

SCHIEBEL COMPLETES HEAVY FUEL ENGINE ACCEPTANCE TESTS FOR ROYAL AUSTRALIAN NAVY

Australia, Nowra, 9 March 2020 – Schiebel successfully completed the acceptance tests for the Royal Australian Navy (RAN) of its new Schiebel-designed heavy fuel S2 engine for its CAMCOPTER® S-100 Unmanned Air System (UAS).

Building on 12 years of extensive experience developing engines for the CAMCOPTER® S-100 system and the lessons learnt from extensive operations worldwide, Schiebel has engineered a new proprietary heavy fuel engine, the S2. Delivered as a next generation replacement for the current propulsion unit, the S2 further increases the overall capability of the system. The enhancements offered by the S2 engine will enable the RAN to continue to expand their test and evaluation programme, examining advanced Vertical Takeoff and Landing (VTOL) UAS capabilities ahead of the *Sea 129 Phase 5 Programme*. This programme will select the future UAS capability for the RAN's new *Arafura Class* Offshore Patrol Vessels (OPVs) as well as other ships.

A comprehensive series of test flight activities demonstrated both the endurance, and Maximum Take Off Weight (MTOW) - with multiple payloads - providing the evidence and assurance that the CAMCOPTER® S-100 fulfils the requirements of the RAN.

Throughout the extensive tests, the CAMCOPTER® S-100 system was equipped with a L3 Harris Wescam MX-10 real-time Electro-Optical/Infra-Red (EO/IR) camera, an Automatic Identification System (AIS), a L3 Harris Bandit transceiver and a Mode-S Automatic Dependent Surveillance Broadcast (ADS-B) transponder. This unique configuration, provides the operators with the capability to locate and confirm the identity of vessels at sea, as well as transmitting the information in real time to users equipped with Rover™ remote video terminals.

The new lightweight heavy fuel engine is initially cleared for JP-5 (F-44) and Jet-A1 fuels with other fuel types to be approved in future. Of significant note, this new engine increases the operational performance and maintainability of the S-100 and has sufficient capacity to meet anticipated future market growth needs.

“Given the single fuel policy adopted by the world's Navies, we have responded to the requirement and have now developed, tested and produced our own Schiebel-designed heavy fuel engine for the CAMCOPTER® S-100 system. We are thrilled to have successfully completed the acceptance activities of the new capability for the Royal Australian Navy,” said Hans Georg Schiebel, Chairman of the Schiebel Group.

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About Schiebel Pacific:

Schiebel Pacific Pty Ltd (SPL), the Australian subsidiary of the Vienna-based Schiebel Group, demonstrates a commitment to local industry and is backed by Schiebel's international reputation for quality defence products and exceptional after-sales services. The Australian base focuses on contract management, service provision, production and maintenance of the revolutionary CAMCOPTER® S-100 Unmanned Air System (UAS), providing the Pacific region with a permanent and comprehensive programme, logistics and sales hub.

About the CAMCOPTER® S-100:

Schiebel's CAMCOPTER® S-100 Unmanned Air System (UAS) is an operationally proven capability for military and civilian applications. The Vertical Takeoff and Landing (VTOL) UAS requires no prepared area or supporting equipment to enable launch and recovery. It operates by day and by night, under adverse weather conditions, with a beyond line-of-sight capability out to 200 km / 108 nm, over land and sea. Its carbon fibre and titanium fuselage provides capacity for a wide range of payload / endurance combinations up to a service ceiling of 5,500 m / 18,000 ft. In a typical configuration, the CAMCOPTER® S-100 carries a 34-kg / 75-lbs payload up to 10 hours and is powered with AVGas or JP-5 (F-44) and Jet-A1. High-definition payload imagery is transmitted to the control station in real time. In addition to its standard GPS waypoint or manual navigation, the S-100 can successfully operate in environments where GPS is not available, with missions planned and controlled via a simple point-and-click graphical user interface. The high-tech unmanned helicopter is backed by Schiebel's excellent customer support and training services.

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