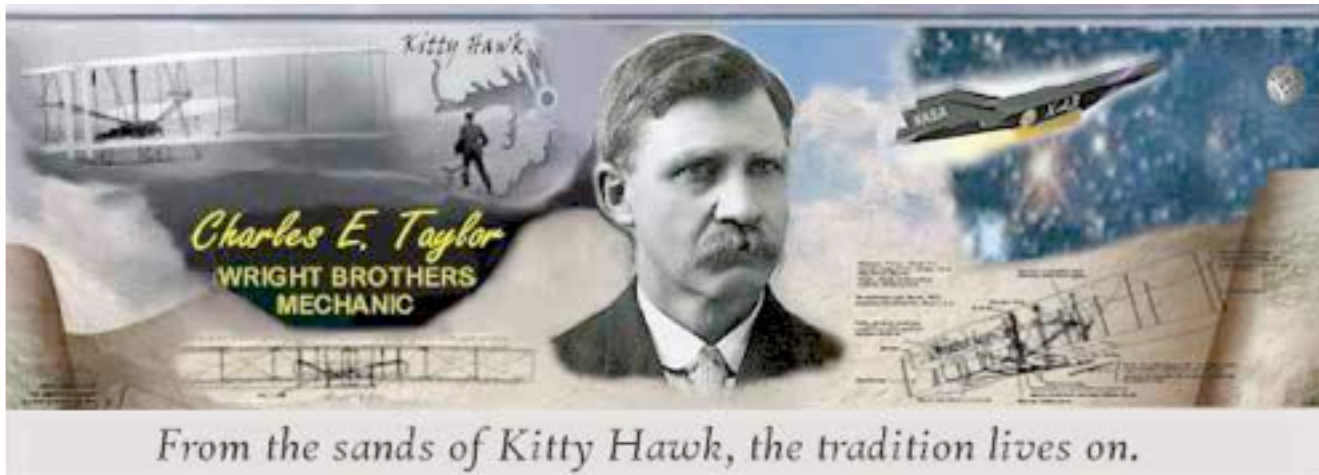


Aviation Human Factors Industry News

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Hello all,

To subscribe send an email to: rhughes@humanfactorsedu.com

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

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★Excellence in Aviation Safety Training

★NTSB tells workers to hang up cells

★Night Flying Will Never Be the Same!

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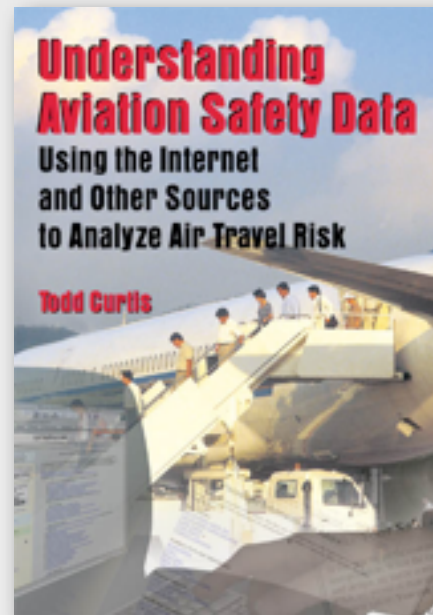
★Transit accidents linked to sleep disorders

Understanding Aviation Safety Data

This **classic aviation safety book** is currently used by aviation researches and academics around the world. Using a combination of case studies and detailed step-by-step instructions, this book provides the **aviation** and others interested in the analysis of aviation safety data with specific insights into how to systematically find, classify, and evaluate aviation data in order to ask and answer specific questions about airline safety and security.

Written by Dr. Todd Curtis, the creator of the aviation safety web site AirSafe.com, this one book contains **lessons learned** from over a decade of work analyzing issues as diverse as the crashes of TWA Flight 800 and ValuJet, as well as trends in major media coverage of airline disasters.

More than just an aviation safety book, this book provides the serious researcher with detailed information on how to use the resources of the Internet to conduct aviation safety research. Included are an extensive listing of online and offline resources, as well as a detailed glossary of relevant aviation safety and Internet related terms.



https://www.paypal.com/us/cgi-bin/webscr?cmd=_flow&SESSION=Vx1Fm9Quuu2cjco2TdqN30D96VYliMAM85bXo1BoH2zJNNMUgeo0ZieN5yi&dispatch=50a222a57771920b6a3d7b606239e4d529b525e0b7e69bf0224adecfb0124e9bed5d628c85727479b1b92b132a6281aac7982341a4a3ca00

Excellence in Aviation Safety Training

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SCSI's Distance Learning online courses consist of the same, exercises, and discussions that take place inside the classroom.

Self-Paced Learning courses are available 24 hours a day 7 days a week while the live Virtual Classroom is conducted with the instructor during scheduled times. SCSI's Adobe platform is able to video and audio conference students together with the instructor in the Virtual Classroom for idea and file sharing. Most of our Distance Learning courses are available for either format. Distance Learning from SCSI allows you to learn from the best in the aviation safety training industry at a fraction of the cost.



Distance Learning Courses Currently Available:

- Operational Risk Management
- Practical System Safety
- Accident Prevention through Safety Recommendations

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- Essentials
- Airports
- Flight Operations
- Maintenance

Courses Can Be Tailored to Your Organization

SMS Essentials Self-Paced

Virtual Classroom

Currently Scheduled Virtual Classes -

- Practical System Safety- November 16-20 2009 and April 5-9/ December 6-10 2010
- Operational Risk Management - January 8-12 2010

For more information on our organization, instructors, and courses visit our website at www.SCSI-INC.com or call us directly at (310) 517-8844 or (800) 545-3766 ext. 105.

<http://www.scsi-inc.com/>

NTSB tells workers to hang up cells

The people who investigate the nation's most high-profile transportation accidents must now practice what they preach: They will no longer be allowed to **use cellphones while driving**. Debbie Hersman, the new chairwoman of the National Transportation Safety Board (NTSB), said Tuesday that employees of the agency are barred from using any wireless device behind the wheel while on duty. The restriction applies whether the device is hands-free or not.



The action appears to make the NTSB **the first federal agency** to adopt an outright ban of wireless devices while driving, according to the agency and highway safety experts. It also puts stricter rules on NTSB employees than the citizens of all 50 states.

The NTSB, which investigates accidents but has no regulatory authority, has issued several recommendations to state and federal agencies in recent years calling for restrictions on wireless devices for motor vehicle drivers and train operators. A collision last year between two trains in

Chatsworth, Calif., has been **linked to text messages** sent by the conductor of one train. The crash killed 25 people.

"Our own investigations have confirmed what safety researchers know," Hersman said in remarks delivered at her swearing in. "Using a telephone or **other electronic device** while driving, even with a hands-free kit, significantly increases the risk of an accident. ... We must lead by example."

Jonathan Adkins, spokesman for the Governors Highway Safety Association, called it "**a best practice** that we want to see emulated."

Such bans make sense, but questions remain about how to enforce them, said Russ Rader, spokesman for the Insurance Institute for Highway Safety, which studies how to reduce the risk of crashes.

Seven states plus the District of Columbia ban use of handheld cellphones while driving, but drivers can make calls on hands-free devices.

Research shows drivers talking on any type of cellphone are at **greater risk** of an accident, said Arthur Goodwin, senior research associate at the University of North Carolina Highway Safety Research Center.

Hersman said she had been an enthusiastic user of her cellphone in the car, but the growing number of accidents linked to the devices persuaded her to change.

Night Flying Will Never Be the Same!

GloveLite® **solves** the cockpit flashlight issue — a neoprene cover for the hand and thumb that has two 3mm LEDs integrated into the fabric. Read a map or an approach chart? No problem. Write on your kneepad or find a switch? **The LEDs are amazingly effective.** Turbulence? This is

The Flashlight You Can't Drop®. LEDs available in red, green, and white. Replaceable batteries. \$29.95; available only from the web site,



<http://media.avweb.com/banmanavweb/a.aspx?ZoneID=0&BannerID=2394&AdvertiserID=159&CampaignID=4804&Task=Click&SiteID=19&RandomNumber=42490>

Habits of Highly Effective Managers, 2nd Edition (HBR Article Collection)

Just **10%** of managers really move their organizations forward: They zero in on strategic goals and see them to completion; They fuel breakthrough in, services, and processes; And they tackle heavy workloads under tight time constraints. What about the remaining 90%? Short on **self-awareness**, they don't ask themselves the **hard questions** required to examine--and improve--their leadership skills. Overcommitted, they succumb to the temptation to concentrate on short-term tasks.



...Read More »

http://harvardbusiness.org/product/habits-of-highly-effective-managers-2nd-edition-hb/an/1728-PDF-ENG?referral=00035&cm_mmc=hbd-_-Syndication-_-SmartBriefs-_-2008

Girls With Wings Scholarship

Girls With Wings is devoted to introducing young women to **role models** in aviation-related occupations and it's currently seeking scholarship to show their motivation, inspirations and future plans in essay form. The scholarship winner must not yet have received her private pilot's license, must be female, and will be sent a check to be used toward flying lessons at the flight school of her choice. Last year's winner, then-20-year-old Amy

Blechman, a student studying aviation management with a pro-minor, a winning essay of less than 800 words. This year's winner will get a flight training boost of **up to \$1000** made up of donations matched (up to \$150) by "K. Jones," according to the Girls With Wings web site. The funds are made up of donations, and at the time of this writing the pool was \$625. There are some requirements for the winner, who will be notified Dec. 1, 2009.

The 2009 winner will be judged on her willingness to "be a superlative Girls With Wings role model," and show potential to continue her interaction with the organization and encourage more young girls **to pursue their interest** in aviation. The Girls With Wings Web site provides sample essays from last year's applicants.



<http://girlswithwings.com/>

Former resident writes of body building's 'dark side'

B. Michael Fett says he decided to turn his life story into an autobiography when he was living in his truck, caught in a rainstorm, and even he could hardly believe how he had gotten to where he was. "The rain just started pouring down, and I just started laughing," he said.

Fett, who was born in Colorado and raised in Camanche, covers many topics in his autobiography, **"Beautiful Hardship: My Story,"** including his childhood in Camanche with an alcoholic and abusive stepfather, his experiences as a competitive bodybuilder, how he found himself jobless and living in his car after the Sept. 11, 2001, attacks, and



how he got back on his feet and **got work as a commercial airline pilot.**

Fett said he speaks frankly in his book about steroid use in competitive body building, including his own, and said the book offers a glimpse into the **"dark side"** of a sport that bills itself as an embodiment of fitness and a healthy lifestyle.

"It's completely opposite," Fett said.

Fett said he was twice preparing to compete in the Mr. USA competition, but he had to quit because of injuries to his knees. At one point, he said, he was **spending \$1,500 a month on steroids.**

"That's kind of what makes or breaks you in that sport," he said. "Can you afford it or not?"

Fett **worked for a while as an airline mechanic** before realizing what he really wanted to do was be a pilot. He had gone through flight training when the terrorist attacks occurred and resulted in massive layoffs in the airline industry, leaving Fett without a job and unable to pay his rent.

"I didn't have any place to go," he said.

Fett worked for two years on writing his autobiography and getting it published.

"It was easier to get into the cockpit of a commercial airplane than it was to get a book published," he said.

Fett said he also is working on some fiction novels. He said editing the fiction books is easier than editing his autobiography because going over the events of his life sometimes **brought back difficult memories.**

"There's a little pain involved," he said.

Alcoholic Beverages and Sleep

Debunking Sleep Myths Video:



<http://videos.sleepingsmart.org/video4.html>

Transit accidents linked to sleep disorders

Aviation regulators don't screen commercial pilots for **sleep disorders** that can trigger **deadly mistakes** linked to serious accidents in aviation and other forms of transit, according to investigators and sleep experts. Accidents on planes, buses, trucks, trains and ships have repeatedly been linked to **drowsy operators** whose fatigue stemmed from **medical conditions**, according to a review of federal and local accident records. Several of the accidents were fatal.



While efforts to reduce fatigue in aviation have focused on pilots' schedules, federal accident investigators say pilots and other vehicle operators also **need to be screened for sleep disorders**. The National Transportation Safety Board (NTSB) is preparing to take a stand on the issue within weeks, according to testimony at a recent public meeting.

"We're very concerned about this," said Mark Rosenker, acting chairman of the NTSB. "It can lead to **significant fatigue**. Fatigue has been linked to a host of accidents."

Sleep apnea, the most common sleep disorder, can cause acute fatigue and daytime sleepiness. Apnea occurs when a person's air passages become blocked, forcing a wake-up for a gasp for breath. The waking occurs so briefly that many sufferers don't even realize it.

Among the sleep-related accidents cited by the NTSB:

- **A charter bus** accident that killed nine people on Jan. 6, 2008, in Mexican Hat, Utah., was blamed on the driver's "diminished alertness," due in part to his sleep apnea.
- The driver of a **trolley train** that crashed into another train on May 28, 2008, in Newton, Mass., likely fell asleep. Investigators suspected that the overweight driver suffered from apnea, but it could not be proved because she died.

- The captain of a **Go! airlines** regional jet carrying 40 passengers, who fell asleep with his co-pilot for at least 18 minutes over Hawaii on Feb. 13, 2008, had severe undiagnosed apnea. The jet was flying out to sea when the pilots woke up and turned back to their destination.

"Our approach is bury our heads in the sand and hope that it doesn't happen," said Charles Czeisler, director of sleep medicine at Harvard's Brigham & Women's Hospital. "We need to screen for sleep disorders."

Thomas Balkin, chief of Behavioral Biology at the Walter Reed Army Institute of Research and chairman of the National Sleep Foundation, said that **a few simple questions** can identify people who might have apnea.

No federal agency requires that commercial vehicle operators be screened for sleep disorders, according to NTSB. The Federal Railroad Administration **is drafting new rules** that could include requiring tests for apnea, the NTSB said.

The Federal Aviation Administration requires pilots to get medical exams every year or six months. While there are no specific screens for sleep disorders, doctors are expected to ask follow-up questions if pilots are **obese or have other signs** of sleep disorders, said FAA spokeswoman Alison Duquette.

http://www.usatoday.com/news/nation/2009-07-23-sleepypilotweb_N.htm

Be grateful for that traffic ticket (or that QA Audit)

Americans' most common contact with police is "the dreaded and oft-scorned traffic stop," said Tom Vanderbilt. Most of us view being stopped for speeding or other infractions as an irritating act of government into a trivial offense. But traffic stops actually **serve as a critical tool** for maintaining public safety.- and not just on the roads. Police make more that 20 million traffic stops each year,



and they often serve “as a net for catching bigger fish.” People with disdain for traffic laws **have disdain for all laws.**

So “routine” traffic stops often result “in a trunk’s worth of drugs, a cache of hidden weapons or an outstanding warrant.” Cities that emphasize high-visibility traffic enforcement, include Baltimore, have seen a reduction in the overall crime rate. Meanwhile, France has reduced its “road fatality rate” by 43 percent since 2000, largely through an aggressive deployment of automated speed cameras and tough penalties. So the next time a cop pulls you over, instead of cursing him under your breath, you might say **“thanks.”** That speeding ticket is helping to save people’s lives.

Sending the Right Message



