

Helinet Aviation

Replacing an Aviation
Platform That Couldn't
Match the Business



CASE STUDY

Industry	Helicopter aviation including charter services, organ transport, and broadcast news
Managing	Owned helicopters, chartered jets, and subcontracted ground transport
Location	Van Nuys, California
The Build	Custom operations platform for web and mobile
Time to Production	7 months

SECTION 1: THE PROBLEM

Expensive And Inflexible Flight Operations

Helinet sells a single door-to-door journey. Getting a passenger from their home to their destination can involve a car, one of Helinet's helicopters, and a jet chartered from another company. Their off-the-shelf platform, Veryon, had **no way to represent that as one unified trip**.

The system tied one pilot to one aircraft and one driver to one car. A trip using all three had to be entered as three separate operations. Dispatch then kept those records synchronized by hand. This was a data model problem rather than a missing feature, so configuration was never going to solve it.



- **Dispatch maintained three records per multi-modal trip.** A change to one had to be applied to the others by hand.
- **Hospital reports were compiled by hand every month.** In addition to charters, Helinet offers organ transfer. Each manually created report itemized which flights ran late, whether the delay was Helinet's fault or the hospital's, and how many organs moved.
- **Clients had no way to reach the crew running their operation.** Anything urgent happened off the record.
- **Hover performance calculations were hard-coded to specific aircraft.** Adjusting an aircraft type meant working inside fixed logic.
- **FAA audit records had to be assembled after the fact,** from data spread across the system.

SECTION 2: THE SOLUTION

One Adaptable System That Helinet Owns

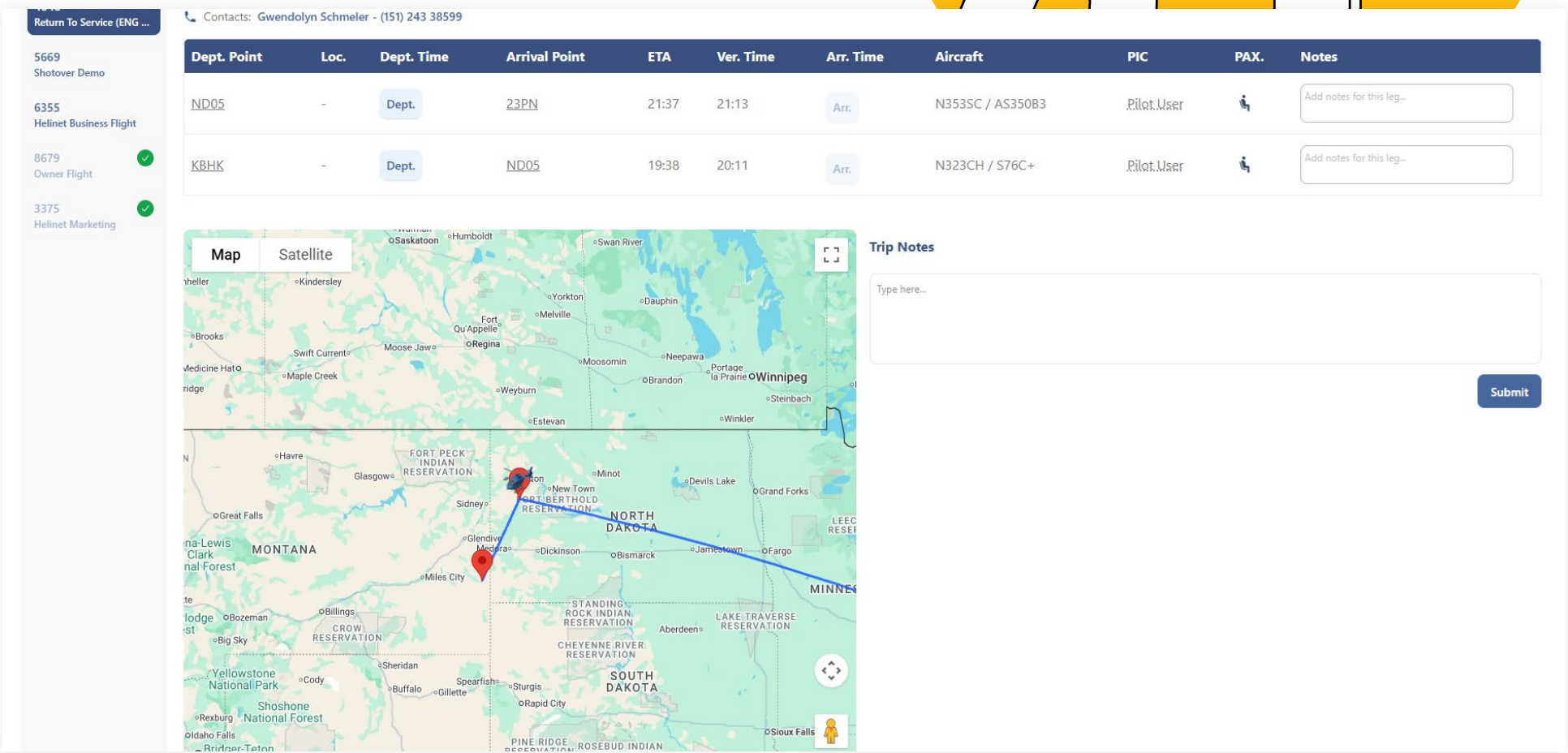
DevSquad rebuilt the platform so that the operation—rather than the aircraft—is the unit of work. A single record now holds every leg of the journey, whether it runs on a Helinet helicopter, a subcontracted ground vehicle, or a chartered jet.

The platform runs on two surfaces. The web application handles management, covering dispatch, aircraft configuration, crew records, scheduling, reporting, and permissions. The mobile application handles execution. Pilots use it to run pre-flight checks, start and close legs, and clock their duty time. Client users

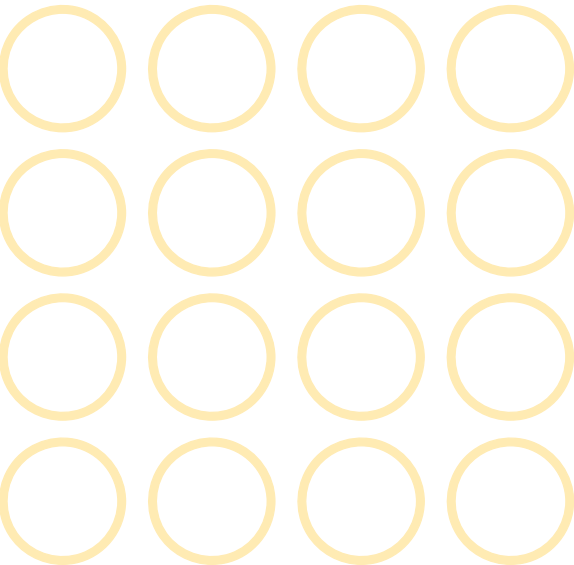
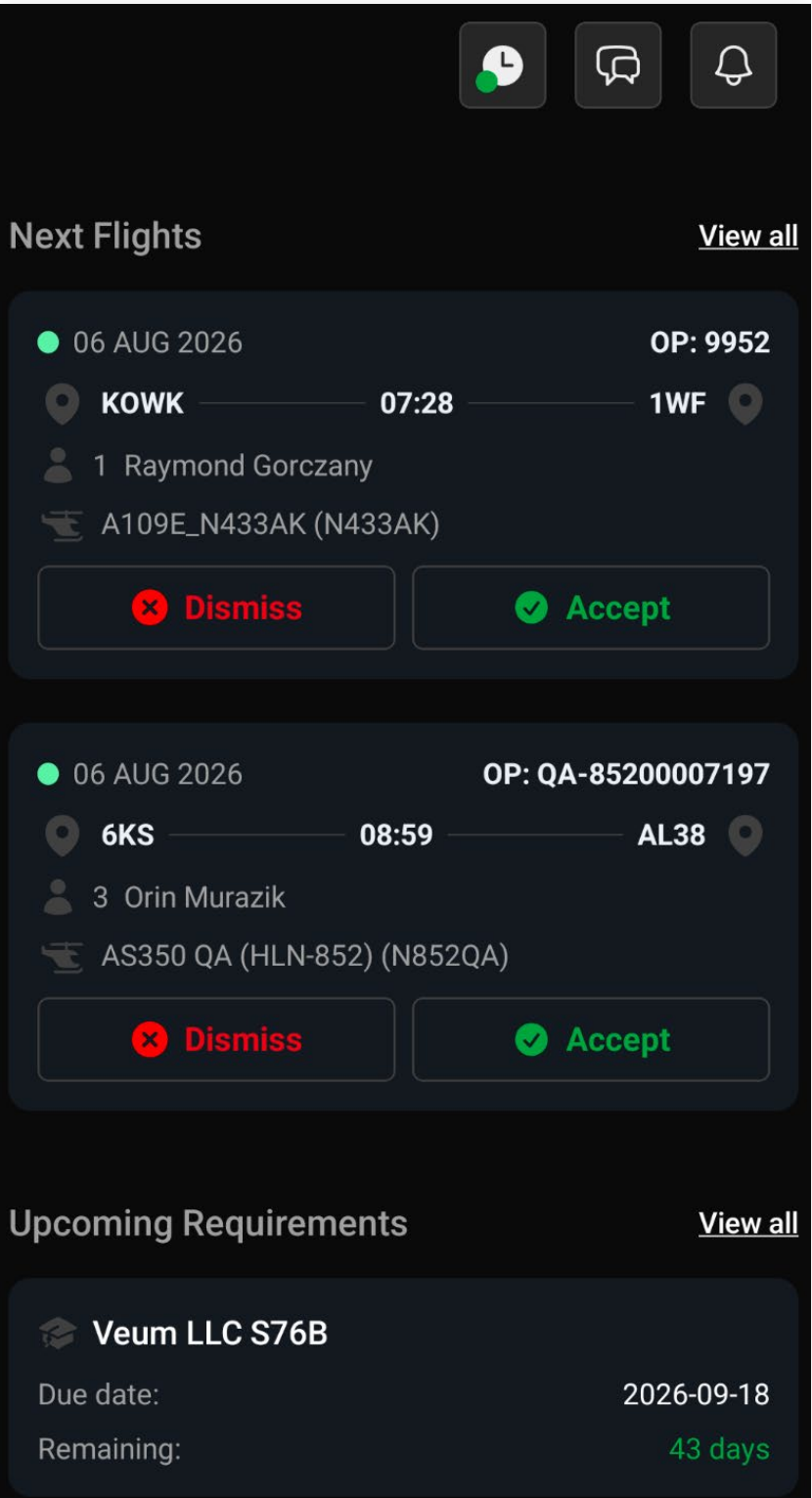
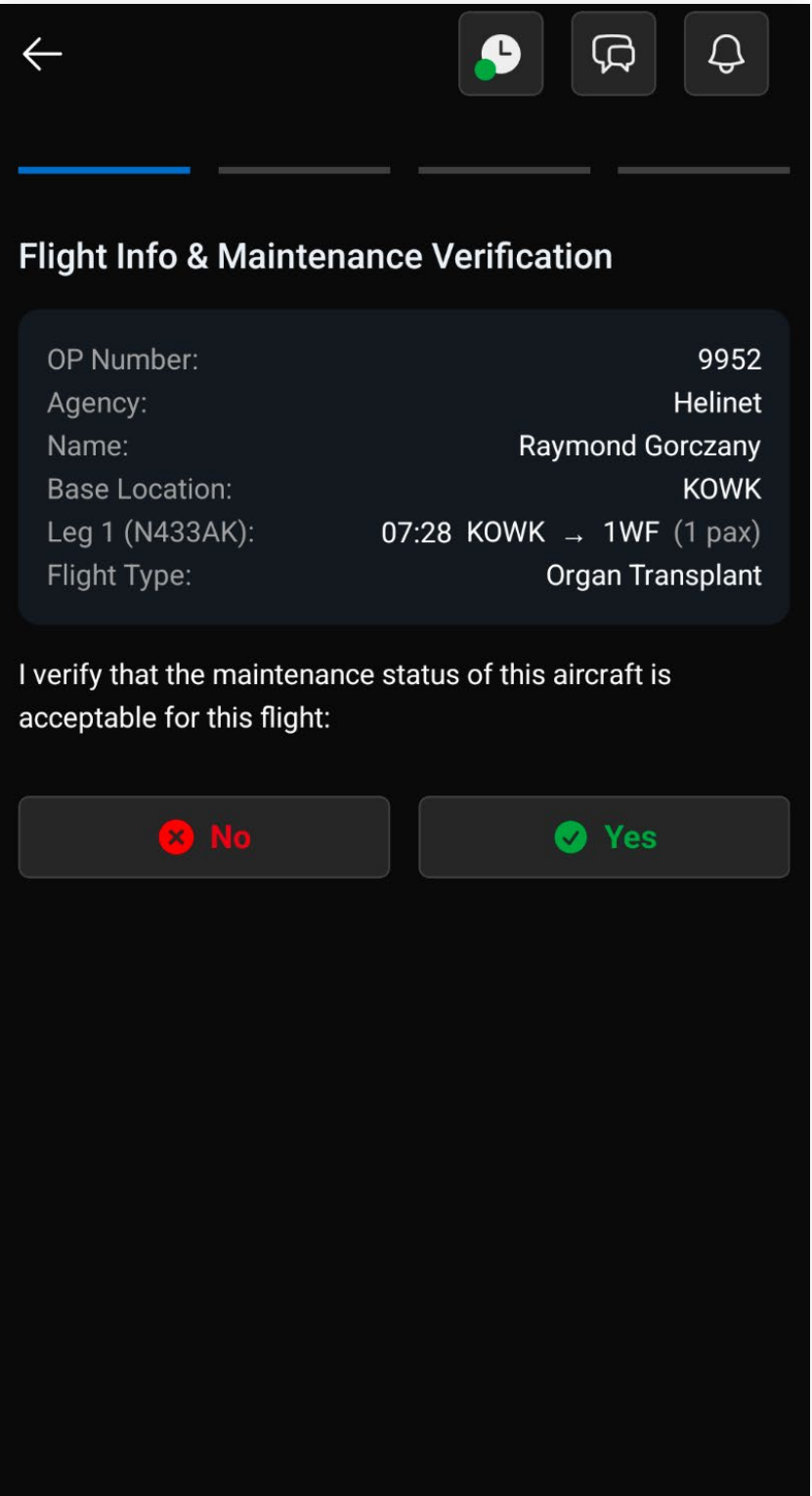
see only the operations that belong to them.

Beneath it all sits the regulated core. Each aircraft is configured directly from its manual, down to empty moments, seat positions, and fuel curves. Center of gravity envelopes are plotted per model, and no pilot can depart without completing a weight-and-balance check and a scored risk assessment.

The team built that core by working through each module with the people who used it daily. Every module was defined by what goes in, what comes out, and what the output has to satisfy.



The same operation on the pilot side



Before	Today
One pilot to one aircraft, with multi-modal trips split across three records	One operation holding every leg, across owned, chartered, and subcontracted transport
Hospital reports compiled manually every month	Transportation metrics and monthly program generated from operational data
Client communication happening outside the system	A messenger scoped to each operation, screenshot-blocked and archived for audit
Hover performance hard-coded to a handful of aircraft	Performance models Helinet configures themselves
A subscription that re-priced at every renewal	Software Helinet owns, plus infrastructure
FAA records assembled on request	FAA records written as a byproduct of normal work

FAA Audit Records Now Write Themselves

Helinet has to produce weight-and-balance records, risk assessments, and flight logs for audit on demand. Each of those documents is now created by the work itself. Completing a pre-flight check writes the record, and closing out an operation writes the flight log. Nothing has to be reconstructed later.

Replacing The Old, Innovating The New

Helinet couldn't switch without covering everything Veryon already provided, so parity was essential. With key features replaced, DevSquad was then able to focus on developing features the previous system never supported.

Rebuilt features:

- Aircraft and model registries, with engine data pushed to their maintenance system
- Weight and balance and center of gravity limits
- Hover performance calculations
- Pre-flight checks and risk assessment
- Flight logs, hops, night currency, and cross-country tracking

Newly innovated features:

- A single operation spanning cars, helicopters, and chartered jets
- Automated transportation metrics and monthly program reports
- An operation-scoped messenger including clients, screenshot-blocked for medical information
- Configurable hover performance modeling in place of hard-coded logic
- A weight and balance simulator covering landing-fuel and zero-fuel center of gravity
- Enforced 10-hour duty rest, with any override logged and justified



Despite Complexity, The MVP Launched In 7 Months

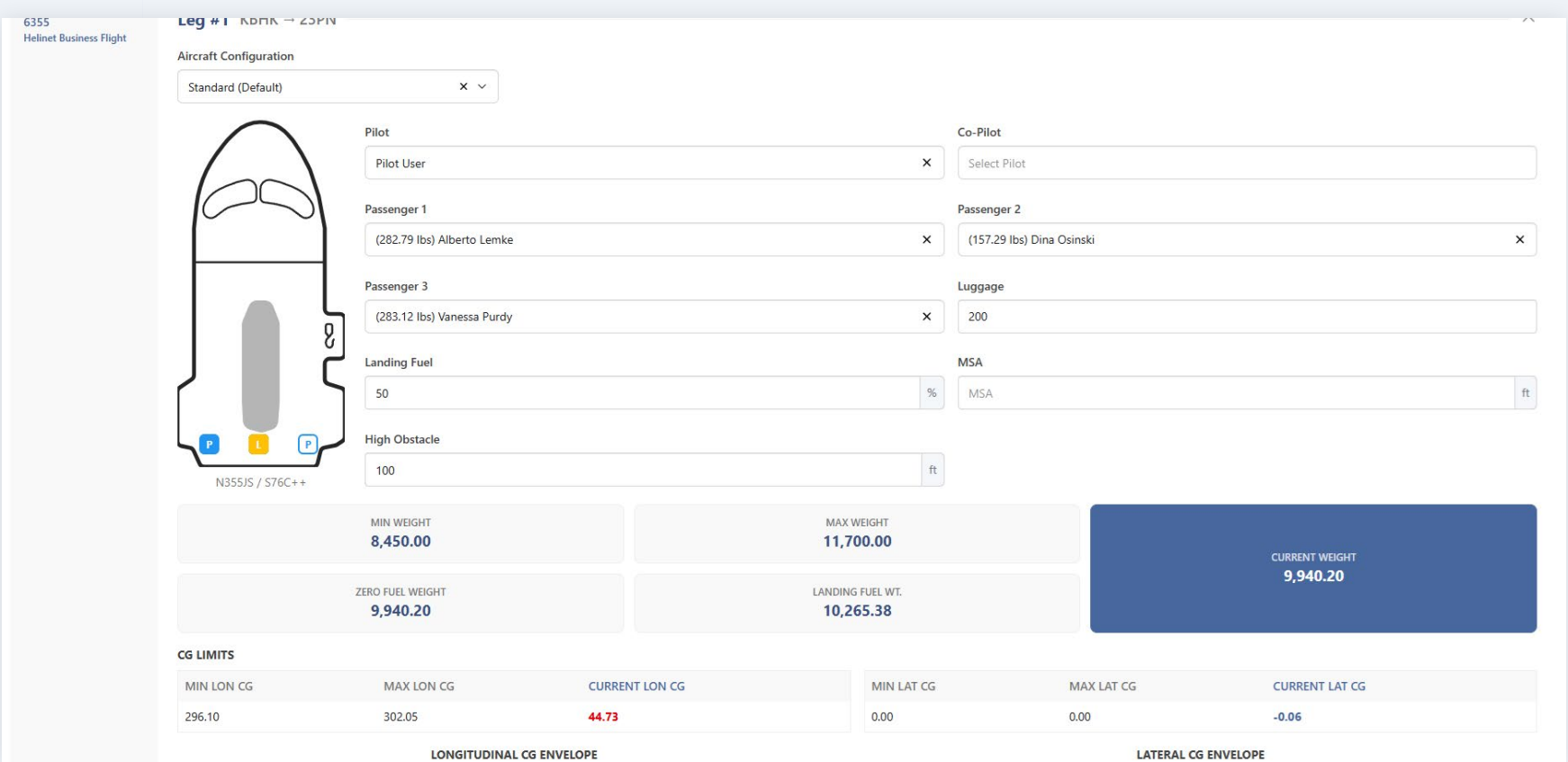
Development began in June 2025 and the platform went into production January 2026, roughly a month beyond DevSquad's six-month average. The first release covered the operational core: dispatch, unified operations, aircraft configuration, weight and balance, and pre-flight checks. Reporting and the messenger were built after launch, once the platform was live and the remaining gaps were clear.

Safety Math We Couldn't Afford To Get Wrong

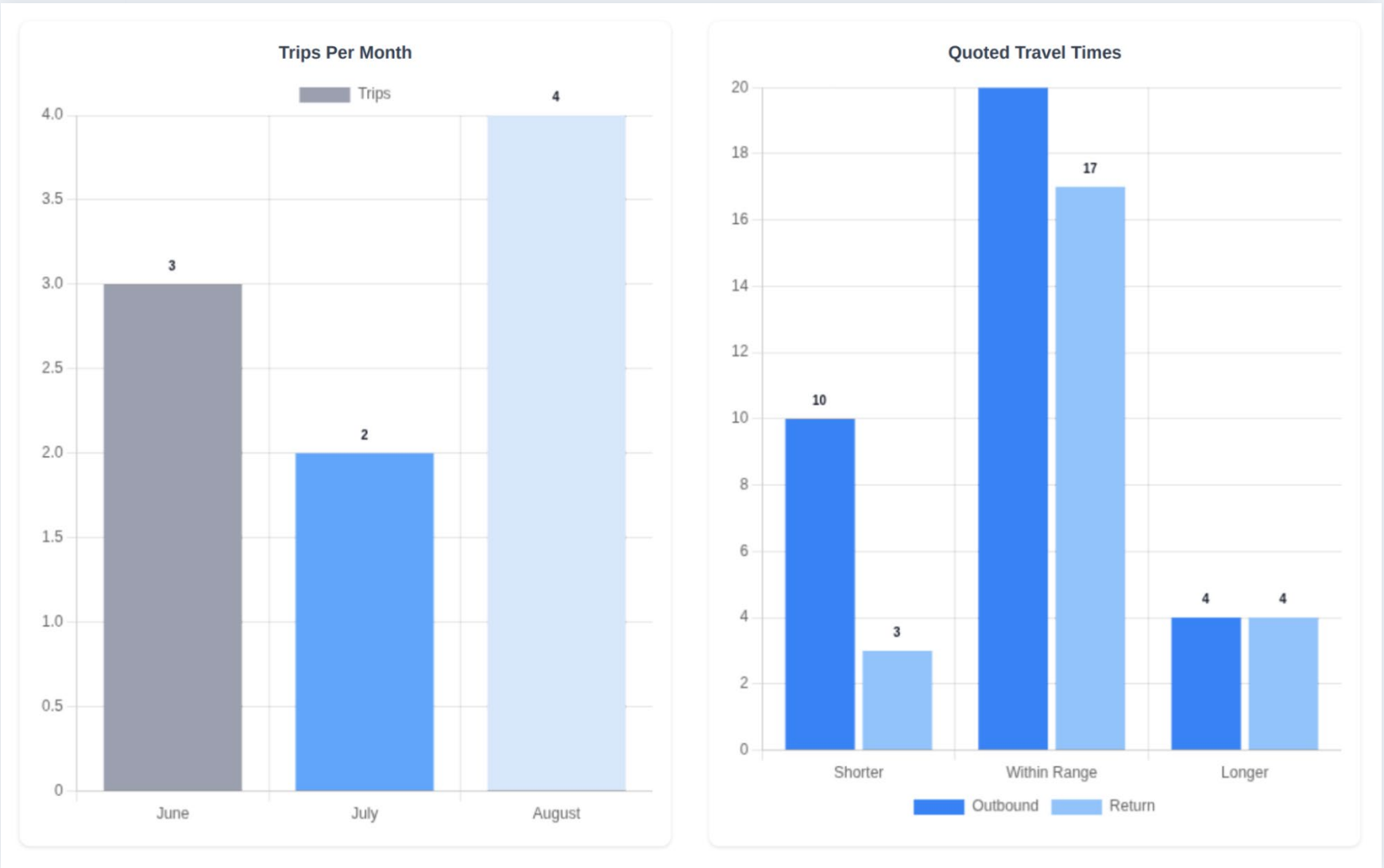
A weight and balance calculation that comes out wrong could clear a flight that should never have left the ground. Antonio Salla, the DevSquad product manager assigned to the project, treated that as the defining risk of the build.

Every calculation went to staging before it went near production, and Helinet ran real operational data through it there. The two teams then walked a full trip together, leg by leg, to confirm the numbers held up. More than once the client came back with something wrong or missing, and the team corrected it before release.

Helinet's VP of Operations, an experienced pilot, and a senior dispatch operator validated the work. For more complex projects, DevSquad product managers make sure to connect with every key role that touches the system, not just one point of contact, so that no detail goes missed.



Weight and balance simulator



Autogenerated hospital report

Understanding The Full Value Of Helinet's Custom Software

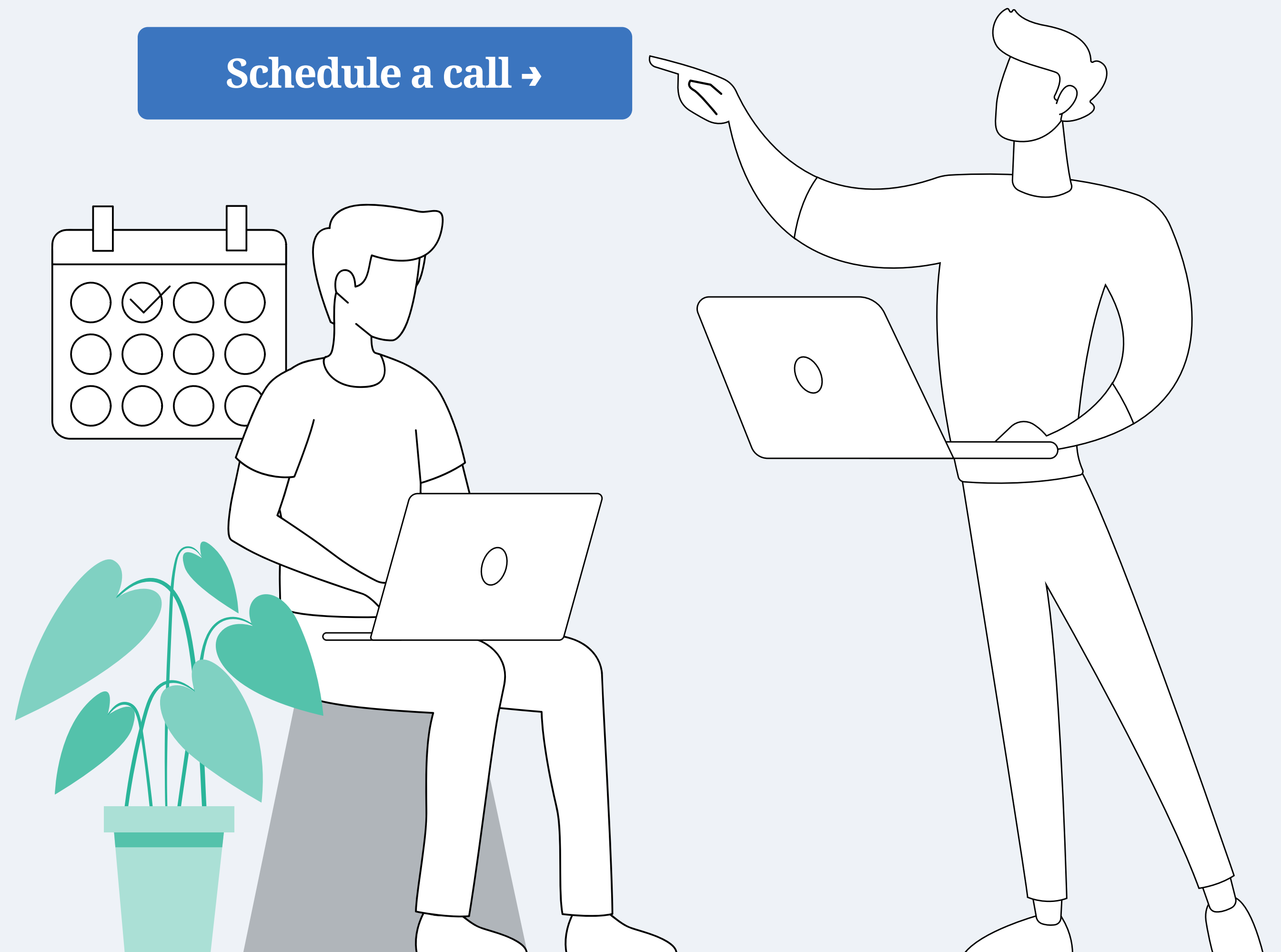
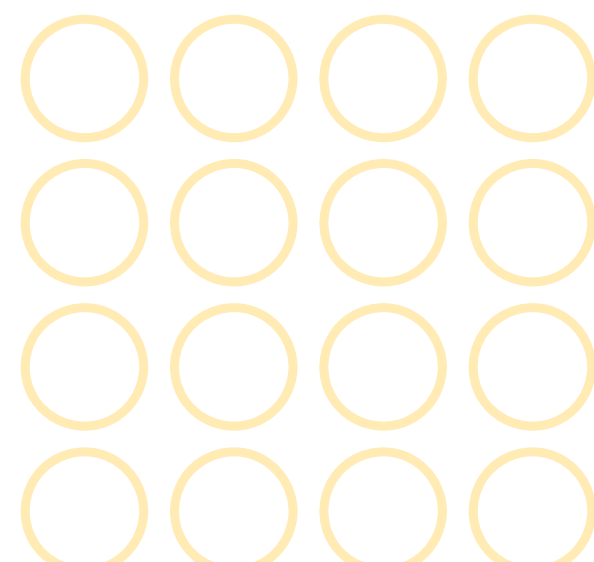
- **The subscription is gone.** Helinet stopped paying for the previous platform, so their software spend is now DevSquad plus infrastructure.
- **The hospital reports build themselves.** What used to be assembled by hand every month, for every hospital client, is now generated from operational data.
- **Safety is enforced by the system, not left to memory.** Weight-and-balance gates departure, mandatory rest blocks clock-in, training expiry surfaces before a pilot flies out of currency, and a risk score in the orange band routes to the chief pilot or VP of Operations for approval.

SECTION 3: THE PATH FORWARD

Downgrading to Maintenance

After another 7 months post-MVP developing additional features like messaging and reporting, Helinet Aviation is downgrading from our monthly development services to maintenance. DevSquad will continue to provide quality assurance services and ensure uptime for the web and mobile apps.

Ready to replace your outdated systems and processes?

[Schedule a call →](#)