

Aviation Human Factors Industry News

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From the sands of Kitty Hawk, the tradition lives on.

Hello all,

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

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Boeing worker injured in industrial accident

A Boeing employee was seriously injured Monday night, March 19, 2012 in an industrial accident at the company's Everett factory.

The accident happened at about 7:30 p.m. when a worker somehow became pinned between the spoiler and wing assembly on a 747 aircraft, according to Rick Robinson of the Everett Fire Department. Boeing's emergency medical team administered aid to the man until paramedics from the Everett Fire Department arrived on scene.



The man was transported to Providence Medical Center with serious injuries.

In a written statement, Boeing's Jim Proulx said "At this time, our focus remains on the welfare of the injured employee and the family. We are in contact with the family and are offering assistance."

Proulx wouldn't comment on the severity of the man's injuries or how the accident happened, but he said Boeing is investigating.

Monday's incident was the [second serious accident](#) involving a Boeing employee in as many months.

On Feb. 3, a member of Boeing's ground crew was run over by a Boeing 787 at Paine Field.

Boeing worker trapped under 787 leaves hospital

A Boeing worker whose legs were crushed under the wheel of a 787 in February leaves the hospital [with a tale to tell](#).

Josh Divers, along with his medical team and parents, talks about his injuries before being discharged from Harborview Medical Center, Wednesday March 28, 2012, in Seattle.

Divers' [legs were amputated after he was crushed by a 787 Dreamliner under tow](#) along Paine Field in Everett last month as a Boeing employee. A 30-year-old Boeing employee who lost both legs below the knees after he was trapped by the landing gear of a 787 jet says he doesn't know how it happened but recalls ["just horrible pain."](#)



30-year-old Joshua Divers said he was walking along a moving 787 at Paine Field when [he tripped and fell](#). "I saw my feet folding up, like hot dog style, as my feet were being crushed and it was like a surreal dream," said Divers. Divers was dragged about 12 feet feeling his muscles, tendons and skin pulling and tearing. "When I was trapped, I remember breaking my femur, and that didn't hurt at all because of all the pain that was in my feet," said Divers. He told his father how he hugged a piece of equipment to make himself "small" in order to keep his head from being crushed by the wheel of the plane. ["My hoodie](#) started getting pulled underneath the tire and my head was starting to go underneath the tire. So, I just held harder and harder," said Divers. Even then, doctors had to amputate both of Divers legs below the knees. Doctors used modern grafting techniques to help save Diver's knees, which will make his prosthetics work more effectively. "Without knees you can't even do [stand] this. The prosthetic has an artificial knee but it won't give you power," said Dr. Doug Smith, an orthopedic surgeon with Harborview Medical Center. Divers endured eight surgeries in all and should be getting prosthetic legs in 6 to 8 weeks.

Catering service worker dies after being hit by truck at DFW Airport

Two agencies are investigating the death of an LSG Sky Chefs employee who was killed at the Dallas/Fort Worth Airport on Sunday, March 18, 2012 when he was [hit by a company truck near a loading dock](#).

The victim, whom authorities did not identify, was pronounced dead at the scene.

He was described as being in his 50s.

The incident occurred about [6:45 a.m.](#) at the loading dock of the LSG Sky Chefs flight catering facility, 2120 W. 33rd St., on the south side of the airport.

The victim was on the south side of the building when he was hit by a large Sky Chefs catering truck.

DFW Airport paramedics alerted the Tarrant County medical examiner's office shortly after the accident.

"It's the kitchen area of the company where they load the trucks with the food," said airport spokesman David Magaña. "The trucks then go to the planes and load them up."

No other details of how the incident happened were released. The airport Department of Public Safety is investigating. "The U.S. Occupational Safety and Health Administration [has] also been notified," LSG Sky Chefs spokesman David Margulies said.

"Our company is cooperating fully with the investigations. We extend our deepest sympathies to the employee's family and will work with law enforcement to assist in the investigation."



The incident did not affect flight operations or terminal operations at DFW but caused some delays in catering services to some flights as the investigation was conducted, authorities said.

United Kingdom: New scheme takes off to cut airside accidents

A [reduction in the number of injuries](#) suffered by airport operational staff is the aim of a new scheme, launched on Monday.

A training course for supervisors and managers in the aviation sector, accredited by the Institution of Occupational Safety and Health (IOSH), has been unveiled to ensure airside and landside health and safety standards remain paramount. In the UK the aviation industry supports nearly one million jobs. According to the Health and Safety Executive (HSE), during 2010/11 within the industry there were [78 major injuries and 815 incidents](#) which meant an employee was absent from work for three days or more.

With the ever-increasing pressures on the industry to ensure more efficient aircraft turnaround times, [health and safety on the ramp](#) has never been more important.

Doing things at a much faster pace [increases the risk](#) and makes employees more susceptible to injury, illness, or even worse, fatality. Airline bosses and managers need to be aware of the hazards that operational staff face on a day-to-day basis, and put simple safety measurements into place to protect workers from harm.



[read more](#)

Bad behavior in cockpit has proven deadly

Terrifying incidents of [bad pilot behavior](#) like a JetBlue pilot's meltdown this week are not unprecedented in the history of commercial aviation and have sometimes caused deadly crashes. Nevertheless, the list of incidents resulting from unprofessional pilot behavior over a 50-year history and millions of flights show that "it's a very rare thing," says aviation safety expert Aaron Gellman of the Kellogg School of Management at Northwestern University. "And even with what's happened in the past, it's the safest mode of transportation by far."



The recent JetBlue incident, where the FBI alleges captain Clayton Osbon started speaking nonsense to his first officer and was later tackled and restrained by passengers, is extremely unusual. But airline procedures, which require two pilots and locked cockpit doors, protected the public, Gellman says.

Some previous incidents of bad behavior by pilots have been fatal, showing that airline [procedures cannot save lives](#) when pilots choose to ignore them.

- On Feb. 12, 2009, Colgan Air Flight 3407 iced up and crashed in Buffalo after a series of mistakes by tired pilots, according to the National Transportation Safety Board. Both the captain and first officer had travelled for hours before taking controls of the plane in Newark, and the young first officer, Rebecca Lynne Shaw, was heard on the flight recorder saying she had little experience dealing with icy conditions. When ice caused the flight to stall, captain Marvin Renslow erred and made the stall worse, crashing the plane and killing 50 people, according to the NTSB. The board also concluded that Shaw and Renslow had been chitchatting in the cockpit.

"They weren't properly trained and weren't able to handle the situation," Gellman says.

- In 2008, an Air Canada co-pilot was forcibly removed from a Toronto-to-London flight, restrained and sedated after having a mental breakdown and speaking to God while behind the controls at 30,000 feet. The plane landed safely in Ireland.

- On Oct. 31, 1999, EgyptAir Flight 990 crashed into the Atlantic Ocean off the Massachusetts coast due, according to the NTSB, to the deliberate action of first officer Gameel Al-Batouti.

The Boeing 767 crashed with dozens of Egyptian military officers aboard who were returning from helicopter flight training in the USA at a time that the Egyptian government was at war with radical Islamists. Al-Batouti, an Islamist sympathizer, "wanted to get rid of the helicopter pilots and crashed the airplane," Gellman says.

- On Oct. 14, 2004, two pilots taking an empty airliner from Little Rock to Minneapolis decided to explore the limits of their Pinnacle Airlines plane. Captain Jesse Rhodes and first officer Peter Cesarz took the plane to 41,000, the maximum approved altitude for the plane, and then failed to follow proper procedure when the plane stalled and the engines shut down, according to the NTSB. After trying unsuccessfully to restart the engines while gliding, they crashed behind several homes 2 1/2 miles from an airport. Both crewmembers were killed.

- A 1956 mid-air collision that investigators blamed on pilots trying to give passengers better views of the Grand Canyon resulted in a revamping of the role of the Federal Aviation Administration (FAA) in patrolling the airways.

The pilots were maneuvering around cloud formations over the canyon and collided, killing 128 people.

"It was a watershed event because it changed the whole approach to air traffic control," Gellman says. Congress reacted by increasing funding for the FAA, giving it the capability to monitor aircraft "in the airways not just in the terminal," Gellman says.

Investigations of deadly accidents over the years have resulted in safety procedures, such as requiring two pilots and locking cockpit doors, which helped preserve lives in the JetBlue incident, Gellman says.

"Even if the captain had insisted on making trouble in the cockpit, I think the first officer would have been able to handle it," Gellman says. "That's why we have two people in there."

Dave Funk, a retired Northwest Airlines captain now an aviation consultant with Laird & Associates, says the JetBlue flight might have been saved by the co-pilot, who barred an incapacitated Osborn from the cockpit. "The first officer recognized the gravity of the situation and solved the problem," Funk says.

The co-pilot's quick thinking on that flight is analogous to captain Chesley "Sully" Sullenberger landing a US Airways flight on New York's Hudson River with no lives lost, Funk says. "We gave him a bunch of broken eggs. He made scrambled eggs. He didn't make eggs over medium."

Funk says pilots today face more worries than they did years ago, when airlines like TWA and now-defunct Pan Am projected an image of employees who have "this wonderful life, have great benefits, fly around the world, fall in love, all in their 20s."

Instead, he says, pilots today are dealing with "the crappy economy, the political fights each day. Is Washington going to get attacked? That's going to create stress."

Pilots, in particular, [have to deal with a lot more stresses](#) in their job because of the intense security situation, Funk says.

"It's the greatest job in the world when you get to the end of the runway," Funk says. "All the crap you have to get through to make it to the runway doesn't make it worth it to a lot of us anymore."

Lack of de-icing likely caused Russian plane crash

Russia's top investigative agency says that a Russian plane crash that killed 31 people most likely was caused by [a failure to de-ice the aircraft](#). The ATR-72 turboprop belonging to UTair slammed into a snowy field minutes after taking off Monday from the Siberian city of Tyumen with 43 people aboard. Twelve survivors remain in serious condition.



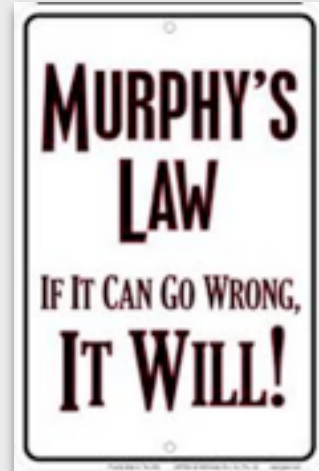
The state Investigative Committee said Wednesday the French-Italian-made aircraft hadn't been properly de-iced before takeoff, which [appears to have been "the most likely reason of the crash"](#). The agency said further analysis of technical data would be required before a final verdict.

Russia has seen a string of deadly crashes in recent years, which have been blamed on lax government controls and widespread neglect of safety.

Cayman Airways plane hits jet bridge in Jamaica

Cayman Airways flight KX621 was stuck in Jamaica on Friday evening after the aircraft hit a bridge on the tarmac at Montego Bay. A spokesperson for the airline said that as the plane was taxiing to the gate after arriving at the airport from Kingston, the “tip of the aircraft’s left wing came into contact with a jet bridge.” CAL said [the bridge was incorrectly positioned on the tarmac and the marshaller directing the CAL plane was unaware of the potential obstacle](#). The captain felt the brief impact but the airline claimed it was not detectable to the 45 passengers on board and the aircraft taxied to the gate normally.

Maintenance checks confirmed the need for the aircraft to remain in Montego Bay until replacement parts are flown in for repairs and the flight’s onward departure to Grand Cayman was delayed out of Montego Bay until after midnight.

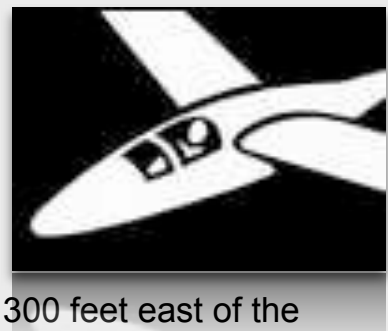


Reports Indicted The Glider Disconnected From Its Tow Plane Too Early

A 50 year old glider pilot thought to be a flight instructor and a 21-year-old woman believed to be his student were fatally injured Sunday in an accident near Ararat Airfield in Australia.

The Australian newspaper The Courier reports that police investigating the accident said that [the glider appeared to disconnect from its tow plane prematurely](#), a little more than 200 feet in the air. It went down about 300 feet east of the runway. The woman was reportedly killed instantly, while paramedics worked for nearly an hour trying to resuscitate the man.

A photograph on the newspaper website shows the glider on the ground with its cockpit largely destroyed.



Witnesses said there was no obvious cause for the accident. One witness, a member of the Grampains Soaring Club, told authorities that the plane entered a sharp nose dive shortly after takeoff.

The Australian Transportation Safety Bureau will continue its investigation.

FAA Considers Relaxing Rules On Anti-Depressant Use

Huerta: 'It's Been A Really Tough Couple Of Years'

FAA administrator Michael Huerta announced April 1st that the agency is drafting an NPRM to [relax its rules](#) on the use of anti-depressants by pilots, citing an unusually difficult environment for the industry. "Safety is, of course, our number-one issue," Huerta said in a news release. "But [with all the pressure](#) that's been brought on the industry by the economy, the uncertainty about user fees and taxes, and decreased aircraft sales, we just thought we'd at least open the issue up to public comments to get a better understanding."

Huerta said that in these difficult times, anybody could be affected by circumstances [beyond their control](#). "We're not advocating throwing the door open to anything and everything, but certainly, we can try to understand how [medical science](#) can help people stay on an even keel."

The FAA is expected to release the NPRM sometime this summer.

