



# LADAR TECHNOLOGIES RESOLVE ROTOCRAFT MISHAPS



## DURING ZERO-VISIBILITY, LOW-ALTITUDE FLIGHTS AND LANDINGS

Aircraft landings during hazardous landing conditions, such as zero-visibility weather conditions, present hazards that greatly increase the potential loss of the aircraft, pilot and crew.

Department of Defense statistics from 1971 to 2006 recorded more than 33 rotorcraft accidents, with costs totaling nearly \$144 million. More than 50 percent of these costs occurred during the Operation Enduring Freedom and Operation Iraqi Freedom missions with zero-visibility and undetected hazard accidents that continue to outnumber accidents due to threat systems.

The Air Force requires innovative technology for the Combat, Search and Rescue (CSAR) mission to provide legacy helicopters, such as the HH-60G Pave Hawk and future combat rescue helicopters, with the capability to operate in degraded visual environments (DVE). Additionally the solution must address cable/wire and obstacle strike avoidance and prevention of controlled flight into terrain.

Working with the Air Force under a Small Business Innovation Research (SBIR) effort, H.N. Burns Engineering Corporation (HNBEC) developed a prototype LADAR system for integration on a U.S. Army EH-60L Blackhawk helicopter.

- Detection of strike and surface hazards
- Decrease in hazard accidents
- Potential integration in piloted, pilot-optional military and civilian platforms



**H. N. Burns Engineering Corp.**

Orlando, Florida

**For full story click here:**

[http://www.wpafb.af.mil/Portals/60/documents/afri/sbir/HN\\_Burns\\_Engineering\\_Corp\\_20151208.pdf](http://www.wpafb.af.mil/Portals/60/documents/afri/sbir/HN_Burns_Engineering_Corp_20151208.pdf)

