

# Police Aviation News

©Police Aviation Research

Issue 328

August 2023



**COASTGUARD  
OUT FOR  
THE TATTOO**



**WESTERN AUSTRALIA H145 ARRIVAL**

**BALTIMORE H125 BC AIR AMBULANCE SHAKE-UP**





**JOIN US AT EUROPEAN ROTORS 2023**

Booth 1022 | November 28-30 | Madrid, Spain

## 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
- » Built-in Artificial Intelligence (AI) for Automated License Plate Recognition (ALPR)
- » Innovative software-defined features such as “ViewHold” to adjust zoom optics while maneuvering & “VLRV” Virtual Laser Range-Finding to automatically calculate distances

### 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](mailto:info@shotover.com)



# LAW ENFORCEMENT



## AUSTRALIA

**WEST AUSTRALIA:** The police have taken delivery of their first \$20M Airbus H145 helicopter. This is also the first one to be delivered in the five-blade configuration in Australia.

As reported in PAN earlier this year its predecessor aircraft, the Eurocopter AS365N3+ Dauphin, Polair 62, was decommissioned. After a decade of service. The replacement H145 will now assume the call sign Polair 62. The existing Kawasaki Bolkow BK117 helicopter will remain in service until the second H145 helicopter is fully operational.

The delivery is part of the Government's \$54M upgrade to the Air Wing fleet, there now being two H145s ordered. The second aircraft is scheduled for entry into service early next year. The investment includes \$7.6M for operating and maintenance costs, along with the recruitment of two licenced aircraft engineers to be based at Jandakot.

Western Australia is the first law enforcement jurisdiction to operate the new H145 helicopter in the southern hemisphere, giving officers access to the most advanced air support technology available.

Western Australia Police Minister Paul Papalia along with Police Commissioner, Col Blanch welcomed the arrival of Australia's first Airbus five-bladed H145 helicopter, to support police operations in the state.

**COVER IMAGE:** H M Coastguard put on a major static show at this years International Air Tattoo in Fairford. Lined up together were examples of the surveillance fleet including the Diamond DA62 MPP and Beech King Air operated by 2Excel and the Sikorsky S-92 and Schiebel Camcopter UAS operated Bristow. Images by Ian Fraine





**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](mailto:editor@policeaviationnews.com) and [policeaviation@hotmail.com](mailto:policeaviation@hotmail.com)

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

**SPONSORS**

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

Airborne Public Safety Association  
 PAvCon Europe

[www.aem-corp.com](http://www.aem-corp.com)  
[www.bellflight.com](http://www.bellflight.com)  
[www.flir.com](http://www.flir.com)  
[www.l3harris.com](http://www.l3harris.com)  
[www.shotover.com](http://www.shotover.com)  
[www.trakkasystems.com](http://www.trakkasystems.com)

[www.publicsafetyaviation.org](http://www.publicsafetyaviation.org)  
[www.pavconeurope.eu](http://www.pavconeurope.eu)

The new H145 offers a range of capabilities for the WA Police Force, including single-pilot IFR and night vision goggles. The H145 is fitted with a fully integrated police mission system, as well as Airbus’ Helionix avionics suite and 4-axis autopilot system, significantly reducing crew workload and underpinning flight safety. These features, plus its multi-mission fit out, will provide an exceptional increase in law enforcement capability for the WA Police Force and enable the platform to service the entire State of Western Australia from its base in Perth.

The second H145 is due to arrive by the end of 2023. Combined, the two commonality and help provide platform commonality, and generate operational efficiencies for WA Police Force.

*Ed: In recent months the police in Western Australia were holding recruitment days in major cities with the intention of attracting British and Irish police officers to move to the other side of the world and join them.*

*In March some 70 officers and relatives turned out in a London hotel to hear from several former UK officers already serving with Western Australia Police a simple message: Come join us. Several other venues were similarly attracting crowds. Its partly about pay, weather, and a greater work-life balance but the current caustic atmosphere in the UK police service will also be a great driver. The WA deputy commissioner Kylie Whiteley says that the force had received more than a thousand expressions of interest, and more than 820 applications - the majority from the UK.*



# 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**



## SPAIN

**POLICIA:** As new fleets arrive; inevitably older ones will be discarded. Six MBB/Bolkow BO105s stored in the alley next to the Policia hangar at Madrid's Cuatro Vientos Airport. The pile of the discarded airframes includes EC DTE and DTF, both dating from 1983.

Not all the BO105 fleet is withdrawn however, the 1985 EC-DXI was on the apron looking airworthy [via HeliHub.com]



## UNITED KINGDOM



**NATIONAL:** Some of the newest recruits to the NPAS Aviation Foundation Course are destined to serve as Tactical Flight Officers at the London (Lippitts Hill), Benson, North Weald, Carr Gate and Newcastle air bases. They are seen here on the apron at NPAS North Weald with one of the London H145 (G-MPSA) and the spare EC135 G-EMID.

[www.PoliceAviationNews.com](http://www.PoliceAviationNews.com)  
**A wealth of on-line resources**







N238AH/9250 is an Airbus AS350B3/H125 first certified on 29 March 2023.

## UNITED STATES

**MARYLAND:** Metro Aviation recently delivered the second of three new H125 aircraft to the Baltimore Police Department. The Aviation Unit is replacing three older aircraft and will continue to utilize a fourth EC120 for its fleet.

The Aviation Unit required an aft Tactical Flight Officer (TFO) station to mirror the forward TFO station in the cockpit. Metro met the customer's needs, installing a transmit foot switch, tactical radio control head, and a customized aft TFO station that allows officers in the back of the aircraft to monitor mapping systems. From the aft position, officers can also control the monitor's downlink and LoJack car systems.

"Every customer is different, and we treat each law enforcement completion as a unique customization that fits the unit's profile," says Metro Customer Configuration Coordinator Amy McMullen. "We pride ourselves on offering the exact solutions our customers need and want. The aft TFO was a must-have for the Baltimore Police Department and our engineering and production teams were able to design exactly what they needed for their requirements."

A SHOTOVER augmented reality mapping system combines street names, intersections, direction of travel, speed and more on a single display, giving TFOs the freedom to stay focused on their target and maintain optimal situational awareness. Each aircraft also includes a WESCAM MX-10 imaging system, Vislink downlink system, Macro-Blue tactical displays, and a Spectrolab Nightsun.

**THE EMERGENCY  
TECH SHOW**  
19-20 SEPTEMBER 2023 | NEC, BIRMINGHAM

**THE HOME OF TECHNOLOGY INNOVATION  
FOR THE EMERGENCY SERVICES**

**WWW.EMERGENCYTECHSHOW.COM #ETS2023**

# AIR AMBULANCE

## CANADA

BRITISH COLOMBIA: Ascent Helicopters Ltd has won a 10-year, \$544M contract to serve as B.C.'s air-ambulance helicopter provider, as the province reduces the number of companies it uses.

Ascent Helicopters Ltd.'s contract as the sole supplier of rotary-wing aircraft for air ambulance services in B.C. is expected to start incrementally between late next to the early spring 2025.

The company is importing seven new twin-engine Italian-built Leonardo AW169 helicopters, the first in Canada, for the contract. Babcock Canada is subcontracted to assist Ascent with non-flight operations, including maintenance and establishing facilities in bases around the province.

Ascent already provides air ambulance services on Vancouver Island, as well as the Sunshine Coast and Lower Mainland. The current fleet is mainly Bell based but also includes an MD530FF and a MD902. Ascent has 15 to 17 helicopters working at one time, with about 70 employees. Another 40 to 50 will be hired as the air ambulance service expands.



Two other companies, Helijet International Inc. and Summit Helicopters, currently deliver helicopter ambulance service to the province using the Sikorsky S-76, they will be replaced by Ascent. Helijet International last renewed its air medical contract with British Columbia Emergency Health Services (BCEHS) for four years, in April 2019. Summit Helicopters deployed a brand-new Bell 412 EPI helicopter to support the BC Ambulance Service (BCAS) in August 2019 having been an air ambulance supplier to BC since 2012.

Ascent will have one aircraft stationed in the Parksville-Qualicum area, two in Vancouver, and one each in Prince Rupert, Prince George and Kamloops. The seventh aircraft will be a spare. Leonardo AW169 helicopters will be role equipped to Transport Canada standards in Vancouver.

A similar provincewide contract for fixed-wing aircraft has been awarded to Carson Air of Kelowna. It will use a fleet of new King Air aircraft for the 10-year contract.

Every year, BCEHS arranges air ambulances for more than 7,800 patients, using both helicopters and fixed-wing aircraft. About two-thirds of patients are carried by fixed-wing aircraft, with the remainder by helicopters. [Times Colonist]

## FIRE

At a time when it seems that a great deal of the Northern Hemisphere is demonstrating the 'terrors' of global warming – much of Mediterranean Europe is ablaze with wildfire and it is not much better in the soaring temperatures of northern America – a South Africa based team at Blackhawx.com has announced a project launching a new online platform offering the world's first public auction site specifically designed to sell Sikorsky UH-60 Black Hawk helicopters. Although they have many other uses in the utility market the ex-military Black Hawk is a favoured fire attack airframe.

The operators claim that their platform is a game-changer, creating an open marketplace where operators can browse, bid for or directly purchase Black Hawk helicopters from a range of available models. It's a one-of-a-kind opportunity that democratizes access to these versatile and powerful aircraft.

It is aimed at commercial operators looking for a reliable multi-mission configured platform, a government agency needing robust machines for rescue or military operations, and even the private collector seeking to add to a collection.

The site will offer a wide array of Black Hawk models to choose from, offer a transparent, secure, and user-friendly bidding process., provide detailed specifications and history of each aircraft and offer direct purchase options for immediate needs.





# Proven Platforms. Prioritizing Operational Readiness. Industry-leading Support.

As mission partners since 1948, our team focuses on priority one: aircraft readiness. Our platforms are proven and trusted by operators around the globe – and our support team is there 24/7/365.

Explore our public safety solutions at [bell.co/publicsafety](https://bell.co/publicsafety)





The first auction will be held on August 15, 2023, and will run for 24 hours. Thereafter we will have one auction per month. All current listings will be available to registered users seven days prior to the auction date.

There is a requirement to pre-register at the site ([www..blackhawx.com](http://www.blackhawx.com)) but if you require more details direct contact can be gained through Warren Anderson the CEO of AOM Digital, 27 Clew Street, Monument, Krugersdorp, South Africa, [warren@aom.digital](mailto:warren@aom.digital)

## SEARCH & RESCUE FALKLAND ISLANDS

The Bristow Group are responsible for Search and Rescue, SAR, and aircraft support solutions for the islands based at Mount Pleasant Complex, in the Falkland Islands. For decades the SAR service has relied upon the Sikorsky S61, it is now transitioning to the newer S92A with its numerous performance and safety advantages.

The first S92A in service commenced operations in June this year, the second was delivered on the Falkland Islands Resupply Ship (FIRS) and transported to the Bristow hangar at MPC, HQ of the British Forces South Atlantic Islands.

The company moved the new Sikorsky S92A airframe by road from Mare Harbour the seaport at East Cove to Heli-Ops on July 6. The move, at walking pace, started at 1200 and was at the air terminal four hours later, the completion of the transition to the new type is imminent. [Merco Press]



**Parapex Media**

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

[www.ParapexMedia.com](http://www.ParapexMedia.com)



# INDUSTRY

Late last month the annual APSCON event was in full swing, and the manufacturers and completion houses were in full swing announcing orders. Some of those have already appeared in the pages of PAN before but are worth repeating for completeness.

Both Airbus and Metro 'announced' new H125 orders signed by San Antonio Police Department in Texas and the Highway Patrol in Kansas.

These additions reinforce the strength of the H125 helicopter in the airborne law enforcement market, with nearly 80% of all intermediate single engine law enforcement helicopters delivered in North America in the last 10 years being an H125.

The San Antonio Police Department has placed an order for an Airbus H125 helicopter to begin the replacement of their current fleet. The department is currently operating three Airbus EC120's which were acquired between 2013 and 2015, as well as one H125 N1603M which they added in 2018 (in service 2019). The San Antonio Police Department will use the new aircraft to provide support to police units, as well as in search and rescue operations.

Kansas Highway Patrol will be adding a second H125 helicopter to their fleet. This addition follows their order for one H125 which was placed in 2022 and previously announced at Heli-Expo. The helicopters will be used for various missions, including search and rescue, vehicle pursuits, emergency response, and counter-drug missions. Historically the unit has been a Bell operation but their newest airframe, a sole Bell 407 was badly damaged in July 2017 [See PAN August 2017] and as a result there has been a move over to the Airbus product.

They will be equipped for service by CNC Technologies, an aviation technology and wireless communications company serving the law enforcement, military and government markets. Both the H125 and a Cessna Grand Caravan are impending. The deliveries will be outfitted with Wescam MX10 and MX15 imagers, Shotover ARS 750 moving



**TELEDYNE  
FLIR**

The 380X provides advanced EO/IR surveillance capabilities in a single LRU, and is available as a new system, or an upgrade to a 380-HD or 380-HDc gimbal. For the premier features needed by airborne law enforcement, trust 380X

**LEARN MORE AT [FLIR.COM/PAN380X](https://www.flir.com/PAN380X)**



map systems, MacroBlue displays and Troll Systems microwave downlink systems. Additionally, CNC will provide their signature 24/7/365 service, support and training, along with access to CNC.Live. CNC.Live provides KHP and their partner agencies with real-time access to video and data streams, improving their ability to coordinate effective joint responses during major incidents.

Airbus were showcasing a new Hillsborough County (FL) Sheriff's Office H125 helicopter on their booth. This new aircraft will add to HCSO's all-Airbus fleet.

No one in the readership of PAN is going to find themselves serving in one operationally but we said that about electric taxis so what do we know? **Airbus Helicopters** recently released a video on their high speed demonstrator or Racer being painted up in a new scheme. It may be of interest. The Racer remains innovative, having a unique architecture will test new technology to find the best compromise between speed, cost efficiency, lower CO2 emissions & mission performance.

The next step: finalising assembly and ground testing before its first flight by the end of the year.



**Airbus Helicopters** has received certification from the Civil Aviation Administration of China (CAAC) for the H175 helicopter.

This certification will allow H175 deliveries to begin in China, one of the most demanding markets worldwide for civil helicopters with a growing need for the super-medium segment. Four H175s will be delivered to Chinese customers in 2023. The type is already in service with Government Flying Services in Hong Kong under its earlier 2015 certification. The 53 H175s currently in service have accumulated over 185,000 flight hours in 13 countries. The Chinese certification of the H175 is another great achievement in the continued successful partnership between Airbus Helicopters and the Chinese helicopter industry.

Airbus Helicopters remains committed to jointly work with the Chinese industry to develop the Chinese civil market with products such as the H175, aiming to serve the interests of the Chinese people and the economy.

**Bell** displayed Nebraska State Police's Bell 505 and Collier County (FL) Sheriff's Office Bell 429. Both aircraft deliver best in-class capabilities to complete the important mission of law enforcement agencies' daily aerial operations.

**Loft Dynamics AG** (formerly VRM Switzerland), creator and operator of the world's first and only virtual reality (VR) simulators qualified by a major aviation regulator, has sold a VR Airbus H125 training device to Multicom based in Sicily, Italy. Helixcom – a subsidiary of Multicom - will use the simulator to establish a training and competence center for helicopter pilots. This is Loft Dynamics' first simulator in Italy, demonstrating the region's independent demand for such realistic training devices.

Helixcom will install and operate a Loft Dynamics H125 training device at their home base south of Caltanissetta, in the heart of Sicily, Italy. This showcases the versatility of the devices, as they can be efficiently operated in even the most remote locations. Pilots will no longer have to spend valuable time traveling to distant simulator centers. Having an on-site simulator also enables flexible scheduling of training sessions and checks, irrespective of weather conditions. An exemplary case is Air Greenland, which has already successfully integrated the Loft Dynamics training device into their operations in Nuuk, Greenland.

Helixcom currently operates five Airbus H125 Helicopters at their own airfield south of Caltanissetta, with



**smith  
myers**

URNS ANY  
MOBILE PHONE  
INTO A LOCATION  
BEACON

---

DETECT - LOCATE - COMMUNICATE

[artemis.smithmyers.com](http://artemis.smithmyers.com)



**ARTEMIS**



three of them owned by their parent company, Multicom. By acquiring a Loft Dynamics simulator, Helixcom aims to establish a comprehensive training and competence center for helicopter pilots. This center will provide pilots with realistic training experiences, leveraging the numerous advantages of simulator training, including the execution of abnormal procedures and the ability to handle demanding scenarios through scenario-based exercises. <http://www.helixcom.it/>

**North Weald Airfield Users Group** have just upgraded their webcam hosted by S2T Group Ltd, and located on the southern boundary of the airfield after the previous camera had condensation issues.



The old camera was a basic fixed view facility facing north where the new camera auto-pans to provide more views. The new coverage now takes in most of the west side of the airfield, the flying school, Weald Aviation, NPAS across to The Squadron and the length of the main runway. The quality is a great deal better than the old camera and the facility is great for pilots wishing to check the local weather. Check it out on the first page of their website [www.northwealdairfield.org](http://www.northwealdairfield.org)

Seen on **Flickr** recently is the forlorn remains of MD902 Explorer c/n 00085, G-COTH which has appeared on the scrapping / processing area of Kemble / Cotswold Airport in the west of England. This Explorer started life operating with Suffolk County Police in New York, USA from 2001-2006 before progressing to be an Action Aviation MD Explorer assigned to the Saudi Red Crescent Authority in the Middle East. It ended its days with Specialist Aviation Services, Staverton mainly operating for Trinity House.

**Diamond Aircraft Industries** teamed up with Khatib & Alami in a tender from the State of Qatar in 2021 for the delivery of one Special Mission Aircraft and successfully won the bid. The aircraft has been handed over to CGIS, which is the official geospatial agency in the State of Qatar under the Ministry of Municipality. Diamond Aircraft showed once more its qualities with a delivery on time and a design, production and delivery time within 12 months after signature of the contract. The aircraft comes with a state-of-the-art mission equipment suit from Riegl and Vexcel, which includes one Riegl laser scanner 780II-S in combination with one Vexcel Osprey 4.1 large format camera as well as a changeable option of the Vexcel Osprey camera with a Riegl 880-GII bathymetric sensor. All systems have been integrated and civil certified by Diamond Aircraft in Austria.

In December 2022, **Frontex** challenged the industry to propose innovative and cost-efficient solutions to detect, track and identify low flying objects. In reply to their Prize Award Contest, they received 21 unique proposals that have been evaluated for their conceptual content. They have now revealed 10 laureates of this first – out of three – phases. The competition continues – the successful proposals will be now assessed for their technical capacity.

This Frontex initiative aims to encourage the development of innovative concepts and technological solutions to detect, track and identify low flying objects (LFO) crossing EU borders. These include a broad set



of aerial platforms that operate in low-level airspace from piloted ultralight and conventional aircraft to remotely piloted aircraft systems. The additional challenge was to propose new cost-efficient, scalable, and integrated capabilities, aligned with the needs and requirements of the European border and coast guard community.

A total of 21 proposals were submitted to the contest's first phase, originating from 11 EU countries: France, Germany, Greece, Sweden, Poland, Bulgaria, Slovenia, Lithuania, Estonia, Croatia, Netherlands. At this initial stage, the participants furnished a white paper outlining their proposed concepts, accompanied by a description of technological solutions for detecting LFOs at the EU land borders.

Overall, the submitted proposals met and exceeded the evaluation criteria defined in the rules of the contest, presenting comprehensive innovative multi-layer and multi-sensor architectures, with various active and passive detection systems that, when combined, have the potential to detect various types of LFOs. The top 10 best-ranked proposals which were submitted by the companies below, listed in alphabetical order:

Advanced Protection Systems S.A.  
DAT CON d. o. o.  
FLIR Systems AB (Teledyne FLIR)  
Marduk Technologies  
OPTIX JSC

CS Group  
Dedrone GmbH  
Hemeria Airship  
Naval Group SA  
Technofita Adria d. o. o.

Each of the laureates is awarded a prize of €10,000 and an invitation to the second phase of the contest. For those who accept the invitation to phase two, the proposals will be assessed for technical capacity. The top five proposals of the second phase will be eligible to receive a prize award of €50,000 each while the top three will be invited to phase three consisting of operational trial. In the finals, the three competitors will prepare, deploy, and operate their proposed technological solutions for three weeks of operational testing in Estonia, scheduled for autumn 2023.



## 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.





**Marion County Sheriff's Office (MCSO)** maintains its reputation as a leading innovator in law enforcement rotorcraft operations by partnering with Outerlink to STC the Air IP™ Wi-Fi system in their Bell 407 helicopter.

MCSO has consistently recognized the value of its helicopter capabilities and sought to get a cost-effective, reliable means to stream live video down while simultaneously capturing critical officer position data in the aircraft. After years of testing several products, they agreed to put Outerlink's Air IP™ system to a real-time test. The Air IP™ Wi-Fi system delivered HD video from the helicopter with a ½ sec delay and simultaneously streamed data and movies from the internet.

The need to provide a stable platform with sufficient bandwidth was paramount. Customer operational data shows a varying number of clients logging in simultaneously, with an average of five (5) devices logged in and an average of 7 – 20 Mbps of bandwidth for the entire flight duration.

Aero Brigham completed the aircraft and finalized the integration with the FLIR and Shotover ARS. Dave Brigham, Aero Brigham founder, said, "The helicopter community has been seeking the Air IP™ solution for years, and we are excited that we can bring it to the law enforcement and public service markets, including the rigorous firefighting customers."

The current STC is available for Leonardo AW139 (Part 29) rotorcraft. Outerlink and Sterling plan to add more aircraft models soon.



**MD Helicopters** continues to address the gaps in its past marketing in an attempt to pull back the many lost customers it had among the law enforcement community.

New thinking and a new logo might help but in the end they have to sell commitment to the industry. In terms of promissory words every management at MD has stated the intention to serve law enforcement well. To date each and every one has failed to meet the commitment. The promises to turn around the product line and provide what the customer wanted are a legion but few came to anything.

The manufacturer displayed its highly effective MD 530F from the Kentucky State Police at the recent AP-SON but this remains a one trick pony as far as the current product line is concerned.



The Vietnam War left over is just that, and it seeks to ignore a whole tranche of potential aeronautical improvements that have taken place since that long forgotten war. The average soldier could not sit inside the back of an OH-6A in 1965 and you sure as hell still cannot sit an average police person in the back of the MD530F 50 years later. Whichever way you look at it that is not progress even if it finally has a few extra horsepower in the engine.

Meanwhile the true, potentially market leading, MD900 light twin sits in the factory wholly unloved and growing ever older. It may not be everyone's perfect airframe but it is at least designed within the last 30 years.

Again based on the Vietnam era product MD has kicked off an STC project that will certify the use of a Rolls Royce 250-C30 engine in the MD 520N, which features MDH's patented NOTAR tailboom. STC certification is expected before the end of 2023 and MDH will license a select number of Authorised Service Centres around the world to perform the upgrade, which will significantly boost the MD 520N's hot-high performance while reducing maintenance costs. MDH is partnering with Columbia Helicopters Inc. to es-



**People Solutions**

- Transformation Management
- Crew Resource Management
- Organisational Development
- Psychometrics
- Talent Management
- Coaching
- Facilitation

*"Helping you to realise and release the talent potential that sits within your organisation, developing your people and ensuring that you safely thrive and fly"*

David Howell, Director

[www.ableandrush.com](http://www.ableandrush.com)



establish the STC.

There are 85 MD 520N helicopters flying today. This engine upgrade offers an improvement for those aircraft by significantly boosting power, performance, and cost savings for MD 520N NOTAR operators. Benefits of the -C30 engine upgrade at 4,700 ft density altitude include hover with 300 more lb on a hot day, 15% increase of available SHP on a hot day, 15% increase of TOT margins and improved maintenance costs. An improvement in the power output for the engine of the 520N was the start of the rot for the MD product long before the company fell into an inability to provide sufficient spares and support. Los Angeles County Sheriff based at Long Beach had a fleet of MD520N and 600 coming up for change in the late 1990s and were constantly asking MDHI for more power. The manufacturer refused and the effect was that the operation switched to the AS350B2 and has remained with variations of the type since. No wonder Airbus can claim taking 80% of the law enforcement sales, customer after the customer base was faced with a similar refusal to meet their genuine needs or preferences.

MDH is also offering its MD 530F Maximum Gross Take Off Weight (MGTOW) Upgrade to operators of all MD 530F model helicopters as part of the company's continuing efforts to increase customer support and service. The upgrade increases MGTOW from 3,100 to 3,350 lb.

The MGTOW upgrade is an internal weight increase. VNE with the new MGTOW is 150 knots. Maximum external load gross weight, minimum flying weight, and the center of gravity remain unchanged.

The upgrade consists of a new rotorcraft flight manual (RFM) supplement assigned to the aircraft serial number and a VNE IAS (knots) placard reflecting the increased MGTOW for display in the aircraft.

As with most things in modern life 'stuff' is being consolidated and that includes the range of journalism offered by the media.

Recent 'losses' have included the amalgamation of several enthusiast brands under the umbrella of Stamford, Lincolnshire Key Publishing. The editorial slant of Aeroplane Monthly and Pilot now sit right alongside that of similar title FlyPast and might therefore not be truly independent in thought – a situation that will please some no doubt.

The latest announcement is that in the USA **FLYING Media Group**, the parent company of *FLYING* magazine, is acquiring the aviation publication assets of Belvoir Media. This portfolio includes AVweb.com, *Aviation Consumer*, *Aviation Safety*, *IFR Magazine*, and *Kitplanes*. Last quarter, the same people acquired Plane & Pilot Magazine and the LSA-focused website.

AVweb.com was the largest independent aviation news site in the world, providing breaking news and in-



**COMMTECH**  
TCI | ECS

# INSTANT SITUATIONAL AWARENESS

Evenlode is a series of equipment providing capability for a range of **Information Exchange Requirements** that is **fully approved** for use on **police air platforms**; equipment can be deployed in the **air** and on the **ground** to provide innovative **video** and **data downlink** solutions for **police applications**.

To Learn More Click [Here](#)



formation.

*Aviation Consumer* is built to be the *Consumer Reports* of general aviation, providing editorial product reviews for general aviation, ranging from aircraft, accessories, avionics, maintenance, and safety products. It comes in monthly print, as well as a database of decades worth of reviews.

*Aviation Safety* is the premier safety-only aviation monthly magazine, with up-to-date reporting from accident investigators. With 40 years of archives and new reports every month, focusing on best practices and accident reconstruction, there is a massive library of content covering nearly every potential scenario that a pilot may encounter and many more they hope to never have.

*Kitplanes* is the Homebuilt Aircraft Authority, covering topics relevant to anyone who has ever dreamed of building or owning an experimental aircraft. The depth and detail of its coverage is unmatched in the aviation industry.

FLYING Media Group plans to preserve the heritage and unique voice of each of these publications, along with significantly increasing investments in content, reader experience, and digital sites. The plan will be to continue to offer the print versions of the publications and hope to introduce a bundled solution, where readers of all the FLYING Media Group properties can take advantage of the great library of content, across brands.

FLYING Media Group plans to retain Belvoir's aviation brands' editorial staff and contributors.

**DART Aerospace** has announced the launch of a new external cargo Heli-Utility-Basket™ specifically tailored for the Bell 505 aircraft. The Bell 505 Heli-Utility-Basket™ is the latest in DART's proven line of baskets. It joins DART's existing Heli-Utility-Baskets™ for helicopter models such as the H125, Bell 407, R66, and AW119, as well as other models for helicopters manufactured by Airbus, Bell, Leonardo, and Robinson.

The Bell 505 Heli-Utility-Basket™ features quick and easy installation, allowing operators to externally carry skis, cargo hooks, tools and equipment, and a variety of other items safely. Developed for the utility and VIP market, The DART Heli-Utility-Basket™ is constructed of corrosion-resistant stainless steel, coated with a high-gloss, scratch-resistant white finish. Safety is enhanced with a simple self-locking handle that assures lid closure and secures cargo during flight. A gas spring is utilized to ease lid opening and closing.

DART is collaborating with G2 Aviation in the testing process for this new product. The basket will be certified under TCCA and FAA STC. As with most DART products, DART will support other agency validations based on customer needs.

The Heli-Utility-Basket™ is now available on

DART's official website, [www.dartaerospace.com](http://www.dartaerospace.com). This product can be shipped globally, with deliveries expected to begin by September 2023. Please contact DART's Sales team today at [sales@dartaero.com](mailto:sales@dartaero.com) for more information on pricing and lead time.



**2Excel Engineering** has secured a brand new UK Civil Aviation Authority (CAA) Part 147 approval for licensed engineer training. Under its new approval, number UK 147.0147, 2Excel Engineering's Part 66 Engineer Training School can now conduct B1 and B2 type rating courses for the Boeing 727 series and King Air 200 series aircraft at its Hampshire base at Lasham Airfield.

Gaining certification represents a significant milestone in the Company's commitment to nurturing and developing highly skilled professionals in the aerospace industry. With this new accreditation, 2Excel Engineering can now train its own licensed engineers to assure the Company's long-term resilience and continued success.

An unidentified German Police Helicopter Squadron recently decided to upgrade its video transmission system on its fleet of Airbus EC135 helicopters. **Team2 applications**, a developer of electronic system solutions for aviation and security, KMT GmbH, a security service application specialist, and VITEC combined forces to design a new system to meet the requirements of this challenging application.

The bespoke solution features team2 MLX100/VRX211/NGR421 Routers, VITEC single channel HEVC/H.264 MGW Pico+ TOUGH Encoders or MGW Diamond TOUGH HEVC/H.264 quad-channel Encoders, and airworthy antennas designed by team2. All units are housed in ruggedised enclosures, designed specifically to support mission-critical intelligence, surveillance, and reconnaissance (ISR) from both manned and unmanned airborne platforms operating in extreme conditions.



Through the Airbus EC135 retrofit, all equipment is contained in a rugged roll-on/roll-off rack, which can be installed in the helicopters within 5 minutes, with seat-rail quick-locks attached to the airframe, and easily connected to the helicopter's standard power outlet and the video-cameras to 3G-SDI video outlets.

The solution meets the customer's requirement for two independent video transmission systems on the equipped helicopters and provides a WLAN/Wi-Fi network access point that extends the German Police Force's IP-network to the helicopter cabin.

The VITEC encoders provide up to four 3G/HD/SD-SDI or composite inputs for video capture and live streaming. In addition to providing H.264 encoding, the MGW Pico+ and MGW Diamond TOUGH Encoders offer options for advanced HEVC compression for streaming HD/SD video (up to 1080p60), with bandwidth savings up to 50 percent compared to current H.264 standards.

The team2/KMT/VITEC solution brings bandwidth-efficient HEVC compression technology into field video streaming applications. Vitec is based in France.



## ACCIDENTS AND INCIDENTS

**26 June 2023 Mil Mi-8AMT GBP-10010 Georgia Border Guard Service.** A Mi-8 helicopter of the Border Guard Service of the Ministry of Internal Affairs of Georgia suffered a collapse of the nose landing gear when encountered wind gusts on attempting a landing, struck the ground and rejected the landing. It struck the ground nose down during the attempt to land on the pad near a tourist camp close to the meteorological station (elevation c12,000 ft) near Mount Kazbek in Georgia. The front gear was ripped off. Only a single occupant reported. The helicopter was being used in an operation for ensuring aid to Polish border police professionals. The Mil flew to the capital Tbilisi and made a safe landing at a Border Police base.

**19 July 2023 Bell 205A Fire fighting** helicopter operated by Valhala Helicopters West Kelowna, BC involved in firefighting operations has crashed near Haig Lake in northwestern Alberta, killing a pilot. The official statement revealed that it had collided with the ground during firefighting operations.

**22 July 2023 Leonardo AW189 9M-BOF Malaysia Fire and Rescue Department (JBPM)** helicopter, were reported to be safe after it crashed in the UniKL MIAT Hangar apron area near the Sultan Abdul Aziz Shah Airport, Subang, Selangor.

The aircraft was set to undergo an engine ground run at 11.40am after going through the periodic maintenance process. Three fire department personnel were on board when the crash occurred. They were Hasrizal Kamaruzzaman (aircraft commander), Che Azlan Che Mohammad (pilot) and Fua'ad Jamaluddin (air-quartermaster). Four maintenance crew members from Galaxy Aerospace Sdn Bhd, namely Mohd Taib (chief engineer), Ahmad Zhafri Nor (avionics engineer), Zhafir Mohammad (intern) and Ryan Xavier Julius (intern) were also on board. During the engine ground run the aircraft rolled to the right smashing the main rotor blades. There was no fire. All those involved received treatment and examination at the scene by a medical team. One maintenance crew member complained of back pain and was instructed to do further examination at the health clinic. [Media]

**25 July 2023 Robinson R44 police of Grupo Aereo Policial, San Salvador.** The helicopter crashed on the roof of the Iglesia La Merced, a church located next to the police headquarters in San Salvador. Aircraft appears largely intact from published image.

**25 July 2023 Canadair CL215 1A10 1055 water bomber** of the 355th Tactical Transport Squadron of the 112th Combat Wing, Hellenic Air Force. Whilst at low level fighting a wild fire near Karystos, clipped a tree and flew into the ground killing both crew members. Destroyed by impact and fire. A video of the accident sequence shows that the float on the right-hand wing tip struck a tree and broke off before the aircraft turned right and impacted terrain, bursting into flames.

**27 July 2023 Robinson R44 RP-C 189 Air ambulance** operated by the Philippine Adventist Medical Aviation Services (PAMAS) made an emergency landing in a banana plantation in Lantapan, Bukidnon, Philippines after reportedly losing engine power whilst in the cruise at 3,000 feet. It was about three miles from its base at Valencia City, Bukidnon when it lost power. The airframe came down intact and upright with no fire. Neither the pilot nor passengers were seriously injured. One passenger was taken to the hospital for further evaluation, but his condition was not critical. [PAMAS Facebook].



# UNMANNED UNITED KINGDOM

**WEST MIDLANDS:** If you are interested in television series and can access UK television (Channel 4) it's well worthwhile taking a look at the 6 part new programme "Sky Coppers" featuring the West Midlands police drone operation.

The contrast of the modern day unit with where they were just a few years ago is dramatic. In September 2018 they appeared at the locally based Emergency Services Show (ESS) with a borrowed van – their assigned vehicle was simply too shabby for public display – promoting their service to police and industry. They saw themselves as a cheap alternative to manned air support. Things were a little better at the 2019 ESS show but gaining acceptance and funding for a drone operation was still in its early stages. It was still a time when realism about the true costs of drones were largely hidden.

As the new series of programmes illustrates, five years, a pandemic and an under-performing NPAS have dispelled many of the doubts. The unit has fit for purpose new vehicles and a staffing level that meets the majority of local air support needs at the price that has to be paid, rather than some cheap alternative.

Within the series it is made clear that the drone road patrols are just that with an added capability of getting an eye in the sky. In several instances depicted they do not use the drones but act as coordination between the ground units and the helicopter of NPAS.

First broadcast 9pm on the 11/7, not quite "who needs helicopters" but not far off.

## COMMERCIAL UAV EXPO

**SEP. 5-7, 2023**

CAESARS FORUM / LAS VEGAS

Produced by Diversified Communications

## DRONES FOR PUBLIC SAFETY & EMERGENCY SERVICES

- Drones as First Responders
- Collision Scene Reconstruction
  - Search & Rescue
  - Disaster Response

Presented by: COMMERCIAL UAV NEWS

Official Association Partner: COMMERCIAL DRONE ALLIANCE





FlyCam UAV



» Register at [expouav.com](https://expouav.com)

Use code **SAVE100** for \$100 off a conference pass or free exhibit hall pass.



NUAIR and the New York State Division of Homeland Security and Emergency Services (DHSES) are hosting the **5<sup>th</sup> annual NYS Public Safety UAS Summit** this month. The summit is open to all public safety agencies.

The goal of the summit is to train and educate public safety officials about the latest drone regulations and to showcase the latest UAS technologies designed specifically for public safety operations.

August 8 Day 1: State Preparedness Training Center, Oriskany

The first day of the Summit will be hosted by DHSES at the State Preparedness Training Center (SPTC) in Oriskany. It will consist of a series of presentations on key policy issues, case studies, and best practices concerning the use of UAS for public safety operations. It is only intended for public safety officials. It is not open to the general public or private sector representatives.

August 9 Day 2: Griffiss International Airport, a public airport located one mile east of the central business district of Rome, a city in Oneida County, New York, United States. The second day will be hosted by NUAIR at the airport. This day will include live demonstrations from UAS vendors with the latest technologies designed specifically for public safety operations. 2023 will have more vendors, more live demos & upgraded sound system for presentations.

Target Audience

The target audience for these events is a broad range of public safety officials including law enforcement, the fire service, emergency management, transportation, and public works. Interested public safety attendees will be able to register to attend Day 1 and/or Day 2.

The deadline to register for this event is August 1.

## PEOPLE

Last month APSA hosted the annual Awards Reception at the Rosen Centre Hotel in Orlando. This year's winners were:

**Robert L. Cormier Award:** Nick Minx, San Diego (CA) Police Department; Owner, Tactical Flying

**Captain "Gus" Crawford Memorial Aircrew of the Year Award:** Brandon McIntyre and David Altman, Brevard County (FL) Sheriff's Office Aviation Unit

**Safety Award:** Mike Atwood, Aviation Specialties Unlimited, Founder & CEO

**Technical Specialist Award:** Steven James Cantrell, Leon County (FL) Sheriff's Office Aviation Unit

**Tactical Flight Officer Award:** Brian Fee, San Jose (CA) Police Department Air Support Unit

**Unmanned Aerial Systems Award:** Texas Department of Public Safety UAS Program

Running any organisation is about promoting and selling the product and selecting the best workforce to promote and operate it. A confident and happy workforce is important. It is fair to say that UK police aviation has been found wanting in this area for some time and not for the first time Police Aviation News has pointed an accusing finger at bad leadership. To many self serving, short-term bosses who lack the subject knowledge directing decision making that time has proved flawed.

Recently there was a very public disagreement among the bosses over a memorial emblem worn by officers on the street. Memorial emblems being added to the standard uniform have long been a contentious issue – 30 years ago officers across the UK used to buy and wear Rupert Bear badges funding the widows and orphans of RUC officers killed on duty during 'The Troubles'. They were unobtrusive but they were not uniform and edicts were issued to control their appearance.

The Rupert Bear badges were usually small and issued for a wide range of charitable police events and conferences in addition to the Ulster memorial editions.

The latest ripple follows the decision by the Metropolitan Police to temporarily ban the wearing of a modern memorial emblem for all officers killed in service – the Thin Blue Line Memorial produced by the Care of Police Survivors charity – at a Pride event in London.

The emblem is based on the Union Flag and in the usual form is relatively large. Controversially it is also based on a similar memorialisation based on the US Stars n Stripes that has itself had issues in that it has ended up being both a policing symbol and is being used by some hard-right groups". The decision came from the top. The Met Police Commissioner Sir Mark Rowley defended his decision to ban officers from wearing the thin blue line badge. He was "cautious" about officers "showing allegiance to any cause" on their uniform. Uniform policy allowed officers to wear the Police Memorial Day badge, the Royal British Legion's Remembrance Day poppy and the Help for Heroes badge or wristband and





extending that was not an option. Not everyone agreed. Up front with an alternate view was the recently appointed NPCC Aviation Lead Chief Constable Nick Adderley of Northamptonshire. He announced:  
 “I have offered to pay for the patch, for my officers and staff, (my own money) if they wish to wear it as I am determined never to allow a minority to twist the meaning of this patch, which risks the memory of fallen officers being driven into an abyss of hushed tones. “  
 It was a contrasting but popular view among the rank and file. It is debatable whether any of the rhetoric was about populism.



**The Great Western Air Ambulance Charity (GWAAC)** welcomes Dr Andy Lockyer and Dr Andrew Heavyside as Medical Director and Assistant Medical Director respectively.

The Consultant Doctors have been an integral part of GWAAC's Critical Care Team for a number of years and are highly thought of by peers and colleagues across the charity.

Following a rigorous selection process, Dr Lockyer and Dr Heavyside started their new leadership roles on 1 July 2023. Both Doctors will continue working shifts as Critical Care Doctors for GWAAC.

As GWAAC's Medical Director, Dr Lockyer (left) will take leadership of all aspects of GWAAC's clinical team, including performance, standards, overseeing audit processes, and staffing. He will represent all GWAAC Doctors and work closely alongside Advanced Clinical Practitioner in Critical Care, Vicki Brown, who is the lead for GWAAC's Specialist Paramedics in Critical Care.

Dr Heavyside will support the Medical Director in many aspects of GWAAC's medical leadership.

GWAAC was formed in 2007 and is the youngest air ambulance in England and Wales. Over the last 16 years, the charity has seen many clinical advances, and operations have increased year on year, meaning the management has become more complex and challenging, developing

the need for increased management capacity and expertise.

GWAAC provides the critical care and air ambulance service for 2.1 million people across the counties of Bath and North East Somerset, Bristol, South Gloucestershire, Gloucestershire, North Somerset, and parts of Wiltshire. It is co-located with an NPAS helicopter at a dedicated base near the junction of the M4 and M5 Motorways near Bristol.

A former **Leicestershire Police** officer lied three times about damage caused in drone crash, a misconduct hearing ruled. Kenneth Fricker, who has since left the force, was flying the force drone at the scene of a serious traffic accident on the M6 at Catthorpe on October 14, last year when he crashed it. The hearing heard that the drone's footage had been deleted, allegedly accidentally, but ruled that “on the balance of probabilities” this showed “intend to cover up the original incident”. Chief Constable Rob Nixon chaired the hearing. He said the “continued nature” of the “deceit” were “aggravating factors” in the case. These “fundamental breaches of honesty and integrity are of such a nature to undermine trust and confidence in policing”, the hearing report, signed by the chief constable, stated. Mr Fricker's actions also “undermined” his relationship with and the trust of his colleagues, it added, and “placed a fellow drone pilot in a situation where he may [have needed] to deploy a drone with undisclosed damage”. Mr Fricker had been a serving officer for almost 20 years and had served Leicester and Leicestershire “extremely well during his long career”, with this incident being “out of character”. It was also acknowledged his dishonesty was “motivated to avoid criticism, embarrassment and guilt” not “for personal or financial gain”.

Nonetheless the actions of former PC Fricker fell below the standards which are expected of police officers and amounted to gross misconduct. His actions undermined the relationship and trust with his colleagues and compromised the integrity of records.





# YOU DESERVE TO HAVE IT ALL



# TRAKKA SYSTEMS

## TOTAL MISSION SOLUTIONS

Trakka Systems has been pioneering Critical Vision Technologies for over 20 years. Today we are the only company to offer a Total Mission Solution with all technologies from a single vendor. We design all systems to work individually or together, providing an easy-to-own and easy-to-operate Total Mission Solution.

[trakkasystems.com/total-mission-solutions](http://trakkasystems.com/total-mission-solutions) | +1 813 815 4321



*The TLX high-intensity searchlight, TC-300 EO/IR camera, and TM-100 Maps and Video Mgmt software comprise your Total Mission Solution.*



*See. Save. Protect.*





# BOOK

## TRAINING THROUGH CHAOS

Serious subject matter books on airborne law enforcement remain a rarity.

For those in airborne law enforcement, learning the position of Tactical Flight Officer is, often the most difficult position to learn and do well in. There are many reasons for that. Equally as difficult is teaching the position successfully. From the USA a new book is on offer via Amazon and it come with some great credentials in that it has a foreword penned by Jack Schonely one of the leading authorities on tactics and is backed by input and reviews from Jon Gray, Clay Lacey, and Bryan Smith.

Mike Calhoun, a 20-plus year law enforcement veteran and former Chief Pilot of a southern California sheriff's department aviation unit takes the reader through his own experiences of selection and training law enforcement officers to learn the most difficult job in all of law enforcement, the Tactical Flight Officer within the helicopter air support unit. The book takes the reader through tips that hopefully will bring success in lowering the over 50% fail rate in training he has experienced. He outlines the personality traits that should be sought in the selection process, and training methods to become an effective shaper of behavior, as well as more than an instructor; a mentor.

Early in his own career he found himself to be a terrible teacher of TFOs, and it was not until he became a flight instructor that he realized how terrible he had been. I bring my experience in covering many training topics, including items, including what is going on in the student's brain as he or she is learning such a procedurally complex position while under a tremendous amount of stress.

The book is American but it has long been accepted that that in no way devalues the content, International meet ups of the trainers of many nations at PAVCon Europe or APSCON have clearly demonstrated that the problems are exactly the same for all nationals and all trainees.

Thanks to the Amazon print in country capability the book is only just arriving in Europe so sensible 'local' reviews are a few days off . So I call on the thoughts of the Hangar Z Podcast team and am using their review of the 100 page book

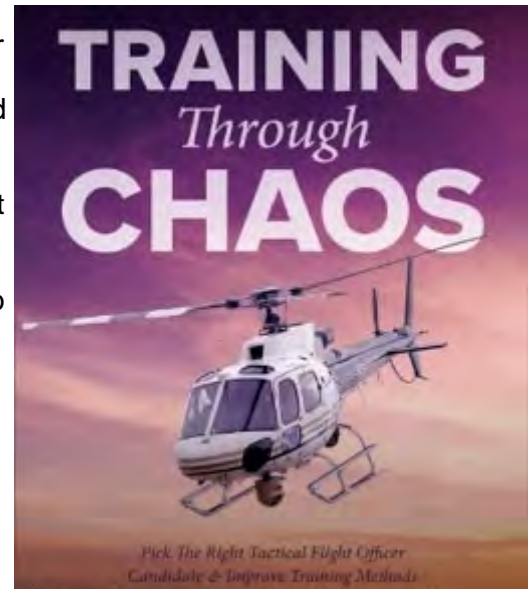
We highly encourage anyone involved in airborne law enforcement, whether you are a unit commander, tactical flight officer trainer, or someone aspiring to join your air support unit, to get a copy of Training Through Chaos, by Mike Calhoun.

This book gives any unit the keys to successfully select, train and retain their tactical flight officers, which we all know is one of the most difficult jobs in all of law enforcement to master.

Mike does an excellent job laying out the framework, based upon his own experiences, in an easy to read and digest format, while also being entertaining. It was so easy to read, Jeff sat and read the entire book in one day and he hasn't read an actual book in who knows how long!

Seriously, this book needs to be in the library of every aviation unit and in the hands of every member of the unit. For those looking to one day join their department's aviation unit, there is some great insight on how to succeed in one of the most challenging assignments of your career.

Check out the title on Amazon, you will often find that they can supply a locally printed version overnight at a reasonable price. With a nominal US price of \$20 the UK price works out at £15.55 delivered.



## ADVANCING PUBLIC SAFETY AVIATION

[WWW.PUBLICSAFETYAVIATION.ORG](http://WWW.PUBLICSAFETYAVIATION.ORG)



## FOR THE MODELLER

Recently announced by Airfix is a new model of the Westland Sea King in 1/48 scale. So if you have not already bought an example of the real thing for your back yard Glamping Site and want to while away a few hours in the nostalgia of the type here is an opportunity.

Airfix is offering the newly tooled Sea King kit with 348 pieces. With its captivating narrative, this kit portrays the evolution of a single aircraft, from its inaugural flight to its current livery, rendering it truly one-of-a-kind.

The newly designed Westland Sea King boasts an intricately detailed exterior, featuring a fully riveted external skin and overlapping panels. Its interior is equally detailed, showcasing raised cockpit elements and instrument surfaces, and three distinct cabin configurations tailored to each scheme. Plastic kits are expensive these days, so many may not see the price of £54.99 as too excessive.



## MOVE ALONG THERE

Some police aviation activities are seen as a basic must have and others are undertaken at the whim of those in charge or those that have to undertake it. Meeting the public is a matter of taste for both and, sometimes, affordability.

In the United Kingdom one of the victims of either taste or cost since the creation of NPAS has clearly been "Meet the ....." In this case it has been both meet the people and meet the press. But there remains the opportunity to reminisce and I found one such item on line in the serious corner of social media. It was penned by David Howell, now retired but one time officer in charge of the independent air support unit at Halfpenny Green near Wolverhampton until NPAS stepped in and changed the shape of operations for all time.....

I happened to be walking through the local park today and walked past a group of young school children. They were probably 7 or 8 years old and the teacher was attempting to give them a pep talk before walking in the park, possibly on a field trip. They were all in their smart red jumpers and had their florescent bibs on, just in case one went astray. I immediately recognised the school and the teacher as two of my three daughters had attended that very school and the teacher was now the deputy head teacher.

They all politely moved to one side for me to walk past and I said "hello" to the teacher who instantly recognised me. One of the pupils even politely said "good morning" to me and I replied.

Then I heard the teacher say this,

"That man who has just walked past fly's helicopters!"

I think some of the pupils were amazed that a plain unassuming middle aged man walking through their local park could do such a thing. To be honest I flew "in them" rather than actually flew them (apart from when the dual controls were in for maintenance purposes!)

The teacher then, to my amazement, went on to say.

*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'.*



"Some years ago he landed his police helicopter on the school playing field and we all had a look inside!"

Wow, he actually remembered. It had obviously left a lasting memory. The visit had taken place some, by my rough reckoning 15 years ago!

Here is the thing! Each of those 120 children back in 2008 had a positive experience of policing. Each of those children would then have gone home to tell their parents of that experience, then their grandparents and siblings. If we also include the teachers then that is potentially 1000 people who had a positive experience of policing all for the investment of 1 hour of our time.

It proved to me that some of those little acts of kindness do and can so often leave a positive and lasting memory no matter how inconsequential or "run of the mill" they may seem to you. That "return on your investment" of time, a friendly face and a welcoming, approachable smile may not reap instant rewards but the seed has been sown for it to flourish in the future, whenever that may be.

Police aviation is attractive to the law abiding public, it has been like that for a long time and it seems unlikely that the positive attitude will change any time soon. Unfortunately many police aviation operators let that positive vibe slip away from them without taking the opportunity to further enhance that positive fact. It does not matter why the attraction is in place, it should be squeezed for everything it might give. That probably means go and meet the public at every opportunity and to promote the bases, aircraft and operations whenever possible.

Many individual units in the USA can be seen to make best use of that fact – even if sometimes it is all about ensuring their continued funding rather than a true love of people. Witness the *American Heroes* meet ups across the USA. In terms of numbers they are not large events but their effect is undoubtedly greater than the attendees.

Just as many police operators may be the exact opposite in attitude. Unfortunately, as recounted by David Howell, it appears that the positive vibes put out by many of the constituent parts of the UK's NPAS have been put down by a management that is suddenly unable to handle either the public or media in a positive manner.

In terms of appearance, it seems that every public announcement relating to NPAS since the October 2015 'launch' of the upgraded EC135T2 helicopters at the public Helitech International event has been carefully kept in house with tame photographers and internally created text. There were instances where the curtain of apparent secrecy surrounding the 2017 PAVCon event in Doncaster but it does not seem to have been repeated. The controversial fixed wing aircraft have yet to be the subject of a public domain launch and there is no sensible reason why.

Until then NPAS appear happy to simply state what they do rather than mix it with the public....  
 "Our police helicopters and aeroplanes play a valuable role in not only identifying potential locations of criminal activity but gathering high quality evidence to obtain warrants and secure prosecutions."





And before we move on to the latest updates on the migrant traffic from Europe to the United Kingdom we should take note of the latest gripe to emerge from those who might make the journey. We can recall that at great expense most of the travelers from distant parts where life in hotels is an unknown luxury and life under canvas or corrugated iron all too familiar, the British people have extended to them life in good hotels and free food.

Strange, as the local population in Europe set off this August intentionally for a holiday life under canvas that the British Home Secretary had the temerity to suggest that some of the migrants might have to be housed under canvas as well to ease the accommodation pressures!  
Wails of horror!

Perhaps fortunately as southern Europe and northern Africa broiled under high temperatures Britain has been cooler and the great moat that is the English Channel has been rough and dangerous. Numbers are down but it will not last. We may never know what part the French Police are playing in holding the invasion back for it seems a very sensitive subject. Thank you for your efforts.



The Visual clue. On a sea state calm day the beach Webcam located on the northern French coast at Sangatte can clearly see the white cliff of Dover. On a bad day it cannot. They come on calm days and stay when it is rough. Makes you want the weather to stay bad!

## MIGRANTS

### STOP THE BOATS - WHERE AND WHEN?

1. At the beginning of 2023, the Prime Minister, The Rt Hon Rishi Sunak MP made his much quoted pledge to, "Stop the boats"! Now, 6 months later, half-way through the year, has there been any change in the number of migrants, those crossing the English Channel in small boats from France? Moreover, if the numbers have gone down, have aircraft, those aircraft patrolling the middle of English Channel, played any part in this turn-around.

2. After a period of bad weather in the Channel, Mr Sunak visited the Port of Dover on the 5 June, to meet members of the UK Border Force and to hold a press conference. The numbers of migrants crossing the Channel in small boats in the first 5 months of 2023, compared to the same period in 2022, had fallen from 9,575 in 2022, to 7,610 in 2023. Whilst at Dover, the Prime Minister was, quite rightly, pleased to confirm that the numbers had, in fact, been reduced, by a significant 20%!

*Whilst visiting members of the Border Force at Dover, the Prime Minister was pleased to announce that, in the first 5 months of 2023 the number of migrants landing in the UK from small boats had fallen by 20%.*



3. The Port of Dover is where migrants, those who enter the UK via an illegal route, across the English Channel, are landed after being 'rescued' by vessels belonging to the UK Border Force and the Royal National Lifeboat Institution. The routine is for the migrants, those who set off from a beach in northern France, generally in good weather, to use their smart 'phones to confirm that they have crossed the half-way line, the median line. They then dial the UK emergency number, 999, ask for the Coastguard and declare that they are in distress and must be rescued!

*One of the UK Border Force crew transfer vessels, BF Typhoon, entering the Port of Dover. The Port of Dover is where migrants are landed after being 'rescued' by the Border Force and the Royal National Lifeboat Institution*



### A CHANGE IN THE WEATHER

4. Soon after the Prime Minister's visit to Dover, the weather changed; summer had arrived with long days, light winds and calm seas. The number of migrants who crossed the Channel in June, to enter the UK illegally, was 3,824 vice 3,139 in June 2022. This is the highest number of landings in June in any year since 2018. Moreover, the Home Office is now forecasting that up to 65,000 migrants may enter the UK illegally in 2023, those who have crossed the English Channel from France. In 2022 the total was 45,755. Then the weather changed yet again and for the first 6 days of July there were no landings. Nevertheless, this was followed by a further surge when, in just 4 days, 7-10 July, 1,677 migrants crossed the Channel in 31 boats, an average of 54 migrants per boat. On Tuesday, 18 July, in good weather, 574 migrants crossed the Channel in 12 boats. A further 297 migrants arrived in the UK on Wednesday, 19 July in 6 boats. These purpose built, 'one shot', inflatable boats have certainly become much larger, each carrying 50 migrants, or more, but, at the same time, they are very dependent on good weather with a light breeze and a low sea state.

### NEW LEGISLATION

5. Following earlier legislation, the 'Nationality and Borders Act 2022', on Thursday, 20 July 2023, the 'Illegal Migration Act 2023 became law with the promise of detention and removal for anyone entering the UK via an illegal route, including the English Channel. On the same day 297 migrants were landed in the UK from 5 boats. Then, the following day, Friday, 21 July a further 172 migrants were landed from 3 boats. On both days the Channel was patrolled by the Dash 8 maritime patrol aircraft, together with a smaller Diamond DA62 patrol aircraft. Both aircraft were operating from Lydd Airport in Kent. The migrants were 'rescued' by the crew transfer vessels, chartered by the UK Border Force, and subsequently landed at Dover. In just 2 days up to 463 migrants may expect to be detained pending removal from the UK. However, it is unclear where these migrants will be detained and to which country, or countries, they will be deported. Moreover, there is some uncertainty as to whether the new law will be introduced immediately, or incrementally, over several months.

*The Home Office is forecasting that in 2023, up to 65,000 migrants may cross the English Channel in large, purpose built, 'one shot' inflatable boats to enter the UK without permission.*



### SHARED VALUES

6. Also, in June the British Home Secretary, The Rt Hon Suella Braverman KC MP met her opposite number, the French Minister of the Interior, Gerald Darmanin at the London HQ of the National Crime Agency to discuss state security, counter terrorism and illegal migration. The discussions included the progress that had been made to tackle illegal migration across the English Channel, to 'stop the boats'. This followed the additional financial support from the British government of £478million over 3 years to improve border security on the beaches of northern France. The Anglo-French agreement includes a new battalion of 800 gendarmes, a new joint zonal coordination centre at Lille and a new detention centre at Calais.



7. At this meeting the Home Secretary was, like the Prime Minister, pleased to announce that in the first 5 months of 2023 the French security forces had stopped more migrants from crossing the Channel than the number who had succeeded; 7,610 migrants had entered the UK in 5 months by this illegal route. However, if the French had, for example, stopped 8,000 migrants, was this 8,000 individuals, or 1,000 migrants who had attempted to make the crossing 8 times? A better indication of the success of the French security forces would be, how many boats have been destroyed in France? To date, this figure has never been released in the UK, although there are occasional reports in the media.

*In the first 6 months of 2023 the number of boats crossing the Channel was 257. How many boats have been destroyed in France, by the French Gendarmerie and the Police National so far this year? These were intercepted before they reached the beaches.*



### THE COST

8. Whilst the current Home Secretary, together with former Home Secretary's must be admired for their tenacity, for their determination to 'stop the boats', this has become a very long game. Moreover, the costs, paid from the public purse, have become enormous. Hotel bills alone, to accommodate migrants, are in excess of £6million per day. Then there is the cost of policing the English Channel with aircraft and with 5 specialist rescue craft, those Border Force vessels described as crew transfer vessels (CTVs), that are based at Ramsgate. Add the funds transferred to France to improve their border security, £200million between 2018 and 2021 and a further £478 million in 2022. Then add the potential cost of deporting migrants to Rwanda. Also, add solicitors fees and court costs. Then add the allowances paid to the migrants after they've arrived in UK, together with health care and education, and we're looking at some very, very big numbers, many billions of pounds!

9. A further Home Office initiative, in addition to financial support for French border security, is a new aircraft to join the existing fleet of aircraft that include a Coastguard Beechcraft King Air, a Piper Navajo, a Diamond DA62 MPP and a Tekever AR5 drone. These aircraft patrol the English side of the median line, the line that divides the English Channel into two halves, English and French. According to the press, this new aircraft will patrol the Channel non-stop to boost the Home Office capability to, "Prosecute people smugglers by capturing live footage of voyages that could be used in evidence in legal cases." The new aircraft aircraft, a de Havilland Dash 8 maritime patrol aircraft, is on charter from the Canadian company, PAL Aerospace and is based at Lydd Airport in Kent.

10. Irrespective of the news headline, "Non-stop plane to catch migrant smugglers", the de Havilland Dash 8 can, in fact, remain on patrol for just over 7 hours. If live footage of people smugglers is critical evidence then why not photograph the migrants, close up, from the French patrol boats, from the UK Border Force vessels and from the lifeboats of the Royal National Lifeboat Institution? After 5 years, with the numbers of migrants landing in the UK increasing year on year (45,755 landed in the UK in 2022), it's surprising that the Home Office has yet to introduce a response, with aircraft, that is both proportional and targeted. Before the migrants leave France, rather than when they're half-way across the Channel.

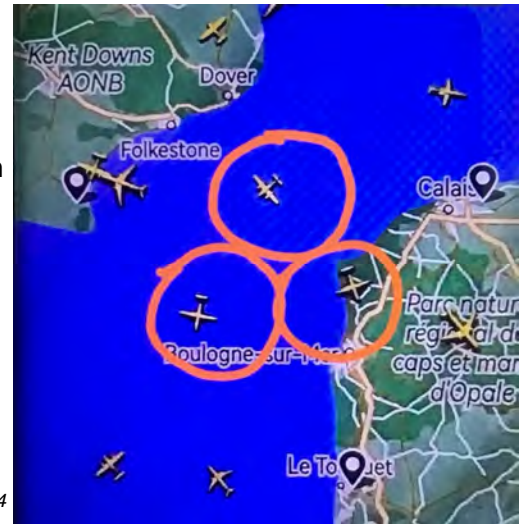
*The occasional use of a light aircraft by the French Police Aux Frontiere, a Cessna 182 based at Le Touquet, to patrol the beaches of northern France is targeted, proportional and, most importantly, extremely cost effective.*



11. On Friday, 14 July the English Channel was, at one point, patrolled by no less than three maritime patrol aircraft, all at the same time; the de Havilland Dash 8, a Diamond DA62 and a Dornier 328. On the same day, 56 migrants were landed in the UK from one boat. Was this low number the result of the air patrols, by 3 aircraft, or were the French Gendarmes, together with the Police National more active and more successful, or was it more likely that, once again, the adverse weather had proved to be the perfect deterrent?

*On the morning of Friday, 14 July 2023 there were no less than 3 maritime patrol aircraft in the air, over the English Channel, at same time. A de Havilland Dash 8, a Diamond DA62 and Dornier 328. The Frontex D328 is near Cap Gris-Nez. The Dash 8 is ahead of the DA62.*

Flight Radar 24



## A NEW INITIATIVE

12. After almost 5 years, the only sure way to 'stop the boats' will be to patrol the beaches of northern France, not with large, very expensive, maritime patrol aircraft, but with light, agile aircraft, with 'spotter planes'. These aircraft would be used to locate the migrants, together with their large inflatable boats, and then provide direction to the land based security patrols, the battalion of 800 gendarmes. The latter would then use their all-terrain vehicles and the new Gendarmerie multi-role helicopter, the Airbus H160, to effect a rapid intervention.

13. This tactic, using 'spotter planes', worked in WW2, to direct artillery fire. It worked again, in the late 1950's, to locate and destroy the camps of the EOKA terrorists hidden in the forests of the Troodos Mountains, in Cyprus and it would work again today, on the beaches of northern France. Moreover, we should not imagine that drones can be as effective as manned aircraft, although they do have some utility. The manned aircraft with its speed, height, reach and agility, together with airborne observers, the 'eyes in the sky', should never be underrated!

*The new Anglo-French agreement includes a battalion of 800 gendarmes to patrol the beaches of northern France, but close air support, with 'spotter planes' is noticeable by its absence.*



## CONCLUSION

14. To date, since a former Home Secretary, Sajid Javid MP, declared a 'major incident' in 2018, when 299 migrants crossed the Channel in small boats, none of the patrol aircraft, large or small, military or civil, those that patrol the English side of the Channel median line, has stopped one migrant boat from crossing the English Channel to enter the UK without permission! Moreover, and most importantly, large aircraft are expensive. What is the historic cost and what is the current cost, to the public purse, for what has proved to be a nugatory exercise? Why patrol the Channel with aircraft, manned aircraft and drones, when there's a chain of masts, with surveillance cameras, along the south coast of Kent, 'staring' towards France, or is this yet another exercise without any measurable value?

15. For example, on Tuesday, 18 July 2023 the English Channel was patrolled almost continuously for 24 hours, from 00:01 hrs to 23:59 hrs with 2 aircraft, the de Havilland Dash 8 and the smaller Diamond DA62, also based at Lydd. On the same day, in good weather, 574 migrants were landed in the UK from 12 boats. On Wednesday, 19 July a further 297 migrants crossed the Channel in 6 boats. Then, following the enactment of the 'Illegal Migration Act 2023' on the 20 July 2023, a further 473 migrants crossed the Channel in 8 boats, in 2 days, 20-21 July. In the same 48 hours, how many migrants were turned back, on the beaches of northern France, and how many boats were destroyed? If the UK and France share a common aim, to 'stop the boats' then this will be achieved, most quickly, when the number of boats destroyed, in France, exceeds the number of boats delivered to France by the people traffickers.

*If the UK and France share a common aim, to 'stop the boats' then this will be achieved, most quickly, when the number of boats destroyed in France exceeds the number delivered by the people traffickers.*



16. In conclusion, it may be agreed that this battle, to 'stop the boats' can only be won, and quickly too, on the beaches of northern France with security forces on the ground, together with close air support, with 'spotter planes' to facilitate rapid, targeted intervention. Those migrants hoping to enter the UK via an illegal route, together with their boats, must be stopped at the beginning of their journey, rather than half-way across the Channel. If the cross-Channel route is permanently closed then the migrant camps in northern France will no longer have any purpose and they will disappear. A 'win-win' for both countries, for the United Kingdom and for France.

James A Cowan MBE  
Squadron Leader  
Royal Air Force (Ret'd)

22 July 2023

*The author, flew the Nimrod maritime patrol aircraft, the 'Mighty Hunter' with No 201 Sqn and subsequently flew the same aircraft type with No 51 Sqn, Royal Air Force. He also led Exercise Northern Venture, an expeditionary flight which circumnavigated the Northern hemisphere, Europe, Russia, North America and the North Atlantic, with two DHC1 Chipmunk training aircraft. This is the same aircraft that, shortly after it entered RAF service, for pilot training, was deployed to Cyprus and re-rolled as a 'spotter aircraft' to locate EOKA terrorists hiding in the Troodos Mountains. The military Chipmunk also served in the role of training police officers to act as air observers for Civil Defence work—some of the earliest undertaking the role in the UK in the 1950-70 period. Cowan is also a former police pilot and a former air ambulance pilot.*



**Help 999  
#Know  
exactly  
where**

 what3words

**Every 3 metre square has an address  
Download the app today**

## EVENTS PAST and COMING

*As I reported last month, several exhibitors at the PAVCon Europe show in Bilbao packed up quickly and hot footed it to the United Kingdom and Northamptonshire. Transport links from the London Airports to Sywell were far from straightforward but they prevailed. I was not tempted, it was a county too far. I have had feedback from the event though and, as I effectively promoted it in PAN, I feel free to pass on some of the comments I have received.*

*The event was the long standing **AeroExpo/RotorTechUK**, variously described as a general aviation show, a helicopter show and from time to time promoting the incorporation of a specialist event – in the past there have been ‘police aviation conferences’ included but they never ever came close to matching the Shephard or PAVCon events in their specialisms. The 2010 PAVCon in Pribram, Czech Republic, was co-located with the European variant of the show, so the two were briefly close at one point.*

*This year the June 8<sup>th</sup>-10<sup>th</sup> was billed as a Festival of Aviation, incorporating an Intelligence, Surveillance, Reconnaissance (ISR) themed section, a Multi-Mission Expo & Conference. That title was the attraction to the weary former attendees at the PAVCon. By all accounts, although the show itself was busy enough across the airfield, their ISR expectations were not met. In effect they met themselves again, the numbers of ‘new’ ISR market specialists were very few, but included 2Excel Aviation, Beechcraft and RIEGL, most of the others were late of Bilbao.*

For the enthusiast there were other disappointments in that the numbers of aircraft of all types flying in did not meet the inflated claims. The event overall though is fairly rich in airframes so plenty to photograph, just not enough business to be had for the serious side of the gathering. Exhibitors come from far and wide and pay a great deal of money to bring themselves and their displays to a remote field in Northamptonshire.

That said, the disparity in numbers was no where near as stark as exhibited by **Helitech** in recent years. The show is just two months away in September. Even though the event is coming soon to ExCel in London there has been precious little advertising and my media contacts suggest that the organisers have not been approaching them as a means of promotion. Apparently there are still 300 exhibitors expected (they have NEVER met that number) and you can join the search for them at ExCel on September 26-27<sup>th</sup>! As a result PAN contacted them and invited their promotion of the event.

There is little doubt that the former helicopter show with rustic connotations (including such as “Welitech” from its days in the rain and mud of outside events) has now morphed into a Drone event firmly held in within the warm but impersonal embrace of a steel and concrete exhibit hall with some helicopter content. Even two months before the opening the content of the 2023 rotary conference remains unclear and still promoting the speakers of 2021. [www.helitech.co.uk](http://www.helitech.co.uk)

More forward in their event promotion is **European Rotors**. They will be recalled as holding events in Cologne in November recently – and also as the former business partners of Helitech. This year they are off to Madrid for a first show off German soil the date will be November 27-30. [www.europeanrotors.eu](http://www.europeanrotors.eu)

Not everyone will have an interest in DSEI when it precedes Helitech between 12-15 September at the ExCel simply because it is billed as a defence industry’s event. **DSEI 2023** in London is a world leading defence and security event and there are numerous cross overs within the event that fit within the emergency services. If nothing else there are chances to see and board naval vessels at the dockside, see rigids and other light boats demonstrated, a mix of drones that are often far more than simply the brain-child of some university geek team, and real life securing the perimeter. [www.dsei.co.uk](http://www.dsei.co.uk)

2-3 August 2023 Aerial Fire Fighting – Asia Pacific Conference and Exhibition, New South Wales Fire Service Training Academy, Dubbo, Regional Airport, New South Wales, Australia Organised by Tangent Link. Chilterns House Business Centre, Eton Place, 64 High Street, Burnham, SL1 7JT UK. t: +44 (0) 1628 660 400 [www.tangentlink.com](http://www.tangentlink.com)

September 5-7, 2023, at Caesars Forum, Las Vegas Commercial UAV Expo  
This live event defines and showcases the global commercial drone industry, with a tie-in into the world of advanced air mobility. In 2022, the show smashed all previous records and registered more than 4,100 attendees from 60 nations and all 50 states, while hosting 232 exhibitors (up 60%). It draws the power buyers and global influencers and sets the pace for the industry. 4,000+ delegates from 6 continents will attend in 2023. "Vertical Focus - Global



**Commercial UAV Expo**, presented by Commercial UAV News, is the world's leading commercial drone trade show and conference focusing on the integration and operation of commercial UAS in select vertical markets.

Commercial drone professionals are eagerly anticipating Commercial UAV Expo 2023, where they can look forward to critical, timely education delivered by industry leaders; opportunities to network and engage with peers; and the best opportunity of the year to see and learn about the newest technology through conference sessions, workshops, and live-action

19-20 September 2023 The Emergency Services Show at the NEC Birmingham. Registration for [The Emergency Services Show 2023](#) is now open!

Taking place from 19-20 September 2023 at the NEC Birmingham. The Emergency Services Show 2023 is the most impressive edition yet the UK's leading annual exhibition for the blue light sector. Featuring cutting-edge products and solutions from top suppliers, engaging CPD-accredited content, and ample opportunities for networking, this once-a-year opportunity is not to be missed!

Increased aviation content this year. Already they have drone companies including Avy showing, the Air Ambulances UK, Airbox Systems, Blue Light Commercial, Bristow Helicopters, Secure your FREE PASS today and join thousands of emergency services professionals this September. The Emergency Services Show is the UK's leading annual showcase of the blue light sector, featuring over 450 exhibitors, live demonstrations, unique learning opportunities and unrivalled networking. Taking place in Hall 5 at the NEC in Birmingham, the two-day event brings together all disciplines from the emergency services sector to discover innovative technology and operational solutions, share their experiences and unite in their collaborative approach to public safety.

If the emergency services or their partnering agencies buy your products or services (or you feel they 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/>



[www.policeaviationnews.com](http://www.policeaviationnews.com)

