, in Suffolk presented items large and small to the general public in a home improvement show Grand Designs Live. Whether that sort of non-aviation audience snapped up the material on offer is not clear, but the prices were certainly out of the ordinary for mere scrap. This company has offered several non-airline pieces including a highly polished half tail section of a Fenestron from a helicopter – not something for the average front room and not on offer at ExCel! Maybe they missed a point there. Looking at some of the collections of nuts, bolts and bits making up chairs I am glad that my kids did not buy me one for Fathers Day – I am not sure whether I could survive a topple under one. They look heavy!





The recent PAVCon Europe allowed time to stray into subjects not necessarily aviation related. One track of conversation included an illuminating discussion I had on the side-lines about the 1791 US Constitution “**Right to Bear Arms**” very much a subject of the minute. In the end it is fair to say the two opposing views did not get any closer! I am only glad that my time in the police was in a period when the British public most certainly did not have the right to bear arms and I was not therefore regularly encumbered with the need for hauling around a loaded weapon to do my job.



**Mission Accomplished.**

Regular readers will have read, perhaps with increasing boredom, about the chequered career of the Vulcanair P68R in UK police service. Sometimes the P68 was declared the wrong aircraft for the task, sometimes it was undertaking the task set for it well. I would say that the outcome was a draw that suggested that someone got the original UK police specification wrong in debatable circumstances. Clearly the three main recipients of this critique have been Airborne Technologies, Vulcanair and NPAS. It is notable that neither Vulcanair nor NPAS have engaged on the subject. The former recently made a point of cancelling their free subscription to PAN – presumably not wishing to view let alone engage in the debate.

It all lacks a bit of professionalism.

Contrast those attitudes with the recent 2022 edition of PAVCon Europe held at the magnificent facility of Airborne Technologies (ABT) in Wiener Neustadt, close to Vienna, Austria. ABT is the birthplace of four blue and yellow Vulcanair P68R aircraft owned and operated by the NPAS in the UK, it also was the birthplace of a similar fixed wing P68 Observer operated by the police in Germany and another recently delivered to a French Dependency in the Indian Ocean. ABT know the P68 and produce it to meet the expressed needs of the customer. In recent years there has been much comment within Police Aviation News about the selection and role equipping of the four P68R for NPAS, most of it was negative and speculative and settled down to ‘blame’ NPAS for selecting the wrong airframe for their perceived mission. Naturally some of that process resulted in negative comment rubbing off on ABT. At times there were terse words exchanged on this and other subjects from time to time but at no time was there a disconnect between PAN and ABT. That said both parties were hampered by a blanket of silence enforced on ABT and others by NPAS management. Fortunately ABT has many other customers.



Bryn Elliott and Wolfgang Grumeth after the ambush at this years PAVCon Europe—marking a superb event hosted by ABT.

The point is though that the editor and ABT continued to talk about very real day-to-day issues affecting the aviation industry as a whole. Each was doing their own job. As a result the planning and realisation of the event had its stresses but it was a pleasure to work together.

Contrast this year’s PAVCon Police Aviation Conference in Austria with that held in 2017 in Doncaster, UK. – and the years since. As NPAS hunkers down to embrace a deep but silent hurt, ABT has blossomed in a cooperative organisation between, themselves and PAVCon Europe which remains one and the same as the ‘negative comment’ publication Police Aviation News. ABT “ambushed” your editor to mark the 25 years of Police Aviation News and a really superb working relationship over the past decade and in recent months. Thank you Wolfgang, Markus, Katrin, George and all the team for making the event work.

The result is that forty organisations – many of them direct commercial competitors for ABT – arrived in Wiener Neustadt and talked, took food and refreshment for two full days and got on together. I predict that it is likely that every one of those attendees will have reason to work, collectively or individually, with each other in coming years to enhance the future for all concerned. All those were brought together to meet representatives of nearly a dozen – potential customer - police forces.

#



## FUTURE EVENTS

Long standing plans to run the next PAVCon Europe Police Aviation Conference in Luxembourg are on hold.

Previous conversations with the police air unit in Luxembourg had settled on an event as soon as they had their new aircraft in service and the new unit hangar built. This pathway was affected by the recent Pandemic but has been advertised for some time as 2023.

In recent days it has been learned that the unit no longer see next year as a possibility, and they are now planning on 2024. The site is owned by Luxembourg Air Rescue and any future moves will need to be in coordination with them.

Meanwhile the team at **PAVCon Europe** are exploring other possibilities including Bilbao, Spain. As this option was only first talked of during the 2022 event it cannot be taken as a serious contender yet. The fact that we have been there before in 2011 will greatly assist the process but a great deal of up-to-date research will need to be undertaken in coming months. The important part is that there is a desire and a will to endure PAVCon Europe continues to embrace multi-national cooperation between the nations of Europe.

The fact that PAVCon Europe is managed from outside Europe these days (since Brexit) may be an oddity but nothing has really changed.

After losing out for one year registration for arguably the most important aerospace and defence event in the UK over four years, **Farnborough International Airshow 2022**, is now open for registrations and returns later this month.

Taking place 18-22 July 2022, the event will see global aerospace and aviation leaders return to Hampshire, United Kingdom, for five days of unrivalled opportunities to discover the latest pioneering technology and engineering, announce historic partnerships, build connections and work towards the cumulative sustainable aerospace vision as an industry.

New for 2022, the Aerospace Global Forum will revolutionise how the industry will share knowledge and tackle global challenges. Bolstering Farnborough International Airshow's position as the pinnacle aerospace event, the Aerospace Global Forum will see pioneers and innovators from across the worldwide technology, sustainability, engineering, space, and defence spheres convene and immerse themselves in driving accelerated material change through an aerospace lens.

Gareth Rogers, CEO of Farnborough International, said: "With the entire world now focusing on the critical health and sustainability of the planet, we are at the most important junction in the history of aerospace. Without face-to-face opportunities to discuss the opportunities and challenges for the future of aerospace over the last two years.

The event will attract Airbus, Boeing, Boom Supersonic, Lockheed Martin, Rolls-Royce and GE Aviation, exhibiting their latest aircraft, innovations and technology at the show.

For more information on attending or exhibiting, visit the Farnborough International Airshow website, <https://www.farnboroughairshow.com/fia2022/>

The Airborne Public Safety Association offers the best in manned and unmanned public safety aviation education and networking, all in one location! **APSCON 2022 and APSCON Unmanned 2022** (formerly Public Safety Drone Expo) will take place concurrently in Reno, Nevada, USA the week of July 25-30. Conducted as separate educational events with a shared exhibit hall, you now have access to industry-leading public safety aviation training, products and services in one location no matter what type of aircraft you operate!

APSCON 2022 and APSCON *Unmanned* provide unique public safety aviation education and training through conference courses and classes such as airborne thermography, aerial tactics, unit management, flight safety, maintenance and mission techniques, all presented by subject matter experts. The exhibit hall will be a great place to check out the latest, cutting-edge technology while networking with your peers and friends. And don't forget the outstanding social/networking events sponsored by our generous corporate supporters.



50 years. 1972-2022 The scene has changed a great deal from Farnborough 1972 [Flight Rendition of the time} but the level of interest in this show will not have receded in the decades since.



A little further along in the calendar are the Emergency Services Show – always a popular visit even if mainly for fire and ambulance content and Helitech.

In September 2022 the Emergency Services Show will again take place at the National Exhibition Centre (NEC) Birmingham, UK. The Emergency Services Show is the UK's leading annual showcase of the blue light sector, featuring over 450 exhibitors, live demonstrations, unique learning opportunities and unrivalled networking.

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

The event is not strong on police aviation but does include drones of all services.

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



Helitech, the poor British brother of the once great but now split event that became European Rotors [Cologne in November] and Helitech [revived] via Vertical Lift.

It is noteworthy that the show is using the same advertising this year as it did last and is wheeling out many of the same speakers' names and faces as appeared last time out. We can be sure that there will not be 300 exhibitors and that many of the listed speakers will fail to turn out—if only because they simply had not realised they had been selected to speak! Seeing the list on the website last month led me to directly asking 2-3 of the speakers if they are speaking. They are not, and it is clearly not worth me wasting my time ringing everyone.

So, I might assume that the marketing is yet again built on a pack of lies. Perhaps as 'lies' might bring about tears I will call them 'untruths' – they mean the same but may be less hurtful. Whatever they are they devalue the whole event. Helitech should be sold for what it is not some delusion of grandeur that dreams up 200 additional exhibitors and several speakers that are simply not there. As I wrote last time, when you get over the lies there is some good stuff to take on board. The full report on the show is still online at the back of the November 2021 edition of PAN but some details from it are ....

*(The Helitech) event worked on many levels but I tend not to congratulate the organisers – it worked despite the organisers simply because it was an event of its time, a long overdue post Covid opportunity to Network.*

*There are caveats, but Helitech was certainly not a business disaster, it put potential customers in the path of several exhibitors.*

*Based on current advertising, with their illusory 300 exhibitors and more, the organisers have not been listening again. But I have booked a visit.*





**AIRBORNE TECHNOLOGIE**

**PAVCon  
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Europe**

**Wiener Neustadt, Austria**

**Police Aviation News**



# SPECIAL REPORT

## PAvCon Europe Police Aviation Conference

For those attending I am certain it can be emphatically stated success was in the air. The same was said about the last face-to-face event in Amsterdam in 2019 but they were very different events. The 2019 event was of necessity cramped and difficult at times, the 2022 event was free and easy and held at a venue with plenty of space.

This year's event included something of a pent-up need to get meeting each other in person. Nominally a two-day event the main show was preceded by a training day aimed at police tactical flight officers at a hotel in the town whilst also acting as the setting up day for exhibitors at the airport. Three dates for a two-day conference and exhibition does cause confusion for those unfamiliar with the event but, with travel to and from, for most it takes up at least four days of their lives, so you sometimes need to pay attention to the details!

The event was mainly sponsored by Flysight and Leonardo, but it is the nature of the gathering that all commercial attendees play their part financially in its success

The airport location in Wiener Neustadt, close to Vienna, Austria, is not new, but the host building the event was held in did not exist when PAVCon was last there in 2013. There are two airfields in the town, East is the commercial base for such as Diamond, Airborne Technologies and Schiebel and West is a large underused military area that will in a year or so house the new Vienna base of the police air wing.

The working facility of Airborne Technologies was a whole new experience. A beautiful facility – inasmuch as a mere hangar, offices and workshop can be seen as a thing of beauty – and welcoming hosts go a long way to making any event a success. In this case the hosts piled on the feel-good factor for all of their guests. There was trepidation for many, ABT were after all inviting their 'deadliest rivals' into their centre of excellence. Equally on their part the visitors were accepting that invite. For each it was a matter of discussion no doubt.



Regular PAVCon attendees will be fully aware that things go wrong at times and that due to 'issues beyond the control of the organiser' a bought and paid for space can suddenly shrink. That happened last time out when at little notice the event was barred from an ample hangar on Schiphol International Airport was exchanged for decidedly cramped space in a nearby hotel. Thankfully everyone took the privations on the chin and worked from the little space available. Thanks to a very accommodating hotel and its staff the event was declared a success.

This year each of the exhibitors was assigned 2.5 metres of space, but in fact most of them had more thanks to the ample size of the facility and the fact that outside the hangar door was not an International Airport! It is a lesson PAVCon has learned twice now, big airport, big trouble.

#

The small airport gave us a static aircraft park this year, an added attraction we have missed for some time now, Warsaw and 2018 in fact.

Aircraft at the event, somewhat muted by the heavy rain late on day 1 of the main conference were the resident airborne test bed Vulcanair P68R OE-FGG operated by Airborne Technologies (ABT), the Viking/DHC Twin Otter demonstrator, C-GVKI, also again staying over with ABT. Over the two days Diamond sent over a variety of examples of their surveillance twins, a pair of Diamond DA62 including OE-FXX, the aircraft scheduled to undertake a tour of the USA later this month and into August and a SAR configured DA-42 Sentient exhibited jointly with Elbit Systems. The DA42 MPP utilised for this demonstration was equipped with a ViDAR (Visual Detection and Ranging) Pod developed by Australian company Sentient Vision Systems, a Trakka EO/IR gimbal and an AIS receiver, and CarteNav AIMS-ISR Mission Software

The aircraft came to notice in late October 2021 when it was operating over the North Sea off Belgium when primarily on a customer flight demonstration. That suddenly turned into a real-life Search and Rescue (SAR) mission. All 24 migrants in a small boat in distress were rescued after they were found in record time by the role equipped DA42 temporarily operating from North Sea Aviation Services Ostend, Belgium.

The Austrian Police demonstrated and exhibited one of their EC135s OE-BXG undertaking Rappelling on the first day in the grassy area beside the runway. Next year the helicopter currently operating from the centre of Vienna will move to a new facility being built on Wiener Neustadt West – the military airfield some distance away from the airfield used by PAVCon Europe.

In addition the day-to-day traffic of the airfield filled in the skyline for added traffic—although in fairness most of that was local traffic from the busy Diamond factory across the runway!

Yes, it rained a fair bit, but the rain did not significantly depress the overall success of the show. The opening hours were dry and sunny and that allowed delegates and visitors ample time to see the demonstration and the static airframes before they were obliged to pay full attention to the indoor displays. On day two the weather was equally kind for delegates to take in the changed aircraft provided by Diamond.

There were some missing companies and organisations you might expect to thrive there. Next door neighbours Schiebel, occupying a factory about 100 metres away, were regularly invited to attend but they simply ignored the approaches. One member of staff from Schiebel called in at ABT but it was nothing to do with the event. The company may have been absent but several attendees who had a growing interest in the unmanned simply assumed they would have a representative on site at the event and were astounded they were not.



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Also missing were L3 Harris Wescam and Teledyne FLIR, in both their cases the new takeover corporations (Harris and Teledyne) are exhibiting a strange US corporate tendency not to understand their products. It appears that they are actually halting their sales staff from attending events. The fact that these appear to be events outside the USA suggests that they believe that they are so self-important that the world will come to them at their events in the USA if they want them. Meanwhile, as confusion apparently reigns in the boardrooms of America, the supposed lesser beings in Trakka, Hensoldt and Shotover are meeting their potential customers with attractive non-ITAR products that operate just as well if not better.

After a number of late cancellations, the event found that it had no serving police officers from France, Germany, Norway, Sweden, Finland or, inevitably, the United Kingdom. Some of this can be ascribed to the fact that there was a multi-national training event being held by the police in Amsterdam a week later but it is more likely a boardroom problem.

The conference programme held above the main exhibition in a light and airy room that got a bit hot at times. The decision by ABT to pay a lot extra for sound deadening glass on construction paid off as the room was rarely disturbed by the noises from below – that is a constant problem when the two elements are in close proximity. Another positive tick for ABT.

The programme is still posted on the website so I will not detail the content, suffice to say it was a good mix of safety and technology that attracted good full audiences and that suggests it was a useful programme. With the delights of the drinks and food counter below there might be a danger that none stop eating was on the cards.



**PAvCon Europe**  
...the best of everything...





The conference was rounded off, as has become customary, by Joseba Mendizabal from the Basque Police. Although he missed the last event in 2019 as he was on a piloting course it is clear that his last show of the day retains all the attraction it had in the past. Conferences are famous for failing to keep an audience to the last .... exhibitors and delegates drift off home mid-afternoon and the conference room empties. It does not happen when Joseba steps up to the podium, the room is invariably as full as it was when the show started - his tongue in cheek presentation on the lighter side of police aviation, the Country Club attitude of some operations and bosses that really do not have a clue about aviation — or even a decision in them. It is a universal and international problem, always the wrong people get the job of running the operation and that provides endless opportunities for humour to emerge.

This year the airline lost Joseba’s suitcase (one of several attendees so afflicted) and as a result Joseba lived for two days in hand me downs from other people’s suitcases. As a result, the presentation was modified, and Stinky Joe was created. That joke quickly took hold and resulted in a badge being quickly ordered and officially handed over at the Training Course in Amsterdam the following week.



The spirit of PAVCon Europe lives on and clearly knows no international boundaries (so far anyway)!





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The logo for Farnborough International Airshow features a stylized white graphic of five horizontal lines curving upwards, resembling a wing or a signal. Below this graphic, the words "FARNBOROUGH" and "INTERNATIONAL" are written in a bold, white, sans-serif font, stacked vertically.

AIRSHOW

18-22 JULY 2022