

# Police Aviation News

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Issue 254

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## DA-62 the MPP with room

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## PAvCon 2017 Preview



# LAW ENFORCEMENT

## GERMANY

**SAXONY-ANHALT:** Airbus Helicopters has handed over an H145 to the helicopter squadron of the Saxony-Anhalt state police. The aircraft will be used for the entire spectrum of police tasks. Following in Baden-Württemberg and North Rhine-Westphalia's footsteps, Saxony-Anhalt is the third federal state in Germany to have purchased the helicopter.

The helicopter's equipment includes a thermal imaging camera, an operator workstation with a connection to the police computer network, an image and data transfer system, a searchlight, a rappelling / fast roping system and a sling system with a double hook capable of loads up to a tonne.

The Saxony-Anhalt police helicopter squadron has flown helicopters from Airbus for 25 years. It currently owns three 24-year old helicopters, a BO105 and two BK117B-2. The new H145 will replace the BO105, and the two BK117 are planned to be replaced by an additional H145 in the future.



The helicopter was handed over as part of the 25-year anniversary celebrations of the Saxony-Anhalt police helicopter squadron attended by Holger Stahlknecht, Minister of the Interior and Sports Facilities, and Rigo Klapa, Director of the Saxony-Anhalt state police. [Airbus]



The latest EC135T2 upgrade airframe appeared in early May. The latest is re-registered G-POLF but was G-ESEX when it entered the process.

[Image copyright James Lloyds]

**FRONT COVER:** Diamond Aircraft based in Austria are now offering a surveillance version of their new DA62 airframe. The DA62 MPP (Multi Purpose Platform) builds on the well proven and successful multi-mission turnkey DA42 MPP, offering increased performance, space and capability. See Page 15.

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## UNITED KINGDOM

### PAVCon

Time for the annual get together of aviators in Europe that we call PAVCon. As ever the event seeks to open its doors to all emergency services workers and repeatedly asks them to join us whether they are aviators or simply need to understand what aviation can do for them. In a few days, we will learn whether anyone was paying attention to numerous and varied means of promoting the event to all ranks all skill-sets and persuasions. As with horses you can lead them to water but you cannot make them drink.

The Chairman of PAVCon for more than a decade, Gareth Davies, has his own view on the problem...

*You may have heard me get on my soapbox about the lack of knowledge the ground guys have about their airborne assets and that they should do more to understand what, essentially, is part of their overall 'technology portfolio'. Imagine my surprise then, while chatting to a senior police officer, that it was made known that the ground guys do not have enough time on their hands to inform themselves about such matters and that indeed it is because of this lack of knowledge internal budgets for air support are being targeted as more pressure is applied to reduce spending.*

*It was a curve ball but as an ex-sales guy I got the point. The key to selling is visibility, if people don't what it is you are offering they cannot possibly 'buy' it. Perhaps then, it is incumbent upon Air Support Units to 'sell' their advantages to the ground guys rather than the ground guys having to figure it out!*

*Those familiar with PAVCon will have heard Glen Daley's repeated warnings to those in air operations not to offer capabilities they cannot support wholeheartedly. It is a regular message but one that cannot be stressed often enough.*

*Aside from the embarrassment, when asked, that you cannot support, all too often it gets people killed.*

*On my travels, I have come across the statements 'capability-centric v Chief pilot-centric. I suspect that mind set starts here.*

The conference will not be just about air police talking to each other on how to do their job efficiently they will be talking to other emergency services and support agencies and Industry presentations. Among the latter will be items on laser attacks on aircraft and Adam Brierly of ST Laserstrike will be addressing this menace to all. Even the street cops can be affected if the pilot of their holiday jet is disabled. Adam has been involved in the development and introduction to market of advanced optical thin film technologies for more than 20 years and works in areas of Laser optics, Laser protection, cockpit display & NVIS and sensors for aerospace and astronautics.

Centum Research & Technology are to do an item on new technology to support Border Control missions and with many UK police forces trying to find their own in-house answer to air support that NPAS are not involved in the various items on 'Drones' should be a sure-fire hit.

Adams Aviation will be adding an expert from Cobham to their staff and he will be able to explain the new RT-7000 Flexcomm Tactical Radio. Adams state that this is the ONLY panel-mount radio to fill all communications needs and you will be able to see it for the first time in Europe with Adams Aviation at PAVCon.



## UNITED STATES

**CALIFORNIA 1:** Weeks after abruptly firing its police chief, the Baldwin Park City Council learned at he had cancelled the long-standing helicopter patrol operation. Last month the City Council voted unanimously to reinstate the programme managed by the El Monte Police Department.

**CALIFORNIA 2:** In a first for their operation Los Angeles police fired a rifle from a helicopter during a shootout with a man killed in Sunland last month. A number of shots were fired from the air and on the ground so it was not immediately known whether the fatal shot was from the air.

When street officers initially arrived, they found the suspect was armed and withdrew awaiting SWAT and air cover in a standoff that lasted five hours. The house — in the 11300 block of Althea Drive — was at the top of a hill, surrounded by brush and debris, a “very difficult location” for SWAT officers, contributing to the decision to bring in the aviation trained officer.

At some point, police fired tear gas into the house to try to force the man outside. He was shot when he emerged and opened fire at police.

Using lethal force from the air remains a rare occurrence. The most recent example was in 2015 when the San Bernardino County sheriff’s officials used a helicopter to fire on a driver leading police on a wrong-way chase on the 215 Freeway. A department spokeswoman at the time said the decision to fire from the air was made because the suspect “had been threatening the safety of the public by traveling at a high rate of speed, running stop signs and red lights, narrowly missing pedestrians and traveling southbound on the northbound freeway.”

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CALIFORNIA 3: It has been reported that the Orange County Sheriff's Department helicopters have been 'poaching' rescue calls sent to the Fire Authority for several months in what is said to be a costly and potentially dangerous practice. The growing row has undertones of the pre-911 spat between the police and fire departments in New York and that arguably cost a lot of lives. The local paper which claims to have audio recordings is pumping up the story to meet its own ends.

Pilots from the two departments are said to have argued and a sheriff's pilot ignored direct orders to stand off during two rescues on April 29.

In one recent confrontation, helicopters from both departments arrived in Laguna Beach to airlift a 17-year-old boy whereupon the incident commander told the sheriff's pilot "you are not requested." The sheriff's pilot is said to have eventually responded: "We're going to do whatever is best to not delay patient care" and rescued the youth.

A sheriff's helicopter also answered a medical assistance call to the fire department that same day in Orange and conducted the operation despite a direct order not to interfere.

Sheriff Sandra Hutchens believes her crews respond more quickly than fire helicopters. The Sheriff's Department has five helicopters and the Orange County Fire Authority has four. Historically the County Sheriff's Department air fleet has taken the lead for searches, while the Orange County Fire Authority has handled rescues. Recently, however, the Sheriff has been taking responses to rescues resulting in multiple helicopters appearing over the same incident.

CALIFORNIA 4: There was no apparent conflict of interest – or any sign of a Fire Authority helicopter - when an Orange County Sheriff's AS350 went into preventative operations mode last month.

It was a Jaws moment. A video shot from an Orange County Sheriff's Department helicopter gives an overhead view of great white sharks hanging around near shore in Capistrano Beach as officers warn paddleboarders and swimmers near the surf line. The crew reckoned that there were approximately 15 great white sharks and were on the loud-speaker telling the bathers to leave the water in a calm manner.

It was a very real threat to safety; a woman was bitten by a shark on April 29 off the San Onofre State Beach. This was not an ocean closure, that occurs when sharks are more than 8-foot long and/or are acting aggressively in the water.



CALIFORNIA 5: The San Bernardino County Sheriff's Department and County Fire Department aviation units and personnel moved into a new facility at the San Bernardino International Airport. The new home for the sheriff's Aviation Unit boasts an expanded, 51,000-square-foot hangar that houses all 15 of the department's aircraft.

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Previously aircraft were dispersed at many locations including Rialto but they are now centralised as a two-section Emergency Operations Division, which employs 50 personnel and manages thousands of reserve deputies and other volunteers throughout the county. The volunteers give up thousands of hours to assist the full-time staff in various duties at no cost to the taxpayer. They've saved the county over \$10 million just in the last year.

The Aviation Unit received over 10,000 calls for service last year, according to sheriff's officials, logging almost 4,500 hours of flight time. Thanks to the efforts of the volunteer forces, the Emergency Operations Division completed 265 search-and-rescue operations in 2016.

MARYLAND: The Prince George's County Maryland Police Department [PGPD] are to acquire a third MD Helicopters MD 520N, joining the two MD 520Ns that have been operating since 2000. The MD 520N is one of just three helicopters – all manufactured by MD Helicopters, Inc. – that feature the exclusive NOTAR® system for anti-torque and directional control.

The new airframe will see the be PGPD as the first law enforcement agency to fly the 450-shp Rolls-Royce 250-C20R/2-powered MD 520N with the new Block 1 all-glass cockpit, which includes a Howell Instruments Engine Instruments Display, Garmin G500H EFIS and Garmin GTN 650 NAV/COM/GPS, as well as the Garmin GTN 635 COM/GPS.



PGPD headquartered in College Park, Maryland, and provides security to more than 900,000 citizens who live, work and travel through their nearly 500 square miles of jurisdiction.

SOUTH CAROLINA: The Myrtle Beach Police Department received approval in early April from the local city council to purchase a gyrocopter. The \$207,000, two-man ultra-light aircraft is expected to increase the department's surveillance capabilities, especially related to the city's drug epidemic.

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In addition to drug enforcement, the police intend to use the gyrocopter for dealing with other criminals, during large events, surveying the aftermath of natural disasters and looking for missing swimmers in the ocean. Myrtle Beach currently relies on the Coast Guard for airborne support.

The aircraft will be equipped with the latest in camera and video equipment, including thermal imaging, as well as spotlights and flares to help the officers on the ground. The rotorcraft will be paid for with the city's drug confiscation fund. [myhorrynews]

OHIO: The City of Toledo is proceeding with plans to sell its Robinson R44 police helicopter. The City Council is reviewing legislation giving Mayor Paula Hicks-Hudson authority to sell the Robinson N135WB that was purchased in 2001 for the department's aviation unit.

The three seat R44 cost about \$504,000 and has been used the past 16 years for surveillance, search and rescue, night patrols, to oversee chases, and in other emergency situations. Police equipment, a search light and infrared camera, fill the space where a fourth seat could be located.

The R44 flies once or twice a week and costs are just fuel and parts as other costs are being met by donations but it has less than 1,000 hours left before it must be completely disassembled and rebuilt at a cost close to \$300,000. Officials said the aircraft may not be worth the cost of this mandatory factory overhaul required every 2,200 flight hours or 12 years. In September 2005, when it was four years old, the helicopter received such a factory overhaul; the cost then was \$190,000, a sum met by a federal grant.

Senior law enforcement officers for Toledo, Oregon, and Lucas County want to spend \$75,000 for a drone as a replacement.



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# AIR AMBULANCE

## CANADA

**NUNAVUT:** By the end of this year, Kitikmeot residents will start receiving services from a new medevac provider: Nunavut Lifeline. The region is the northernmost territory in central Canada. The Government of Nunavut has awarded a five-year medevac contract for the Kitikmeot region to Keewatin Air, a carrier that operates its air ambulance service under the name Nunavut Lifeline.

By the end of this year, Aqsaqniq Airways Ltd., whose operating partner is Discovery Air subsidiary Air Tindi Ltd., will be out of the medevac business in the Kitikmeot. They have operated the service since 2011, having replaced Adlair Aviation Ltd., who had performed the service for 20 years. The contract award led to a lawsuit launched by Adlair that is still before the courts.

Keewatin Air, through its Nunavut Lifeline air ambulance service, already holds medevac contracts for the Baffin and Kivalliq regions. They now have all three regions of Nunavut under contract. At its base in Iqaluit, the company has a 20,000 square-foot hangar and a fleet of five aircraft: two LearJet's, two King Air 200s and a Pilatus PC12. In Rankin Inlet, the company maintains two heated hangars and two King Airs. The company also operates bases in Churchill and Winnipeg.

**ALBERTA:** Two months after an Alberta Health Services (AHS) announcement that CanWest was the successful bidder for fixed-wing air ambulance service, including the base in Medicine Hat, it is unclear how it will meet requirements.

The AHS announcement in March stated that CanWest was awarded the contract covering Medicine Hat, Calgary, Edmonton, Slave Lake, Grande Prairie, Peace River, High Level and Fort Vermillion. Alberta Central Airways was awarded Lac La Biche and Fort McMurray, with negotiations required to finalize the RFP selection process. No contract has been signed as various logistic difficulties are resolved but there is time yet as the existing contracts do not expire until the end of August."

## CHINA

**BEIJING 999:** The subsidiary of Beijing Red Cross Foundation, signed an agreement with Airbus Helicopters for the purchase of one H145, the first of its kind to be configured with a hoist for medical and search and rescue (SAR) in China. The rotorcraft is scheduled for delivery by 2019. Beijing 999 currently operates two H135s, the first fully-equipped air ambulance in the country, providing emergency medical services (EMS) around Beijing, Tianjin, and Hebei region in China.

## FRANCE

**SAF GROUP:** With a third example of an H135 delivered, the first fleet of H135s for French emergency medical services is now complete. The first aircraft is in service in Toulouse while the second and third helicopters are destined to perform EMS missions in Alençon and Besançon. These helicopters are the very first H135s to be used in the EMS role in France. They bring additional capabilities, including night flying, reduced sound levels, and increased payload to the previous examples of the EC135 operated. The improvements were achieved by enlarging the rotor, modifying the air intake, modernizing the FADEC flight control software and adding new features to the cockpit. The maximum take-off weight (MTOW) is increased by 30 kg to 2,980 kg.



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SAF Hélicoptères operates seven days a week for all types of civilian rescue and protection operations, alongside safety services with a fleet of 40 Airbus helicopters including 27 EC135.

#



## LUXEMBOURG

EAA: As part of its fleet renewal programme European Air Ambulance has marked an important milestone, with the completion of a change from the LearJet 35A to the larger LearJet 45XR. The award-winning air ambulance provider took delivery of its fifth Learjet45XR (registration LX-LAR) just a few weeks ago, following the recent sale of its last remaining Learjet35A (registration LX-TWO).

All five aircraft, which are fully owned and controlled by EAA and dedicated to medical air ambulance services, fly missions worldwide from headquarters in Luxembourg and offer high-tech interiors custom-designed in-house and equipped with the most advanced medical kit including neonatal equipment and a unique stretcher system for heavier-weight patients. EAA is a Branch of Luxembourg Air Ambulance S.A. headquartered at Luxembourg Airport, Sandweiler and operating helicopters as well as the fixed wing.

## UNITED KINGDOM

NATIONAL: Four AW169 helicopters have so far been delivered from the factory in Italy to British operator Specialist Aviation Services (SAS), but none are yet in service. With the medical interior completion by SAS, various aspects of the work have required STC approval from EASA, and while that part would always be expected to take some time, the hold-up has become a story in itself. The first AW169 arrived at SAS's hangar at Gloucestershire Airport in February 2016, fifteen months ago.

As previously reported there has been an extended discussion between SAS and EASA on the oxygen bottles being fitted with SAS holding out in their wish to be able to use the standard bottle used by the UK's National Health Service, while EASA wanted a different type. At the core of the delay has been a wait for product data from the oxygen bottle manufacturer.



*One of the delayed AW169 helicopters is G-DSAA photographed here by James Lloyds.*

It is now reported that the SAS solution has finally being accepted and tested by EASA. The paperwork is now being done and should be in place imminently. June 1<sup>st</sup> has been put forward as the date for the first three AW169s to be delivered under operational contacts from SAS. These are for Kent, Surrey & Sussex Air Ambulance, Lincolnshire & Nottinghamshire Air Ambulance, and Dorset & Somerset Air Ambulance.

Next month should see the fourth delivered to Essex & Herts Air Ambulance. This last may be the only one to enter service on time.

The enforced grounding has allowed for the adoption of the landing gear retraction upgrade required by Leonardo and the Phase 3 software update which takes the AW169 from 4,600kg take-off weight up to 4,800kg. [Helihub]

**GREAT NORTH:** The Great North Air Ambulance Service, an operator of several AS365N air ambulances, is celebrating 15 years as an independent registered charity. In its time, the service has cared for more than 16,000 patients. [Richmondshire]

**DEVON:** A businessman who specialises in virtual reality (VR) walk-throughs for property sales has used his state-of-the-art technology to create a virtual tour of Devon Air Ambulance's (DAA) emergency helicopter and hangar at the charity's Eaglescott air base.

Noel Sexton who runs based Somerset based *View It 360* providing VR Solutions for businesses from London to Truro, has donated the VR tour to thank DAA for the role in getting his new born son Callum to hospital after he suffered severe breathing difficulties and was turning blue. Although the incident happened 11 years ago, it was when Noel set up his VR business last year that he realised he could do something unique for the charity.

Using the latest technology, View it 360's immersive and photo-realistic tours provide an easy to navigate walk through with the ability to zoom in and out and rotate the image. The tour can be viewed on mobile, tablet and desktop devices by visiting [www.daat.org/vr-tour-of-devon-air-ambulance](http://www.daat.org/vr-tour-of-devon-air-ambulance) and can also be viewed here through VR headsets.

**HELP:** The only charity in the UK funding the vital helipad infrastructure for hospitals across the country. The latest developments for the HELP Appeal include:

The second charity instalment of £250,000, from a £1.5M pledge to Manchester University Hospital, for its state-of-the-art new helipad ahead of work set to begin this September and the first cheque to Brighton University Hospital - an instalment of £500,000 of its £1M pledge

## UNITED STATES

**COLORADO:** As a result of a collaboration between Flight for Life® Colorado (FFLC) and Centura Health and Children's Hospital Colorado (Children's Colorado), a new, state-of-the-art Airbus Helicopters H130 helicopter began serving neonatal and paediatric patients who need to be transported beginning May 1. The Children's Colorado and FFLC-branded helicopter is the first-of-its-kind and will serve patients around the Rocky Mountain region.

The helicopter has been configured to meet the needs of the smaller patients, featuring more interior space, and providing an improved platform for the isolette and other equipment essential paediatric



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transport. With the addition of the sixth helicopter for FFLC comes increased staffing to meet the growing demand for specialised transport in the region. Children's Colorado's FFLC program will now have two specialty teams available 24/7, including specially-trained nurses and respiratory therapists, supported by EMT's, pilots and communication specialists. Studies have found that the use of specialty care teams during transport improves outcomes for paediatric patients.



The H130 helicopter N127LG is manufactured by Airbus and will be based in the Denver-metro area. It will be supplied by Air Methods Corp, provider of FFLC's current helicopter fleet, along with pilots, mechanics and supporting services.

## FIRE CHINA

China's domestically developed AG600, the world's largest operational amphibious aircraft, took its maiden flight ahead of schedule from the southern city of Zhuhai. The AG600 was designed to extinguish forest fires and carry out rescue missions at sea, but also has potential as a maritime patrol craft.



The seaplane's maiden flight comes amid China's increasing assertiveness to its territorial claims in the disputed South China Sea where it is building airfields and deploying military equipment, rattling nerves in the Asia-Pacific region and the United States. China is in the midst of a massive military modernisation programme, ranging from testing anti-satellite missiles to building stealth fighters and the country's first indigenous aircraft carrier, to add to an existing one bought from Ukraine.

## UNITED STATES

**FLORIDA:** In Naples, the Collier County Sheriff's Office is looking to bolster its air fleet in light of the recent wildfires that have burned tens of thousands of acres and destroyed eight homes. The sheriff has asked county commissioners for an additional \$750,000 to buy a new helicopter that would be large enough to drop water on homes during fires.

The type sought would also be able to undertake SAR in the Gulf of Mexico, carry a K9 unit or a SWAT teams and act as a means of delivery of emergency supplies during weather emergencies including hurricanes.



# SEARCH & RESCUE

## GREECE

Since April the former MD Helicopters MD902 G-WPAS is currently operating in support of a Frontex financed mission in Greece. The helicopter is undertaking video monitoring of the Aegean Sea borders crewed by a Luxemburg based team.

## MALTA

AFM: The third example of the Beech B200 King Air Maritime patrol aircraft has been delivered to the Armed Forces of Malta at their base in Luqa.. The state-of-the-art maritime patrol aircraft was acquired for border control using EU finance. [maltaspotting]

## VIETNAM

HO CHI MIN CITY: Early in May the Southern Vietnam Helicopter company (VNH South) successfully performed a test flight for Times Square building which owned by Times Square Vietnam Investment Joint Stock Company by EC-155B1 helicopter. This is the first test flight to evaluate specifications of the helipad and determine flying procedures for the helicopter to take off and land from helipad on the roof top of Times Square building. This is also the first flight of VNH South that takes off and lands on a high building in Centre of Ho Chi Minh City.

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The programme seeks to enable passenger transportation, medical emergency and rescue services in the areas in and around Ho Chi Minh City. Initially, a helicopter will be available at the top of a 36-storey building on Nguyen Hue, under the management of the Vietnam Helicopter Corporation. This is one of the ten tallest in Vietnam, and the only private premises granted permission by the Ministry of Defence to operate air ambulances but future plans envisage a requirement that all *high-rises of 20 floors or more will have helipads for SAR.*

## UNITED KINGDOM

**EXERCISE NORTHUMBERLAND:** As predicted in recent issues of PAN a search exercise was conducted in the north east of England that sought to further prove the basic tenets of earlier trials undertaken by the Home Office.

In 1987 and 1988 the Home Office Scientific Research and Development Branch conducted a set of 4 'experiments' in Cannock Chase in Staffordshire and Beaulieu Heath in Hampshire, 3 with aircraft and one with men on foot, to compare the search rate in open moorland between aircraft, 2 aeroplanes and a helicopter, and a team of 12 police officers who searched the area on foot. At that time, using a visual search to locate up to 9 'bodies' represented by large sheets of black PVC measuring 2' x 4' with large code letters in white measuring 20", it was determined that an aeroplane could search an area of one square mile successfully in 22 minutes. A helicopter could search the same area in 12 minutes and 12 men on foot, in a cordon, would have taken 454 man hours to search the same area.

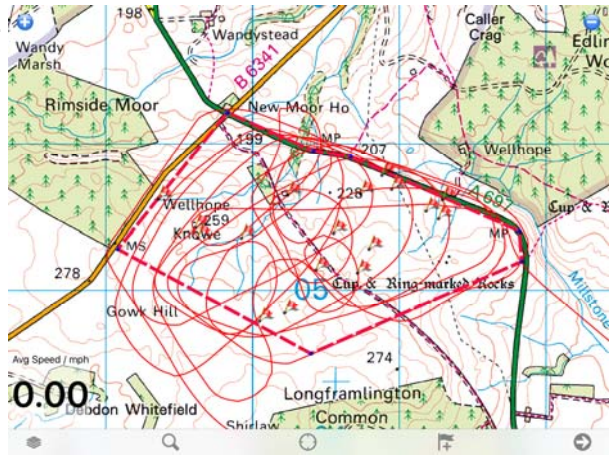
In 2008 the same 'experiment' was repeated, in the same area in Cannock Chase with a team of 15 searchers from the Staffordshire Lowland Rescue Team and an EC-135 police helicopter with an electro-optical camera turret, including a thermal imager, with a crew of one pilot and two police observers. There were 5 live targets and one rescue 'dummy' hanging from tree. On this occasion, the ground rescue team found all the targets in 1 hr 54 min. The helicopter crew found all the live targets, but not the rescue 'dummy', and had to leave the search area after 50 minutes to refuel.

On the 6 and 7 May 2017 the 'O'Donnell Theory' was revisited by The Centre for Search Research (CSR) who, together with the Newcastle University Business School (NUBS), the UK Civil Air Patrol, the Northumberland National Park Mountain Rescue Team and QuestUAV, a manufacturer small unmanned aircraft (SUA), completed a further search 'experiment' in a remote area of Northumberland with men on foot, 3 manned aircraft (2 aeroplanes and one light helicopter) and 3 SUA (2 rotorcraft and one fixed-wing)

On this occasion, for the main exercise, the individual teams and aircraft, manned and unmanned, were given areas to search under the supervision of independent observers. The area searched by manned the aircraft (Cessna 210 Centurion, Vans RV-12 and Robinson R22) contained 16 'bodies' wearing dark blue coveralls with a unique identifi-



cation letter in black on sheet of A4 (12" x 8") white laminated paper attached to the torso. In an area of featureless terrain measuring approximately one square mile the crew of each aircraft used GPS navigation systems to make a thorough search in weather that was described as 'challenging'; overcast with a cloud base that restricted the search altitude to 500 feet above the ground with a strong northerly wind of 20 knots, gusting 25 knots.



The crew of the Cessna 210 reported sighting 9 'bodies' before aborting their search after 21 minutes due to the weather deteriorating below the limits for visual flight rules. Both the RV-12 and the R22 believe that they located all the targets within 22 minutes each and these results, together with the results from the SUA's, the ground search team and a search dog are now been evaluated by the CSR and NUBS. These initial results would seem to disprove the theory that a low wing monoplane is unsuitable as a search aircraft! [Tony Cowan/CAP]

## UNITED STATES

LOUISIANA: Bristow U.S. LLC has been awarded a contract with Hess Corporation for medevac and search and rescue (SAR) services in the Gulf of Mexico. This is Bristow's second contract to provide full SAR services in the Gulf of Mexico.

Bristow will operate the new service from its standalone SAR facility at the South Lafourche Airport in Galiano, LA dedicating a Sikorsky S-92 and a Leonardo AW139 aircraft for the contract. The S-92 dedicated to this service is the only all-weather heavy SAR aircraft operating in the Gulf of Mexico, with the speed and extended operational range to reach ultra-deep-water rigs and installations, and the necessary capacity to respond quickly to multiple-casualty situations.



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# INDUSTRY



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**Diamond Aircraft** based in Austria are now offering a surveillance version of their new DA62 airframe. The DA62 MPP (Multi Purpose Platform) builds on the well proven and successful multi-mission turnkey DA42 MPP, offering increased performance, space and capability.

In operation since 2016, the fully composite DA62 MPP features the latest in tracking and sensor technology and sets the benchmark as a cost-effective, powerful and versatile airborne platform.

Diamond Aircraft have delivered over 100 of the DA42 Special Mission Aircraft to a variety of commercial operators and governments agencies worldwide, and this is an expansion of capability and one offering more room for the crew.

The basic DA62 includes the state-of-the-art Garmin G1000 NXi avionics suite with fully integrated 3-axis automatic flight control system with flight director and yaw damper, heavy fuel capability due to proprietary turbocharged Austro jet fuel piston engines and advanced composite airframe technology at very low operating cost. The roomy fuselage provides an ergonomically optimized cabin for two pilots plus two operators and plenty of cabin volume for mission equipment and gear. A stronger Universal Nose carries EO/IR turrets up to 20 inch and 100 kg, the belly is designed for maritime or land radar applications up to 50 kg, and the newly designed SATCOM pod easily houses L-, Ku-, or Ka Band antennas.

The DA62 MPP will make its world debut at the Paris Airshow in France, 19 – 25 June 2017 (stand no. B6), meanwhile the company website contains more images and a video.

**Honeywell** and Truth Data are working together to provide an affordable and complete solution just in time to help Helicopter Air Ambulance (HAA) operators meet the FAA Flight Data Monitoring (FDM) mandate. HEMS operators have less than a year to bring their helicopter fleets into compliance, so now is the time to arrange for hardware upgrades and required services. The Honeywell-Truth Data collaboration creates a one-stop-shop for all your talk, text, tracking and FDM needs.

A co-marketing agreement between the two companies brings together all the power of Honeywell's Sky Connect Tracker III system and Truth Data's cloud-based flight data monitoring and analysis services. Either company will be able to provide a complete end-to-end solution for HAA and any operator.

The Slovakian government has requested **Bell 429** light utility helicopters equipped with Wescam MX-10 EO/IR turrets and other customer specific equipment from the US government under a \$150M foreign military sales programme. The Defense Security Cooperation Agency announced that the State Department has made a determination approving the potential sale on 28 April. Subsequent detrimental comments by President Trump last month may have modified that stance.

**BLR Aerospace** were able to announce that its FastFin® Tail Rotor Enhancement and Stability System has been approved by Transport Canada for installation on Canadian registered Airbus H125/AS350 heli-

	<p><b>POLICE AVIATION CONFERENCE</b> <b>5-7 JUNE 2017</b> <b>DONCASTER, SOUTH YORKSHIRE</b></p>	
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copters last month.

The H125 FastFin System was certified in late 2016 by the Federal Aviation Administration (FAA) and recently received approval from the European Aviation Safety Agency (EASA). The System is available to the aftermarket and as a factory-installed STC option on new Airbus H125/AS350 helicopters. Twentyfive H125 FastFin Systems have been sold to operators in Europe and North America.

**Airbus Helicopters** rolled-out of the 700<sup>th</sup> H130 light single-engine helicopter last month.

The H130 fleet has so far accumulated more than 1.8M flight hours with 340 operators worldwide. Since entry into service of the first EC130 in 2001, this light single engine helicopter has continued to evolve to better respond to customer's expectations, with the latest H130 variant being certified in 2012. Since the beginning of this year, all H130s are produced with a glass cockpit for increased pilot awareness and enhanced safety.

Offering a spacious and comfortable cabin, low sound levels, the best visibility and the lowest operating cost per passenger in its class, the H130 is a reference for passenger transport and tourism operations around the world. It is also widely used for other missions including emergency medical services, private and business aviation and aerial work.



©Airbus H



©Boeing

Is it a Leonardo or is it a Boeing?

Both it seems.

**Boeing** are promoting what is clearly the Italian sourced AW139 as a future replacement for a Department of Defense security mission currently being undertaken by the All-American Bell UH-1N [an all too ancient Vietnam era design well past its sell-by date].

The contract being chased is for 84 airframes and the security task is looking after ICBM sites but it is important.

The MH-139 is based on the Leonardo Helicopters AW139, of which there are 900 in service with more than 250 governments and private companies. Designed for day and night operations in a variety of climates, the AW139 is powered

by two Pratt & Whitney Canada PT6 engines with full digital electronic engine control (FADEC) that give the aircraft an airspeed of 165kt (190 mph, 306 km/h). Inside, there's a glass cockpit with advanced avionics and a four-axis digital autopilot with auto-hover.

According to Boeing, the MH-139 is more economical than other competitors and can save up to US\$1 billion over 30 years.

In **New Zealand Vodafone** and Police Search and Rescue (SAR) have successfully tested a unique network prototype that has the potential to save lives by supporting real life search and rescue operations ...SAR and Vodafone test 'Search and Rescue Network' helicopter innovation

'Search and Rescue Network' creates an area of mobile phone coverage beneath a search helicopter as it flies overhead – giving rescuers the ability to communicate with cell phones below.

Vodafone and Police SAR recently tested the prototype in the Hunua Ranges – a 15,000 square kilometre zero coverage area of bushland near South Auckland popular with trampers, campers and holiday makers.

They will continue to collaborate with a view to develop it further with added functionality such as GPS and call bridging.

Auckland SAR coordinator for Police, Sargent Dene Duthie said, "It is very exciting to have a two-way communications system in a zero-coverage area that





actually lets us communicate directly with a missing person. There have been several cases in the past where technology could have saved us time, money and potentially lives. We are looking forward to this going further," said Dene.

The idea for Search and Rescue Network came after American tourists Rachel and Carolyn Lloyd were rescued in the Tararua Ranges in May 2016. The mother and daughter had been missing for several days before a rescue helicopter spotted their 'HELP' sign laid out in rocks on the ground.

Vodafone Technology Director Tony Baird said, "After watching the Lloyd's story we figured there must be a way Vodafone innovation could help SAR teams locate missing people faster. With this innovation, it's like we're creating a searchlight across the bush using a mobile signal. We're really keen to keep working with SAR to get this technology to a stage where it could be used in real life search and rescue operations," he said.

In its current form, the Search and Rescue Network detects a cell phone 'ping' – a signal mobile phones emit when they are attempting to connect with a nearby cell site.

Once the ping is detected by the equipment inside the helicopter, it shows up on an on-board computer screen – giving SAR teams a narrowed search area to locate a missing person.

When they hear the helicopter overhead, the missing person on the ground can check for signal bars on their cell phone and make a 111-emergency call, which is answered by rescue crew inside the helicopter.

The missing person can then communicate with the helicopter crew via their cell phone – providing crucial information such as their condition, any landmarks or other information about their location. This can then be shared with SAR rescue crews on the ground to help direct their search efforts. [Scoop.NZ]

*Ed: Further tests are required before the Search and Rescue Network could be deployed in real life rescue operations. In its current form, the Search and Rescue Network would require public awareness about its capability before it could be used to support real life rescue efforts. The Search and Rescue Network equipment is compatible with Vodafone SIM cards and SIM cards from other providers, including international SIM cards. [Scoop]*

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# ACCIDENTS & INCIDENTS

**2 May 2017 Bell 206 JetRanger N911GE** Marion County Sheriff's Office. Helicopter crashed into a small lake or pond called Black Water — off County Road 315 near Northeast 212<sup>th</sup> Lane. The pilot, Sgt John Rawls, the only person in the helicopter, swam to safety across crocodile infested waters with an injured back. Rawls was helping fight a fire between Fort McCoy and Orange Springs. He was picking up water when the helicopter lost power. In his last transmission, Rawls called in to say he was going down. When he went down, the helicopter rolled over at least once. Rawls unbuckled himself and got out of the helicopter. The helicopter was totally submerged — the only thing that could be seen is one blade sticking out of the water.

**2 May 2017 Sikorsky S-92 G-WCGG** UK Maritime and Coastguard Agency Coastguard Service. The helicopter was called to a woman in the River Clyde near the Stone Byres Power Station at Kirkfieldbank, near Lanark. The helicopter broke down and landed in a field near the Clyde Valley Kindergarten in Kirkfieldbank. [Daily Record]

**4 May 2017 Robinson R44.** A forest fire situation monitoring helicopter with a crew of three crashed in Bashkortostan, a federal republic of Russia north of Kazakhstan. The site was 30km south of the community of Inzer, in the Beloretsk district. All the occupants died.

**8 May 2017 Kamov Ka 32T HL9414 'FP608'** Korea Forest Service machine made an emergency landing in Samcheok, Gangwon Province, Korea after an incident. One crew member died after the helicopter hit a power line during its flight. The Kamov landed upright and apparently little damaged on the paved edge of a water source. The 46-year-old mechanic died after being moved to a nearby hospital for serious injuries. He was travelling with two others who are said to be safe. The helicopter flew in from Iksan, North Jeolla Province, to help fight the wildfire that burned a huge area of forests in Gangwon Province. [KBS]

**10 May 2017 Bell 429 OM-BYM** Slovak Police helicopter. The accident occurred during winch training at a military airfield in Presov Slovakia. The crash on the afternoon of May 10 (around 14:30) of a Bell 429 helicopter caused two members of the fire service to be killed and two police air crew to be seriously injured. The helicopter fell from a height of 100 metres about 200 metres away from the point of take-off. It hit the ground upright with most damage to the forward cabin. The dead, who are believed to have undertaken winch training, were First Lieutenant Peter Toďor, born 1974, and Lieutenant Colonel Radoslav Lacko, born 1968. According to reports, one died on the site, and one in the Louis Pasteur University Hospital in Košice; their injuries were reported as serious head and chest injuries. The helicopter pilots were reported to have severe bone fractures.

**14 May 2017 helicopter.** Yamanashi Prefecture Police, Japan. A man died during an attempted helicopter rescue operation by a police helicopter in mountainous region of Yamanashi Prefecture. Two police officers sustained minor injuries. The helicopter was despatched to lift out a slightly injured man on a slope near the Komuro River in the village of Tabayama. While hovering over the location rocks and tree branches were dislodged and these injured two police officers of a ground rescue party and the man on the ground. The victim, 49-year-old Tomohiro Ito, a banker from Yokohama, was lifted out unconscious and taken to a hospital in the capital city of Kofu, where he was confirmed dead.

**15 May 2017 Beechcraft LR-2 [military King Air 350] 23-057.** Air ambulance of the Japan Ground Self Defence Force. The reconnaissance aircraft of Northern Army Aviation Group, was en-route to pick up a patient in poor weather conditions. It was last noted 18 NM west of Hakodate Airport at 3,000 feet. The wreckage and four bodies were found in a forest the next day at an elevation of 350 metres (1,200 ft.) [ASN]

**20 May 2017 Eurocopter H-65 Dolphin 6595** US Coast Guard, San Francisco. The helicopter made an emergency landing in Cesar Chavez Park in the Berkeley Marina, Berkeley after the autopilot system failed and a crew member in the cockpit smelled something electrical burning. The Dolphin took off from Air Station San Francisco undertook routine patrol flight in Santa Rosa, then was diverted briefly toward Monterey for a search and rescue case. As the crew headed to that call, it was diverted again to the water near the Presidio in San Francisco for a mayday call. While searching one of the autopilot systems failed and was taken over manually. A short time later the burning smell was noted and the decision to land in Berkeley made. [Media/USCG]

**25 May 2017 Eurocopter EC135P2 N62UP** Air ambulance of PennSTAR the air transportation service for



the University of Pennsylvania Health System operated by Metro Aviation. The pilot of a helicopter who was conducting a training flight died after crashing into a drainage ditch in the back of a U.S. Postal Service facility on Quigley Boulevard off of Route 13 near Frenchtown Road short of the runway of the New Castle Airport, New Castle County, Delaware. It burst into flames. The flight had lasted some 38 minutes and was cited as on approach when it crashed. The pilot was Michael R. Murphy, a 37-year-old from Franklinville, Gloucester County.

## FLIGHT SAFETY

Claude Vuichard has an idea that he is convinced will save lives and dramatically improve safety for helicopter users: the problem is, he has to convince the world to reject 70 years of received wisdom.

Vuichard retired from the Swiss civil aviation authority in December, after a 35-year career in which he racked up more than 16,000 hours flying helicopters in mountain-rescue and other specialized roles. He developed a technique for recovering an aircraft when it enters vortex ring state conditions that worked even in mountains, where the conventional method will not help.

He states that the old technique was to reduce the power and leave the vortex by flying forward, but that leads to a significant loss of altitude. His technique exits the vortex sideways, using the tail rotor for thrust.

The lateral movement shifts the aircraft out of the downward phase of the vortex, through the upward phase, and away from the disturbed air. The vortex is exited within a second, without any significant loss of altitude.

The Vuichard Recovery Technique has been added to Robinson's teaching materials; others are evaluating it, and the Los Angeles Police Department has been using it since January. In the case of the latter Steve Roussell a pilot with the unit and the current President of the ALEA explains that every pilot is introduced to the technique via a video then Instructor pilots go over the technique during the flight brief. The pilots go out and practice the technique as part of their 90 day check rides.

Persuading every helicopter training course to rewrite its materials – and arguing for the reprogramming of every helicopter simulator, which he says do not accurately model vortex ring state conditions – is keeping Vuichard busy. He has set up a non-profit organization, the Vuichard Recovery Aviation Safety Foundation ([www.vrasf.org](http://www.vrasf.org)) and is trying to win wider support for his technique.



File Photo



# UNMANNED

No matter where you operate – or attempt to operate – emergency services unmanned craft or drones there are apparently intractable problems. There are less problems in the wastes of perhaps Canada, but generally nowhere is as straightforward as the general media would suggest.

According to well-informed sources British police and other emergency services continue to face major difficulties in adopting unmanned aircraft due to the severity of the current regulations. The only way forward for emergency services is likely to be some general easement or exception which will mean that standard commercial operators will be held to a higher professional standard than the police, which will no doubt stoke tensions and further discourage people from adhering to the strict rules of the legislation.



The negative situation was revealed after the editor tried to arrange for some unmanned aircraft flying during the upcoming PAvCon Police Aviation Conference. Experts are flying in from the USA and Canada and the Belgian State Police were bringing their unmanned craft and thought it might be a good idea to fly them. It seemed a formality – after all there have been numerous reports of police air operations and numerous instances of police setting up Twitter accounts to operate these Drone things. The invites announcing that the upcoming PAvCon was to major on unmanned craft went out weeks ago to police across the land. *Silence*. They went out to the CAA department dealing with unmanned craft. *Silence*. NPAS, bless their hearts, were more forthcoming. They said they were not going to have anything to do with arranging an unmanned flying element in the event they were co-hosting.

Eventually the CAA said it would be alright to fly a light [sub-7kg] craft as long as the local ATC at Robin Hood Airport were informed. But simply reading the mass of rules and regulations ensuring the pilot on the

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day complied with the letter of the law was daunting. Even now I am unsure anything other than a full size 3,000kg helicopter will fly at the event. It is said that the rules are so strict that no-one knows how to get around them. It makes no difference whether the drones are [Belgian] State owned or privately owned, they're all subject to the same laws here in the UK, getting permission is difficult. Adding a foreign pilot with foreign kit just makes matters even more awkward.



Many in the UK police forces and much of the media pack seem to believe that in the future UAVs will see them deployed in the same way as K9 units. Officers in pursuit of a suspect will just rock up, pop the boot [trunk] and zip the UAV into the air to give a localised air support to track down a suspect rather than waiting for the helicopter to arrive. Sounds great, but apparently completely illegal. The actual rules of engagement are a little more complicated.

What they would actually need to do is first of all to assess the site for risk, identify the landowner and get their permission - in the case of launching from a road they'd need the Highways Agency permission. They'd also need permission from the owners of all buildings that the UAV will be flying within 50 metres of. Essex Police have made much of approaching a group of major landowners to obtain a blanket advanced permission to fly over their land but that is by no means all over the county.

If the subject flees and hides in the garden of a property outside that area you then need to extend the area and if no one in the house answers the officer banging on the door how might that be searched?

This is before you even get into issues of pilot currency, licenses, insurance, human rights, privacy and data protection and clearly quite different from turning up and just popping the K9 on a leash.

The laws in the UK are ridiculous and impractical and the police can't override the CAA, so they can't grant themselves an easement. However, since the growth in UAVs has far outstripped the CAA's ability to keep up they have now made the police the lead investigators in any possible UAV breach of the law. In practical terms this means that most forces might be routinely tempted to break the law and not prosecute themselves.

It is no-one's 'fault' as such it's just another unfortunate example of technology outpacing the legislature's ability to guide it. Meanwhile the misguided media continues to heap pressure on everyone by dreaming of getting ink-jet refills delivered by an Amazon drone some time next month!



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And we have been here before. It is not a direct parallel but in 1991 the same CAA was faced with a somewhat less intractable problem of what to do with police aviation and its regular wishes to have annoying special permissions to fly where others were not legally able. The result was that the CAA partially devolved their responsibilities to the police by the PAOM. That too was some general easement or exception which meant that other pilots were constrained by the standard.

So far the UK police have gone through the motions but have not resolved what others see as an intractable next step. The NPCC has appointed a national led for drones in Sussex Assistant Chief Constable, Steve Barry. He managed to get £250,000 of funding to buy drones to take forward research into future options. He was among the would-be UK police UAS/Drone operators invited to PAVCon but is not expected to turn up.

*[Editor with thanks to Ian Povey of Clear Vision Security for guidance on the subject]*

It is not certain that things are progressing much better in the USA either. Different problems but still an atmosphere of awkwardness prevails there.

In California, the Fremont Fire Department have four drones, new tools in their equipment bays, and earlier this year used one to allow them to inspect a car partially submerged in a creek off Niles Canyon Road. Battalion Chief Jeff Kleven stood onshore in the predawn darkness straining but unable to see if anyone was inside the car in the middle of Alameda Creek's storm-swollen waters. This time he had a choice.



Just one of a number of similar vehicle into water incidents, some fatal others not, risking the lives of fire crews wading out to them was the only option in earlier years. Instead of sending a rescue team into the debris-filled current, Kleven deployed the drone equipped with a night-sight camera the 40 yards, to look inside the window and see there was no one in there. It was later learned that the driver was able to get out, swim to shore and hike up the road. A perfect illustration of what these craft might be used for.

A report last month by Bard College in New York catalogued 347 state and local police, sheriff, fire and emergency units that have acquired drones in the past eight years, nearly half of them last year alone. Many are the same types of drones that consumers fly.

Privacy concerns have helped ground drone plans in many areas and again regulation is miring development. Critics worry the drones could crash into people, buildings or aircraft regardless of fire and law enforcement agencies saying the technology can save time, money and lives.

The drones helped police involved in an April gun incident. When the man fled into a dark corner behind shops, a California Highway Patrol helicopter couldn't get close enough to determine what he was doing or if he still had a gun.

Kleven flew the drone in for a closer look, which revealed the man lying with a gun by his side. An autopsy later revealed that he had shot himself.

In the USA the public is more open to firefighters, rather than police, using drones. In many instances police have simply got their PR image completely wrong and alienated the public at large – a trap that fire departments so far seem to have avoided. In San Jose the police ended up being unable to use the craft for surveillance or to record and store the images simply because they bought the craft and then sought public reaction. Perceived mission creep was the problem. Many police wish to acquire these craft as a cheap and simple means to acquire air-to-ground images in the face of high helicopter costs and its clear that in San Jose at least they have been thwarted in that plan.



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Drone makers were in Cleburne, a city and county seat of Johnson County, Texas, United States last month to exhibit the latest in drone technology.

DJI demoed their new **Matrice 210 RTK** (Real Time Kinematics) commercial/public safety drone in Cleburne, a city and county seat of Johnson County, Texas, United States. The 210 RTK can be fitted with a dual sensor payload and has triple redundant GPS and control system that provides 1 cm accuracy/stabilisation. Although winds during the demonstration flight were at least 15km gusting to 25km the craft was rock solid. This was the DJI Company's first machine designed specifically for police, fire and industrial use.



The **European Aviation Safety Agency** (EASA) has published a proposal to regulate the operation of small drones in Europe. All interested parties are welcome to comment this proposal until August.

The proposal provides a framework to safely operate drones while allowing this industry to remain agile, to innovate and continue to grow. The risk posed to people on the ground and to other aircraft as well as privacy, security and data protection issues created by such drones are also taken into account.

The proposed regulation defines the technical and operational requirements for the drones. Technical requirements refer for example to the remote identification of drones. Operational requirements refer among others to geofencing, a system that ensures drones do not enter a prohibited zone. The proposal also addresses the pilots' qualifications. Furthermore, drone operators will have to register themselves, except when they operate drones lighter than 250g

This proposal is breaking new grounds by combining product legislation and aviation legislation; design requirements for small drones will be implemented by using the legislation relative to making products available on the market, the well-known CE ("Conformité européenne") marking.

Published in a document called a Notice of Proposed Amendment (NPA), the proposal has been developed with the support of a large group of experts: representatives of the EASA Member States, the Unmanned Aircraft Systems (UAS) industry, UAS operators, aviation representatives and aero modelling associations.

**HENSOLDT**, the new sensor house that was recently better identified as Denel, Zeiss or Airbus Defence, has entered into a collaboration in the area of counter-UAV with sensor provider Squarehead Technology AS, Oslo. In the agreement a Squarehead acoustic sensor will be married to HENSOLDT's existing counter-UAV portfolio brought in from other manufacturers to create a modular counter-UAV system which is extremely effective.

Schiebel's sophisticated Unmanned Air System (UAS) was presented to the Norwegian Coastguard, Royal Norwegian Navy, Royal Norwegian Airforce, Norwegian Coastal Administration, Police Directorate as well as other Norwegian authorities during demanding trials at Andøya Test Center (ATC).

During the event held in Northern Norway, approximately 300km north of the Arctic Circle, the **CAMCOP-TER® S-100** performed a series of challenging demonstration flights in the second week of May.

Taking off from Andøya Air Base the S-100 presented itself for coastal patrol tasks, being able to exhibit a capacity for providing essential data – such as the high-quality real-time EO/IR footage generated by L3 Wescam's MX-10 and to track vessels.

In a separate exercise the CAMCOP-TER® S-100 UAS displayed an impressive range clearance capability and scanned an area of around 2 500 km<sup>2</sup> for vessels.



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## PEOPLE

FLIR Systems, Inc. has announced that James J. ("Jim") Cannon has been appointed President and Chief Executive Officer, effective June 19, 2017. Mr. Cannon will succeed Andy Teich, whose retirement after 33 years of service was previously announced on February 14, 2017.

## MOVE ALONG THERE

It is a common gripe highlighted in these pages that the US Presidents apparently get precedence over all other humans and another instance hove into view last month.

It was announced that Israeli Police intended to close Route 1, the main Jerusalem-Tel Aviv highway, from about noon, shortly before US President Donald Trump landed at Ben Gurion Airport for his 28-hour visit to the country.

Asked by reporters why the road closure was necessary if Trump is expected to take a helicopter from Ben Gurion to Jerusalem, Deputy Commissioner Alon Levavi explained that the highway is the backup plan if something goes wrong with the fleet of helicopters standing by to carry the president.

Most old coppers of any nationality can be found to utter statements claiming that they do not make police officers like they used to and a recent 'minor' incident in Cambridgeshire drawn to my attention by an American reader of the Internet press seems to underline that. I always thought old cops were pretty thick-skinned examples of humanity with little in the way of a musical ear but maybe I am wrong!

Naturally this story includes a police helicopter in a supporting role but it is a clear illustration of how we all make mistakes from time to time in our careers. I guess this one was a little on the expensive side!

An unidentified 'foot duty' British police officer, an even handed representative of law and order in England-land, was moved to activate her panic button after taking offence at a clip of music being played in a private back garden party in a small house in a small village in Cambridgeshire. Her actions brought in serious re-enforcements including a helicopter to join the fun.



It seems the officer was called to the (private) party on (private) land because of the general noise and relative lateness of the hour. She encountered the revellers – who were clearly consuming alcoholic drink in the supposed privacy of the event – and noted the background music supposed being fed in from an Internet source. She somehow managed to recognise that the rap type song playing on her arrival as one that mocked Osama Bin Laden and took such offence that she pressed her panic button – *the one that was designed to save her life in a case of dire need and threat to her life* – which led headquarters at the local force dispatching another ten officers and calling in a police helicopter via NPAS in West Yorkshire. It is alleged that in addition to the parody song making fun of the dead terrorist, party-goers were also shouting "anti-Islamic abuse", a suggestion the partygoers deny.

Unfortunately for the good name of the Cambridgeshire Police most of revellers possessed hand held Internet capable cameras and the whole over-reaction was transmitted far and wide. Lots of police officers in their reflective coats milling about at the party served by random music fed from phones into a karaoke machine.

It seems that the police are now investigating it as a racist crime and the karaoke machine is under arrest! Meanwhile the universally reviled terrorist leader Osama bin Laden, a man who was linked to many murderous crimes, was dead, is dead and remains dead.



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It is expected that in a matter of days the modern fleet of Leonardo AW169 air ambulances will start replacing the earlier generation of MD902 Explorer's across the United Kingdom. The Explorer's will remain in service for years to come in the role of engineering spare until Specialist Aviation can equip itself with spare AW169s [James Lloyds]

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## EVENTS THIS MONTH

1-3 June 2017 AeroExpo and Heli-UK. High Wycombe Booker Airfield -Thursday to Saturday; Astrid Ayling [astrid@avbuyer.com](mailto:astrid@avbuyer.com)

6-9 June 2017 Electronic Warfare EW Europe conference and exhibition in London. Operated by Clarion Events, Bedford House Fulham Green 69-79 Fulham High Street London SW6 3JW, Tel: +44-20-7384 7700 <http://www.clarionevents.com/>

8-9 June 2017 4<sup>th</sup> China Civil Helicopter Operation & Development Forum. Grand Mercure, Beijing, Dongcheng, China.

The Greater China civil helicopter fleet continued to grow strongly in 2016 at a rate of 18% - the highest growth rate in all of the Asia Pacific region—rising from 764 to 900 in 2016. In addition the China Government will develop new aviation operation services and carry out the policy measures to develop Chinese general aviation market. In 2016 23 accidents occurred, 26 people were killed.

China Civil Helicopter Operation & Development Forum has attracted more than 1,000 industry professionals to the conference in the past 3 years. This year the topics cover Chinese General Aviation; Policy and Regulation; Safety; Police Helicopter Development Status and Constraints; EMS Capability Development and Fleet Management Plan; Construction and Operation of Chinese General Aviation Airport; the Airbus Final Assembly Line Project in Qingdao etc. Michael Gao is the Event Director and you can contact him on +86 21 5058 9600 8008 Fax:+86 21 5058 5987 Mobile:+86 185 0215 2978 Email: [michaelg@opplandcorp.com](mailto:michaelg@opplandcorp.com) Event Website: [www.opplandcorp.com/heli2017](http://www.opplandcorp.com/heli2017)

8-10 June 2017 11th Air Expo Lyon Bron Airport, Lyon, France. The 11th France Air Expo for general and business aviation welcomes each year nearly 13 000 pilots and enthusiasts. Returning to Lyon –Bron Airport. Operated by Adone Events. [www.franceairexpo.com](http://www.franceairexpo.com)

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20-21 June 2017 West Africa National Security Conference, the Kempinski Hotel in Accra, Ghana. The Gulf of Guinea faces the highest level of maritime and homeland security threats across the world. This coupled with multifaceted domestic, regional, international threats and vulnerabilities has resulted in more than US\$2 billion in annual financial losses, significantly constrained investment, growing crime and potentially adverse political consequences. As such, government and security forces in the region are increasing spending to combat these threats.

With this in mind, IQPC have partnered with the Ghana Police and other regional and international security agencies to host the conference on the subjects of human trafficking, drug cartels, smuggling and piracy, border security, anti-terrorism and maritime security.

Contact Dennis Huet Dumali on Tel: +971 4 3694971 Mobile: +97156 5057299 Email: [dennis.dumali@iqpc.com](mailto:dennis.dumali@iqpc.com)

21 June 2017 Essex & Herts Air Ambulance Medical Conference. Anglia Ruskin University, Chelmsford CM1 1SQ. Bringing together clinicians, professionals, students and partners agencies to discuss mental health, stress and PTSD in the pre-hospital environment. Free to register at [www.ehaat.org](http://www.ehaat.org)

20-22 June 2017 Borders & Infrastructure Expo [IFSEC] ExCel, London. Join other high-end security professionals at the launch of Borders & Infrastructure Expo, in conjunction with Europe's most renowned security event, IFSEC International, addressing your critical needs for large scale security projects. Badging also gives access to The Facilities Show, FIREX International, Health & Safety Expo, Service Management Expo and the Professional Clothing Show. By UBM (UK) Ltd., [ifsec@ubm.com](mailto:ifsec@ubm.com)





# AND NEXT:

23-28 July 2017 ALEA Annual Conference & Exposition. Reno, Nevada [www.alea.org](http://www.alea.org)



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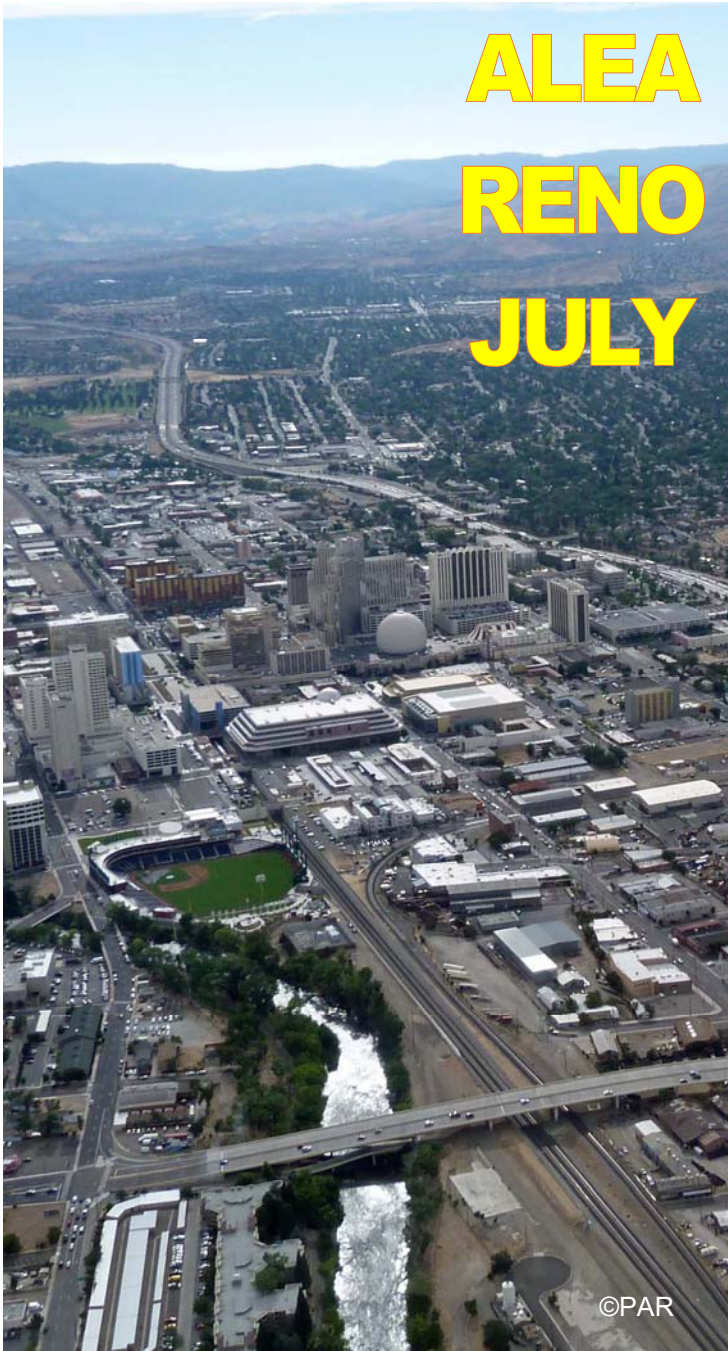
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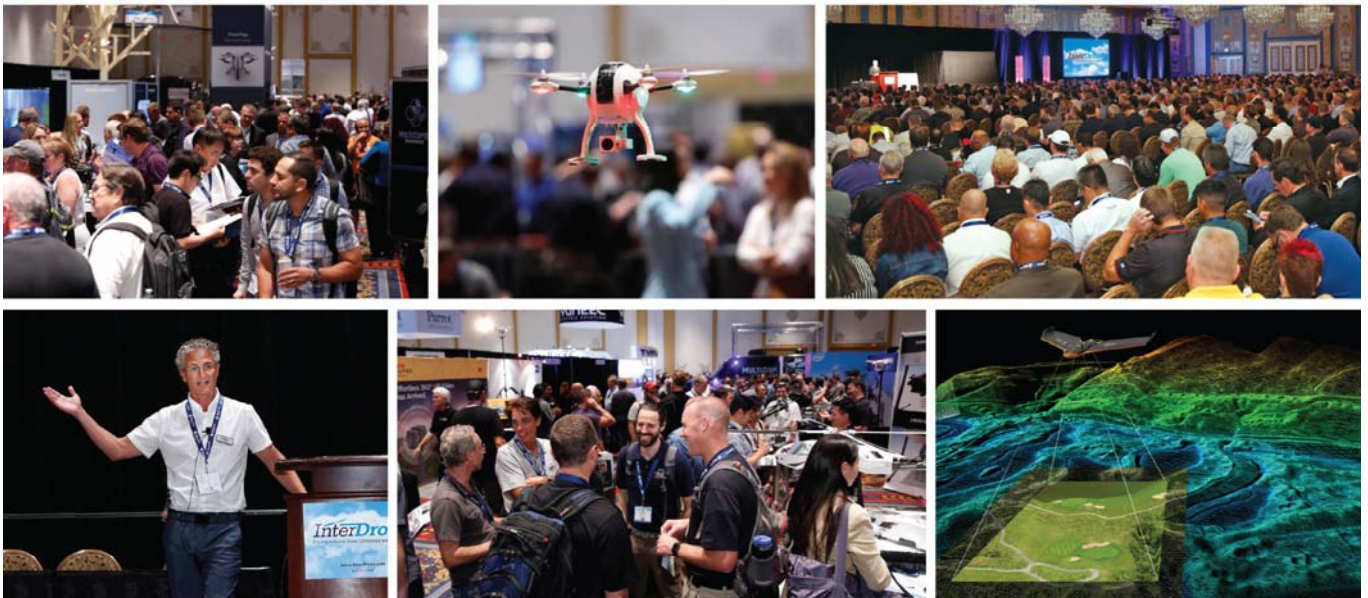


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