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Bigger bang for your buoys: Schiebel makes headway on S-300 at Paris Air Show

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Schiabal's \$100 and \$200 Comcentors (Phate: Schiabal)

The rotary-wing UAS maker - famed for its S-100 Camcopter - is making strides with the development of its S-300, a larger aircraft that will offer expanded payload options and more persistence.







Speaking to Shephard at Paris Air Show, Schiebel business development director Neil Hunter said a ground-based test rig of the aircraft, also known as an 'Iron Bird', would be 'flown' either by the end of this year or early next.

This would pave the way for the first actual flight of the S-300 in 2024.

The Camcopter S-300 is a larger variant of the S-100 manufactured by Schiebel. The VTOL-capable UAV is intended for ISR missions, partially those in the maritime environment

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According to Schiebel, the S-300 features a high level of commonality with the S-100, allowing users familiar with that system to transition without additional operator

Schiebel is aiming for the S-300 to have an MTOW of around 600kg, half of which would be payload capacity.

At full load, the rotary drone maker believes the system could fly for as long as five to six hours. This endurance would only increase if less weight is carried.

Hunter said with a 50kg payload, the drone could fly for as long as 20 hours.

In a boon for commonality, the same ruggedised GCS laptops that control the S-100 can be used to pilot the S-300.

To maximise the capabilities of the aircraft, Schiebel is working on the integration of SATCOM to allow for beyond line-of-sight flight.

At Paris Air Show, the company held a handover ceremony for the aircraft's rotor head.

While the S-100 is highly capable, the S-300 would allow for carrying a much more powerful maritime search radar – something that could be of interest to many naval customers.

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An aircraft the size of the S-300 could also carry as many as eight sonobuoys, giving a much greater envelope to undertake uncrewed anti-submarine warfare (ASW) missions.

Schiebel also sees CONOPS for the aircraft in the land domain for a range of missions, including resupply and search and rescue.

Schiebel has already seen some interest from S-100 operators in trading up to the S-

Navies like those of France and the UK are exploring larger rotary-wing UAS for a range of missions through their respective projects.

France is developing the Airbus VSR700, and the UK has contracted Leonardo for Proteus – a developmental effort to support the RN's Future Maritime Aviation Force.

The UK has already procured the S-100 under the guise of Peregrine.

The contract for Peregrine, formerly known as <u>Flexible Tactical Uncrewed Air System</u> (<u>FTUAS</u>) , sees Schiebel's S-100 Camcopter equipped with a Thales I-Master radar to aid the situational awareness of <u>Duke-class Type 23 frigates</u> when they are deployed.

Unlike a traditional helicopter, rotary-wing UAS can be much more cost-effective due to the lack of crew and cheaper associated operational costs.

Peregrine was also on show at Paris Air Show on Thales' stand.



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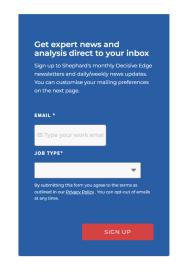
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