

Police Aviation News

©Police Aviation Research

Issue 317

September 2022

CHANNEL DASHED

THE LOSING BATTLE OVER THE ENGLISH CHANNEL



**AIRBORNE SURVEILLANCE
MEANS GETTING UP THERE**

SITTING ON THE GROUND ACHIEVES NOTHING



FROM THE INVENTORS OF THE CHURCHILL NAVIGATION ARS
M2 EO/IR MULTI-SENSOR SYSTEM

M2 SYSTEM HIGHLIGHTS

- » Unique 6-axis design provides outstanding stabilization with no “gimbal-lock” and level horizon
- » Embedded next generation Augmented Reality System provides unsurpassed situational awareness
- » Fully automated for hands-free following of vehicles, roads, railways, and other data objects
- » Advanced Image Blending combines color and thermal sensors into one information-rich scene
- » Real-time Anti-Turbulence Filter extends viewing distance in hot and humid conditions
- » Innovative software-defined features such as “ViewHold” to adjust zoom optics while maneuvering

APPLICATIONS

- » Law Enforcement
- » Search & Rescue
- » Border Security
- » Maritime Interdiction
- » Fire Fighting
- » Disaster Response
- » Environmental Monitoring

UNRIVALED SUPPORT AND WARRANTY
1 YEAR, 100% MONEY-BACK GUARANTEE

**SHOT
OVER**

OFFERING A FULL SUITE OF GIMBAL AND SOFTWARE SOLUTIONS



ARS



EARTHSCAPE



ION



K1



F1



M1



M2



B1



G1

SHOTOVER.COM
+1 720 680-2457 info@shotover.com

EDITORIAL

Life is made up of anniversaries and another one is looming.

We have talked of ten years of NPAS for some months now, somewhat inaccurately, the real launch date of the operational part of the organisation was in the early hours of October 2012. Nonetheless the ten years necessarily includes the many months of planning that went into creation of an organisation that ultimately failed.

What we have now bears little relation to that first plan. The base airfields that were proposed in the original were found to be constantly fogbound or simply owned by organisations that did not want the police cluttering up their airport. They demonstrated early on that it really does pay to do your research occasionally and from day one NPAS exhibited a constant theme of not asking the correct basic questions surely one of the bedrocks of any police investigation. Sadly, they never improved their performance.

All the experts, many of course retired and therefore all too easily dismissed, said that NPAS was destined to fail and sadly no-one proved those experts wrong in the short, medium or long term.

Even if it is possible, it will take a lot of time and money to put all he wrongs right and after the passage of a decade there are few out there that might want to take on the task.

It was all about the money they said, but that was an untruth. In recent weeks we have seen from a leaked military report and other documents that no less than £470M has been pumped into deterring the sea migrants and much of that has been paid to France for little or no tangible return. Several new ships and many new aircraft and drones have been financed just to poorly guard one small corner of the English coastline while ten times that amount has been denied to keeping the Queen's Peace in the rest of England and Wales by keeping police aviation inefficient and run by people with little or no focussed aviation skillsets.



Happy Birthday NPAS: Always a surprise in there somewhere

It could have been worse of course. The government might have given all that money to NPAS to spend how they chose. The outcome of that would probably have been a hundred times worse, they would probably have built themselves a whole new headquarters rather than scratching around in part of the existing police HQ in Wakefield. Simply examining the ever-changing police leadership of the organisation is depressing. Individually they have been nice people but peel away the crust and it turned out that we were faced with leaders who consorted with convicted criminals and others who were reported to be staff bullies. A consistent thread has been people who climb over the backs of others to attain an enhanced position – often reflected by extra pay and pension credits, medals, a knighthood or a new job further up the pile. The many different faces have consistently failed to make strategic decisions and carry them through, none have exhibited or promoted an understanding of police aviation.



A recent report from Her Majesty's Inspectorate on policing in general points an accusing finger at Chief Officers of Police not adequately supervising. You may recall that HMICFRS did a damning report on NPAS that time has proved to be very accurate. Unfortunately, history tells us that the NPCC will simply ignore every word of the new report just as it did with the aviation report.

Bryn Elliott

COVER IMAGE: Diamond Aircraft Austria and **Air Bear Tactical** are continuing to tour the first DA62-MPP special mission aircraft to arrive in North America. The aircraft is making stops at trade shows and airports across the USA introducing the most modern and efficient special mission aircraft for public safety and industry. The aircraft is seen here at the June 2022 PAVCon event prior to departure to the USA. Meanwhile a Belgian example of the Diamond DA62 has joined the air observation of the now 25,000 migrants setting off from the beaches of France this year. (PAR)

#

Police Aviation News is published monthly by **POLICE AVIATION RESEARCH**,
 7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ UK.
 Contacts: **Cell:** +44 7778 296650 **Skype:** BrynElliott or +44 20 8144 1914
E-mail: editor@policeaviationnews.com and policeaviation@hotmail.com

Police Aviation Research Airborne Public Safety Association Member since 1994—Corporate Member since 2014

SPONSORS

Anodyne Electronics
 Teledyne FLIR Systems
 L3 Harris/Wescam
 Shotover
 Trakka Systems

Airborne Public Safety Association

www.aem-corp.com

www.flir.com

www.l3harris.com

www.shotover.com

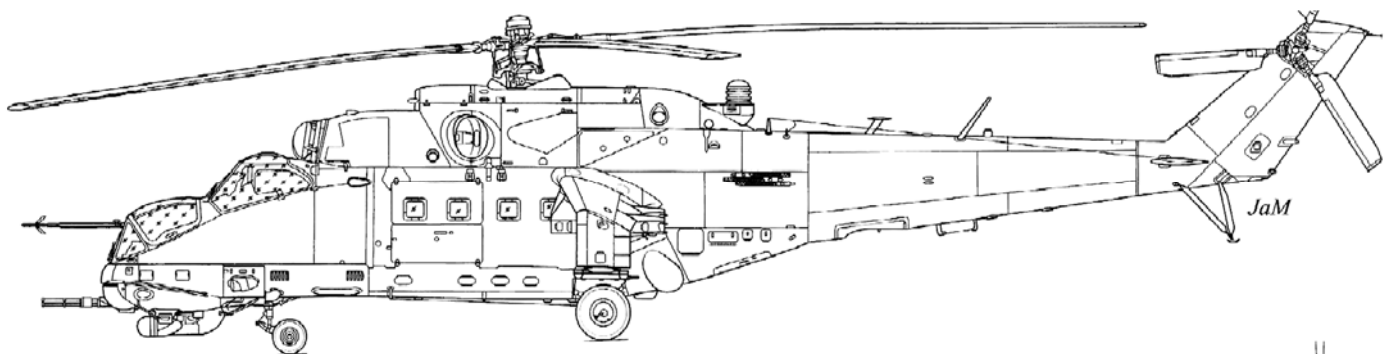
www.trakkasystems.com

www.publicsafetyaviation.org

LAW ENFORCEMENT

BRAZIL

AMAZON: Due primarily to the ongoing anti-Russia embargoes an air force helicopter fleet primarily assigned to anti-drug work in the Amazon Region has been deactivated. They were based in the city of Porto Velho, in the Amazon, serving in border surveillance operations, acting primarily against drug trafficking. They could be used to intercept small planes undertaking illegal delivery flights.



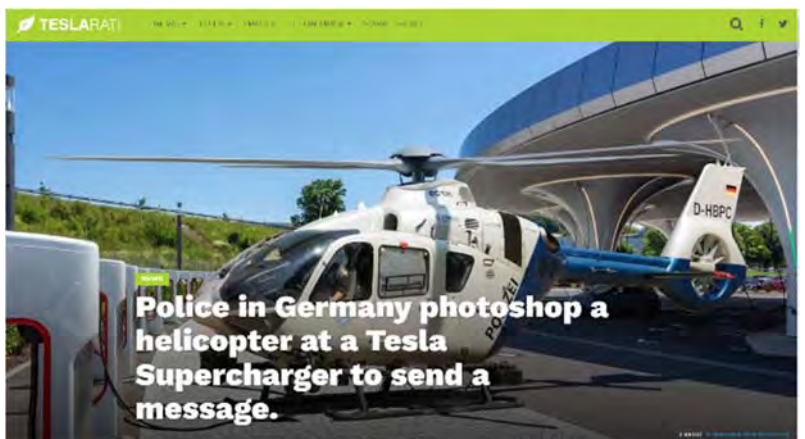
In March 2022 the air force decommissioned the Mil Mi-35 helicopters and placed them in store. The only recent air movement being to fly one of the fleet of twelve into a museum at the Afonsos Air Base in Rio de Janeiro. This helicopter AH-2 Sabre FAB 8961 is now part of the collection of the Aerospace Museum.

The assault and reconnaissance helicopters were purchased by Brazil in 2008 for \$386M. The aircraft were delivered between 2010 and 2015, so the newest ones have accumulated few flight hours.

GERMANY

BAVARIA: Most of us will be aware of reports of electric vehicle (EV) owners going to a charging station only to find that none of them are working or to find a non-EV blocking them from charging their vehicles.

Many police forces simply shrug off the problem as nothing to do with them but that does not necessarily apply in Bavaria. In some countries the police are getting involved. The Schwaben North Police set up a day of action against blocking charging stations, it was launched, and Adobe Photoshop brought in as a fuel saving strategy.



According to *TeslaMag*, Reiner Berndt, a press spokesman for the department said that the Bavarian police organised the day of action against the practice and a false image photo publicised to emphasise that designated charging stations should only be used for the correct purpose.

The Schwaben North Police Department is located in Augsburg and is the police headquarters of the Bavarian Police which is responsible for the City of Augsburg and surrounding districts.

Ed: It was a good job it was only a Photoshop exercise. A few days later in London (England) a speeding Range Rover crashed through a barrier, into a Tesler charging compound, bounced off a Tesler at a charging point injuring a man and finally ended up on a railway line. One woman died and three people were injured. Dangerous places charging stations (if you can afford to use them).

SOUTH AFRICA

SOUTH AFRICAN POLICE SERVICE: It is believed that the police service has ordered one or more Airbus Helicopters H125 helicopters to replace recent attrition losses amongst its fleet of Eurocopter AS350 helicopters.

A year ago, there were news reports of the ageing helicopters suffering poor availability, with Eastern Cape having all four of its fleet grounded at one stage.



EVOLVING EO/IR TECHNOLOGY FOR ADVANCED MISSIONS

Supporting global airborne law enforcement agencies with 45 years of product evolution and flight-proven technologies.

Missions are longer, more complex and need to be executed faster. More is expected of you and your crew each and every time you fly. L3Harris' electro-optical and infrared systems are designed with the latest technologies to address changing mission requirements. Delivering robust performance and ease-of-use, WESCAM MX™ sensor systems enable operators to see more, operate easier and analyze live video intelligence with confidence. When minutes count, trust WESCAM MX systems to help you see first and act first.



L3HARRIS.COM

UNITED KINGDOM

NATIONAL: Ten years ago, they wanted to set up a truly independent National Police Air Service in England and Wales that would improve on the existing air support model that was largely well regarded in the law enforcement industry. The plan was to improve efficiency of purchasing power and operating. Those initial plans were halted when the original independent model was found to be hampered by tax issues. As a result, the plan was changed and NPAS was to be operated by an existing police force. There were few volunteers, and some that others would not countenance (the Metropolitan Police were black balled from the start by many forces); eventually West Yorkshire Police stepped up to the table.

Pretty soon NPAS became an organisation full to the brim with self-belief but made up of many who did not understand anything about air policing, those who thought they did, and those that could call upon experience. Perhaps unfortunately, the first batch were made up of the higher police ranks, the second were generally given new higher police ranks and the final group, those that might just know what they were dealing with were made up of lower ranks.

It might have worked in some police forces where rank has less substance over knowledge, but it never stood a chance in West Yorkshire. In many UK police forces it is unheard of for a mere constable to speak direct to the chief, each request has to be referred up through the ranks all of which takes time and is liable to veto at any point. Time and time again those with the experience were unable to put across often valid viewpoints or opinions based on experience. The rest they say is history. Headless chicken syndrome.

The alarm bells should have been ringing with the first plan announced at the launch in October 2012. Many of the base airfields that were proposed were quickly found to be constantly fogbound or simply owned by organisations that did not invite a police aviation presence and were adamant they did not want the police on their airport. It seems that no-one had asked the simplest of questions of the owners. It was just assumed by someone in the planning team they would welcome the police operation. Well, in the case of the airports at Southend and East Midlands they did not. The latter spent years trying to shake off regular attempts by NPAS to set up a base on its land.

In its November 2012 edition PAN reported:

Many on the 'front line' of the existing UK police aviation organisation stuck to their guns and declared that this was a terrible day and that the end of air policing as we know it had come.

Ten years later that opinion has not changed greatly. In one classic case a former police air support officer of senior rank was 'let go' from his post retirement consultancy employment in industry simply because the Chief Constable briefly in charge of NPAS matters threatened the company employing him. He expressed an opinion about how NPAS was failing, and it was not liked. A decade ago blatantly getting people sacked for having a contrary opinion is not the standard of police conduct expected in England and Wales but, as ever, he got away with it and that seems to have set the bar of conduct for senior officers ever since.

Although most of the critical staff were dispensed with through wastage and retirements their replacements are faced with all the same problems with overbearing management and staff turnover remains depressingly high.

LEICESTER: Research by a university located in the UK Midlands has shown that the theory of effective crew resource management makes an 'invaluable contribution' to the safety and efficiency of police air support in England and Wales.

Dr Simon Bennett, Director of the Civil Safety and Security Unit at the University of Leicester, accompanied crews from NPAS for more than two years to assess operational safety and efficiency.

NPAS operates 19 helicopters and four fixed-wing aircraft in support of 46 individual police forces across the UK.

Through interviews with pilots, tactical flight officers (TFOs) and support staff, plus first-hand experience of the challenges that crews face on operations, Dr Bennett has produced an in-depth analysis of NPAS operations and their successful use of crew resource management (CRM).

According to his report, CRM is a series of training procedures proposed in the late 1970s, primarily for improving aviation safety. Techniques can also be applied to other environments where the possibility for human error is likely to have devastating effects.

One such episode analysed as part of the research involved a harrowing incident in North London, where a man decapitated a pensioner and threatened the helicopter crew before heading towards a group of children. The crew used CRM techniques both during the incident and once the man was taken into custody to preserve the safety of the aircraft, mission and people on the ground.

The CRM framework has been applied to NPAS training and operations for many years, but Dr Bennett's project was the first time the organisation's application of CRM techniques has been studied sociologically, specifically through *in-vivo* ethnographic research.

He said: "I interviewed one of the TFOs who had witnessed the Edmonton beheading. His testimony confirmed that CRM improves safety margins and helps flight crew land their aircraft safely, even in challenging circumstances. "Had the three Edmonton crewmembers not been able to fall back on the skills they acquired during CRM training, it is possible that, with crewmembers distracted and emotional, the aircraft might have been lost and persons on the ground killed or injured. This episode proves CRM works. "Rarely has the theory of CRM faced a stiffer test. These findings validate every claim made about CRM."



Dr Simon Bennett, pictured here at NPAS' base at Husband's Bosworth (Leicestershire, UK), accompanied police air crews for more than two years to assess operational safety and efficiency. Image via Simon Bennett / University of Leicester

Findings and recommendations made by the report include:

- NPAS achieves much on an inadequate budget

- Pilots and TFOs are able, through creative thinking, to develop effective workarounds. For example, when downlinking fails, relaying messages to ground units via the NPAS HQ in Wakefield

- NPAS could do more with larger, more capable helicopters, equipped with better, more reliable sensors and communications.

- Operating a helicopter with just one TFO plus pilot creates more latent errors (accidents waiting to happen) than with two TFOs

- Widening the constituency for CRM training and ensuring that force officers understand the NPAS tactical air support offering would improve operational safety and efficiency

- The co-training of pilots and TFOs in CRM improves teamwork and resilience and, therefore, operational safety and efficiency.

Dr Bennett has published a summary of his NPAS study under the title 'Blues and Crews' in the latest edition of the Royal Aeronautical Society "AeroSpace". The illustrated NPAS element is 21 pages long including three pages of references. Dr Bennet is an Associate Member of the RAeS Flight Operations Group.

<https://www.aerosociety.com>

Editor: I guess that as PAN and in particular PAvCon have been banging the CRM drum for as long as I can remember – certainly in excess of a decade- I find a report like this wholly behind the curve but perhaps, there is a useful political message in the text including "achieves much on an inadequate budget" and "we need new helicopters" - that makes the timing almost sensible.

I understand that this was a genuine research proposal by Dr Bennett rather than something instigated by NPAS. They did however acquiesce with the request and provide access to flight time, not a facility available to many not in their employment. NPAS chairs the CAA/industry Human Factors Panel.

Meanwhile there is no positive news on the current tender process for the leasing of helicopters in London and the purchase or other options for newer helicopters across NPAS in general. With a government facing a plague of people crossing the English Channel, and that is costing in excess of £400M, rising fuel bills and the cost of living it seems increasingly likely the politicians will have no time or opportunity for paying attention any thing that irritates the police—let alone aircraft.

UNITES STATES

CALIFORNIA: Bell Textron has announced the signature of a purchase agreement by San Bernardino County Sheriff's Department for a Subaru Bell 12EPX. The Emergency Operations Division will utilise the 412EPX for critical missions in San Bernadino as well as provide mutual aid assistance to neighbouring counties in Southern California.

Founded in 1972, San Bernardino County Sheriff's Aviation Unit began its operations with two Bell 47G helicopters. In addition to general law enforcement support, the San Bernardino County Sheriff's Aviation Unit also aids in personnel/cargo transport, airborne photography, search and rescue operations, wildland fire suppression and emergency medical transport services.

Certified in 2018, the 412EPX, possesses an increased maximum internal weight of 12,200 lbs., external weight of 13,000 lbs. and ability to carry up to 5,000 lbs. of goods with the cargo hook.

The SUBARU BELL 412EPX benefits from a more robust main rotor gearbox dry run capability, and mast torque output of +11% at speeds below 60 knots; providing operators the ability to transport more supplies and perform operations more efficiently. ^[Bell]

COLORADO: In June 2022 the San Miguel Sheriff's Office (SMCSO) announced the acquisition of an Airbus H125 N911MQ. The aircraft was generously donated by an anonymous donor and will be used for missions such as SAR and firefighting, according to the Sheriff's Office. The department said that this helicopter will be primarily used for missions at high altitudes.

Editor: The San Miguel County SAR Team have been in operation and using helicopters for some years. In November 1999 a mountain climber stranded on a ledge was rescued. Eric Kent grabbed the wrong rock and started a rockslide. He was injured in the slide and spent a freezing night on an Ophir Needles Mountain ledge. In that case the injured party was rescued by a helicopter operating for the San Miguel County Search and Rescue Team. A gain in May 2014 a helicopter involved in the search for a missing skier crashed in southwestern Colorado. The SMCSO contracted Bell 407 helicopter with three crew members and a sheriff's deputy on board crashed near Lizard Head Pass after it lost power. No one was injured in the crash, but the missing person was subsequently found deceased. In that case the helicopter was contracted out of Moab, Utah. It appears that the new H125 is the first helicopter to be operated by SMCSO. The identity of the donor is unclear, the registered keeper as of August 10, 2022, was Drago Cola LLC, Tampa, Florida 33623-6982



© San Miguel CSO

OHIO: PAC International recently completed a new Bell 505 for the Ohio Department of Natural Resources (ODNR) Division of Wildlife. The new aircraft will provide enhanced support to the wildlife management and law enforcement operations of the Division of Wildlife.



Parapex Media

Marketing, Social Media Management, Website Design, Press and PR
dedicated to the Aviation Industry

www.ParapexMedia.com



© PAC international

The aircraft features a factory G1000 integrated avionics suite, GTX345R ADS-B In and Out, GTR225B VHF Communication, GRA55 radar altimeter system, and USB power ports. Additional features include a cargo hook system with external mirror and load weighing system, wire strike protection, crew slider windows, automatic door openers, high skid gear with full length flight steps and heavy-duty skid shoes, bear paws, air conditioning, a cabin heater, and custom paint.

PAC International is a subsidiary of Metro Aviation, Inc. PAC’s capabilities range from maintenance to sheet metal, composites, avionics, paint, component repair, and overhaul. With more than 40 years of experience, PAC delivers high quality services that exceed requirements and expectations.



**TELEDYNE
FLIR**

Teledyne FLIR
Defense



LONG RANGE CLARITY

The Star SAFIRE® 380-HDc delivers unparalleled stabilized HD multi-spectral imaging in a compact, low-profile package. It's designed to maximize ground clearance in rotary aircraft without sacrificing capability and performance. With 2x-4x greater magnification than other lightweight systems in its class, the Star SAFIRE 380-HDc is the obvious choice for a variety of missions.

LEARN MORE AT [FLIR.COM/AIRMED22](https://flir.com/airmed22)

AIR AMBULANCE

AUSTRALIA

NEW SOUTH WALES: A new role equipped Rural Fire Service rescue helicopter is now based in the Dubbo hangar of the Royal Doctor Flying Service [RFDS], in Dubbo, NSW.

The base is the home of RFDS Beechcraft King Air and also provides a Visitor Experience is an interactive exploration of the world of the Royal Flying Doctor Service. Dubbo explores the world of doctors, nurses, pilots and outback communities living across a 7.69 million square km area of the Australian outback. All proceeds from admissions and merchandise sales go towards the purchase of new aircraft and vital medical equipment for the RFDS.



The base also runs an in-house Flight Training Simulator for professional pilots, cutting-edge health training facilities for our doctors and nurses, a state-of-the-art Operations Control Centre and an engineering facility.

EUROPE

DRF: At the beginning of August, DRF Luftrettung, in cooperation with medDV GmbH, introduced digital documentation software. Adapted to the specific requirements of air rescue, it can receive patient- and mission-specific data and transfer it to clinics for further treatment. With special tablet PCs on which NIDA software is installed, air rescuers can now document all medical information on the go at any time and then comprehensively evaluate it. By analysing the data in detail, new insights can be gained in order to further optimise air rescue.



Together with the manufacturer medDV GmbH and the IT experts at oh22systems GmbH, DRF have invested a great deal of expertise in the NIDA software to develop an exclusively digital solution for transmitting mission data as well as capturing and transmitting medical data, which is fully adapted to the complex emergency and intensive care needs of air rescue.

Since the beginning of August, the new system has enabled air rescuers to receive mission details directly from the control centres on a tablet PC via Rescuetrack. This so-called NIDApad allows them to digitally

CUSTOMIZE YOUR MISSION



The P139-HD Digital Audio System is the industry's *smallest, lightest, and most capable digital audio system.*



Individual Volume Control



Supports 6, 12 or 18 Headsets



Multicast and Repeater



Remote Transmit Select

Manufactured and supported by a global leader of specialty aviation solutions.



LEARN MORE

record all patient data, diagnoses and emergency and intensive care measures at anytime and anywhere. In addition, the medical data from the patient monitor is automatically transferred. The values can then subsequently be transferred to a digital clinic network (NIDAKlinik) and onward to the hospitals providing further treatment before the patient arrives, thus enabling even better preparation of patient admission.

The new solution simplifies the documentation of operations and the transfer of data to the medical facility. This is because crews no longer need to fill out mission protocols on paper and transmit them again later on to their PC. Instead, all protocols are now available directly to the patient and all involved crew members digitally and as hard copies when needed.

SEARCH & RESCUE AUSTRALIA

Leidos has entered into a definitive agreement with Cobham Limited to acquire Cobham Aviation Services Australia's Special Mission business. The Special Mission business provides airborne border surveillance and search and rescue services to the Australian Federal Government. The acquisition is subject to customary closing conditions, including regulatory approvals.

Cobham's Special Mission team conducts essential operations that protect Australia's borders, support law enforcement and environmental protection. The integration of Special Mission into Leidos Australia will expand the scope of our global airborne ISR capabilities, diversify revenues, and open up new growth avenues.

UNITED KINGDOM

POLITICS: With the political scene in something of a limbo in the country as a whole as a successor to Prime Minister Boris Johnson is found it has been something of an open house on declaring gripes about anything and everything.

Up there with the best has been the continued swarms of Migrants heading across the unusually hot and calm English Channel to settle in England (or apparently anywhere that is not called France).

The French have been having a hard time of it overall. Not only is it quite a few degrees hotter than England – with all the crop and infrastructure damage that causes – the politicians have been sniping at them too. Front runner for Prime Minister Liz Truss did not hold back on her critique when facing an audience of voters in Greater Manchester. One audience member mentioned the 'completely uncooperative' French Government and she retorted with a fairly undiplomatic "You don't say!".

In her role as Foreign Secretary, she had talked to French foreign minister because the French are not putting enough staff on the borders at Dover to deal with the long backlogs of people and goods trying to enter Europe. She promises 'robust action', but the Home Secretary Priti Patel and many others have been trying that one for years now – to no avail. August is a period where everyone in France -including the police - go on holiday so it appears that they simply did not have enough law enforcers to put on the beaches anyway.

In the month the Royal Navy declared it was giving up the embarrassing operations against the migrants at the end of the year. Within days the lady who would be Prime Minister (Liz Truss) stated that was not an option.

In the background to all this sniping a secret military intelligence report was leaked to The Mail on Sunday, it exposes in extraordinary detail how the gangs masterminding this trafficking are operating this summer and – crucially – the nationality of those paying up to £5,500 for a place on a boat. The traffickers are even transporting their customers to the beaches in trucks, and it has been suggested that the British will be paying for Albania Police to help them filter those landing in Dover. How long before they end up paying for every European police force to lend a hand?

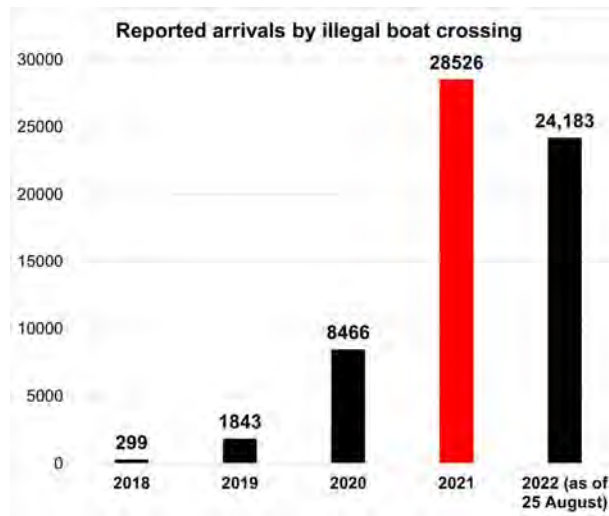
Using all the surveillance technology within its sphere (satellites, aircraft and drones), analysts in Portsmouth tracked 70 boats that made the crossing over a six-week period in June and July and mapped the beaches where they were launched from. There is little doubt that all the research is being funded by the British Government, there is little sign that any of the EU countries are putting in much effort. The regular Frontex flights over the EU side of the channel are paid for by the British taxpayer in the face of a refusal by the French authorities to allow UK air assets to fly there. The UK has a fair number of UK surveillance air assets, but the Border Force are apparently being obliged to pay for a Belgian registered and owned Diamond DA62 to operate from Lydd on the south coast simply because it is acceptable for it to cross over into French air space.

#

The intelligence revealed that that launch beaches are along a 90-mile stretch of the French coastline from Fort-Mahon-Plage near the town of Berck to Bray-Dunes near Dunkirk. A significant stretch of territory and certainly not easy to police on the ground. Other intelligence suggests that no less than nine criminal gangs are involved. Unfortunately, the latest intelligence suggests that a successful new route has now been set up tracking across nearly five times the distance of the original and facing at least 100 miles of English Channel from Cherbourg to Devon. The new route is vast does not even sit anywhere near the current surveillance areas. Perhaps someone has plans for another dozen aircraft and ships?

Even without the new threat, the groups smuggled 2,862 migrants across the Channel between June 1 and July 12, with many obtaining their inflatable boats from manufacturers in China. It has also been revealed that the largest proportion of those making the illegal crossings appear to be economic migrants and not refugees. A total of 1,075 of those who made the crossing were from Albania – an impoverished but peaceful country where there has been no war for 25 years.

Even though the beaches in use for this long-established human trafficking have been identified the French police have not been seen as interfering with the launches or getting involved with the large groups of would-be migrants in the area. This has led to a fair bit of political sniping, but it is probable that the numbers and ever-increasing choice of launch points are simply insurmountable. The fact that the British Government still owes the French Government £8M in aid payments has already been raised by a local politician.



© Migrant Watch

Ed: All this effort to stop an invasion is said to have already cost in excess of £470M in a handful of years which by coincidence is about the same as the budget to run NPAS for the last ten years. All those contracts, new ships, new airborne assets and other items at least show something for the effort of those involved – I guess they at least comprise the Coastguard, Royal Navy, Border Force, RNLi, Tekever, Frontex, French Police, Belgian and Netherlands air contractors. Meanwhile NPAS has a dwindling number of aircraft and bases and is spending/wasting money at half the rate of the others. Not greatly assisted by an inability to keep their aircraft airworthy in the first place.

CRITICAL VISION TECHNOLOGY

To see, to save and protect

TOTAL SOLUTIONS PACKAGE

TrakkaCam® TC-300
High performance cost-effective surveillance system, 4-axis gyrostabilised, available with a full suite of 7 payload options (HDIR, HDTV, LRF, LP, LI, A/T, IMU/GPS), Lightweight/compact single LRU design, ITAR-free

TrakkaMaps® TM-100
Mapping & Recording Video Management System, Multi map views with augmented reality, Integration with open and proprietary user databases, Intuitive control and innovative post-processing

TrakkaBeam® TLX
High performance searchlight with superior beam quality, Lower power draw, Internal multispectral filters, optional new dual EO/IR sensors for full situational awareness

trakkasystems.com

INDUSTRY

CNC Technologies, an aviation technology and wireless communications company serving the law enforcement, military and government markets, has completed delivery of three new Cessna 208 Caravans to the California Highway Patrol (CHP), Texas Department of Public Safety and Pennsylvania Attorney General's Office. CNC acquired the new aircraft on behalf of the agencies through its CNC Aviation division, an authorised supplier of Textron aircraft including Cessna and Beechcraft.



In addition to leading the aircraft acquisitions, CNC also developed comprehensive law enforcement mission suites for each of the new aircraft and will be providing ongoing operator training and support to the agencies. Each customer will be operating a Caravan equipped with an advanced thermal imager, moving map system and a Tactical Flight Officer station with large monitor, keyboard and tactical radios. All of the mission suites were designed for full integration with the agencies' respective communication and down-link systems, enabling seamless connectivity from day one.

Installation and integration of the mission suites was performed by Hangar One Avionics for the CHP aircraft and by ProStar Aviation for the Texas DPS and Pennsylvania AG Office aircraft.

Bristow Group Inc. has announced that it has completed its acquisition of British International Helicopter Services Limited (BIH) effective August 2, 2022, further enhancing its leading global Government Services offering.

Bristow will integrate BIH into its U.K. operations, where BIH will adopt the Bristow name and brand throughout its operations.

BIH's more than 110 employees currently deliver combined search and rescue (SAR) and support helicopter services for the U.K. Ministry of Defence (MOD) with operations in the Falkland Islands and deliver Fleet Operational Sea Training (FOST) helicopter support for the Royal Navy in the U.K. BIH currently operates a fleet of two AW189 SAR-configured helicopters, three S61 helicopters, and one AS365 helicopter, performing various passenger and freight transport as well as hoist operations.

At this year's APSCON 2022 held in Reno, Nevada in July Colorado based **Shotover** launched the M2 EO/IR Multi-Sensor system geared towards the airborne public safety customer market.

The M2 Multi-Sensor camera system brings many firsts to airborne ISR, the M2 Multi-Sensor system comes with Shotover's 5th generation, true 6-axis gimbal design and is the only EO/IR system that eliminates "gimbal-lock" and "horizon-rolling".

"This is it -- this is what we've been building towards for the past 15 years: an imaging system where the goal is not to be like a FLIR or WESCAM, but better. Better image quality, better reliability, better support.", said Tom Churchill, founder and CEO of Sshotover Systems. Shotover's M2 Multi-Sensor features the latest in 4K Ultra-HD colour and long life High-Definition HOT infrared technology for unprecedented day



and night clarity. Precision zoom optics outclass traditional systems with superior quality while maintaining greater stand-off distances. Other exclusive benefits include automated license plate recognition; 24MP digital photographs; and automated steering, tracking, and other functions to simplify operation.

The M2 Multi-Sensor comes equipped with Shotover's next generation mission management solution with real-time augmented reality overlays providing instant identification of streets, addresses and POIs, and can also visualize weather conditions, aircraft traffic, ship locations, ell and radio emissions, friendly force locations, and more.

The M2 is essentially a computer vision system with a design similar to modern-day mobile devices versus the dated camcorder style of other imaging systems. It has far fewer parts so there's less to go wrong or wear out; it's highly automated making the system easy to use; and you can connect it to the Internet to conveniently add new features and functionality, or get immediate remote servicing and support.

Every member state of the ICAO (International Civil Aviation Organization) is obliged to inspect and calibrate periodically their navigational aids and instrument landing systems to guarantee aviation safety under any weather conditions. These complex missions require qualified pilots trained to conduct many manoeuvres at low altitude within air traffic, and an aircraft equipped with a FIS system to ensure precise measurements and analyses by flight inspectors.

Embarked into the **Diamond** DA62, Carnac XS, the smallest FIS system of Safran's Carnac family, enables to calibrate all types of beacons (VOR, ILS, VDF, Marker, DME, NDB, TACAN, etc.), to validate PBN/RNAV procedures and approaches as well as to measure coverage of V/UHF radios, secondary radars (A/C and S modes) and the ADS-B system.

The extra compact FIS module is located in the mission equipment compartment of the DA62, right behind the operator seat, and is wired up to the mission power panel and the dedicated antenna connection panel. This modular design and the pre-installed antennas enable an easy configuration change from e.g., ISR to FIS in less than a day. The operator laptop, directly connected to the Carnac XS, allows real time analyses of the measurements taken by the calibration bench and the pilot tablet allows a live monitoring of the flight relevant data. With additional radios and audio panels, the operator has all the capabilities to ensure safe communication on board and, at the same time, direct connection to the ground crew.

The expected delivery will be in the upcoming weeks to long term Diamond Aircraft Distributor and Special Mission Aircraft Operator Asian Aerospace Services in Bangkok, Thailand. Once operational, the aircraft will be available for demonstration to future Diamond Aircraft MPP operators in Southeast Asia.

The following announcement relates primarily about a military system, but as with all things the demarcation line between military and civil gets very fuzzy at times. A guide to whether there is a synergy may be drawn from the presence of one of the parties – **ECS Enterprise Control Systems** – at this year's PAvCon Europe and several recent editions of that event. As we are aware, it is now clear that unmanned technology is a winning weapon in the nominally civil airspace of the Ukraine. We never know when civil will be engulfed by military.

ECS and TCI, under SPX Corporation's Communications Technology (CommTech) group, has announced a series of multi-million-dollar contract awards for its jointly developed BlackTalon Counter Unmanned Air Systems (C-UAS) solution. This follows the recent launch of BlackTalon as the first joint capability offering in the C-UAS domain.

The entry-level solution, BlackTalon 1, provides Passive RF Detect, Track & Active RF Defeat, whilst the advanced C-UAS solution, BlackTalon 2, uses Passive & Active RF Detect, RF and EO Tracking & Active RF Defeat with a sophisticated C2 data fusion software, delivering a scalable response to the perceived drone threat.

Kawak Aviation has developed a bucket to enable a large firefighting helicopter to transport and drop 2,000 gallons of water in a minute. The company based in Bend; Oregon says their Cascade bucket is the largest bucket built in North America.

At this year's **Latin American Business Aviation Conference & Exhibition (LABACE)** held at the São Paulo Congonhas Airport in Brazil the weather had a negative effect on the first day. A gust of wind detached part of the roof of Dassault's chalet, tossing it onto two aircraft and provoking the evacuation of the fair at about 5 p.m. There were apparently no injuries.

The three-day LABACE, had welcomed 5,112 visitors on the day

Little emergency services news from the event but Pilatus let it be known that current order and production status means that anyone wishing to order the PC-24 twinjet faces a significant backlog. Buyers placing orders today will have to wait until 2023 or 2024 to take delivery. ^[AIN]

After several years of development work, the **Frequentis**-led BroadPort consortium successfully completed the Ferry Fire Trial in Malaga to prove the practicality of its multi country, safety-critical broadband communication network solution in a real-world scenario. The large-scale exercise brought together more

than 40 Public Protection and Disaster Relief (PPDR) organisations from across Europe, as well as eight local Spanish authorities.

On a summers day in Malaga port the temperature hit 35 degrees and the Malaga control centre began receiving several simultaneous calls to report smoke rising from a ferry. This was shortly followed by an emergency call from the crew confirming that fire had broken out onboard.

The scenario is threatening, but fortunately it was only a trial testing the next generation of safety-critical communication technology. This trial is executed across several countries for a pan-European, safety-critical broadband communication network called "BroadNet", which is to be established by the European Union.

The Horizon 2020 project "Broadway" aims to lead the way towards a common, pan-European, mission critical broadband

communications network that will enable operational mobility including closer cooperation across political borders and help save lives in the event of disasters.

The EU launched the project to overcome limitations in the interoperability of individual digital radio systems for emergency service first responders and the restrictions of narrowband technology (mostly TETRA), which currently only allows the transmission of voice and short data but does not permit safety-critical video transmission or the use of other mission-critical multimedia.

At the start of October 2019, four consortia had been selected for the first design phase of project Broadway. In April 2021, the prototype phase, three remaining consortia were permitted to present their systems for technical evaluation to a team of experts from the 11 participating EU Member States. Now in the third and final phase of the project, two finalists –Frequentis, leading the BoardPort consortium, and the Airbus' consortium. Both built their live systems across several countries and have tested them for their applicability and future added value with more than 40 emergency personnel. A two-month trial operation took place, with several test runs performed under the most realistic conditions possible.

The trial in Malaga in July 2022 marked an important step in the third and final phase of the pre-procurement procedure, allowing the "BroadPort" consortium to prove that the theoretical solution methods and the developed prototypes are also suitable for real-world emergency situations.

Bell Textron Inc., announced the Bell 525 Relentless mockup will be on display at the 2022 ONS Conference and Exhibition, being held August 27 - September 2. As the first and only helicopter company exhibiting at the event, Bell will provide aircraft tours and discuss the superior support and service offerings available for customers.

Show attendees will see the full-scale mockup of an oil and gas configured Bell 525 positioned at the booth. The Bell 525, which is currently in the certification process, is equipped with fly-by-wire (FBW) technology engineered to provide highly advanced safety and operating capabilities, and, upon certification, the aircraft is expected to provide industry leading range and speed.

In 2021, Bell opened the Bell 525 Experience Center in Stavanger, Norway. The facility is an innovative space designed to provide customers an immersive look at the Bell 525 and its potential role in oil and gas, search and rescue (SAR), and military operations. Bell partnered with its Independent Representative (IR), Norwegian Aviation & Defense Group, to establish the facility. There are currently 26 Bell aircraft operating in Norway in a variety of missions.

Leonardo and Boeing have delivered the first four MH-139A Grey Wolf test helicopters to the U.S. Air Force as the service looks to replace its aging fleet of UH-1N helicopters. The Grey Wolf is a multi-mission helicopter – based on Leonardo's proven dual-use AW139 helicopter – designed to protect intercontinental ballistic missiles and transport U.S. government officials and security forces. Boeing was awarded a \$2.4 billion contract in Sept. 2018 for up to 80 helicopters, training systems and associated support equipment.



© Frequentis

ACCIDENTS AND INCIDENTS

29 July 2022 Mil Mil 8 A Georgian Border Police helicopter crashed in a ravine of northern Georgia, killing eight onboard. The aircrew were looking for a person who was paragliding had been injured and a foreign tourist had died. Caught on video the police helicopter near the winter resort town of Gudauri in the north of the country lost control and was seen to spiral down into the ravine where it crashed. The dead included four crew members, two rescuers and two medical staff. The injured person was transported to a hospital alive.

29 July 2022 Eurocopter AS350B2 N124LN Air ambulance Life Saver program operated by Air Methods based in Evergreen Alabama crashed in the south Alabama city of Andalusia. The 2006 built aircraft came down across from Dean's Cake House on Snowden Drive, Packer Field. The AS350 was severely damaged tail detached, lying on its right-side initial smoke but no fire. Reports that it hit wires, five power poles were knocked down. Only the crew on board, two of the victims were transported to a hospital via ambulance and the pilot was flown from another helicopter with serious injuries.

3 August 2022 Air Tractor 802 Fire Boss Skimmer contracted by Conair to the British Columbia Fire Service working a fire in British Columbia suffered an engine failure during operations on the Connell Ridge wildfire, near Cranbrook and made a forced landing while working. The pilot was able to walk away unharmed from the aircraft to a helicopter and was transported to Cranbrook for assessment by paramedics.

The Connell Ridge Fire 14 miles south Cranbrook, BC has burned approximately 1,235 acres (500 hectares) since it was discovered August 1, 2022.

3 August 2022 Airbus Helicopters AS350B3 N833SB San Bernardino County Sheriff's Department. The helicopter flew from San Bernardino International Airport, CA and on arrival at Chino Airport it was found that the three main rotor blades were delaminating. [ASN]

5 August 2022 Air Tractor 802F Fire Boss VH-FBZ single engine air tanker operated by Pays Air Service in Australia was working a fire crashed and sank in the Gulf of Elefsina while working on a fire near Nea Peramos in Greece. It occurred about 12 miles west of Athens as the air tanker was scooping water. Both crew members were rescued. The Fire Boss was one of a number of aircraft that migrated from Australia to assist in Greece during the Northern Hemisphere fire season.

9 August 2022 Air Tractor 802 Fire Boss N830DA single engine air tanker working on a wildfire in southeast Texas for the Forest Service crashed in Lake Livingston. Lake Livingston is 25 miles southwest of Corrigan and 55 miles northeast of Houston. It is believed it hit a sunken tree log. The pilot was quickly rescued, taken to shore, and treated. The Texas Forest Service was assisting with wildfires in the Corrigan area.

12 August 2022 Agusta-Bell 206 operated by Vigili del Fuoco. Undertaking training flight at Salerno Costa d'Amalfi Airport. Suffered tail boom damage apparently from MRB strike, airframe remained upright. No injuries reported. [ASN]

14 August 2022 Piper PA-32 – 300 Cherokee Six N33125. Aircraft owned by the Westchester County Police Pilots Association Inc departed White Plains Airport to Gardiner Airport, New York on what appears to be a non-operational flight and on landing sustained substantial damage subsequent to impact with obstacles during an aborted landing attempt at Gardiner Airport. The aircraft went off the end of Runway 30 crossed Sand Hill Rd and stopped in a vacant lot across the street. Two occupants received minor injuries and two of the four occupants onboard the airplane was not injured. [ASN]

19 August 2022 Air Tractor AT502B of the Minas Gerais Fire Department was operating from Belo Horizonte/Pampulha - Carlos Drummond de Andrade Airport and returning from a firefighting operation suffered a runway excursion when landing at Belo Horizonte/Pampulha - Carlos Drummond de Andrade Airport, MG (PLU/SBBH), Minas Gerais. The aircraft crossed the runway and stopped in a grassy area. According to firefighters, there was damage to the tail wheel. The pilot was not injured, and the aircraft received minor damage.

23 August 2022 Bell 206 N770HP Law enforcement helicopter of the Tennessee Highway Patrol struck wires crossing Interstate 24 at mile marker 163 and fell in woodland while operating near Aetna Mountain, Whiteside, Marion County, Tennessee killing two officers. The pilot and Tennessee Highway Patrol trooper was Sergeant Lee Russell, and a Marion County sheriff's deputy was detective Matt Blansett The heli-

copter is reported to have been circling above the highway prior to hitting the wires.

25 August 2022 Air Tractor AT802A LV-JWI Firefighting aircraft. Crashed under unknown circumstances when it came down between Arroyo Seco y San Pedro, BA Argentina. It came down on open ground, the undercarriage collapsed. The pilot was injured.

UNMANNED

Long term readers may recall the failed attempt to introduce the **Schiebel** drone to the US market in infrastructure and line patrol some years ago.

Now a new contender – but one with a track record name of Nordic Unmanned - is to enter the market in the USA in a renewed attempt to interest the Americans.

Nordic Unmanned has opened a North American office headed by a seasoned industry veteran to expand its business in the world's largest and fastest-growing drone market.

The office will be located in Baltimore County, Maryland, close to strategic partners, potential governmental and commercial clients and aviation authorities. The focus will be on offering Nordic Unmanned's

existing products and services portfolio, as well as operational experience with performing long-range, complex beyond visual line of sight (BVLOS) operations, in areas of Scandinavia.

The US is a very appealing market for Nordic Unmanned, allowing the company to build upon existing projects in Europe and make full use of the existing EASA-approved Light UAS Operator Certificate (LUC) and experience within complex BVLOS drone operations.

The North American market will be led by Timothy Tenne and operated primarily from an office in Baltimore County MD.



Last month the FAA's **YouTube** channel started carrying webinar video of a recent event where a panel of experts in public safety discussed best practices for small electric unmanned aviation, or drones. The text below is a reported resume of the content.

The panel consisted of:

Kerry Fleming, FAA (Special Operations Support Center) SOSC Manager

Mark Colborn, retired reserve senior corporal Dallas PD's air support unit/UAS Squad

Mike O'shea from FAA resources office, prior DOJ working on law enforcement aviation

Richard Fields, Los Angeles City Fire Department, spearheaded the drone program

Scott Harris, FAA Special Agent for Law Enforcement Assistance Program, USAF Reserve

<https://youtu.be/M3j1qaVIDGA>

In Africa drones continue to play an important part across wildlife reserves in a unique battle between conservationists and poachers.



Over the last decade poaching has become one of the biggest threats to wildlife diversity and is responsible for the population decline of endangered species in Southern Africa. Among the worst affected are pangolins, rhinos, and elephants.

The global illegal wildlife trade is estimated to be a \$23 billion industry. This includes the smuggling of items such as elephant ivory and rhino horns.

Despite its apparent acceptance in society as a serious crime, from 2007 until the present day, rhino poaching in South Africa alone rose by 9,000%. It is estimated that fewer than 30,000 rhinos are to be found in the wild, down from a population of 70,000 in 1970.

One of the biggest challenges faced by wildlife and conservation reserves is the ability to monitor the whole of the game park or reserve. South Africa's Krugersdorp National Park is one of the largest game reserves in the world with an area of 19,485 km² (7,523 square miles).

Fortunately drone technology has seen a shift in the balance of power in the fight against poaching. The ability to combine visual, thermal, and infrared detection capabilities during low visibility periods is one of



COMMERCIAL UAV EXPO

SEP. 6-8, 2022

CAESARS FORUM / LAS VEGAS

VERTICAL FOCUS. GLOBAL REACH.



Registration is open!

Use code **SAVE100** for \$100 off a Full Conference Pass or a FREE Exhibit Hall Pass.

expouav.com

LEARN

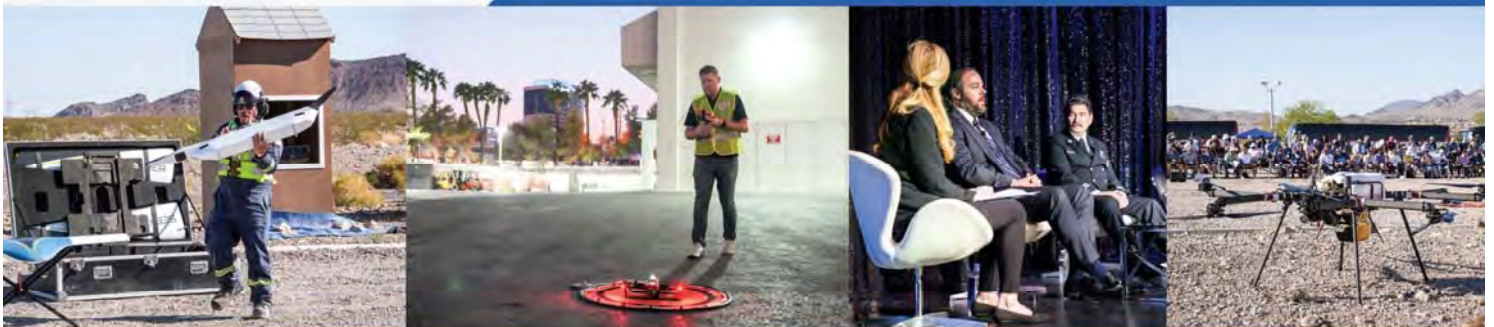
Expansive education program with **solutions-oriented presentations** & workshops from **UAS thought-leaders**

CONNECT

Facilitated **networking, matchmaking**, and focused **roundtables**, with drone industry professionals from around the globe

EXPERIENCE

Cutting-edge UAS solutions providers, live outdoor **flying demonstrations** & exclusive **training**



Produced by Diversified Communications

THE COMMERCIAL UAV EVENT FOR:



Construction



Drone Delivery



Energy & Utilities



Forestry & Agriculture



Infrastructure & Transportation



Mining & Aggregates



Public Safety & Emergency Services



Security



Surveying & Mapping

THE **EMERGENCY SERVICES** SHOW

NEC | BIRMINGHAM
21-22 SEPTEMBER 2022



 **THE EMERGENCY SERVICES** SHOW

the major advantages that drones offer. The advantage is particularly evident when working at night – a time favoured by the poachers.

Drones hinder poachers' ability to carry out their operations but the deterrence also requires the presence of the Ranger teams as it is they that need to make the physical interceptions and arrests.

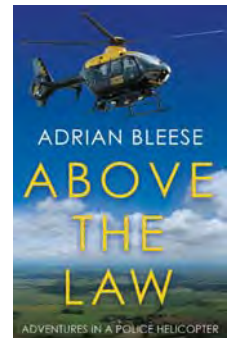
Drones offer safety benefits for Ranger teams on night patrols. This includes vital information during direct encounters with heavily armed poachers, as well as information about avoiding animal populated areas to lessen the risk to rangers encountering unexpected gunfire or animal attacks in the dark. More than 1,000 wildlife Rangers have been killed on duty since 2003. There are signs that poaching is being reduced but it is certainly not over.

PEOPLE

Available now at the website Tango Juliet Foxtrot <https://www.tjfbook.com> are a series of police subject Podcasts that include two from the UK police aviation sector:

Episode 20 Interview Adrian Bleese recorded in December 2021.

Adrian Bleese, who spent 12 years as an air observer on police helicopters, supporting officers on the ground involved in vehicle pursuits, searching for wanted and missing people and conducting aerial surveillance. Adrian is also the author of the book 'Above the Law - adventures in a police helicopter' The book has been reviewed in PAN in the past and has been a book that received some great reviews. <http://www.policeaviationnews.com/Acrobat/316August2022PAN.pdf>



Episode 50 Interview with David Howell recorded in July 2022.

A 30-year police officer, with half of them involved with police aviation, initially with a county unit covering West Mercia and Staffordshire and later with NPAS. He has a book, "Speak Up, Listen Down" due to be published in mid-September.

Earlier in this edition mention was made of the excessive turnover of 'no nuts' leadership of the National Police Air Service. In the month it came to notice that one of the less popular figures in the leadership, one Tyrone Joyce, who left the organisation under something of a thick black cloud has again emerged triumphant as being involved with the National Police College. He is heading up a survey that seeks to involve every member of the police service in how policing is failing in gaining the confidence within black communities.

If they have not worked this out by now, they surely never will. As for getting feedback from the civil staff and rank and file there may well be a problem with those disenfranchised members of staff involved with disciplinary matters that many are choosing to forget!

He has of course gained some rank since he was shuffled off in 'disgrace' just three years ago but of course disgrace is not a word that sticks long in the National Police Chief Council...



There have been a number of major changes at the Airborne Public Safety Association with both the APSA Training Program Manager Don Roby and the APSA Safety Manager moving on. The incoming Training Program Manager is to be Terry Palmer.

Meanwhile Bryan Smith remains in law enforcement but his long service to the industry has resulted in him being awarded a Lifetime APSA Membership after a ten-years long stint as the APSA Safety



Manager. He continues to fly front line missions in Florida but now has eased the pressure on his family life.

MOVE ALONG THERE

In PAN 198 October 2012, just as NPAS was being born, it was reported that the State of Queensland, Australia was getting helicopters. The police minister announced a contract with Surf Life Saving Queensland for use of the new Westpac Surf Lifesaving helicopter for police operations in the Gold Coast region. The new aircraft was said to be a part of the government’s commitment to two helicopters by 2024/25. The Queensland Police Service contract brought in a former German Police Eurocopter BO105 Super 5, role equipped with a daylight/FLIR camera pod, a new technology Vector beam searchlight and other role equipment.

From that small beginning the Queensland Police air support offering has now advanced through the current use of two EC135s to meet the 2024 promise of a service equipped with Bell 429s.

A massive contrast in the fortunes of the two embryo services!

In the USA there are constant references to the poor news service given to the Nation by CNN and Fox – having experienced the output of both over the years I tend to agree they are poor in content and presentation. If the President stubs his/her toe the whole organisation shuts down to cover the ‘story’ to the exclusion of all else. We are led to believe that World War 3 could start unnoticed. If we accept that they are bad for the US citizen, we maybe need to consider the perception of international visitor. For the outsider it is difficult to identify a reliable international news source while in the USA. Yes, there are inevitable language barriers, but the Internet at least allows the visitor to bring their local news with them. Mind you that does not greatly help the inward-looking US population to engage with the outside world.

New helicopter project in the pipeline?

You need Helimetrics Ltd to help you manage the maze. From operational requirements to programme management, aircraft acceptance, and warranty supervision

Helimetrics Ltd clients already include government agencies, the police, multi national technology companies and private owner-operators

Helimetrics Limited
 Telephone: 01608 642231 E-mail: josmond@helimetrics.com
 Website: www.helimetrics.com



Fear not though, on the other side of the Atlantic Ocean there are similar problems in Britain. They have the famous BBC and a burgeoning newspaper media of course, so everything must be alright. Unfortunately, most of 'the people' and most of 'the media' occupy different planets. The most popular newspapers (a dying commodity) being read are the Daily Mail and the Sun but the supposed influencers in the print and broadcast media occupy a different spot centred around the output of the Guardian (historically The Manchester Guardian) a publication that, like the BBC, believes in itself as if they were a religion but having a very narrow thought control point that is wholly divorced from an everyday. There is always the Times.....

With aircrews spending an embarrassing length of time on the ground these days, perhaps it is time for PAN to include a column on Crew Room Past times.

Clearly these should not be gambling or lewd behavior so a level of intelligence should be included in any such list. But eventually the crews will tire of the books from Adrian Blease 'Above the Law - adventures in a police helicopter' and the forthcoming one from David Howell "Speak Up, Listen Down" due to be published this month.

Perhaps fitting in with Highly Instructional are the 1,000 piece jigsaw puzzles being offered at the moment. Derived from Cityscape Maps, there are an amazing 99 UK towns and cities available in the series to collect. Each different jigsaw features a stunningly illustrated map of the area and is an impressive 47cm x 32cm (400 piece) or 66cm x 50cm (1000 piece) when built and the puzzles are all manufactured on high quality blue board.



The list of **99 includes** *Aberdeen, Alnwick, Bake-well, Bath, Battle, Belfast, Berwick, Beverley, Bex-hill, Birmingham, Blackpool, Bournemouth, Bright-on, Bristol, Bury St Edmunds, Cambridge, Canter-bury, Cardiff, Carlisle, Cheltenham, Chester, Ches-terfield, Cirencester, Cockermouth, Covent Gar-den, Croydon, Darlington, Derby, Dunbar, Durham, Eastbourne, Edinburgh, Exeter, Frome, Glasgow, Gloucester, Grantham, Great Yarmouth, Harrogate, Henley On Thames, Hereford, Hexham, Horncastle, Hull, Inverness, Ipswich, Kendal, Keswick, Leeds, Leicester, Lincoln, Liverpool, London, Louth, Mablethorpe, Maidenhead, Manchester, Market Harborough, Newark, Newbury, Newcastle, Norwich, Nottingham, Otley, Oxford, Peterborough, Plymouth, Preston, Reading, Retford, Saffron Walden, Salisbury, Scarborough, Sheffield, Skegness, Skipton, Sleaford, South-ampton, Southport, Southwell, Stamford, St Albans, St Anne's on the Sea, St Ives, Stockton on Tees, Stratford upon Avon, Street, Sudbury, Taunton, Telford, Torquay, Wakefield, Wells, Whitby, Wilton, Wind-sor, Worcester, Worthing, York*

It is not recommended that these are used in the cockpit of course but it will make a change from thumbing through the A-Z to remind crews what the ground looks like from the air.

Apparently this product is suitable for ages: 7 to adult so it should even be useful to the media...

UPCOMING EVENTS

6-8 September 2022 Commercial UAV Expo Americas, Las Vegas, Nevada, USA This event defines and showcases the global commercial UAV industry, with a special focus on solutions in the Americas region and a tie-in into the world of advanced air mobility. In 2021, after a 2-year pandemic related absence, it was held live again and registered 2,700+ attendees from 61 nations, with 2,000 actually making the trip to attend (both at 85% of the previous record totals). It was a triumph - measured against most other tech events which have not exceeded 30% of their previous live audiences. It draws the power buyers and global influencers and sets the pace for the industry, with innovative formats, cutting-edge content. It is a must-attend event and aims to convene 3,500 delegates and exhibitors from six continents. It is noticeable that this year, having given up their separate drone event, now incorporated into the APSCON in Reno, APSA are taking a booth in Las Vegas.

This year PAN has again asked Mark Colborn to go to and report on the show and last year's report was a great read, so high hopes for this year with some exclusives already in the pipeline. www.expouav.com

If you are in the UK and can be bothered to take the time off and make the journey there are two events that may interest, you.

7-8 September 2022 Helitech at ExCel, London

Docklands, will bring about a groan or two in that it is the sick man of Europe as far as shows go but I have some intelligence that suggests that despite the lame format there are a lot of people headed its way simply to meet up and take coffee and Network.



HELITECH EXPO 2022

In fairness there is little expectation that the claimed “300” exhibitors will turn up and that of those, perhaps 120 that do turn up will be selling aeronautical products rather than rugs and perfumes but that will just be a backdrop to the real business of the Networking. Farnborough was far too busy (and hot), and the next real aviation show is Cologne in November. Who knows if we will be even able to get there then? So, if you are any good at aviation people spotting or think you are it may be worth doing the Helitech thing in London.

Among the expected highlights will be the return of NPAS’ own Head of Flight Operations, Paul Watts, in a talking slot presently scheduled for 2pm on Wednesday 7 September.

What else can you say that is good about Helitech? The fact that they keep trying has to be a plus point and the other ‘tick’ is probably there will be a lot of talk and plenty of coffee will be consumed in the vastness of the ExCel Centre. Then there is the co-located Drone X Show, now that good if you are into drones.

21-22 September 2022. The other major event in the month is the **Emergency Services Show at the NEC in Birmingham.** The Emergency Services Show is the UK’s leading annual showcase of the blue light sector, featuring over 450 exhibitors, live demonstrations, unique learning opportunities and unrivalled networking. Although it is a show that spans all of the UK emergency sector, to date it has not had a great deal of serious aviation content. You will find such as the air ambulance sector, SAR and a whole host of insular rescue services but (so far) no police aviators. In the past there have been full size helicopters and drones present but all pretty low key. You have a greater chance of running into a fund-raising group or someone worried about your race, creed, colour or mental health but there is still better stuff to be encountered.

ESS

The organisers have employed Sir Bernard Hogan Howe as the ‘well-known name’ to hang some potentially useful presentations on. It is well worth checking out the names of the supporting cast to time your visit for a good speaker. On Thursday the 22nd of September is an opportunity to take in Matt Parr of HMICFRS – he was the one who wrote that damning report on NPAS. Although his report has largely been dismissed by successive NPAS management, over the last 5 years it remains the benchmark for the subject. This time he is presenting on the threat of organised crime—he has moved on.

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.

Entry is free and even the car park and shuttle buses are usually free. All you need then is an open mind and time.

The ESS is organised by Broden Media Ltd., Robert Denholm House, Bletchingley Road, Nutfield, Surrey, RH1 4HW <https://www.emergencyuk.com/>

www.PoliceAviationNews.com
A wealth of on-line resources



Copyright Notice: The content of this publication includes items that are the copyright of others. Where the information is available the source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.

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



ADVANCING PUBLIC SAFETY AVIATION

WWW.PUBLICSAFETYAVIATION.ORG

And round off this edition, a little apology for its small size. Like the Gendarmerie in France the editor has been taking it easy in August—something of a holiday perhaps.

Next month no doubt things will be on the move more and there will be reams of text about just how many Migrants had arrived in Dover after using the Royal Navy/Border Force and RNLI taxi service. More of that then. And who knows there may be some good news on money for NPAS aircraft?

COMING
SOON

November 8 - 10
Cologne Germany
www.europeanrotors.eu