

## Forward Vision EVS

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CONTRIBUTOR

THE CONCEPT OF BEING ABLE TO SEE THROUGH DARKNESS is hard to grasp. As an FAR 135 charter pilot for 35 years, I saw countless unfamiliar airports at all hours of the day and night, in all kinds of weather, flying all kinds of non precision approaches. When I first saw the Forward Vision® EVS 100 system in action three years ago, I knew that general aviation safety was literally evolving before my eyes.

I was introduced to the Forward Vision EVS 100 as an independent contractor for Aviat Aircraft selling the Husky A-1B's. The company (Aviat) was interested in developing a low-cost surveillance system for USA border protection and for third world countries. The development of the surveillance project was handed to me. In the months that followed I met Dr. Farrell, president and founder of Forward Vision.

On July 9, 2007 the first EVS 100 system took flight in a Husky aircraft. The positive impact that the EVS 100 would have on general aviation safety was apparent immediately. I recommended that the system be adapted to the Husky as a safety enhancement and be made available as an option to Husky buyers and owners. Aviat Aircraft agreed. Since then, many others have followed.

Night circling approaches are notoriously dangerous. The following NTSB finding may sound all too familiar to many pilots. The story in *this* case involves a friend of mine.

*"The pilot failed to maintain altitude during a circling maneuver. Contributing factors were the pilot's improper decision to execute the approach when weather conditions were below minimums and the low light (dark night) conditions"*

The last thing my friend remembers is seeing the airport and commencing a circling approach. Spatial disorientation can happen to anyone, day or night, during IFR or VFR

conditions. This accident could have been prevented had the pilot been using an EVS 100 system to confirm the terrain and actual horizon. Both would have been clearly visible on the EVS 100 monitor.

General aviation infrared usage is in its infancy. Pilots who take EVS 100 demo flights are now purchasing the best life insurance policy their money can buy. I predict the FAA will soon discover infrared vision and the EVS 100 system in their quest

to reduce runway incursions. In twenty years pilots will wonder how we ever got along without the EVS 100. The truth is, we crashed airplanes... and we named our accidents CFIT, Controlled Flight Into Terrain.

~ J.W.

*Jeff Welch is a flight instructor based out of Alpena, Michigan and is also the author of the successful instructional book, Husky 101: "Flying the Husky."*



**"The next generation of commercial pilots will not dispatch without a functional EVS system."**

### ▼ Forward Vision EVS 100

We all know you can't put a price on safety, however the EVS 100 is a safety and productivity enhancement that can both add value to your aircraft and give you favorable insurance



treatment. There is no periodic maintenance or training required on this self contained system. At 1.2 lbs, the unit is compact (2.5" x 3.77" x 8.68") and flexible enough to be mounted anywhere on the aircraft.

The unit can also be mounted behind the propeller, which has minimal effect on the image quality. Besides 2x digital zoom, brightness and contrast controls, there is no other pilot

manipulation required.

Many unique features stand alone with the Forward Vision EVS 100. Advanced image processing optimizes images throughout all phases of flight, day or night. An integral sun sensor protects the sensor when full sun is in the field of view. The nitrogen charged sealed housing unit prevents moisture and dust from entering the system includes integral window heaters for operation in icing conditions. One of

the best features of the EVS 100 that is not included with other enhanced vision systems is the ability for system upgrades.

The Forward Vision EVS 100 unit is now available on 160 models of aircraft including Cessna 100 & 200 series, Cirrus, SR 20-22, Maule and Aviat Husky aircraft.

*For more information on Forward Vision and their EVS 100 unit, call 814-757-5476, email at [info@forward-vision.net](mailto:info@forward-vision.net), or visit [www.forward-vision.net](http://www.forward-vision.net)*