A rescue out at sea with the Electro-Optical System
Dark night, low ceiling, raging sea
Alive!
High-tech surveillance
A quick, effective rescue
A storm is brewing...
Euroflir 410 in action!
in the infrared band, used to magnify a specific point.
Furthermore, not only is the sailor's radio not answering, but no distress beacon has been activated.
geo-referenced photo
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Leaving the briefing room, Loïc sees that the helicopter has been rolled out of its hangar and Yann is already at the ... Adrien and two mechanics are undertaking final checks. Less then ten minutes later, the crew is ready to take off.
Loïc is eating dinner with fellow crew members on call when his cell phone starts ringing. He jumps up as soon as he hears the special ring tone he chose for calls from his helicopter squadron 33F.
of the shipwreck and its survivor. Once its skipper has been saved, Loïc will send the exact coordinates to the French navy, which will deploy a ship to recover the wreck and lower the likelihood of any future collisions at sea.
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I've got a hot spot in sector 182, range five nautical miles!
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The helicopter is now flying over endless waves, and the tension inside is at a peak. The last position sent by the ... drifted a number of kilometers already. After about 20 minutes, with the helicopter flying at over 140 knots (161 mph),
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Yann, Gwendal and Adrien also jump into their car to join the squadron. Yann is the pilot, and Gwendal the co-pilot, also ... in the helicopter, he's the one who chooses which sensors should be used. Adrien is the rescue swimmer for this mission.
Despite the gusting wind, the Caïman Marine hovers over the hull. The rescue swimmer is winched down, and quickly buckles ... its effectiveness under weather conditions that, in the past, would have made such a happy ending much less likely!
The waves in this sector are nearly three meters high, and the sailboat is only seven meters long. Loïc quickly asks for details about the color of the boat and the sea and wind conditions. With a Force 5 wind, it's not going to be easy!
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Loïc used the hot spot detection function in the system, enabling him to detect a human form. But he has to make sure that it's the guy they're looking for. So he activates the
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. Today, it's a real emergency: they need to rescue a ship in distress.
© Adrien Daste / Safran
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Given the weather conditions, the infrared waveband is the best choice. And this "close-up" removes any doubt. Although ...
© o-che / Istockphoto.
Just a few minutes later, the operator suddenly cries out,
© jimandtonic / Istockphoto
"hot spots"
© Safran
Société Nationale de Sauvetage en Mer
and guides the pilot so they can cover the search zone most effectively. Hunched over his console, he first decides to
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function in the electro-optical system, a
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Mounted on the helicopter's nose, under the cockpit, the electro-optical system is used to
© Pilesasmiles / Istockphoto
scan the zone
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from where the last radio call was received. This
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operation is automated
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"hot spots"
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on the ocean surface.
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. Assigned to the navy's dedicated SAR helicopters, he coordinates the different sensors from a central console in the cabin. He's also in charge of
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hoisting operations during air-sea rescue missions
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sensor operator, an electronics specialist in charge of the sensors on aircraft deployed by the French navy
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A distress call
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