



# INNOVATIVE SOLUTIONS FOR AVIATION SAFETY

## Welcome to ASR eNews

Welcome to the first edition of ASR eNews. Our passion is aviation safety and our mission is to inform and excite you about the life-saving potential of new technology that promises to bring a new level of safety to owners of General Aviation aircraft.

**Who are we?** Aviation Safety Resources, based in Glen Head, NY, is a patent-holding, family-owned company founded in 2000 by Dario P. Manfredi to fast-track the commercialization of recovery systems for General Aviation. The company has one patent and two patent-pending inventions with the potential to capture a portion of the \$150 billion General Aviation market. The ASR Innovation Team consists of a blue-ribbon panel of aviation experts and the company's patented inventions are on track to FAA certification. ASR promises to define a new era in General Aviation safety. For more information, please visit [www.aviationsafetyresources.com](http://www.aviationsafetyresources.com)

## Innovation Team Says ASR Technology Could Have Prevented Hudson Mid-Air Collision

The ASR team was saddened to learn of the tragic loss of nine lives when a small plane collided with a sight-seeing helicopter over the Hudson River in New York City this summer and our condolences go out to the families who lost loved-ones. We were doubly-saddened when we took a closer look at a news video of the collision and analyzed how our **Smart Recovery System (SRS)** could have prevented the tragedy. Applying sensor systems currently available in commercial and military aircraft to General Aviation, the SRS detects the environment in which an aircraft is operating and makes decisions based on monitoring data. The system immediately evaluates an emergency situation, identifies the devices and systems available on the aircraft, and then automatically deploys the appropriate device and/or system in the safest manner unless overridden by the pilot.

### Collision Analysis

**ASR Team Member and Pilot Bob LaFrance** examined video of the collision frame by frame and learned that despite the collision, the fuselage of both the plane and helicopter remained in-tact. On the Piper, the SRS would have recognized loss of the wing and sensed the distance to the water below. It would have immediately separated the other wing and deployed the parachute. The fuselage would have been under parachute in a matter of 4 – 5 seconds and landed softly on the water, where the passengers could have immediately climbed out. With the helicopter, the SRS would have recognized the rotor separation and loss of control, immediately separated any remaining rotor blades and begun the same parachute deployment sequence. These passengers also could have survived.



## Working to Bring Life-Saving Technology to Market

At ASR, we are working to bring this life-saving system to market so that tragedies like this one become a thing of the past. There is nothing available in the General Aviation market today that does anything more sophisticated than instructing a pilot to pull a handle. General Aviation remains a serious safety concern. Our Smart Recovery System will save lives by bringing a whole new level of automation, sophistication and systems integration to General Aviation aircraft.

To learn more, register with the ASR News Center and view a simulation of ASR's Smart Recovery System visit [www.aviationsafetyresources.com](http://www.aviationsafetyresources.com)  
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