

# Aviation Human Factors Industry News

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Hello all,

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In this weeks edition of *Aviation Human Factors Industry News* you will read the following stories:

★Permanent Editorial Board  
Publishes Maintenance Code Of  
Conduct

★Attention All High-Risk Industries!

★Aviation Maintenance' Is Closing Up  
Print Shop

★Olympus Offers Free  
"Understanding Tube Inspection"  
Poster

★Night Shift Daddy

★Is Better Performance Just a Dream  
Away?

★Lockout and Tagout

★Workers grounded for lightning  
strikes

★Recommended Reading

★National Safety Council Launches  
Death by Cell Phone Campaign

★Picture This!

## Permanent Editorial Board Publishes Maintenance Code Of Conduct

Seven Sections Cover Excellence In Aviation Maintenance The **Aviation Technicians Model Code of Conduct** was released Thursday by the project's Permanent Editorial Board. The Code of Conduct is designed to advance professionalism among **aviation maintenance technicians (AMTs)**, and has benefited from extensive input and review by the aviation maintenance community.

"We will incorporate the Aviation Maintenance Technicians Model Code of Conduct into the FAASTeam's initiatives and toolsets to **address accident causal factors** and all other facets of aviation maintenance." said Phil Randall, the FAA's Ass't National FAASTeam Manager.

"The Aviation Maintenance Technicians Model Code of Conduct **is a must** for all Aviation Maintenance Technicians. The Code is easily adapted to any organization and applicable to anyone in the aviation maintenance industry. I urge everyone to use it." said Prof. Jeff Gruber, A&P, IA, DME, and Chairman of the PAMA Technical Issues Committee." John Hopkins, A&P, IA, the Experimental Aircraft Association's Manager of Aircraft Maintenance stated that, "The vision and principles of the Code of Conduct will provide a **lifetime of positive aviation experience** to any AMT and any maintenance organization."

Tom Hendershot, Executive Director of the AMTSociety urged, "Addressing every sector of aerospace maintenance, the Aviation Maintenance Technicians Model Code of Conduct is a **dynamic set of principals encouraging airworthiness, professionalism, and safety.**" Fred Digne, the Aircraft Mechanics Fraternal Association's National Safety & Standards Director stated, "The AMT Code of Conduct nicely compliments our Association's objectives. While helping to enhance our profession and assist AMTs as they endeavor to maintain public confidence through, **Knowledge, Skill and Integrity.**"



The Code of Conduct should enhance safety in the maintenance workplace and in flight operations, promote improved training, appropriate conduct, and personal responsibility, encourage the development of good judgment and ethical behavior, and contribute to the aviation community and society at large. It also supports **improved communications** between AMTs, aircraft owners, pilots, regulators, and others in the aviation industry, and seeks to make aviation maintenance a more highly respected and **rewarding profession**.

The Code of Conduct presents **a vision of excellence** in aviation maintenance within its seven sections:

- \* General Responsibilities of Aviation Maintenance Technicians
- \* Third- Party Safety
- \* Training and Proficiency
- \* Security
- \* Environmental Issues
- \* Use of Technology
- \* Advancement and Promotion of Aviation Maintenance.

The Code of Conduct is a living document, periodically updated to reflect changes in standards, practice, and the aviation environment.

The Aviation Maintenance Technicians Model Code of Conduct is the latest in a family of similar codes, including the Aviators Model Code of Conduct, the Glider Aviators Model Code of Conduct, the Light Sport Aviators Model Code of Conduct, the Seaplane Pilots Model Code of Conduct, and the Student Pilots Model Code of Conduct.

FMI: [www.secureav.com](http://www.secureav.com)

## **Attention All High-Risk Industries!**

### **The Aviation Consulting Group**

#### **Safer Skies Through Training, Consulting and Research**

**You're invited to our workshop, "Managing Human Error in the 21st Century."**

**Mark your calendar for February 12th, 2010  
and plan on attending our workshop**

**The Aviation Consulting Group will be presenting a one day workshop entitled, "Managing Human Error in the 21st Century." This will be a cross-industry event and thus we invite people from all high-risk industries to attend. We are certain that the error management principles and practices that are discussed throughout this workshop can be immediately transferred to your job. Whether you are a pilot, a firefighter, an engineer, a doctor or a nuclear powerplant operator, this workshop will provide you with the tools you need to better understand and manage human error in your workplace.**

#### **Workshop Location:**

**We have selected a terrific venue for this workshop. The brand new, ultra plush Grande Dunes Resort in Myrtle Beach, SC. Grande Dunes is located right on the intracoastal waterway and it's just a 15 minute drive from the Myrtle Beach International Airport.**

**It really doesn't get much better than this!**



**To learn more and to download this event as a PDF file go to:**

**<http://www.tacgworldwide.com/humanerrorworkshop.htm>**

## 'Aviation Maintenance' Is Closing Up Print Shop

### The Publication Will Continue **Online**

It's another sign of the times for the struggling print media. "Access", the company that publishes the magazine "Aviation Maintenance", is **moving its entire operation online**, costing one journalist and one salesperson their jobs.

In an e-mail sent to the publishing industry trade publication "Folio", "Access Intelligence" CEO Don Pazour said the magazine was unable to continue in print. The company staff had been completely reorganized just two weeks ago.

"With staff leaving Cygnus to launch a competitive title to their maintenance title, and McGraw-Hill in this market, it simply has become over-published in print," he told Folio.

Staff members with expertise in the maintenance field will be **re-trained** to continue the publication online as part of Aviation Today. The August issue will be the last in print.

"Aviation Maintenance" for general aviation published 8 times a year with a circulation of about 36,000, with four additional magazines each year focusing on the commercial aviation market netting another 17,000 subscribers.



## Olympus Offers Free "Understanding Tube Inspection" Poster

Olympus NDT announces the availability of its **"Understanding Tube Inspection" poster**, published to support the growing NDT community.

Field experts designed the poster to present tube inspection technologies in a concise and clearly illustrated manner.





It explains basic concepts of Eddy Current Testing, Remote Field Testing, Near Field Testing, Magnetic Flux Leakage, and IRIS.

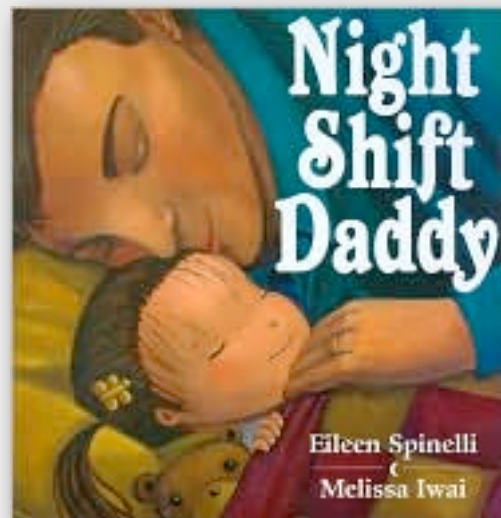
<http://www.olympus-ims.com/en/poster/>

## Night Shift Daddy

Young children whose parents **work nontraditional hours** sometimes have difficulty understanding why Mommy or Daddy has to work when other are home. **Here's a book just for them.**

“Night Shift Daddy,” a picture book written by Eileen Spinelli, Illustrated by Melissa Iwai, and published by Hyperion Books for children, portrays a little girl who watches **her father walk down the street to his night shift job**, then tucks him into bed in the morning. The book is aimed at children ages 4-7.

Author Eileen Spinelli's own father worked nights as a welder at a shipyard when she was a little girl. She drew on her own experiences when writing “Night Shift Daddy” for the next generation of shiftworker's children.



## Is Better Performance Just a Dream Away?

According to a recent article in the New York Times, researchers from the University of California, San Diego, found a correlation **between naps containing a significant amount of rapid eye movement (REM) and performance levels**. The study placed volunteers under certain sleep conditions and recorded their results on



word-association tests in the morning and evening. They found that the group that did not nap mid-day **had the lowest scores** while those who napped without REM sleep had slightly higher scores on their evening test. The volunteers whose naps **included REM sleep had nearly a 40 percent increase** on the evening test. REM, or "active" sleep, is when our brains are active and dreaming occurs. Why is dreaming so important? Assistant Professor Sara C. Mednick told the New York Times, "They incorporate strange ideas that you would never have put together in waking life. In REM sleep, it becomes **more likely** that ideas might come together in a solution."

Read the New York Times article.

[http://www.nytimes.com/2009/06/23/health/research/23beha.html?\\_r=2&ref=research](http://www.nytimes.com/2009/06/23/health/research/23beha.html?_r=2&ref=research)

## **Lockout and Tagout**

1. Always lock or tag the energy sources to gear and equipment **before start to do maintenance or repairs** on them. You may need to lockout or tagout something during construction, installation, adjustments,, and modifications.

2. Energy sources include electrical, hydraulic, and pneumatic. Some energy **is potential**, such as the energy stored in capacitors, compressed air or springs.

3. **Never remove or ignore** locks or tags on machinery or circuits.

4. **Don't try to bypass** lockouts or tagouts.

5. Remember that tagouts **are warnings only**.

6. Before you start to tag or lock something out, make sure **that everyone affected knows** what is going on.

7. **Locks and tags must be** durable; readable if exposed to water or chemicals; easy to identify; standardized in shape and color; marked to identify who is using it.



8. **Know the six steps to de-energizing** something and applying a lockout or tagout.

- \* Understand the equipment and its energy source. Is there a checklist or written procedure?

- \* Turn off the equipment.

- \* Isolate all the sources of energy.

- \* Apply the lock or tag.

- \* Control any residual energy.

- \* Verify your work.

## **Workers grounded for lightning strikes**

It just takes a second— a flash, a bolt, even the slightest site of lightning and airport officials take notice. "**Safety is our top priority** and that includes passengers, the aircraft and our **ramp people**," said Edward Garduno, manager of Spirit Airlines at Tampa International Airport. That's why the airport uses what is called a **precision lightning warning system**.



"It's a very sophisticated system that takes data from lightning strikes, but from the polarity of the air to see what the potential for strikes are," TIA Operations Manager Robert Burrs said.

The system allows TIA to find and rate levels of lightning in the area. Green, you're good. Red, indicates trouble.

"There's a **higher risk factor** associated with lightning and **higher risk factor** for people that work around the aircraft," Burrs said.



In fact, TIA officials say there's little to no danger to planes or flying during a lightning storm.

It's **those on ground at risk**, which means no fueling up, no loading of luggage. Everyone outside near the planes must be inside.

Airport officials say it's up to each individual airline to make the call on whether or not to ground a plane or not load luggage. However, most airlines follow similar guidelines. If lightning strikes within three to five miles they call it quits.

"Once the horns sound that means everybody that's out here on the ramp area must get out of the area because it's very dangerous," Garduno said.

These horns and lights surround the airport - notifying workers immediately.

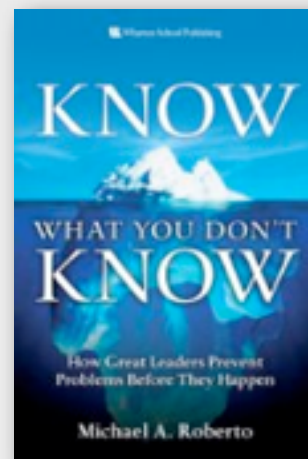
"It's been used already. These last few days of thunderstorms, oh yeah, it's been used several times," Garduno said.

TIA says planes were delayed a total of **76 hours due to lightning last year**.

## **Recommended Reading**

### **Know What You Don't Know**

Best-selling author Michael Roberto shows leaders how to go beyond mere "problem solving" to uncover and address emerging problems while still manageable — and before they mushroom into disaster!



## National Safety Council Launches Death by Cell Phone Campaign

In an effort to get drivers to **hang up their cell phones**, the National Safety Council (NSC) is targeting 67 US markets with "Death by Cell Phone" billboards and a short safety video.

The billboards and video tell the story of Linda Smith, a 61-year-old Oklahoma wife, mother and grandmother killed by the actions of a young driver **who drove through a red light while chatting on a cell phone**. Smith died a couple of hours later from blunt force trauma to her head, neck and chest.



The second sad story involves Joe Teater, a 12-year-old Michigan boy killed in a vehicle crash caused by a woman **chatting on a cell phone** while driving.

Smith's daughter, Linda and Joe's father, David, urge drivers to not take or make calls while using cell phones, whether hand-held or hands-free models.

Cell phone use by drivers reportedly is a factor in **six percent** of US vehicle crashes. **It is implicated in 636,000 crashes, 330,000 injuries, 12,000 serious injuries and 2,600 deaths each year.**

According to the NSC, talking on a cell phone while driving **quadruples** a driver's risk of being involved in a personal injury crash. Frighteningly, eight in 10 drivers admit to talking on a cell phone while in motion, while 18 percent **send text messages** while driving.

In the video, David Teater says he can envision the day when people will look back and say, "Hey, remember when we all used to talk on cell phones when we drove? What idiots we were to do that."

Read the story here or watch the video here.

[http://www.nsc.org/news/death\\_by\\_cellphone.aspx](http://www.nsc.org/news/death_by_cellphone.aspx)

[http://www.nsc.org/resources/issues/distracted\\_driving.aspx](http://www.nsc.org/resources/issues/distracted_driving.aspx)

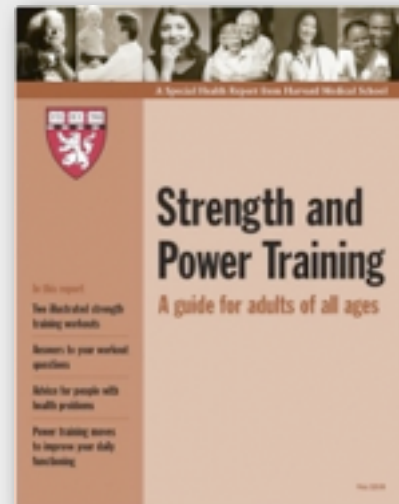
## **A healthier, fitter YOU — Simple strength training tips**

If you've never lifted weights in your life — and many people haven't — should you start now?

**The answer is simple:** Muscle tissue, bone, and strength all dwindle over the years. So, too, does muscle power. These changes **open the door to accidents and injuries** that can compromise your ability to lead an independent, active life. Strength training **is the most effective way** to slow and possibly reverse much of this decline.

Having smaller, weaker muscles doesn't just change the way people look or move. Muscle loss affects the body in many ways. Strong muscles pluck oxygen and nutrients from the blood much more efficiently than weak ones. That means any activity requires less cardiac work and puts less strain on your heart. Strong muscles are better at sopping up sugar in the blood and helping the body stay sensitive to insulin (which helps cells remove sugar from the blood). In these ways, strong muscles can help keep blood sugar levels in check, which in turn helps prevent or control type 2 diabetes and is good for the heart. **Strong muscles also enhance weight control.**

On the other hand, weak muscles hasten the loss of independence as everyday activities — such as walking, cleaning, shopping, and even dressing — become more difficult. They also make it harder to balance your body properly when moving or even standing still, or to catch yourself if you trip. The loss of power compounds this. Perhaps it's not so surprising that, by age 65, one in three people reports falls. Because bones also weaken over time, one out of every 20 of these falls ends in fracture, usually of the hip, wrist, or leg. The good news is that the risk of these problems can be **reduced by an exercise and fitness routine** that includes strength training.



[https://www.health.harvard.edu/special\\_health\\_reports/Strength\\_and\\_Power\\_Training.htm?utm\\_source=HEALTHbeat&utm\\_medium=email&utm\\_campaign=061609](https://www.health.harvard.edu/special_health_reports/Strength_and_Power_Training.htm?utm_source=HEALTHbeat&utm_medium=email&utm_campaign=061609)

## **Picture This!**

**“ I think the noise is coming from here.”**

