

# Police Aviation News

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Issue 325

May 2023

## AFTERLIFE UPGRADE

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**Bavarian H145 Delivery**

**Kern County accept H125**

**PAvCon Updates**

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# LAW ENFORCEMENT

## CANADA

**SASKATCHEWAN:** In Regina, the capital of the state, funds have been allocated for the operations of a small aircraft in support of the police service.

Back at the end of 2021 funds for aircraft purchase were included in budget proposal sent to councillors for approval, the final clearance took place more recently.

Regina Police originally asked for support for its 2022 budget, including funding an aircraft for their own aerial support team. The proposal was to earmark \$547,500 — or about 10% of the \$5,139,000 outlined in the capital budget for 2022 — for emergency services equipment, which includes the "purchase of an aircraft for the aerial support unit." No details were provided of the breakdown of the numbers but up to \$120,000 in Saskatchewan Government Insurance (SGI) funding for plane equipment — like mapping or thermal imaging — was revealed.

The Regina police proposal followed the footsteps of the Saskatoon Police Service, which established its own air support unit as a pilot project in 2005 and have kept it since.

The cost of the 2005 ex-US airplane and associated equipment was said to be about \$1.5M but much of the cost was covered by the provincial Criminal Property Forfeiture Fund and SGI. About \$600,000 was provided by the Ministry of Justice's Civil Forfeiture branch, which was used for the plane's camera, mount and equipment. SGI provided \$120,000 which was used for mapping software used in the plane. The plane itself, purchased from a company in Texas as N488PW, was just under \$400,000 USD (or about \$541,000 CAD). The business pitch when first making the case for the plane's need was using it as a support for other municipal agencies in southern Saskatchewan, like the RCMP or police in Moose Jaw, Estevan or Weyburn.

The official launch of C-GRPF 18281603 was held at the Kreos Aviation Hangar at the Regina International Airport on March 30.



**COVER IMAGE:** Trakka Systems has delivered into service of a Total Mission Solutions Package for Spokane County Sheriff's Office, the Washington State. The gleaming role fit does not look out of place on this 50 years old military surplus Bell OH-58. The package consists of the #TrakkaCam TC-300 EO/IR, gyro-stabilized surveillance camera, the sophisticated multispectral #TrakkaBeam TLX Searchlight, and #TrakkaMaps TM-100 Moving Map / Video Management System.

Mike K image via Trakka

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Its real identity was obscured but it is believed that the flight demonstration airframe was D-HPBB ©Michael Mau

## GERMANY

**BAVARIA:** Airbus delivered the first two of eight five-bladed H145s to the Bavarian Police on April 20. These first two helicopters, D-HPBB c/n 21188 and D-HPBC c/n 21192, will be used in the training of pilots and crews which will begin shortly, ensuring a smooth transition from the current H135 fleet which has been in service for more than twelve years, to the larger H145 helicopters.

At the official ceremony neither aircraft was fully role equipped, the interior being standard and configured for passenger use, delivery of the first fully equipped police helicopter is scheduled for the middle of next year.

It is projected that the operational aircraft will have a Trakka searchlight, an EO/IR sensor, hoist, cargo hook and rappelling gear mounted externally and front and rear cabin workstations when delivered.

Bavaria's fully equipped H145s will feature some of the most advanced police equipment available. This

includes a state-of-the-art computer system with tactical police mission software, easily operated from a foldable flat-screen mission command station for an operator in the main cabin and a stowable monitor for the co-pilot. The next-generation hoist and an ability to transport external loads including a firefighting bucket will further enhance police mission capabilities beyond those undertaken by the current fleet. Additional features, such as illuminated blade tips, improve the safety on board during essential police operations.

"We would like to thank Bavaria and its police force for their continued confidence in our helicopters," said Stefan Thomé, Managing Director of Airbus Helicopters in Germany. "We are proud to equip the Bavarian police with the most advanced helicopters available for law enforcement missions, supporting them in keeping our communities safe."

In total, there are more than 1,600 H145/BK117 family helicopters in service, logging a total of more than seven million flight hours. Powered by two Safran Arriel 2E engines, the H145 is equipped with full authority digital engine control (FADEC) and the Helionix digital avionics suite. It includes a high performance 4-axis autopilot, increasing safety and reducing pilot workload. Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class, while its CO2 emissions are the lowest amongst its competitors.

More than 200 H145 helicopters are in service around the world in public service and law enforcement missions.

*Ed: The Bavaria fleet to be delivered over the next two years will be registered D-HPBA to BH. The first aircraft c/n 21184 is retained by Airbus for the time being. The formal delivery of the two airframes for pilot training last month featured D-HPBB c/n 21188 which undertook the demonstration flying whilst retaining its Airbus test registration of D-HADN and had its serial number masked. The airframe used for the indoor static display was D-HPBC c/n 21192.* [Text Airbus/PAR imagery M Mau]

**FEDERAL:** A tender has been issued by the Procurement Office of the Federal Ministry of the Interior (BMI), in Bonn for two new refuelling facilities for use by the Bundespolizei helicopter fleet.

Two tank containers are required, the contract including maintenance and repair services for a period of 24 months, with the option for the user to extend the contract for a further 10 years, and a service in the event of a system failure that is on site within 24 hours for refueling of helicopters for use by the units of the Federal Police Flight Service. [TED]

## HONDURAS

**DNPP:** The Dirección Nacional de la Policía Preventiva combats crimes related to organised crime. It combats the production, use, possession and illegal trafficking of arms and drugs. Working with other agencies, including such as the US DEA, it enforces the legal order of transportation, transit and roads, and exercises security functions in immigration matters. They have access to a couple of local police Bell JetRanger helicopters and a fixed wing but most activity relies on the Air Force fleet when it is serviceable and those foreign resources.

The Honduras Air Force will nearly triple its helicopter fleet following the confirmation of new orders last month. The Latin American country is to acquire six refurbished Bell Huey IIs and six new Airbus H145M helicopters. Currently the Honduras Air Force fleet consists of seven Bell 412SPs from an acquisition program of ten in 1988 and additional example acquired for Presidential use in 2014. Of these seven, only three are flying with four under maintenance, with local reports suggesting delays of up to 12 months for the spare parts required.

The Airbus H145M was chosen after a tender under which Bell and Leonardo also submitted bids. For budgetary reasons, the fleet will be delivered at the rate of two per year, with the initial pair expected around December 2024 or January 2025 and the others following 12 and 24 months later. The H145s will



Franz Muschick, the head of the Bavarian Helicopter Squadron and Joachim Hermann, Mdl, the Interior Minister, beside the newly delivered H145.

[M Mau]

be used in a number of roles, including firefighting, rescues, medical evacuations and anti-drug operations.

Six Huey IIs are being purchased from the US for delivery mid 2024 following their refurbishment and upgrade from each airframe's previous use as a UH-1H model with the US Army. These will be more utilitarian in nature and likely to be used for cargo and military transport duties, as well as firefighting with under-slung buckets. The Honduran Air Force has long-term UH-1 experience, having operated a total of 21 UH-1Bs from 1976 to the 2010s, and 14 UH-1H models, the last of which was withdrawn from use in March 2022 after an accident. This includes the four UH-1Hs donated by Taiwan to Honduras in 2015. [Helihub]

## JAPAN

**NATIONAL:** Multiple Japanese Police Departments have purchased a total of five TrakkaCam TC-300 long-range HD EO/IR camera systems for installations on Airbus, Leonardo, and Bell platforms.

The TrakkaCam TC-300 is a versatile, compact, long-range, multi-sensor surveillance system designed for installation on various manned and unmanned platforms. Its advanced features and sophisticated image processors are embedded within the single-LRU configuration and feature 4-axis, active gyro-stabilisation, and integrated 6-axis passive isolation to provide highly stable, clear imagery. The TC-300 provides airborne crews with High-Definition (HD) imagery at farther standoff ranges and can read a license plate beyond 1km. The lightweight and compact size makes it ideal for numerous installation types, including fixed-wing, helicopter, and unmanned platforms. The TC-300 includes a long-range HD-EO camera, EO spotter scope, Short Wave IR (SWIR), and HD-MWIR infrared camera. The system is ITAR-free and widely exportable. [Trakka]

The National Police Agency has also ordered two more H145/BK117 D-3 helicopter from Kawasaki Heavy Industries for delivery in March 2025. This is in addition to an existing order for two.

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## KENYA

**POLICE AIR WING:** Interior Cabinet Secretary Kithure Kindiki has revealed that plans were in place the National Police Service (NPS) to acquire at least three gunship helicopters and surveillance drones.

Kindiki said the acquisitions were part of a plan by the police to enhance its operational capabilities and end dependency on Kenya Defence Forces (KDF). The plan would revive the Police Airwing which is otherwise “completely dead” as part of the efforts to improve the capacity of police to tackle crime in the country.

In 2020, during the reign of former President Uhuru Kenyatta, the Kenya Air Force took over the management of government-owned aircrafts under centralized command in what was termed as a move to enhance efficiency. The main driving force was the lack of proper maintenance of aviation equipment and training within the broader fleet, the combined fleet was intended to improve these areas.

Kenyatta’s manoeuvre placed Kenya Police, the Kenya Wildlife Service, the Kenya Forest Service, Kenya Power, Kenya Pipeline, and the Kenya Electricity Transmission Company Limited aircrafts and those owned by state agencies, under the management of the KDF. As a result, the air force had a fleet of 36 aircraft to look after.

*Editor: No clue in the text in the story as to whether the ‘national police air service’ idea was failing through being centralised, but it certainly seems a development not too far removed from that idea. Other stories have indicated that potentially useful police patrol helicopters with sophisticated role equipment have been repurposed from an active role into executive aircraft for senior politicians and high-ranking staff.*

*It would seem that the idea of the police operating gunships rather than surveillance helicopters relate to local ethnic unrest and a proliferation of illegal weapons in the country.*

## SPAIN

**NATIONAL:** The Spanish National Police (Policía Nacional), in close cooperation with Europol and law enforcement from five other countries, have seized in the city of Málaga the first ever half-submersible vessel being built on European territory. Similar vessels captured in the past have always been of Latin American manufacture.

The seizure was made in the framework of Operation FERRO, a high-level law enforcement operation against an organised crime group involved in large-scale drugs trafficking.

Over 300 police officers carried out this operation in Spain, supported by the National Police of Colombia (Policía Nacional de Colombia), the Dutch National Police (Politie), the Portuguese Judicial Police (Policía Judiciária), the UK National Crime Agency and the US Customs and Border Protection, with international activity coordinated by Europol.

In the operation 47 house searches carried out in the Spanish cities of Tarragona (6), Barcelona (11), Girona (3), Málaga (11), Castellón (4), Valencia (2), Murcia (7), Cádiz (1), Granada (1) and Badajoz (1); Fifty two individuals were arrested, two boats, a semi-submersible in Málaga and a speedboat in the province of Murcia; Over 3 tonnes of cocaine, 700 kg of hashish and over €100 000 in cash.

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## UNITED STATES

**ARIZONA:** Peoria Mayor Jason Beck has been a proponent of bringing a joint-use helicopter to the city for police and fire to help with public safety. To that end \$4.5M has been set aside to fund the project in the fiscal year 2024 city budget. Peoria is located 13 miles northwest of Phoenix and has a population under 200,000 served by a police service of under 200. The idea is to have both police and fire safety deployment for broader tasking embracing wildland fire and searches.

The mayor has spoken with officials in the neighbouring areas of Arizona in Glendale to the south and the City of Surprise to the west about possible intergovernmental agreements for the sharing of the helicopter. Both areas are interested but are smaller than Peoria. The initial purchase would fall to Peoria. Glendale was looking at air support 20 years ago and briefly joined the ALEA, but nothing came of the project.

The Peoria budget request includes \$3.5M for the helicopter as well as \$1M for ongoing costs that would include \$600,000 for salaries and benefits for two pilots and two tactical officers, \$150,000 for maintenance and \$250,000 for fuel. Role equipment would include a FLIR system with downlink as the prime role would be crime prevention.

The plans are in the preliminary stages, with pilots to source and train, setting up arrangements for maintenance, fuel, and the housing of the helicopter. To aid this they are talking with various police agencies, including LAPD, on how they run their operations.

Currently, if Peoria receives helicopter service for public safety it comes from either Arizona Department of Public Safety or the Maricopa County Sheriff's Office.



**CALIFORNIA:** Kern County Sheriff took delivery of its new H125 helicopters N912KC c/n 9252 and N913KC c/n 9262 from Airbus Helicopters, Grand Prairie, Texas in late March.

Operating since 1972 from a base in Bakersfield north of Los Angeles, in recent years the unit operated three fixed wing aircraft, and five helicopters, which included two 50 years old Bell OH-58's, two thirty-years old McDonnell Douglas MD 500's operated since new, and one former military Bell UH-1. Most of the routine and scheduled maintenance is performed by mechanics in-house.

The majority of the unit equipment is now old – they still have basic FLIR 2000 systems in use although the FLIR 8500 EO/IR is also in service – when role equipped the new H125 helicopters look to upgrade the capability of the operation and its sensors.



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The City of Modesto Police Department, covering an inland area east of San Francisco has acquired a GippsAero GA8-TC-320 Airvan N87AG c/n GA8-TC 320-12-186 through CNC Technologies.

In 2015 Modesto were looking to add a fixed wing element to their existing pair of Vietnam era Bell OH-58 Kiowa helicopters acquired in 1998 and a couple of years ago they were trialing a diminutive RAF autogyro for a few months. The 2012 build GA-8 was formerly with the Pennsylvania State Police. They have been among the recent customers of CNC to move up their fleet from smaller aircraft like the Cessna light piston singles to the turbine Cessna 208.

The air assets of the Los Angeles Sheriff's department continue to attract the negative attention of anti-police campaigners.

They noted that the unit recently landed their Puma helicopter N952JH in the middle of a busy West Hollywood street, a move that they reported had shut down the area for eight hours while officers were engaged in a one-sided standoff with turned out to be an empty apartment. The said that the lock down illustrated that law enforcement agencies use their helicopter a great deal and that it is not always clear why.



©File

The combined helicopter fleet of L.A.'s sheriff's department and L.A.'s police department is the largest of any U.S. metropolitan area, with at least two airborne at any given time. They are, they claim, dispatched to the most mundane calls.

The 34 helicopters and four small aircrafts are said to release 11,100 metric tons of carbon-dioxide emissions annually. Fortunately for them L.A.'s law enforcement orientated emissions tend to be important enough for the many to be almost unnoticed.

The climate lobby claim that the law enforcement fleet is pumping out pollution equal to that emitted by 2,392 cars on the road. That same lobby claims that the flights are Pointless but do not detail the claim further. In their defence the police state that patrolling an area of 4,700 square miles is too great a task to be effectively undertaken by road vehicles.

*Editor: The climate lobby repeated the many earlier allegations about there being no recent research into the effectiveness of police air support (they continue to cite US 1960s research whilst ignoring that undertaken elsewhere in the world) and to complain that black residents are woken by the helicopter flights, subjecting those residents to unwarranted stress, trauma, and sleep deprivation but apparently not effecting the remaining 60% of the population who are not black. That is not to forget the blanketing of those areas in toxic airborne pollutants. The coalition of complaining groups would prefer police helicopters simply be grounded but they do not appear to be yet undertaking the same pressure on Los Angeles Airport (LAX) which flies more and emits far more pollution at any time. Maybe that is next years project.*

LAPD has asked for two new helicopters in its 2023 budget.

RIVERSIDE: The County Sheriff is to spend \$18.4M on a new fixed wing aircraft and a helicopter. Sheriff Chad Bianco sought the aircraft to bolster his department’s ability to protect a county of 2.4 million people with diverse landscapes that rivals New Jersey in size. The department currently has six helicopters and one airplane flying out of airports in Hemet and Thermal.

The new US built Airbus H125 helicopter will have upgraded technology not found in the department’s current helicopters, and the new addition “will allow for lightened workload on the aging fleet,” states a memo from the Sheriff’s Department to supervisors.

The fixed wing asset will be a Pilatus PC-12NGX that will be available for surveillance and search and rescue missions as well as a fast transport for staff.



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FLORIDA: All thoughts of a ‘cheaper’ transition from full size manned aircraft in Florida have received a severe setback in recent months.

A ban on government use of Chinese-manufactured drones went into effect in the Sunshine State on April 5, despite complaints from various police departments who use drones from Chinese manufacturer Da Jiang Innovations (DJI).

The Unmanned Aerial Systems Minimum Security Requirements rule from the state’s Department of Management Services outlines that government institutions in Florida may not use drones manufactured by what they term “foreign countries of concern.” In their eyes DJI is Chinese and therefore of concern.

The ban is comprehensive in that it stops agencies acquiring by purchase or other means or even using, drones or related equipment from a manufacturer that does not meet the government’s standards.

A 2021 law that passed required the state to draw up a list of approved manufacturers – despite it being the most popular drone brand, DJI did not make the list, an absence that has automatically meant police departments had to suspend use of the drones by January 1.

It has been reported that several major law enforcement departments have had to shelve most of their drones due to the new rules. It is estimated that operations in the state of Florida spent about \$200M on DJI drones prior to the prohibition coming into force. Broward County Sheriff’s Office withdrew 63, Collier County all 31 of its drones, Hillsborough County 15 of its 16 drones, and Orange County shelved 19 of its 25 drones, Miami-Dade police and fire rescue parked 41 drones and Tampa PD disposed of all seven of its drones. In terms of cost, the 63 Broward drones cost around \$300,000, while Miami-Dade reckon that more than \$200,000 in equipment was lost to service. [Tampa Bay Times]



IDAHO: The Kootenai County Helicopter Unit was formed in March with a Bell 206 funded by donations.

County commissioners voted unanimously in March to approve an agreement between the Kootenai County (ID) Sheriff’s Office and the Kootenai County Regional Air Support Unit, a 501(c)(3) formed last year for this purpose. The two-year, donation-funded pilot operation for the helicopter unit will be the first of its kind in Idaho.

Donated funds have been used to purchase and upgrade a government surplus \$500,000 1994 Bell 206 helicopter N67176, which seats four and doesn’t have hoist capabilities. The Sheriff’s Office will use \$100,000 of asset forfeiture funds to purchase a thermal camera, spotlight and cabling. The unit will operate with

volunteer pilots who have at least 1,000 hours of flight time and will focus primarily on search and rescue.

County Sheriff Bob Norris is confident that the remaining funds needed to pay for the unit in the future can be covered by donations, just like the K-9 Unit is. No county money will fund the helicopter unit, except for \$10,000 Kootenai County previously allocated each year to Spokane County to use its helicopter. [CDA]

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DPS Secretary Eddie Buffaloe Jr. joined North Carolina State Highway Patrol's Colonel Freddy Johnson Jr. at the unveiling of the SHP's newest addition. [NCSHP]

**NORTH CAROLINA:** The State Highway Patrol unveiled the newest addition to its aviation fleet on April 20 at a ceremony in Raleigh. The new Bell 429 helicopter N401NC c/n 57457 will further expand the capabilities of the Patrol's aviation assets. The operation has mainly relied on Bell products with a number of DoD surplus OH-58 Kiowa's used since the mid-1990s. More recently they have operated three 15 years old examples of the Model 407. This is the first 429.

Although this helicopter joins an existing fleet which is overseen by the SHP, the majority of the missions conducted each year continue to be in support of partner agencies outside of the State Highway Patrol. Some 80-85% of the units' missions are for local agencies that need help in search missions.

The new aircraft will be declared fully operational in the coming weeks as members fulfil the necessary training and certification requirements.

**TENNESSEE:** Williamson County Sheriff in Franklin, have not been in air support for many years. In March 2016 the Perry County Sheriff's Office got out of the helicopter business and transferred its Bell OH-58C Kiowa N598PC to the Williamson County Sheriff's Office. That 1972 Bell had had its fair share of rejection by would be previous operators, in 2006 the same machine, then N41438, was with Warren County Sheriff in TN before it moved on to Perry County.



©Williamson CSO

The new arrangement will result in the Bell still serving Perry in a mutual aid agreement that uses the ex-Perry machine (now marked N615WC) and another alongside a Bell UH-1V Huey.

In March the unit took delivery of a Shotover camera, details are awaited on the delivery but early indications are that it is fitted to the Bell Huey.



**VIRGINIA:** Back in August 2020 PAN reported that the Fairfax County helicopter unit had temporarily left the home they had used for 35 years and moved into Manassas Regional Airport for 18-24 months while the facilities at West Ox Road, Fairfax were redeveloped. The Regional Airport is 15 miles to the southwest of the base, five miles southwest of the centre of Manassas, and 30 miles from Washington DC. It is the largest regional airport in Virginia but, unlike West Ox Road, it was not in a prime position tactically.

In late March, somewhat later than the original schedule of 24 months, Fairfax County Police Department returned to the site of the now redeveloped old home and officially opened it as the David M. Rohrer Aviation Center. The two-storey, 23,000-square-foot facility has totally transformed the capability of the smaller 1980s heliport within the same footprint.

The new resource provides more space for the helicopters, more room for lockers, equipment, storage and crew training. The original helicopter hangars were not large enough to house the county's two Bell 429 helicopters acquired in 2011 and 2012. A sloping landing pad caused safety issues especially during winter months. In addition to a landing pad for the helicopters, the new aviation facility has the two-bay hangars and parking for 25 vehicles.

The facility is named after former deputy county executive for public safety David Rohrer who retired last year after a 41-year career that he started as a patrol officer. The name was requested by Fairfax County Police Chief Kevin Davis and Springfield District Supervisor Pat Herryty, whose district includes the heliport site. Rohrer was present at the event.

**NEW YORK:** Erie County Sheriff is seeking to replace its 22-year-old AS350B2 helicopter N338SD "Air 1" on the grounds that it is getting to old. The AStar entered service in 2003. The unit operates in the north of New York State and is the only full-time dedicated law enforcement helicopter in Erie County. It is available to 28 Police agencies and 96 fire companies in Erie County and when available responds on a regular basis to assist the nine adjoining counties. They are also the official first-responder helicopter for the United States and Canadian Coast Guard in the Buffalo Area.

In a presentation to the local member of the House of Representatives and the media the Sheriff stated that he considered that the AStar was now getting too old to undertake its current tasking and that its single engine made it dangerous over the local terrain of water and ice. He felt that to do nothing would be to further impose on the three pilots the unit had. The Sheriff suggested that if funding could not be found for a new replacement aircraft, they would seek to acquire a more capable Government Surplus type – visually suggesting a Sikorsky Blackhawk.



*Editor: The back-up to Air 1 was Air 2 a Vietnam era Hughes OH-6/MD500 capable of carrying a pilot and 3 passengers. The aircraft was given to the Sheriff's Office through the United States Military 1208 surplus equipment scheme. Totally refurbished and put into service decades ago, FAA records suggest that it was withdrawn from service in 2015, leaving only the AStar in service.*

WASHINGTON: Trakka Systems has announced the delivery into service of a Total Mission Solutions Package for Spokane County Sheriff's Office. Spokane County has a population of around half a million and half of them (230,000) live in Spokane itself.



The Total Mission Solution Package consists of the #TrakkaCam TC-300 EO/IR, gyro-stabilized surveillance camera, the sophisticated multispectral #TrakkaBeam TLX Searchlight, and #TrakkaMaps TM-100 Moving Map / Video Management System installed in a 50 year old DoD surplus Bell OH58 Kiowa. A single system has been delivered.

Spokane Air Support Unit provides valuable search and rescue, fugitive searching, fire suppression, surveillance, homeland security critical infrastructure checks, natural disaster damage assessment, and patrol services to the Inland Northwest.

The TrakkaCam TC-300 is a versatile, compact, long-range, multi-sensor #surveillance system designed for installation on various manned and #unmanned platforms. Its advanced features and sophisticated image processors are embedded within the single-LRU configuration and feature 4-axis, active gyro-stabilization, and integrated 6-axis passive isolation to provide highly stable, crystal clear high-definition imagery.

Advanced image processing modes, such as image blending, split-screen, and picture-in-picture, allow users to simultaneously exploit images from the different sensors and extract details that would otherwise go undetected by a single sensor.

TrakkaBeam TLX is the latest generation of #searchlights in a class of their own. The TLX is inertially stabilized for enhanced performance and ease of use. Utilizing a unique Xenon technology, our systems provide an efficient and more intense beam from the center to the edges. The aerodynamic design and lightweight eliminate the need for a counterweight, even with side-mounted systems. Up to six different filters can be selected in less than 1 second: Covert IR illumination (for assets with NVG), visible red, green or amber, and white light options. The TLX is DO-160G certified & DO-178 compliant.

TM-100 is a full-featured mission #mapping and video management system that can run on various computer platforms, including notebooks and ruggedized laptops. The affordable and flexible architecture is easily customizable with open-source and proprietary secure databases.

Elsewhere in Washington State, the Snohomish County Sheriff's Office, an operation flying since the mid-1980s has a new eye in the sky to help locate suspects and in and search and rescue operations. Chief Pilot Bill Quistorf says the 1989 McDonnell-Douglas MD 500E N500EV c/n 0340E replaces a 55 year old Department of Defense surplus OH-6A believed to be N13SD 66-17825. Despite its own age, 30 years, the newer airframe offers almost brand-new look and very few flight hours. They were very fortunate to receive federal grant funds to purchase it.



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# AIR AMBULANCE

## AUSTRALIA

**QUEENSLAND:** At the end of March StandardAero was celebrating the 10<sup>th</sup> anniversary of its engine maintenance, repair and overhaul (MRO) facility in Brisbane, QLD, Australia. Opened in March 2013, the Brisbane location is a Pratt & Whitney Canada-authorized PT6A Designated Overhaul Facility (DOF) with distribution rights on certain engine models. The 22,000 sq. ft. facility also provides field service support for a number of other P&WC engines, including the JT15D, PT6T, PW100 and PW300.

The Brisbane facility has enjoyed significant growth over the past ten years, and today its team of 63 employees – who have over 500 years total experience on the PT6A – serves operators across the whole of Australia and Asia, offering full MRO support for no less than 55 different variants of the PT6A.

One of the main drivers behind StandardAero opening the Brisbane facility was to provide support for the Royal Flying Doctors Service (RFDS), which provides life-saving services throughout Australia with a fleet of 79 aircraft, including the PT6A-powered Pilatus PC-12 and Beechcraft King Air. Today the RFDS accounts for approximately 35% of the Brisbane shop's activity, and the facility recently marked completion of its 1,000<sup>th</sup> work order for the RFDS.

StandardAero provides PT6A MRO support to four different RFDS entities – Central Operations, Queensland Section, Southeastern Section and Western Operations – across a variety of engine variants, including the PT6A-42, -52, -60A, -67A, -67B and -67P.

The Queensland section of the RFDS also recently presented the StandardAero Brisbane team with a special plaque to commemorate the “awesome effort” which went into delivering a 50-day turnaround on the overhaul of a PT6A-60A engine powering one of the section's King Air 350 aircraft.

The Royal Flying Doctor Service is one of the largest and most comprehensive aeromedical organizations in the world, providing extensive primary health care and 24-hour emergency service to people that live, work and travel across the 7.69 million sq. km. of Australia.

## MALAYSIA

**FIRE & RESCUE:** The operation of the first Emergency Medical Air Rescue Service (EMARS) ambulance helicopter by the Malaysian Fire and Rescue Department (JBPM), starting May 1, is expected to save the government RM15 million a year.

Local Government Development Minister Nga Kor Ming said the government previously spent about RM20 million a year by using the services of private specialists in remote areas for rescue and medical work.

“This collaboration with the Ministry of Health (MOH) and the Department of Orang Asli Development (JakoA) in realising this EMARS service will have a high impact on the quality of existing services, and even save national expenses by allocating only RM5 million per year,” he said.

The air ambulance service aims to meet the needs of emergency services, especially in rural areas and Orang Asli villages which are difficult to access by land, transport accident victims on the highway and transplant organs. The service is using an Agusta AW109E helicopter, which has been modified and is now equipped with emergency medical equipment. It will be based at the Subang Central Region Air Base but with only one helicopter the service will only be available in the Peninsula thus far. [Bernama]

## NEW ZEALAND

**WHANGAREI:** The continued presence of Northland Emergency Services Trust (NEST) rescue helicopter base in Western Hills Drive, Kensington will be the focus of three Whangārei District Council community drop-in sessions that started at the end of last month.

The council are considering a lease extension for up to three years as the current ten-year lease comes to an end at the end of July.

Three S-76 helicopters operate out of the base which lies within a residential area next to a school and on the edge of a sports park, used by thousands of people each month. The helicopters make about 1200 trips annually for emergency rescues and hospital transfers.

It is believed that many in the district were assuming that the end of the lease would see the helicopter base move away this year, but a delay is being planned. [NZHerald]



## UNITED STATES

**CALIFORNIA:** On March 31 the Morongo Band of Mission Indians gathered with elected leaders and regional public safety officials to christen a new tribal ground ambulance and medical helicopter that will provide life-saving critical care and medical transport services on the Morongo Reservation, in communities across the San Gorgonio Pass and beyond.

The partnership between Morongo and Global Medical Response companies, REACH Air Medical Services, and American Medical Response, is believed to be the first collaboration between a federally recognised tribe and an emergency medical service provider to provide both air and ground ambulances.

The ground ambulance has been based at the Morongo Tribal Fire Department since early March staffed with full-time firefighter/paramedics. The air unit, to be served by a new Airbus H-145 helicopter, took to the air on April 1 under the control of the Riverside County's CAL FIRE Operations Center. The PR for the event used a 2016 REACH EC135 P2+ N321RX in Morongo colours.

Future plans for this operation include the construction of a helipad and fire substation on the Morongo Reservation in 2024 to base the helicopter. Until then, the air unit will operate from the Bermuda Dunes Airport. The air ambulance will have a primary role of air medical operations and hospital transfers, but they are investigating whether it might also be deployed to battle future wildfires with water-dropping capabilities.

*Editor: Official statistics for the Morongo Band of Mission Indians state they are based in a reservation at Banning in the hills 100 miles to the east of Los Angeles and consists of around 900 people.*

**IDAHO:** Portneuf Medical Center and the Pocatello Chubbuck Chamber of Commerce invited the community to a ribbon-cutting event and the relaunch of Portneuf Air Rescue (PAR) Bell 407 N407CN on April 12.

They unveiled the newly upgraded helicopter and highlighted the significant improvements made during the last five months – including updated autopilot, avionics and a new paint scheme. Owned and operated by Classic Air Medical, PAR is part of an ongoing partnership with the 'Medical Center since 2018. PAR has led over 1,000 missions, joined 54 search and rescue missions, and participated in 173 community and training events. PAR pilots, mechanics, nurses and medics are hired from across the country to maintain a highly skilled team.

[PAR]



MASSACHUSETTS: Air Methods—the leading air medical service provider in the U.S.— have announced a new location providing critical emergency air medical service to northern Worcester County and beyond. The base will be located at Fitchburg Municipal Airport.

The City of Fitchburg has a partnership with Air Methods ready to answer the call and provide the highest level of critical care to its residents and visitors”.

The new base offers the community access to critical lifesaving services 24/7/365, responding to emergency medical and trauma events including heart attacks and strokes, pediatric emergencies, burns, and other incidents. Additionally, the team provides critical interfacility transports when patients need to move between hospitals for specialized care. Equipped with industry-leading equipment and medical devices, the team carries and has the ability to administer blood in flight, provide advanced airway intervention; cardiac and blood flow monitoring; ventilator management; medication administration and titration (monitoring potential side effects); and other advanced surgical procedures—essentially bringing in-flight emergency and Intensive Care Unit (ICU) capabilities directly to the patient’s side.

By establishing a partnership with the City of Fitchburg, Air Methods is positioned to not only improve access to emergency services but improve response times. Additionally, as a community-centred service, this investment positively impacts the local economy.

## SEARCH & RESCUE CANADA

AIR FORCE SAR: The Canadian Department of National Defence (DND) has extended its use of CENTUM’s Lifeseeker for Royal Canadian Air Force Search and Rescue operations. The RCAF is now using an increased total of eight units on its fleet of Search and Rescue (SAR) helicopters and fixed wing aircraft. Lifeseeker enables SAR operators to locate people quickly and accurately, saving lives and optimising operational costs. It does so by treating their mobile phones as beacons, meaning the only requirement is that the phone is turned on. There is no need for the phone to be connected to a network, which is very important in the Canadian wilderness. The system can also be used to communicate with the missing



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person to assess any immediate medical needs, the best place to pick them up and so on. Importantly, however, the system does not rely on the missing person taking any action.

Following extensive testing and authorisations, Lifeseeker is now being used by more than 25 SAR operators throughout North America, Europe and Asia. As well as the RCAF, users include REGA, the Swiss Air Force, and the Vigili del Fuoco. And the Norwegian Ministry of Justice and Public Security recently selected Lifeseeker following a highly competitive bidding process. Between them, they have used Lifeseeker on over 100 successful missions in the past year alone.

The Lifeseeker airborne hardware is enclosed in a small unit that is simple to integrate into the aircraft. Combined with CENTUM's proprietary algorithms, the system provides highly accurate geolocation. The user interface is very straightforward to use and Lifeseeker can be operated using either a PC or a tablet.

## IRELAND

**COAST GUARD:** A 200,000-euro consultancy contract has been awarded by the Department of Transport to Bureau Veritas Exploitation, of Puteaux, France to provide aviation Consultancy in relation to the provision of Irish Coast Guard Aviation Services. [TED]

## ITALY

The number of migrants arriving on the shores of Italy, so far this year 35,085, an increase of 27,000 over the same period in 2022, gives some perspective to the number of migrants, 5,546, crossing the English Channel in small boats in the same period this year, we may agree.

## UKRAINE

A third former Westland Sea King is to be supplied by the British Government from stocks of former British military airframes held by commercial operators.

## UNITED KINGDOM

**COAST GUARD:** The Diamond DA-62 recently delivered to 2Excel at Humberside Airport was noted operating, perhaps its first, over the English Channel on April 4.

The aircraft formerly OE-VDM, now G-HMGD, was operating from Lydd on the south coast, initially not operational flights, but apparently pilot training that led seamlessly into regular operations over the English Channel.

# INDUSTRY

**Global Aviation Systems** have announced a new partnership with **Smith Myers Communications Ltd.** Smith Myers Communications Ltd has over 30 years of business experience in RF detection, especially in mobile phone detection for SAR applications. With this cooperation Global expect to expand their business unit Mission & Flight with another important component.

The controlling company of **Amsterdam Schiphol Airport (AMS)** is promoting several measures to reduce the Dutch airport's impact on the environment, the new measures will come into force by no later than 2025-2026.

The Royal Schiphol Group, which owns AMS, Rotterdam The Hague Airport (RTM) and Lelystad Airport (LEY) and has a majority stake in Eindhoven Airport (EIN), announced eight measures that will lead to "quieter, cleaner and better aviation".

Some of the most notable measures include a nightly curfew, prohibiting take-offs between 12:00 AM and 6:00 AM and landings between 12:00 AM and 5:00 AM, no additional runway, and banning private jet flights, as well as limiting flights operated by the "noisiest aircraft".

The basis of the changes is the focus on reducing CO2 and noise emissions in line with the legally binding Paris Agreement, an international treaty on climate change.

The airport holding company is targeting private jets and small business aviation activity, on the grounds that they cause a "disproportionate amount of noise nuisance and CO2 emissions per passenger (around 20 times more CO2 compared to a commercial flight)".

While capacity will still be allocated to police and ambulance flights, the airport argued that "sufficient scheduled services are available to the most popular destinations flown to by private jets".

The Royal Schiphol Group claimed that the airport, which already has six runways, is abandoning plans for an additional runway – the parallel Kaagbaan Runway – and is asking the government to revoke the reservation.



**Marshall Aerospace** based at Cambridge Airport has unveiled ARC-Radar, a modular sensor suite that allows operators of tactical transport aircraft to rapidly and temporarily outfit their fleet for intelligence, surveillance and reconnaissance (ISR) missions. ARC-Radar is the first of several products that will be rolled out within the Marshall Adaptable Role-fit Capability (ARC) family in the near future.

Marshall ARC-Radar solves a key logistical problem facing fleet operators: since ISR tasks require complex combinations of sensitive equipment, system installation tends to require extensive and typically permanent modifications to their aircraft or investment in a purpose-built ISR airframe.

The Marshall ARC-Radar is a role-fit palletised solution with no permanent integration and no modifications required, utilising only existing aircraft power outlets.

The system comprises a two-panel Leonardo Osprey 30 multi-domain active electronically scanned array (AESA) surveillance radar, two modified paratroop doors containing a Marshall-designed and manufactured ultra-low-profile conformal radome, a rear pallet containing two articulated radar mounts and line-replaceable unit (LRU) rack, and a forward pallet containing a mission management console.

The industry-leading capabilities of Leonardo's radar, combined with the inherent multi-role flexibility of tactical transport platforms, means that Marshall ARC-Radar's potential applications are remarkably broad, ranging from military ISR land, sea or air missions to applied civilian operations such as search and rescue, humanitarian support, and disaster relief. Despite being fitted temporarily, the Osprey 30 radar suite maintains full performance during operation.

The entire Marshall system can be fitted or removed in under four hours, guaranteeing minimal aircraft downtime. No modifications need to be made to the underlying aircraft and there are no performance or handling penalties with the product installed. The result is that fleet operators are freely able to alter the role of an aircraft on a day-by-day basis. The role-fit nature of the solution means that operators are not constrained to the availability of a single aircraft.

Marshall ARC-Radar has undergone extensive testing on the Lockheed Martin C-130J Super Hercules platform. In addition to ground-fit trials, a product proving sortie was recently flown with the aim of testing the capability of the radar. During this flight trial, all radar modes were tested, and their performance thoroughly verified by Leonardo representatives on a range of static and moving targets of various sizes over both land and sea.

**Robinson** enjoyed a successful Heli-Expo 2023 in Atlanta, Georgia in early March. On display at the Robinson booth was an R66, featuring the new optional pressure refuelling system, a Raven II, and a Cadet. An R66 Turbine Police Helicopter with an NVG-compatible cockpit was displayed in the static hall. At his press conference, company president Kurt Robinson reported 258 deliveries for 2022, a slight rise from 2021. The R66 accounted for 101 deliveries and, for the second year in row, outsold the Raven II.

In the UK the digital **Airwave Network** provides the essential dedicated mobile network that the police, fire, ambulance and other emergency services use to communicate securely.

A market investigation by the Competition and Markets Authority (CMA), conducted by an independent group of experts, has found that the market is not working well, and the emergency services have no choice but to carry on using the Airwave Network. As a result, Motorola, which owns the company that operates the network, can charge the Home Office (which negotiates the contracts on behalf of the emergency services) prices well above competitive levels, resulting in higher costs which are ultimately paid by taxpayers.

The CMA, using its powers under the Enterprise Act 2002, has imposed a price cap to limit the price that Motorola can charge to a level that would apply in a well-functioning, competitive market, putting an end to the estimated £200m per year of over-charging. There will be a review in 2026, but the cap has been set to apply to the end of 2029.

The Airwave Network was originally commissioned by the Home Office through an open procurement exercise in 2000. The original contract, which was due to end in late 2019 or early 2020, was to build and operate the Airwave Network – and the network was expected to be shut down and replaced by a new secure communications solution using a commercial 4G mobile network, the Emergency Services Network (ESN), when the contract ended.

However, because the new ESN network was not ready for switchover as planned and is not expected to be ready until at least 2026 and more likely 2029, the emergency services continue to rely on the Airwave Network, which is a monopoly provider of these essential communications services.

The price set under the original agreement included the capital costs of building the network. By the time the period covered by the original agreement ended, that cost should have been recouped, and the price should have fallen substantially at that point – in the same way that consumers can get cheaper mobile deals after they have paid off their handset. This did not happen, and prices remained at substantially the same level. But unlike consumers with mobile phones, the emergency services have no choice of an alternative supplier. There was no alternative provider, so Motorola held all the cards when it came to pricing. As a result, the emergency services are locked in with a monopoly provider with no option but to pay a much higher price than they would if the market was working well.

It is suggested that as they will no longer be earning excess profits, the price cap will reduce Airwave Solutions' and Motorola's incentives to delay the delivery of technology that will help shut down the network and to slow down the transition to the modern replacement.

*Editor: Although this is clearly a slap on the wrist for Motorola the reader should also consider that part of the massive delay in the ESN is the failure of Government departments to arrange the construction of the remote sections of the network. This is partly due to the working restrictions of Covid on government staff availability and its effect on the planning process. However, if the ESN system had been delivered on time most of the system would have been operational long before Covid became a factor in 2020.*

It has been a good month for announcements by **Trakka Systems**. In addition to the reported sales to several Prefectures in Japan there have been military sales in Africa.

Trakka Systems announced the Force Aérienne de Burkina Faso has purchased eleven TC-300 long-range HD EO/IR camera systems and TM-



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MOTOROLA

100 full-featured mission mapping and video management units for the Airbus H125. These H125 helicopters will be used for security, surveillance, and SAR missions protecting borders, troops, and critical infrastructure in Burkina Faso.

*Editor: Still unanswered elements of this press release include why are eleven units required. Information on this former French Colony operator is scarce but they appear to have operated sufficient helicopters although some are Soviet era. Examples of the Eurocopter AS350, seem most prolific, most reports list between 2 and 4 but Helihub believes that 9 have been delivered in the past. It may be that there is an unannounced order for additional Airbus H125 variants.*

*The only known police/security aircraft in use date back to 2009 when two Celier Xenon Gyroplane autogyros were purchased from Poland for use by police and security forces. These are unlikely to be in service still and replacement with modern H125s would therefore be sensible.*

Another major military sale into Africa by **Trakka Systems** is that to the Force Aériennes du Bénin in the République du Bénin. They purchased two TC-300 long-range HD EO/IR camera systems and TM-100 full-featured mission mapping and video management units for the Airbus H125. These "H125" helicopters will be used for security, surveillance, and SAR missions protecting borders, troops, and critical infrastructure in Benin.

*Editor: This former the North African state of Dahomey has a small air force with a core of donated ex-French types including long held examples of the AS350/555 (rather than modern H125) helicopters. No recent sales have been noted so the helicopters involved may be decades old unless new sales come to light. There is a possibility that former French military/Gendarmerie AS350, mostly 30+ years old, have been transferred there as they are withdrawn from use in France. The Trakka equipment solves many political issues in not being restricted by the US ITAR regulations.*

It seems you just cannot keep the AS350/H125 down. Despite having been in production for several decades the type is regularly re-invented to meet long forgotten roles.

The latest announcement from **Airbus Helicopters** is that they are introducing the first U.S.-built H125 military configurations, known as AH-125 and MH-125 Ares, to the Airbus range of military helicopters. These combat-capable aircraft will feature militarised options that meet the needs of military and parapublic allies and partners around the world.

The AH-125 Ares will be configured as the armed variant of the helicopter, while the MH-125 Ares will be configured as a multi-role helicopter capable of a wide range of operations. The new offerings complement the extensive line of military helicopters already produced by Airbus, including the H125M.

Globally, the H125 family accounts for almost 80% of the single-engine market and has the highest number of certified modifications (supplemental type certificates) available.

The H125 is the world's top-selling helicopter with a long history of use by U.S. law enforcement and government agencies. Currently, the H125 is the light enforcement helicopter used by U.S. Customs and Border Protection, with more than 100 H125 family aircraft in service, making the U.S. government the single largest customer and operator of the aircraft.

The Washington Department of Natural Resources awarded **CNC Technologies** a comprehensive, multi-year contract in March month to upgrade the state's Kodiak aircraft and develop a real-time high definition and actionable data transmission network for its many missions including firefighting.

As the prime contractor, CNC will be responsible for providing mission suite design, delivering all equipment, overseeing aircraft integration, and will provide 24/7/365 service and support along with ongoing technical and operational training. CNC Technologies continues to grow its customer base in the western U.S., having recently secured projects with California Highway Patrol, Inglewood Police Department, Los Angeles Sheriff Department, Orange County Sheriff Department, Ontario Police Department, and East Bay Park Police. [CNC]



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**CNC Technologies** have completed more than 20 Bell 429 helicopters for various law enforcement and government agency clients over the past six years.

This includes the company's most recent work designing and completing Bell 429 airborne platforms for The Jamaica Defence Forces, Collier County Sheriff's Office in Florida and the Jefferson Parish Sheriff's Office in Louisiana.

In total, CNC has completed 22 Bell 429 helicopters for use in law enforcement and search & rescue missions. This encompasses the design, equipment procurement and operator training for new airborne law enforcement mission suites for each Bell 429 that enable seamless and secure transition of HD video and data between air crews and ground personnel. Additionally, CNC provides clients with 24/7 service, support and training, serving as a single point of contact for diagnosing and fixing any issues that may arise.

During French President Macron's visit to China, **Airbus Helicopters** has signed a contract with GDAT, one of China's most prominent helicopter lessors and operators, for 50 H160 helicopters. This contract is the largest single order for the H160 on the civil and parapublic market since the helicopter was unveiled in 2015. The aircraft will be used notably for the energy sector, including offshore transportation for oil and gas platforms, wind farms and harbour piloting, as well as emergency medical services and other municipal public service missions. The companies also signed a strategic cooperation agreement related to topics such as support and services capabilities, amongst others, in order to ensure the long-term success of the H160 in China

GDAT is China's leading innovative general aviation service provider specialising in helicopter sales and leasing, maintenance and modifications, as well as emergency rescue flights, and other government services. The Group is headquartered in Shanghai and has four wholly owned subsidiaries across China as well as operating bases in Suzhou and Ningbo, and an overseas branch in London.

Designed as a multi-role helicopter capable of performing a wide range of missions, the H160 integrates Airbus' latest technological innovations. The helicopter provides passengers with superior comfort thanks to the sound-reducing Blue Edge blades and superb external visibility that benefits both passengers and pilots. With its light maintenance plan aligned between engine and aircraft, the H160 optimises operating costs and offers a new standard in availability. The H160 is already certified to fly with as much as 50% sustainable aviation fuel and is powered by two of the latest Arrano engines from Safran Helicopter Engines that offer a 15% reduction in fuel burn.

The **Teledyne FLIR Vision Awards**, returning this year to APSCON, strive to recognise north American state and local law enforcement agencies for their contributions to public safety through the use of tactical, airborne thermal imagery.

Each year, Teledyne FLIR asks law enforcement to submit their video footage shot during rescues, pursuits, apprehensions and surveillance operations. Entries should highlight the tactical use of EO/IR technology and the importance of the airborne imaging system in the successful completion of the mission. The deadline for video submissions is May 12, 2023. Multiple entries from each department and airborne team are allowed. Include a brief outline of the incident and list the name, rank and position of each crew-member via the online submission form. All types of infrared and daylight videos will be considered for these awards.

Footage from each winning video will be shown as part of the Teledyne FLIR Vision Awards ceremony, as well as highlights from submitting agencies. Awards will be presented at APSCON 2023 on Thursday, July 20 in Orlando, Florida. [Teledyne FLIR]

China's state-owned aircraft manufacturer **Avic** announced the first flight of its light twin AC332 helicopter early last month.

Stylistically a cross between the Bell 429 and the Airbus H145, the AC332 features a four-blade main rotor system and ducted tail rotor and is designed for hot-and-high operations. It is powered by a pair of 1,800-shp Avic WZ-20 engines.

Performance targets include a capacity of up to 10 passengers and two crew, 8,487-pound mtow, 374-nm range, 140-knot maximum cruise speed, and 19,685-foot service ceiling.

Avic reports orders for 24 of the helicopters from China-based customers.





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The Sentient ViDAR (Visual Detection and Ranging), the world's first Optical Radar, is a maritime wide area optical search system proven to operate up to Sea State 6. ViDAR autonomously finds objects on the surface of the ocean over vastly greater areas than traditional search methods. ViDAR operates optically so it is unaffected by white caps and other effects that impact technology such as radar.

Sentient claim the ViDAR is able to detect objects that are very small – much beyond the capability of the human eye – during the day or night to dramatically extend the coverage of the aircraft in a broad range of missions including search and rescue, illegal fishing, counter narcotics and maritime security. In detecting such as submersibles or fast boats used by drug cartels ViDAR offers a dramatic increase in the detection area of airborne search assets by over 80 times.

Proof of performance: The proven performance of the Sentient ViDAR (Visual Detection and Ranging), the world's first Optical Radar, is being deployed by forces and agencies worldwide on a wide range of fixed wing, rotary and uncrewed platforms.

ViDAR is in use today with the Australian Maritime Safety Authority, Royal Australian Navy, US Coast Guard, Canadian Department of Fisheries and Oceans, Mexican Navy and many other agencies and forces.

## ACCIDENTS AND INCIDENTS

**2 April 2023 Airbus Helicopters H130 (EC130T2) N231SH** Air ambulance operated by Air Methods Corporation as Lifesaver 4, was responding from its base at Sylacauga Municipal Airport, Alabama, to a call-out for a hiker in distress when it crashed turned onto its left side and burned while preparing to land near Highway 280 (Bear Creek Road and Mountain Oaks Drive) north of Chelsea, Shelby County, Alabama. The pilot, 63-year-old Marc Gann, and flight nurse 43 years old Samuel Russell died; a female crew member was hospitalised in a critical but stable condition. The fire was mainly seated in the engine area and did not fully consume the wreck. <sup>[33/40]</sup>

**7 April 2023 Piper PA-31-350 Navajo Chieftain VH-HJE** Air ambulance of AirMed Australia, a private medevac provider. Departed Bankstown Airport, New South Wales on non-medical freight flight to Brisbane-Archerfield Airport, Queensland. While en-route and some 15km short of the destination suffered an inflight loss of power and attempted forced landing by the railway lines at Lollard Street, Hillcrest, Logan, Queensland. The aircraft landed upright but suffered severe damage to the nose area and the right engine when hitting vegetation. The female pilot received minor injuries, but the aircraft was written off. <sup>[media]</sup>

**14 April 2023 Airbus Helicopters H145 (BK117D-2) OE-XRE.** Air ambulance operated by ARA Flugrettung gemeinnützige GmbH. Having departed Augsburg University Clinic and en-route for Bezirkskrankenhaus on a positioning flight, reported a bird strike near Bidingen, Bavaria. After making an emergency landing it was found that the damage was restricted to a cracked windscreen. <sup>[Merkur]</sup>

**17 April 2023 Pilatus PC-12/47E C-\*\*\*\*** Royal Canadian Mounted Police An accident involving a RCMP Pilatus PC-12 was reported at Erik Nielsen Whitehorse International Airport, Whitehorse, Yukon. The sole occupant onboard sustained unspecified injuries the aircraft was a total loss with the wings detached from the inverted fuselage. [CBC/ASN]

**18 April 2023 Cessna 172S Turbo Skyhawk JT-A JA395A.** Japan Coast Guard School. After reporting engine failure to ATC, the aircraft crash landed in a field of scrub in Usa City, Oita Prefecture, and flipped over. Both occupants were slightly injured, and the aircraft received substantial damage to the rear fuselage but did not burn. [ASN]

**24 April 2023 Kazan Ansat-GMSU RA-20012** Air ambulance of JSC Russian Helicopter Systems. Reported to have crashed in Erzovka, Gorodishchensky District, Volgograd Russia, killing the pilot, Pilot Oleg Vinogradov. Media reports state that the helicopter with only the pilot aboard was returning to its base at Erzovka and was on final approach. Unstated mechanical issues reported. At the crash site the helicopter was inverted and broken into several sections but there was no post-crash fire. [TASS/Byri/ASN]

## SAFETY

Emergency services in Gloucestershire, Worcestershire, Somerset, Sussex and London are to benefit from a share of more than £200,000 of funding to allow air ambulances to land more safely in poor weather conditions. Almondsbury Helicopter Airbase, Strensham Airbase, Henstridge Airfield, Royal Sussex County Hospital and King's College Hospital were all selected as successful applications of the Global Navigation Satellite System (GNSS) Programme, run by the UK Civil Aviation Authority and Department for Transport. Funding will support their blue light landing sites to put in place new systems to allow helicopters to operate in challenging conditions that they previously would not have been able to, which will save lives in critical situations.

The GNSS Programme, in its third phase, has already provided thousands of pounds needed to deliver safety improvements. The Programme focuses on improving flight safety by helping organisations implement new approach procedures using satellite technology, much like GPS in road vehicles.

The dedicated GNSS Facilitation Team at the UK Civil Aviation Authority will also help guide sponsors and emergency service operators through the streamlined Airspace Change Process, ensuring a smooth and efficient transition to this innovative system. The scheme received many applications for the third phase of the GNSS Programme, making the selection process highly competitive.



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**6-7 June 2023**

**Bilbao, Basque Country, Spain**

The Networking continues

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After careful consideration, the UK Civil Aviation Authority and Department for Transport chose to allocate resources to organisations covering five helicopter landing sites, specifically for emergency services because of the benefits it will bring to people in their surrounding communities. The GNSS Programme has already demonstrated its ability to improve flight safety, particularly when landing in poor weather conditions. The potential benefits are even greater as it will enable air ambulances to land safely in weather that they would not previously be able to.

## UNMANNED

In Europe EMSA has started the deployment of its remotely piloted aircraft services in support of the Italian Coast Guard to gain increased maritime awareness over the Gulf of Genova until the summer. Modelled on the successful campaign of last year, EMSA services will continue to enhance general maritime safety and security in the area, as well as to assist in search and rescue missions. Protection of the marine environment is another important aspect of the operation and flights will be used to monitor whale migration within the Pelagos Sanctuary, a protected area for marine mammals. This multipurpose operation continues to support the Italian Coast Guard in further integrating these innovative services as part of their standard operating procedures to give enhanced situational awareness. The flights can be followed remotely from four locations including the Sarzana base from where the aircraft is deployed, Imperia, Genova and Rome. The aircraft being used is an Tekever AR-5 Evo unmanned fixed wing aircraft and it is under contract to EMSA from the REACT consortium, comprising CLS (maritime analytics) and Tekever (RPAS). It has several features making it suitable for this service including optical and infrared cameras, a maritime radar, an AIS receiver and an emergency position-indicating radio beacon (EPIRB) antenna. Using satellite communications, the aircraft also has the capability of performing both day and night operations.

In a prefectural first, a live demonstration of the delivery of medical supplies via a drone was recently staged at a university in a city in western Japan. It takes advantage of Japan's updated laws allowing civilians to conduct autonomous flights over urban areas.

In December 2022, Japan revised its Civil Aeronautics Act, allowing for "Level 4" flights, or the remote piloting of drones beyond operators' line of sight overpopulated areas.

The project was the initiative of KSK Co., a medical devices and pharmaceuticals wholesale company based in the city of Osaka. The company heard from others in the industry about being unable to deliver medical supplies to facilities at the scene in the wake of disasters such as 1995's Great Hanshin Earthquake and the Great East Japan Earthquake in 2011.

This led them to consider the use of drones, aiming to create a system in which medicines can be delivered when streets are disrupted by large-scale disasters. The company moved forward with drones provided by Tokyo's NTT Communications Corp. and advice on medical matters from Wakayama Medical University.

In the test flight on March 30, the drone was tasked with carrying medicines that need to be temperature-regulated. The drone took off from Wakagawa Kasen Park's tennis courts, about 1.5km away from Wakayama Medical University, with the medicines inside a cold-storage box. Utilising Level 2 flight, in which the drone flies autonomously within the operator's line of sight, the machine landed on top of the university's library building about 20 minutes later. After an official's identity was verified using its facial-recognition camera, the drone released the medicines.

Airbus Defence and Space and the company's wholly owned subsidiary, Airbus UpNext, have achieved in-flight autonomous guidance and control of a drone using an A310 MRTT.

In a first step towards Autonomous Formation Flight and Autonomous Air-to-Air refueling (A4R), the technologies demonstrate a significant breakthrough for future aerial operations involving manned and unmanned assets.

Known as Auto'Mate, the technologies were integrated on an A310 MRTT flying testbed, which took off from Getafe, Spain, in March, and on several DT-25 target drones, acting as receiver aircraft and flying from Arenosillo Test Centre (CEDEA) at Huelva, Spain.

Over the waters of the Gulf of Cadiz, the control of the drone transitioned from a ground station to the A310 MRTT, autonomously guiding the DT-25 to the in-flight refueling position.

During almost six hours of flight test, the four successively launched receivers were sequentially controlled



and commanded thanks to artificial intelligence and cooperative control algorithms, without human interaction. The different receivers were controlled and guided until a minimum distance of 150 feet (around 45 metres) from the A310 MRTT.

A second campaign is expected towards the end of 2023, exploring the use of navigation sensors based on artificial intelligence and enhanced algorithms for autonomous formation flight. In addition, there will also be two simulated drones flying in the vicinity of the A310 MRTT to demonstrate multi-receiver autonomous operations and collision-avoidance algorithms.

### Tekever Channel Splash—Accident at Sea

A previously unreported accident befell the Tekever AR3 during its, mainly anti-migrant, operations over the English Channel on July 2 last year.

The UK Air Accident Investigation Board (AAIB) report issued in April states that the 2021 single-engine pusher drone suffered an engine failure and was forced to land in the sea and mainly suffered damage from sea water immersion.

The Tekever AR3 is powered by a single Sky Power piston engine and on July 2, 2022 at 0738 hrs.

During a Beyond Visual Line of Sight (BVLOS) flight over the English Channel, the engine stopped. The aircraft descended on a parachute into the sea and was subsequently recovered. Investigation revealed an issue with the Low-Pressure fuel pump which caused it to fail and trip its associated electrical fuse. This fuse also provided electrical power to the High-Pressure fuel pump and, with both pumps stopped, the engine was starved of fuel.

The altitude started to reduce, and the pilots realised that the engine had stopped. The aircraft continued to navigate on the programmed route until reaching 550 ft amsl after which the emergency procedure for activating the parachute was triggered automatically and the aircraft descended under parachute into the sea, within the TDA. The operator stated that there were no other vessels in the vicinity at the time. The operator advised the Coastguard, activated the Emergency Response Plan and informed the CAA. The aircraft was subsequently found floating by a fisherman who recovered it and returned it to the operator for investigation.

The operator ceased operating the aircraft type until a number of improvements had been implemented.



### Vive la Difference!

Use of drones by police in France have been muted until recent times, even operations over the coastal beaches near Calais faced difficulties in flying unmanned missions. Now, or at least since April 21 the French Police have been permitted to use drones equipped with cameras for a wide range of tasks including crowd monitoring and border control.

The change in the rules affecting drone use now allows police, customs or military to use drones for the prevention of terrorist acts, the regulation of transport flows, border surveillance, and rescuing people.

This comes just over a year before the Paris 2024 Olympics and at a time when opposition to President Emmanuel Macron's pension reform has triggered huge protests that at times turned violent. [Reuters]

## PEOPLE

The Yorkshire Air Ambulance (YAA) Chairman of Trustees, Peter Sunderland, will officially retire as Chairman and Trustee at the end of June. He joined the YAA in 2004 after retiring from his role at the RMC Group PLC, where he worked for over 27 years as one of their UK Directors, bringing with him a wealth of experience in senior management, monitoring & delivering of business targets, workshops, strategic development, financial & budgetary control, and project implementation. He became Chairman in 2006 and has since led the transformation of the charity to the successful organisation it is today. When he joined the YAA in 2004 it was a very different organisation from the one that it is today. They had one leased Bolkow helicopter that operated from a Portakabin at Leeds Bradford airport and the administration and fundraising was carried out from a small office in Dean Clough Mills in Halifax. Income from donations was very small and hardly covered costs. Supported by a team of experts over the years Peter oversaw the implementation of many important milestones over the years including purchasing helicopters, developing the two air bases at Nostell and Topcliffe and gaining the charity's own Air Operators Certificate – the first of its kind at the time. Even the purchasing of charity owned, rather than leased, helicopters was a step into the unknown.

When Peter stands down at the end of June, current Vice-Chairman Mike Harrop will step into the role of



Chairman from the beginning of July.

Mike brings a wealth of experience from his 30-year career in the RAF including being the Station Commander at RAF Scampton, the home of the Red Arrows. He also has an extensive and in-depth knowledge of YAA after initially joining as a volunteer back in 2017, before joining the Board in 2019 and taking on the role of Vice-Chairman in 2022.

As well as his work with YAA, Peter has also been a member of the Wakefield Cathedral Council and is a past President and Subscribers Secretary of Huddersfield Choral Society. In 2007 he was appointed a Deputy Lieutenant of West Yorkshire and was awarded an MBE by HM Queen Elizabeth II in 2016 for 'Voluntary service to the Yorkshire Air Ambulance and the community in West Yorkshire'

Lisa Atherton has been named president & CEO of the Bell segment of Textron, effective April 28. Atherton, most recently the chief operating officer of Bell, succeeds Mitch Snyder, who will be retiring after more than seven years as president & CEO of Bell and nearly 20 years with the company. Atherton served as president & CEO of Textron Systems from 2017 until January 2023 when she was named COO at Bell. She joined Textron Defense Systems in 2007 and, in 2013, she transitioned to Bell and held a number of leadership positions within Military Programs, including executive vice president, Military Business. A graduate of the U.S. Air Force Academy, she served eight years at the U.S. Air Force Air Combat Command's Directorate of Requirements.

Terry Robinson Hane, Robinson Helicopter's Director of Sales and Marketing, retired on 10 March 2023. Terry worked for RHC for 26 years not counting 1974 when she was tasked with cooking lunch for the engineers working in Robinson's home. After college, Terry briefly worked for Robinson in Accounting. In 1997, after starting a family, Terry once again returned to RHC. She eventually became the Director of Sales and Marketing where she truly enjoyed assisting and working with Robinson's worldwide network of dealers.



For the older readers in the United Kingdom, the ones that recall the hit police air support TV series *Police Camera Action* that spawned off the shelf videos [in VHS format in those days] and books on the subject – to note a retirement. Alastair Stewart OBE the 1952 born journalist, newscaster and TV presenter who visited numerous air support units in the 1990s to create the series of police video footage programmes has finally retired from his latest job with GB News.

We have grown used to seeing more modern footage from air support but in those days, it was a matter of great discussion as to whether the public should see such things. Whilst already acceptable in the USA, Europe as a whole took a very different view for a long time. The first episode was broadcast as 'Police Stop' in September 1994 and Stewart was the lead presenter until 2009 by which time some 90 episodes had been compiled.

*Above: Image taken in June 1995 of filming 'Police Stop 4' at Lippitts Hill of an AS355N of the South East Regional Police Air Support Unit (a tie up of the Metropolitan and Surrey Police operations that worked quite well). The series came in useful at the time as a positive PR pressure. At the time a small group of locals was trying to close all the police operations at Lippitts Hill on the grounds of noise. They succeeded in the case of cadets, dogs and firearms but, oddly given that it was by far the noisiest, failed to shift the helicopters. Much later of course NPAS was briefly successful in moving the unit to North Weald. But that did not last!*



## LETTERS

Dear Editor

I am writing what I hope will be the definitive book on the Iranian Embassy Siege of 1980, and SAS Operation Nimrod that brought it to such a dramatic end. I hope to write this taking in the various perspectives of all the different actors, not just the SAS, but hostages, gunmen, politicians, journalists and others.

The police, of course, played the pivotal role in the six-day siege at Princes Gate, and I am writing in the hope that you may be able to help me locate police sources, both archival and human, that will give me a wider picture of the role of the police. The entire episode reflected extremely well on the police, in particular PC Trevor Lock, the diplomatic protection officer who was taken hostage, played a key part in the negotiations, and emerged as a national hero. Some of the senior figures on the police side, such as Sir John Dellow, have died, but since others who played a part in the drama are still around and I am keen to contact as many as possible to gather their recollections.

I would be so grateful if you were able to help me with:

- Locating the written police sources, evidence, and official documentation on the siege
- Locating and connecting with as many of the police participants as possible.

I have already gathered a large amount of new material on this, one of the most significant and dramatic episodes in 20<sup>th</sup> century British history. This will be my 15<sup>th</sup> book.

With best wishes,

**Ben Macintyre**

[ben.macintyre@the-times.co.uk](mailto:ben.macintyre@the-times.co.uk)

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

*Ed: This letter originally appeared in the Police History Society Newsletter and has been repeated in Police Aviation News in an attempt to find any of the pilots and officers flying in the daylight camera equipped Metropolitan Police Bolkow BO105 G-BFYA who may have recollections of the siege.*

## MOVE ALONG THERE

KEEP YOUR HEADS DOWN

Rightly or wrongly the world at large is 'concerned' about the proliferation on privately held arms in the USA. For most a visit to the USA now includes plans to stay away from schools and malls in case you encounter a mass shooting! In truth that is perhaps a bit too specific!

It is difficult to decide whether it is a good thing or a bad thing to hear that 37 years old bank robber Charles Rock from Phoenix managed to fire off 26 rounds of an AR-15 combat rifle at a Phoenix Police helicopter and miss each time!

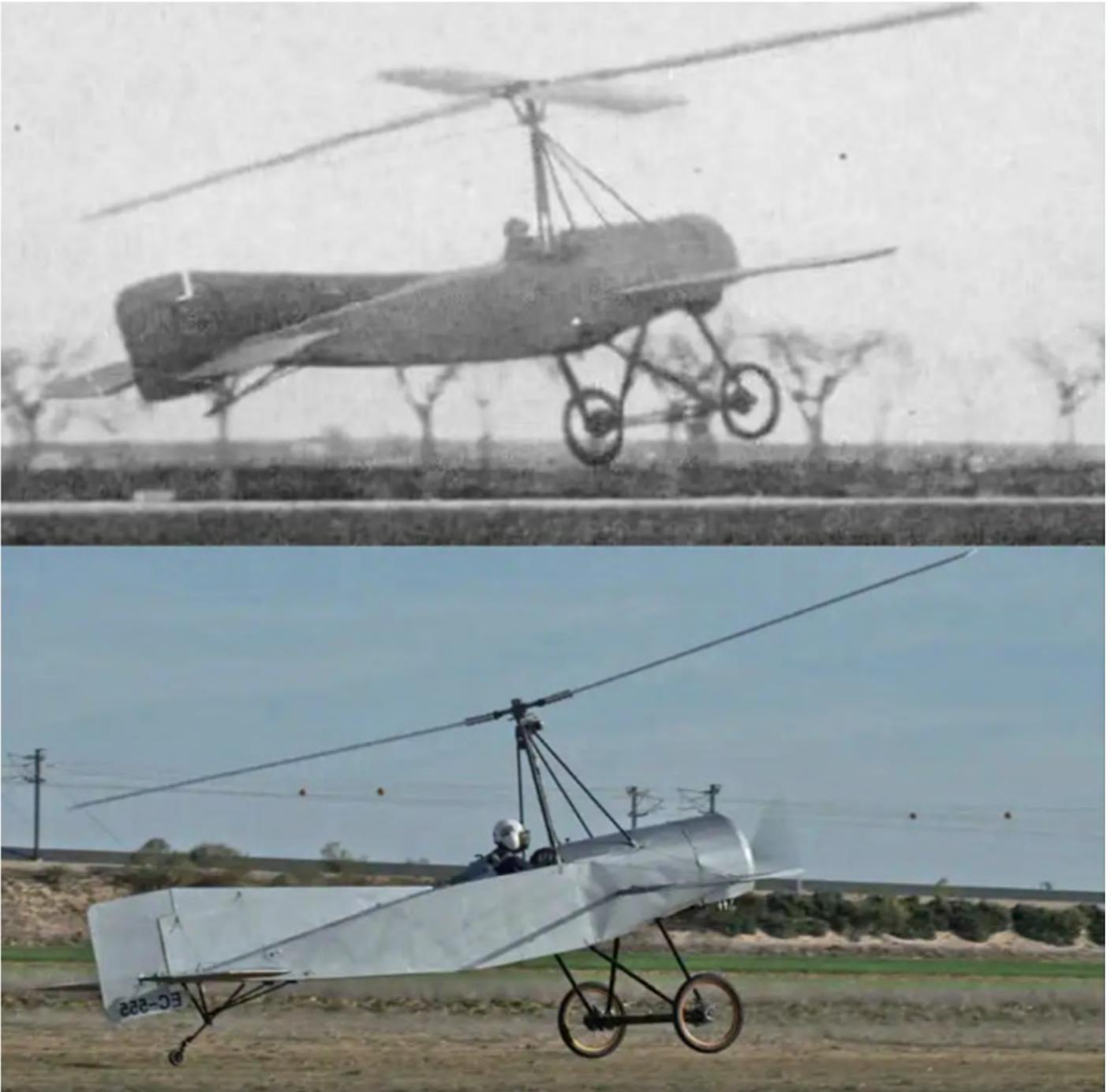
OK his aiming was apparently as bad as his bank robbery skills – he cleared just \$1,000 from the bank – but the worry is that those 26 bullets came down somewhere!

A local police officer shot Rock several times, but it is disconcerting to think that he simply got back in his car and drove off. Fortunately, he was arrested nearby on charges including armed robbery, kidnapping, aggravated assault, and terrorism. Rock is now being held on a \$1M cash-only bail so that \$1,000 he earned that morning will not even be enough for a deposit!



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## PIONEER

In late March flight tests were beginning for a newly built aircraft that is not ever going to be associated with any autopilot, or new technology.

The aircraft in question was built as an almost identical replica of Juan de la Cierva's C4 autogyro rotorcraft, which happened to be the first successful flight of a stable rotary-wing aircraft that flew for the first time in 1923 - exactly 100 years ago.

After a year of construction, a dozen autogyro enthusiasts flew the 21<sup>st</sup> century C4 replica in Spain with no guidance on how to build it other than a collection of old photos and newspaper articles.

They admit to cheating on the design, having taken a proven modern engine, a Verner radial engine of 80 hp the closest thing to the Le Rhone of 80 hp original, and substituted a commercial two blade design for the original four blade main rotor blade because the original had a lot of fatigue problems, and in order to land without tipping over, they put in a longitudinal joint on the rotor. All on the grounds of safety first.

The project of making a replica of the Autogyro C- 4 and flying it is to commemorate the first flight of a rotary wing in the world on January 17, 1923, when a C-4 Autogyro flew in Getafe, Madrid Spain. Today, the aerodrome exists, and it is an aerodrome used by the Spanish Air Force and the factory of Airbus Spain.

<https://centenarioautogyro.com/en/>

There are no original drawings at all, the volunteer team started the design phase based on photos and some old books, quite a challenge, both technically and financially, since it is a project financed by the group.

The Autogiro is the greatest Spanish contribution to aviation. Since the achievement of motorized flight by the Wright brothers, it is the only case of design, creation and development of a totally new, original and different flight system: Rotary Wings. Generically the type is an autogyro, Cierva called his patent designs the Autogiro.

Nine years after the C-4 the police were using a development of the design in aerial patrol. The Pathe News commentators of the day called the frail machine flying over their heads a 'helicopter' and that effectively means that Juan de Cierva flew helicopters long before Sikorsky. The difference of course is that contemporary name calling aside, the Cierva was technically an autogyro with an unpowered main rotor, where the Sikorsky brought fully powered blades of a 'real' helicopter.



## INTERPOL FIRST *More history*

In October 1975 the 44<sup>th</sup> General Assembly Session of Interpol, the International Criminal Police Organisation was held in Buenos Aires reported on police use of aircraft. Not a Police Aviation Conference as such but at least a sign of stirring interest in the subject.

In preparation for the report, in mid-1974 a circular was sent to twenty-seven countries with mixed results. Just seventeen replied. The request was to gain information on the extent of law enforcement aircraft use by each of the recipients in 1973. The replies varied and were broad – straying into several areas of 'emergency services aviation' categories that in later years would not be seen as police activities. More importantly the survey was probably the first real attempt to gauge activity at any time and therefore of greater note than initially assumed.

As might be expected from people without a deep knowledge of the subject, the detail of the request was broad. The request was for the kinds of missions performed, the number of flight hours logged, types of aircraft, ground facilities, personnel and training.

The resulting numbers showed that some countries, including the United Kingdom, had a long way to go to catch up with some of the leading users of aviation in policing.

In 1973, the Policia Federal Argentina logged 270 flight hours in fixed-wing aircraft and 1640 flight hours in helicopters in the performance of police missions, including road traffic and crowd surveillance, medical evacuation and general crime prevention.

The Policia Nacional da Fronteras, part of the Argentine Gendarmeria Nacional, flew 130 hours, including 50 in fixed-wing aircraft and 80 flight hours in helicopters, covering national border patrol and inspection, highway and industrial site surveillance, contraband control. In addition, a total of 220 flight hours were accrued on surveillance of forest areas, disaster relief, medical evacuation and training.

In Australia the various states were reporting making considerable use of aircraft, but they were mainly leasing and hiring ad-hoc, so they were not reporting facilities or in house maintenance of the aircraft they used. The main need was transporting people over the vast distances involved and that was met in part by the use of scheduled airliners. The South Australia Police were reporting that 805 flight hours had been taken up with police and prisoner transport but only 50 hours were for patrolling and searches.

In Austria flight operations were far greater with a total of 4,780 hours and 14 minutes accrued. Of that total over 2,667 hours were spent on police missions – surveillance and manhunts. To these were added over 9,000 hours of military border patrols. The police were involved in



those too, but they were not strictly police missions.

The vastness of Canada resulted in a high number of flight hours being reported back to the researchers. Most of it was transportation related. The Royal Canadian Mounted Police claimed that they flew 17,510 hours in 1973 and that most of those hours had been in their own aircraft. At the time they had 20 fixed wing aircraft, mostly built locally by de Havilland Canada, and two Bell helicopters.

Ontario Provincial police logged a total of 4,340 flight hours and 30 minutes for police missions including road traffic surveillance and law enforcement with a fleet of Cessna light singles and two Bell helicopters.

Montreal Urban Community police logged a total of 1,889 flight hours in leased Hughes helicopters to undertake a broad range of missions.

The Quebec Police Force logged 755 flight hours in two newly purchased Bell 206 JetRanger helicopters. Most use, 410 hours, was road traffic surveillance but there were crime prevention and lifesaving missions reported.

The research reported back that the French National Police logged a total of 9,560 flight hours for missions, of which half were medical evacuation rather than traffic. It was not clear, but the reply appears to have emanated from the Gendarmerie rather than the police themselves.

At the time Germany was still split between the West, based in Bonn, and the communist East. There was no information on the latter.

Then as now the effort was a mix of the Federal Bundesgrenzschutz (BGS-Border Patrol) and the resources of separate states, not all of which had taken up with police aviation at this the time. The seven states reported that they had flown 12,874 hours in their 30 helicopters during 1973.

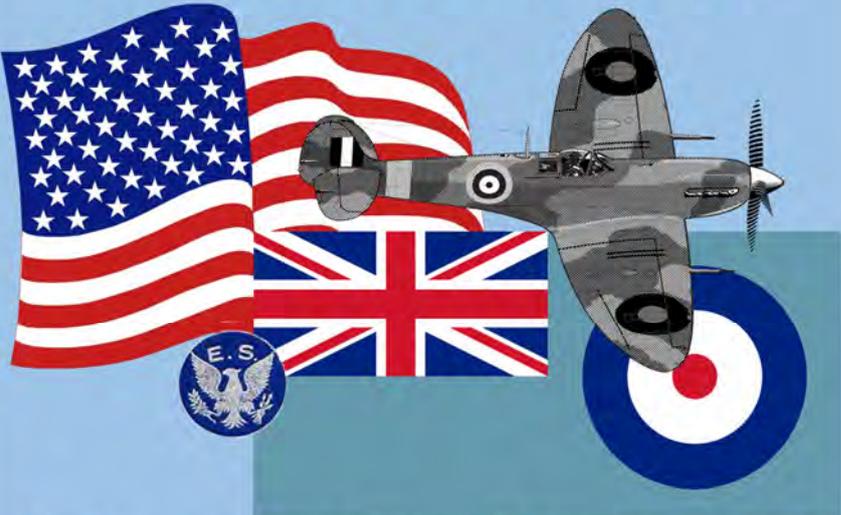
Although assigned to assist civil policing across western Germany the BGS was at the time a military regiment possessing 53 helicopters and therefore some of its activities were somewhat at a distance from pure policing, it was all things to all men and was still revising its activities in the wake of the 1972 attack on the Munich Olympics. Plans were in hand for a new fleet of sixteen additional SA330 Puma helicopters from France.

They reported flying 9,038 hours although from that might be set aside over 1,300 hours flying pure VIP flights for the Government.

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**The home base of the US Eagles 1941-2**

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The report turns into something of a list so suffice to say that such as Indonesia just over 182 hours was flown on police missions by the Sea & Air Police Corps, part of the National Police, Israel flew 1,400 hours, Japan 4,761, Mexico 3,500 and Sweden 8,064 hours and Thailand 16,070 of which 9,907 were on border patrols. There were reports from Nigeria, Norway the USA and Venezuela all of which suggest that at least 70,000 hours of emergency services flying was being undertaken 50 years ago. A creditable amount.

## WOKE

Police Forces in the United Kingdom are facing hard times at the moment. Not only are they apparently solving little or no crime, but they are making some pretty crass decisions which are then overturned in an embarrassing manner. Errors have included setting up new standards of education to gain entry to training, trying to meet 'woke' standards of behaviour, and various ethnic and gender standards, these simply stopped many applying to work in law enforcement.

For some departments, these errors brought about a need for increasing budgets to provide specialist staff to 'spin' and promote the official line to the public.

Last year police forces spent at least £34M of taxpayer cash providing staff to put a positive gloss on the negative stories. The constabularies hired at least 753 full time staff in various roles including graphic designers in a bid to improve their image. That represented an 8% rise in the year. The source of the research was the Taxpayers Alliance who pointed out that the effort was misplaced when so much was going wrong at the same time. Despite the spend on these experts some of the highest spenders have found themselves embroiled in some very high-profile scandals of late.

The 'Alliance did not get a reply from the Metropolitan Police in London, and they were undoubtedly the ones with the largest PR department and yet had been the worst served in terms of scandals of late. *Editor: Which I guess brings us to the PR department at the National Police Air Service. At one time they relied on West Yorkshire Police but then had their own staff of three media professionals. Output was never prolific and at times I seems that the trio were held back from promoting anything to do with NPAS. They seemed nothing more than secretaries at the National Strategic Board Meetings. Numerous PR opportunities were passed over, they were rarely allowed to engage with the media even at a local level – it seems they were not allowed to.*

*The nearest social media portal to promote the PR of NPAS these days remains Twitter, but it is clear that the management are holding that back. Four months into 2023 and there has not been a single press release from the organisation.*

## SILENT TREATMENT

*Readers will note , perhaps with despair, that there is yet another a blank where stories about law enforcement aviation the UK might well have appeared this month.*

*I did try. I was told that a new National Police Chiefs Council Aviation Lead had been appointed. So I asked the Press Office at the NPCC who it was. With a view to running an item Oddly they did not know. They did offer to find out who it was and ask (him/her/undecided) any questions I could think of.*

9

*PAN duly sent in 9 questions 10 days before publication date—the first of which who is the new Aviation Lead - and I am still waiting.*

*Maybe next month? I wonder if it will still be the same person I heard about in the 'rumour'. Of course people are allowed to change their plans.*

## THE RIGHT TO FEEL NEEDED

It's really good to feel wanted., although there seems to be an expectation of it being a right these days. Although I guess there are some up in Yorkshire that have long deleted Police Aviation News from their Christmas card list, I know I can rely upon my best friend App called Linked-In to boost my ego from time to time.



In these non-ageist days, it appears they cannot take your age into account. They certainly proved it last week when they sent me a string of "job offers" from industry.

The latest crop throws some doubt on where they get their information from as it included Flight Instructor

(I have never flown a plane in my life, and it seems a little late to be learning) and Senior Project Manager. I have yet to even be a Junior Project Manager, but I guess they infer there is nothing important for a would be applicant to learn!

## UPCOMING EVENTS

17 May 2023 San Bernardino County Sheriff's Aviation Fly-In. The day will include instruction by Jack Schonely

Meanwhile the second part of a Hangar Z Podcast featuring Jack has been made available on their website. Part one (episode 70) was released on January 30<sup>th</sup>. The second episode focuses on the aftermath of the officer down call and how we take care of ourselves afterward.

For those who don't know Jack Schonely, he is a 36-year Law Enforcement Veteran, with 31 years at LAPD 19 of which were spent in the Air Support Division as both a TFO and Command Pilot. Jack instructs a course titled "Apprehending fleeing suspects" Jack has also written a book available online with the same title. He has appeared at the PAvCon Europe event in the past. Check out his website at [www.Officertactics.com](http://www.Officertactics.com)



### PAvCon Europe Bilbao 5-7 June 2023

If you check on the PAvCon Europe website, just now you should find it greatly upgraded and with additional information.

The bookings have continued but the event still has space for would be exhibitors in the hangar but time is growing short to ensure that the security paperwork is completed on time. With commercial venues (as last time in Austria) late bookings and changes can easily be accommodated, that is not the case with secure venues.

Compared with the last time PAvCon was in the Basque Country (Bilbao) there are many additional exhibiting spaces and many more interested companies. The earlier event attracted just over a dozen exhibitors and was crammed in the foyer of the conference. That is not possible on this occasion when three times that number are already booked in. On the downside the distance between the conference and the exhibition is greater.

There is still one month to go and already we have all the major manufacturers taking part and additionally Sponsoring the event.

The number of police services taking part in the training day and main conference event has grown but I guess we will not know exactly which ones are taking part until the start of June. So far police have signed up from Spain (of course), France, Ireland, Belgium, Netherlands, Switzerland, Sweden, Germany and the USA.

The biggest issue for the late arrivals will be security as the Basque Police want to know exactly who is coming as early as possible and the last few days will not be a good option for would be late attendees.

The first day, a Monday will be a training day and the day when exhibitors need to be setting up their exhibition.

The training day will primarily be run by Harald Brink of the Netherlands Police air operation in Amsterdam. They have regular training days at their facility through the year and invite police air operations from across Europe to join them. Some of these events use invited guest speakers from the USA.



©Basque Police

On the occasion the training will be held at the conference room in the police base and be focussed on rear crew interaction and CRM.

The main conference and exhibition days will be the Tuesday and Wednesday (6-7 June). The cost will see only a small rise on the 2022 exhibitor prices to meet growing inflation across Europe.

On the PAVCon Europe website you will find booking forms for Exhibitors and Visitors in standard format. In addition, this year we can offer Exhibitor links to an e-format PDF from the website or via this link.

[https://eu1.documents.adobe.com/public/esignWidget?wid=CBFCIBAA3AAABLblqZhAD\\_srZliqVa-3DHDKI3TTjVrK2AgDbYLz-gLYKxhsUAs7xEjnNqzvwIIgn9JkEVRs\\*](https://eu1.documents.adobe.com/public/esignWidget?wid=CBFCIBAA3AAABLblqZhAD_srZliqVa-3DHDKI3TTjVrK2AgDbYLz-gLYKxhsUAs7xEjnNqzvwIIgn9JkEVRs*)

Although the base is accessed via the Durango exit on the motorway the address is in Iurreta. UVR Ertzaintza, Iurreta Auzoa, 11, 48215 Iurreta, Bizkaia, Spain. The entrance is on an unnamed road which is at **mute.thudded.feels** on What 3 words

Since the event guide was created details of the local freight handlers in Bilbao have been ascertained. They are based on the south side of Bilbao Airport. They are ACPSI, Pol. Larrondo 5, nave 1B – 23A- 2P, 48180 Loiu, Spain Telephone: +34 94 4712046 E-mail: [operaciones@acpsi.net](mailto:operaciones@acpsi.net) Web Site [www.acpsi.net](http://www.acpsi.net) Operations Manager Borja Climent

Those wanting power and tv/monitors need to pre-order them well before the event as the equipment will be brought in from France.

**PAVCon**  
POLICE AVIATION CONFERENCE

**6-7 June 2023**  
Bilbao, Basque Country, Spain  
The Networking continues

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

This month—in just a few days— 3-5 May 2023, sees the return of the **Rotorcraft Asia and Unmanned Systems Asia** to the Changi Exhibition Centre, Singapore. Held in the heart of the fast-growing Asia Pacific region, Rotorcraft Asia and Unmanned Systems Asia is a small but locally important event presenting an array of current and nascent technologies. The event will be held concurrently with [IMDEX Asia 2023](#).

Further ahead Singapore will be holding its bi-annual Air Show next year. It is important locally (as in Asia Pacific) but often clashes with the even more important HAI Heli-Expo in the USA. The result is that the important helicopter MROs are faced with a choice – and really there is no choice. They stay in the USA. The clash next year is Singapore runs from February 24-25, 2024 at the airport and the US show is in Anaheim, California, February 27-29, 2024. The international dateline helps but they are very close dates and transits from one to the other are therefore physically challenging.

**17-22 July 2023 APSCON The 52nd ALEA Annual Conference & Exposition.** Orlando, FL.

**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)

A little further into the future is probably the basis of a multitasking police aviation conference each October. It seems odd that no-one put it forward before. An annual meet up of young police pilots takes place in among the mountains of Germany.

For several years the northern police air units have been undertaking hoist and mountain flying training in and around the Allgäu Alps, near Füssen, Upper Swabia, Germany.

Around 15 helicopters from a range of Federal and state units take part each October and are nominally based at the Bundespolizei (Federal Police) base at Oberschleißheim, Munich, Bavaria and fly out all day using the glider field at Füssen as the forward field. The training is aimed at young new Pilots.

The hosts at the field are Luftsportverein Füssen e.V., and they welcome the clattering helicopters at the grass field normally associated with near silent gliders. Füssen is normally available as a backup airport for emergency situations for emergency forces and is unique in the district undertaking that so the addition of the field as a training base makes sense. Füssen is in Bavaria, Germany, just north of the Austrian border.

