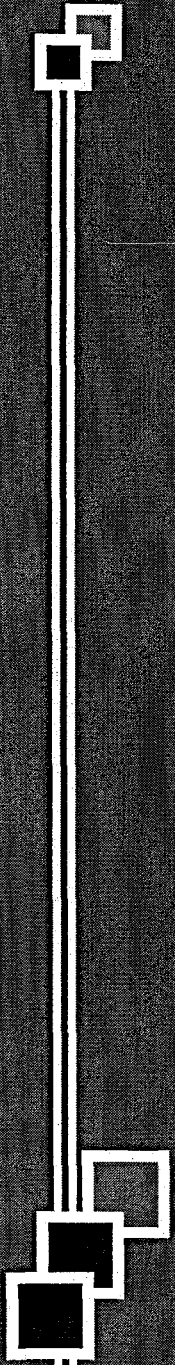


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**Dr. [REDACTED] presentation -  
Implementation and Use of EBS in the UK**

# Implementation and Use of EBS in the UK



# EBS conditions of use?



Showing G-TIGK drifting in heavy seas after ditching and evacuation of occupants, with tail rotor/gearbox missing and damaged main rotor blade.



## Water impact accidents (data from Clifford, 1996)

### Ditching

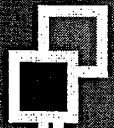
- a controlled landing on water  
(only 1% of occupants died, all due to drowning)

### Crash landing

- a high velocity impact with significant loss of control
- ▲ **Fly-in accidents**  
(57% of occupants died; where cause known, majority due to drowning)
- ▲ **Vertical descent with limited control**  
(26% of occupants died; where cause known, majority due to drowning)
- ▲ **Uncontrolled impacts**  
(80% of occupants died; where cause known, 1/3rd due to drowning and 2/3rds due to impact injuries)



# The accident scenario



First warning of problem

Impact with water

Capsize / submersion

Evacuation / escape from helicopter

On water surface; In-rushing water?

Breath-hold time?





## Human factors influencing EBS use

- Fear
- Severe anxiety or panic?
- Disorientation
- Depersonalisation
- Inaction

