

Cold Comfort

A norwegian winter passes in an almost permanent state of darkness so, as Andrew Healey discovers, restricting Lufttransport's work to daylight hours has never been an option. ... Lufttransport started working towards NVG in 1989, and tested the first goggles on non-revenue-earning sectors. But the prime mover was clearly its growing EMS workload; the accident rates on this kind of operation were quite high. Indeed, the health department started looking into the accident statistics, and calculated that most of them were as a result of controlled flight into terrain. Lufttransport itself had remained accident-free but the risk was always there, so the near-simultaneous advent of NVGs and electronic maps came not a moment too soon. With Norways relatively small population, powerlines are not the ever-present threat they are in the UK, for example, and their map overlays (initially paper, now available digitally via a EuroAvionics moving map) are updated several times a year. Outside the major conurbations, buildings are similarly few and far between - and they add their own places to avoid, such as fur farms during the spring breeding seasons. ...

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