

Mick Davidson
Managing Director
AV8 UAS Solutions

Mick Davidson first joined the Royal Navy in 1991 as a Marine Engineer Artificer. After an arduous 4-year apprenticeship, graduated as a Leading Marine Engineer and specialized in Electrical and Electronic equipment. Serving on all types of vessels, including submarines, frigates, destroyers and aircraft carriers. Promoted to Petty Officer and Marine engineer of the Watch, became responsible for all elements of ship safety, integrity and machinery operations.

In 1997 he left the RN and the Caribbean came calling, where he worked as Engineer Manager in the British Virgin Islands. Truly proving that a ship is like an island.

In 1999 Mick finally succumb to his true calling and joined the British Army as an Aircraft Engineer, after which he completed communications, surveyor and Special Observer training. He then went onto sound ranging equipment where he conducted the field acceptance trials of the ASP system. In 2004, Mick joined 32 Regiment Royal Artillery to become a Phoenix operator and Image Analyst and had successful tours of Iraq. Completing the United Kingdom Imagery Analysis Course (UKIAC) and then qualifying as a Pilot and Mission Commander on the Desert Hawk system, deployed to Afghanistan. Working closely with Brigade Reconnaissance Forces (BRF) and Commando and Parachute units, quickly developed some useful CONOPs for this type of Tactical UAS. Upon returning, assisted in writing the UKs' first Full Motion Video (FMV) course.

Mick then went onto pass the Hermes 450 Pilot and instructor courses and conducted several further tours of Afghanistan in this role, finally becoming Senior Operator and instrumental for the augmentation of TUAS into procedural airspace. In 2011 he became part of 47 Regiment RAs' Operating Standards Cell (OSC) where he was responsible Currency and Competency of Pilots/Operators, managing Flight Safety and assurance direct to command. Whilst doing this he completed the WATCHKEEPER instructor's course and then wrote the simulator plan, which will allow for better transition through theory to live flying, and also maintains currency and competency.

Mick has been deeply involved in the whole ISR process and with over 4000 hours of UAS experience is a true SME in the Tactical field of operations.

Returning back to his maritime and engineering roots, Mick has undertaken work with Remotely Operated Vehicles and Autonomous Underwater Vehicles (ROV & AUV), and is currently instructing students in both areas.

Mick brings together an almost complete Unmanned Systems package that is now involved heavily in Human Factors concepts for future design, development and personnel selection. Recognising the similarities across all Unmanned Systems he has opened one of the first Academies to address the whole market, the Global Unmanned Systems Training Academy (GUSTA).