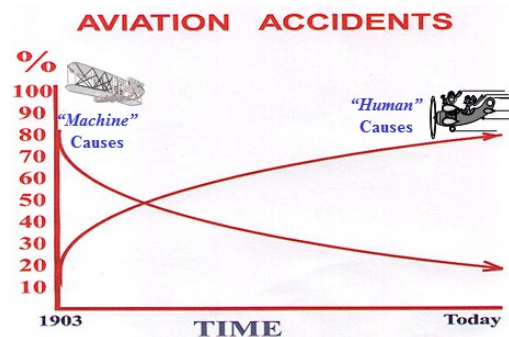


## The Human Error

**The Human error:** I've made all too many mistakes in my 53 years in aviation while managing to survive and not kill anyone (that I am aware of).

My name is Gordon Dupont and I am known as the father of the "Dirty Dozen".

The "Dirty Dozen" are the contributing factors or preconditions to you or anyone else making human errors. I would like to thank Joe for asking System Safety Services to write and create articles for the very important subject of human error. As a retired Transport Canada accident investigator I have seen far too many human errors and have witnessed the devastating consequences of such errors.



Back in 1903, aviation accidents were caused by the machine but today, statistics show that over 80% of aviation accidents are due to the human. Why has human error increased so steadily over the years and machine error gone down? It's not because humans are getting more stupid but instead because the machines are becoming far more reliable. When we make a mistake, the industry tends to "fool" proof the aircraft by

replacing the human with "error proof" computers. They figure this way nothing can go wrong, go wrong, go wrong.

Air France flight 447 (over the Atlantic) proved that things can still go wrong. The pitot tubes on the aircraft froze for only 37 seconds which caused the plane to fall for 3 minutes which was all the time they needed to fall 30,000 ft. The pilots in the cockpit made a very costly human error when they were unable to figure out what they were doing wrong and why this was happening. Realizing that human errors do still occur, I would like to discuss what it is that we can do to avoid these errors that we never intend to make.

The next article will be titled *"To Error is Human But Not With Aircraft."*

If you have any thoughts or ideas on the subject please communicate them. Joe will forward them or send them directly to me at [dupontg@system-safety.com](mailto:dupontg@system-safety.com)

I have a pet project that I feel strongly about and hope that you will assist me with. The following article says it all and I hope that you will agree.

## Why Safety Deserves a Capital S

By Gordon Dupont System Safety Services

Have you ever noticed that the names of people, cities, countries, months, days and important places all start with a capital letter. Titles, car types and most abbreviations for words are honoured with a capital. In short, we tend to use capitals to denote important words.

So why not a big, for all to see, capital **S** for Safety? The only logical answer I can find is that it is not traditional to do so. If that is the case then it's time we updated the tradition.

Why shouldn't Safety have a capital S? It has never been so important as now with so many lives depending on it. I've given it a capital for years; except when Microsoft word drops it back down to a small s when my back is turned.

I can remember, not that many years ago, when Safety was for wimps or mama's boys as they were called back then because real men just used their common sense to survive and didn't need silly Safety rules to dictate what they could or couldn't do. Sure some of those without common sense were killed but it was survival of the fittest and good for the gene pool. Then organizations like CCOHS (Canadian Centre for Occupational Health and Safety) and OSHA (Occupational Safety and Health Administration), began to make Safety rules. Please note that these Safety organizations were given capital letters but not Safety unless part of the title.

The FAA, CAA, ICAO, TC, etc. also got into the Safety business and with regulations and rules untold thousands of lives have been saved but no one thought to recognize Safety for the importance in saving lives that it deserves.

I believe that today, Safety is an important factor in a person's life.

Today, they won't allow you to take a child home from the hospital without a Safety approved car seat.

Lee Iacocca thought he was right at the time, 1971, when he said that "*safety doesn't sell cars*" and refused to authorize a \$1.00 per car fix to the Pinto gas tank because it would be cheaper to pay out for the odd person who would burn to death in a rear end car crash. (over 500 would suffer that fate in a Pinto rear end collision accident)

But he was very wrong when people realized that the car was unsafe and shortly thereafter they went out of production (1980) even with the fix. So the Pinto earned a capital but not Safety that today sees cars with shoulder harness seatbelts, airbags, collapsible steering wheel, crumple zones, reinforced doors that don't jam etc. etc.

Today Safety does sell and is expected. Without Safety, no company will remain in the aviation business for long. Thus it is time that Safety receives the importance and respect it deserves. Safety deserves a capital S. I, for one will spell it that way and if you are serious about Safety,

I urge you to do the same.