

Question: Has there ever been a real world deployment of the EVAS system?

Answer: We are aware of three deployments of EVAS on corporate aircraft. In all cases EVAS played an important roll. The primary function was preventing what we call the "smoke trap".

Smoke from unknown source checklists attempt to isolate the source and thereby stop the smoke. If you have ever read or practiced these procedures I'm sure you'd agree that it is hit or miss at best. Things like "If smoke continues proceed to ..." It becomes very hard to figure out when you've actually isolated the source.

During the process crews inevitably get to a point where they must divert their primary focus away from isolation and focus on smoke elimination/evacuation. This means that, in order for crews to maintain vision, the search for the source is abandoned in favor of smoke evacuation.

Evacuation procedures call for depressurization and rapid decent. The rush of air during the process will remove smoke but it will also aggravate the fire - the blow torch effect. Once the energy of depressurization is "spent" the smoke will return rapidly. One can only hope that the runway is in sight before this occurs.

In the EVAS Flight Deck Smoke Protection environment crews were able to maintain focus on source isolation and diversion on their own terms. The truly protected aircraft has smoke hoods for the passengers so that the flight is virtually un-effected by the presence of smoke.

In our three cases EVAS allowed the crews to maintain CRM, calm and focus. No panic ensued which otherwise would be expected.

The idea that EVAS can be used to fly to the runway is true and essential. The reality is that it will serve the crew throughout by allowing them a chance to avoid the Smoke Trap.

Quotes: "I knew it would not get any worse" HS-125

"Thank you for inventing this life saving product" CE-560