



## Aviation Human Factors Industry News October 30, 2007

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### Charles Taylor Master Mechanic Award

During a special luncheon on Wednesday, 26 September 2007, Omni employee, **William “Buzz” Conklin** was presented with the **Charles Taylor Master Mechanic Award by the FAA**. Buzz got his **Airframe and Engine license in 1955** and started working for American Airlines in August of 1955. After retiring from American he kept busy in the industry eventually coming to Omni Air International over 9 years ago.

Named in honor of Mr. Charles Taylor, the first aviation mechanic in powered flight, the **Charles Taylor “Master Mechanic” Award** recognizes the lifetime accomplishments of senior mechanics. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for their first successful aircraft. To be eligible for the award, an individual must:

- Have 50 years in aviation maintenance as an accredited mechanic or repairman
- Be an FAA-certificated mechanic or repairman for a minimum of 30 years

Buzz was awarded a lapel pin and a certificate signed by the FAA Administrator as well as his being added to the **“Role of Honor”** kept in Washington DC at the Federal Aviation Building.



## SAS PERMANENTLY GROUNDS Q400 FLEET

Bombardier insists its Q400 airliners are safe despite SAS's decision to "permanently" ground its fleet of 27 of [the aircraft after a partial gear-up landing in Copenhagen Saturday](#). The decision came after the airline's third landing-gear-related emergency landing in a little more than a month. But Bombardier said in a statement that Saturday's incident did not appear to be related to the two previous incidents and it advised carriers using the aircraft to continue as normal. [The right main gear failed to deploy](#) on the SAS Q400 at Copenhagen Airport. The flight crew was able to slide it safely to a stop on the foam-covered runway with no injuries to the 44 people, including two infants, on board. In a news release, SAS management said the airline and its customers were losing confidence in the aircraft.



Click for a video from Danish TV 2

[CTRL + click to follow link](#)

## EUROCONTROL addresses challenges of implementing a Just Culture

EUROCONTROL, the European Organisation for the Safety of Air Navigation, together with SMATSA, the Serbian air navigation service provider, have organized [a two-day workshop](#) bringing together aviation and legal experts as well as media representatives [to discuss how to implement a Just Culture](#) in aviation. In a [Just Culture environment](#), negligence is not tolerated, but front line operators know that they will not be punished for actions omissions or decisions taken by them that are commensurate with their experience and training.



Improvement of aviation safety is based largely on the knowledge gained through [a systematic collection and analysis of accident and incident data](#). In recent years there has been a growing concern on part of [aviation professionals](#) that those who report incidents could be at increased risk of litigation or sanctions. In addition, as the flying public grows, the media has increased the coverage it gives to aviation-related incidents. These two factors have contributed to reducing the level of incident reporting and the sharing of safety information by those involved in incidents or accidents.

“Every efficient **safety management system** is primarily dependent on voluntary submission of information by the staff that are, due to nature of their work, in position to notice a potential hazard and react to it. In the world of aviation, those are: air traffic controllers, pilots, flight crew, **maintenance workers** and other staff that can provide crucial information on air traffic safety related events and possible solutions. In order to make all the participants in this process encouraged and motivated to **report mistakes or problems in work**, there must exist a **favorable climate in the organization, such as justice culture or just culture,**” said Mr. Stankov, CEO and President of SMATSA.

“In order to ensure that individuals continue to report incidents, we must put in place a **culture whereby they do not fear judicial consequences unless they have been negligent or have willfully violated rules,**” said Roderick van Dam, Head of the Legal Service at EUROCONTROL. **“Just culture is the only way to proceed towards enhancing safety.** The need to do so should be recognized by all parties involved, regardless of any practical and cultural difficulties along the way. This is also why we are working closely with the judiciary and the media to explain to them their role in this process and to get their support.”

As a result of the meeting the participants called on EUROCONTROL to begin setting up effective working arrangements for building **Just Culture.** The aim would be to establish a **pan-European Just Culture** network encompassing all relevant professions and professionals. It would be a platform to exchange experiences and develop guidance material based on best practices that could assist Service Providers, staff, legislators, judicial authorities and the media to establish **Just Culture** at local level.

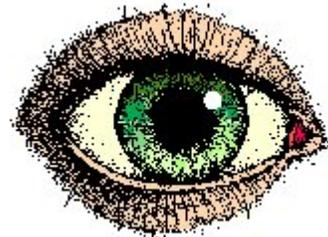
The EUROCONTROL / SMATSA workshop was held in Belgrade on 12 and 13 September 2007 with over a hundred participants coming from more than 20 countries, and representing a range of professions including air traffic controllers, pilots, management, prosecutors, legal advisers, academic, law makers and journalists.

## **Narrow escape after hole is spotted in jet**

A plane carrying 137 passenger's **averted disaster after a security officer spotted a hole in its fuselage as the flight prepared to take-off from Edinburgh Airport.**

**The jet was damaged when a tow truck pulling it away from the terminal building backed the plane against an airfield blast barrier yesterday morning.**

A hole the size of a football was torn in the fuselage near the wings of the Boeing 737, bound for Gdansk in Poland. **A security guard spotted the tear and radioed the control tower to give the warning.**



None of the passengers on the Central wings flight was injured, but they were evacuated from the aircraft as a precaution and moved to another flight.

Although alarming at the time, BAA said the incident **was not sufficiently serious to warrant a full investigation.**

An airport spokeswoman said: "At 10.35am, flight CO290 to Gdansk hit a blast barrier as it was reversing from its stand. It was being pushed back by a Menzies Aviation vehicle and suffered a light bump."

A spokeswoman for Central wings added: "As a result [of the bump] and following immediate consultation between the captain, tower and ground services, we took the decision that the aircraft required further investigation before its onward journey.

"The safety and wellbeing of our passengers and crew always will be our first priority."

## [Airlines engineer crushed to death at airport \(India\)](#)

New Delhi: **A 25-year-old woman engineer** who worked with Air Deccan **was found dead under mysterious circumstances after being mowed down** by a heavy vehicle near the taxiway at the domestic airport here, police said on Tuesday.

Sanskriti Siena, a graduate in aeronautical engineering from Patna, **was run over by a heavy vehicle while she was moving towards the hangar area** to attend to some engineering requirements at an aircraft late on Monday, a police official said. Her head was completely crushed.



"Her postmortem report has revealed that she was crushed under a heavy vehicle as there were wheels marks on her head," the official said.

"Through the help of forensic experts we are trying to identify the make of the vehicle. We are manually checking all vehicles operating inside the domestic airport," the official said, adding that airport staff was also being questioned.

Airport officials said that at **around 10 pm** on Monday, a pilot of Spice Jet airlines, who was readying for take-off, informed the Air Traffic Control that there was something suspicious lying on the taxiway and should be dealt with immediately.

The airport manager found Sanskriti's body at around 10:30 pm and informed the police, who are not ruling out foul play.

"We have registered a case of hit and run and destruction of evidence against unknown people. We are not ruling out the possibility of murder," a police official said.

However, airline officials have washed their hands of the tragic incident.

Taufiq Mohammed, chief security officer of Air Deccan, said: "We don't know about the cause of (Sanskriti's) death but have set up a team to probe the matter. The police are also investigating the matter. We are providing all assistance to the police and can't say anything more now."

## Education and Leadership Highlight New Format for PAMA Annual Meeting and Aviation Maintenance Conference

The Professional Aviation Maintenance Association (PAMA) has announced a new format for its annual meeting and aviation maintenance conference.



Professional Aviation Maintenance Association

In addition to hosting PAMA's Chili Cook-off, the PAMA Aviation Maintenance Olympics, and the Annual Awards Banquet, the new format for the membership meeting will feature:

-- An enhanced technical program along with an increased emphasis on continuing education -- Executive round-table discussions -- Maintenance leadership forums -- Panel discussions on relevant issues such as safety, legislation and federal regulations

"This format allows PAMA the flexibility to best provide an independent forum designed for the aviation maintenance professional," Clark Gordon, PAMA chairman, said. "Through this and other venues, and through the continued support of the aviation industry's leadership, PAMA will continue to pursue its mission to improve aviation safety by enhancing the professionalism and recognition of the individual aviation maintenance technician."

Brian Finnegan, PAMA president, added that the content and scope of the new meeting format - as well as other events - will be driven by member needs and feedback. "To ensure that we meet the needs of our members, corporate supporters and other attendees to the symposium,

PAMA has created several committees comprising industry leaders to design programs and events that are productive and relevant to the ever-growing community of **maintenance professionals**, directors and industry executives."

PAMA will hold its 2008 aviation maintenance conference in conjunction with SAE International's Wichita Aviation Technology Conference (WATC), **Aug. 19-21, 2008**, at the Century II Convention Center in Wichita, Kan. PAMA does not sponsor or endorse the WATC event. Details on the 2008 PAMA symposium are being planned and will be made available on the PAMA Web site and through a future press release.

## **Winner Aviation Cited By OSHA In Hangar Door Death**

### **Safety Switch Bypassed With A Nail**

A fixed-base operator at the Youngstown-Warren Regional Airport (YNG) has been cited **for a bypass to a safety switch on a hangar door that killed one of its employees.**



Winner Aviation Corp. was cited by the Occupation Health and Safety Administration for a bypass on a hangar door **that allowed the door to close on Paul Wiscott, 71**, of Youngstown.

The Trumbull County coroner ruled the death of Wiscott, who had **worked at the airport 40-years**, an accident, saying he died of head trauma according to Vindy.com.

The Western Reserve Port Authority operates the airport; Winner was leasing the hangar from the group.

Winner was fined \$2,000. Rob Medlock, OSHA area director in Cleveland, OH, noted Winner **didn't install the bypass on the safety switch**. Medlock says that it can't be determined which previous tenant installed it, or when.

Winner Aviation general manager Mark Gisler declined to comment. Steve Bowser, airport's director of aviation, said the bypass has been fixed and declined to answer any other questions due to the possibility of litigation over the death.

According to Medlock, the 30-foot-high door closes in a cascade fashion. The door switch is designed to only operate the door when it is depressed. **A large nail hanging next to the switch was used to hold it down, to bypass the safety feature.**

"You can't bypass electrical equipment," Medlock said.

The bypass enabled Wiscott to reach between the door and the hangar wall and hold down the switch to open the door.

Wiscott apparently took his finger off the switch while going into the hangar, when the door closed on him.

Medlock could not remember seeing an accident like this in his 15 years as area director. "Most people use the main door to get into a hangar," he said.

## Pilot of doomed Garuda jet ignored 15 alarms report finds

The pilot of a plane that crashed in Indonesia, killing five Australians and 16 other people, ignored 15 alarm bells as the plane came in to land too quickly, a report has found.

The Boeing 737 exploded into flames in a rice field after skidding off the end of the runway in Yogyakarta, Central Java on March 7.

Investigators have scoured the plane's black box cockpit voice recorder and data log for clues to the disaster.



The final report stemming from the crash investigation found the pilot had landed, despite a flood of warnings.

"During the approach, the Ground Proximity Warning System (GPWS) alerts and warnings sounded 15 times, and the copilot called for the pilot in command to go around," the report found.

"The aircraft was flown at an excessive air speed and steep flight path angle during the approach and landing, resulting in an unstabilized approach.

"The pilot in command did not follow company procedures that required him to fly a stabilized approach, and he did not abort the landing and go around when the approach was not stabilized.

"His attention was fixated or channelized on landing the aircraft on the runway and he either did not hear, or disregarded the GPWS alerts, and warnings, and calls from the copilot to go around."

The investigation also found the copilot did not follow company procedures and take control of the plane when he saw the pilot repeatedly ignore the alerts and warnings.

Garuda records also showed no evidence that the pilots had been trained to respond appropriately to the warnings.

The investigation also found Yogyakarta airport's fire fighting service was unable to reach the accident site and some vehicles lacked necessary equipment.

"The delay in extinguishing the fire, and the lack of appropriate fire suppressant agents, may have significantly reduced survivability," the report said.

"The airport emergency plan and its implementation were less than effective."

National Transport Safety Committee chairman Tatang Kurniadi said the report was aimed at preventing further accidents, and was not to be used as the basis for any legal action over the March crash.

Kurniadi said the committee would not (not) hand over any evidence gained from the plane's flight recorders, to help the police investigation.

Police are continuing to investigate the crash and have interviewed the pilots, who survived by scrambling out of the cockpit.

"I would like to go back to the objective of this, the report was made by NTSC for safety purposes only, not for blaming," he said.

"If any institution wants to ... follow up that accident, that's their own decision."

He said the committee's report could not be used for legal purposes.

"The report contained the results from the cockpit voice recorder and flight data recorder, but according to international regulations on aviation these black boxes are not allowed to be used for ... liability purposes," Kurniadi said.

"We will not give police or any institution (information) other than for safety purposes only - it's in international regulations and we want to follow those regulations."

## [A look at aircraft maintenance jobs](#)

Bulgaria - Aviation jobs or jobs related to aircrafts are plenty these days. There are innumerable jobs available in the aviation industry throughout the globe in various categories. It may be pointed out here that



the aviation industry has two main branches- the flying branch and the **maintenance branch**.

The pilots and the flight crew are associated with the flying branch while **the aircraft engineers, technicians and mechanics primarily work towards maintenance of the aircrafts**. Though the jobs of pilots and flight crew are seemingly more thrilling (and sometimes more lucrative too) **the responsible aircraft maintenance jobs are also much cherished**.

**The responsibility of anyone taking up the job of aircraft maintenance is pretty great**. If you are an **aircraft maintenance job holder** then you need to share the responsibility (with other team members) of taking care of the smooth functioning of the parts of the aircraft and ensuring perfect flight condition. The fate of the several hundreds of people on board an aircraft relies much on your work. So, **this is by no means a very casual job**. **You need to be sincere, careful and responsible**. Then only will you be able to reap the various rewards associated with the job.

**Aircraft maintenance jobs involve much training**. A lot of grooming is done to the job aspirants so as to ensure flight safety. Upon completion of the specialized course/training set for the purpose and successfully undertaking the examination there has to be cleared certain licensing examinations too. It is to be ensured at all levels of training and licensing that the exercises undertaken are recognized by the concerned legal authority of aviation.

There has been **a growing shortage** of aircraft maintenance managers, engineers, technicians, mechanics and such other people over the years. All segments of the aircraft maintenance industry- corporate flight departments, general aviation, repair stations, regional airlines, major airlines players and even the military seem affected. A number of causes have been pointed out for this. The aviation industry definitely needs to give it a look and **chalk out some concrete plans to facilitate more persons to be inducted for aircraft maintenance jobs**.

Persons having interest in aircraft functioning and aviation matters can venture into taking up some suitable aircraft maintenance job. Specialized training and licensing course and exams will have to be undergone before gaining eligibility for such jobs, no doubt. But one can confidently say **that this can be a lucrative career option too, more so in the days to come**.

## **NTSB Cites Range Of Safety Issues In UAV Investigation**

The NTSB has completed its first investigation into an accident involving an unmanned aerial vehicle (UAV) and on Tuesday, the board issued **22 safety recommendations** and expressed concern about operating these vehicles in the National Airspace System. NTSB Chairman Mark Rosenker said the high number of recommendations reflects **"a wide range of safety issues involving the civilian use of unmanned aircraft."**



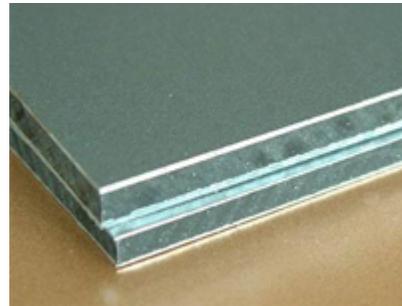
On April 26, a turboprop-powered Predator B operated on a surveillance mission by U.S. Customs and Border Protection crashed in a sparsely populated residential area near Nogales, Ariz. No one on the ground was injured, but the remotely piloted 66-foot-wingspan aircraft was substantially damaged.

The board found that the pilot, who was not proficient in the performance of emergency procedures, inadvertently shut off the fuel while dealing with a console "lock-up" problem, causing a total loss of engine power. The NTSB cited several areas of particular concern, including the design and certification of the unmanned aircraft system, pilot qualification and training, the integration of UAVs into the air traffic management system, and the lack of audio records of UAV operations-related communications.

"This investigation has raised questions about the different standards for manned and unmanned aircraft and the safety implications of this discrepancy," said Rosenker. He said the pilot's console had been known to "lock up" in the past, but this issue was not resolved. "Such conditions would never be tolerated in the cockpit of a manned aircraft," he said. "We need to make sure that the system by which pilots are trained and readied for flight is rigorous and thorough. With the potential for thousands of these unmanned aircraft in use years from now, the standards for pilot training need to be set high to ensure that those on the ground and other users of the airspace are not put in jeopardy."

## New Material Lighter, Stronger Than Carbon Fiber

Next to advances in engine technology, new materials to make the rest of the aircraft are critical to improving performance and durability of aircraft and Dutch scientists say they've hit on a winner. The researchers at the Delft University of Technology said in a recent news release that their **CentrAl reinforced aluminum, which is a sandwich of aluminum and composite materials, is not only stronger than carbon-fiber composites, it's 20 percent lighter and virtually impervious to fatigue.**



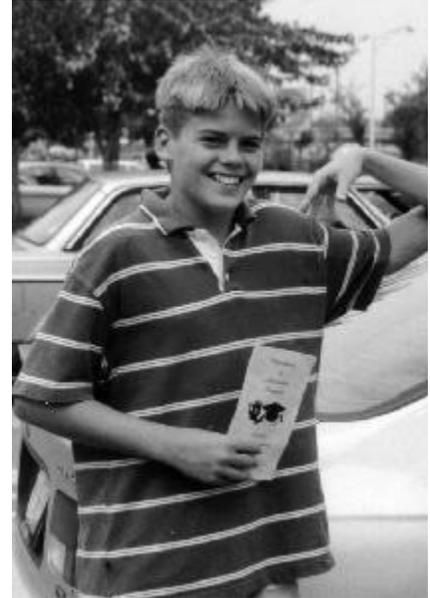
The news release says use of the material could save \$100 billion in maintenance and fuel costs in the world-wide aviation industry. The material was developed by the university with help from the Dutch company GTM Advanced Structures and aluminum giant Alcoa. It was unveiled at a conference on the damage tolerance of aircraft structures in Delft last week. The researchers say its main use will be in aircraft wings where weight, strength and fatigue issues are paramount.

## Drowsy Driving Toll

Kevin Mackey

December 23, 1983 – September 5, 1998

On September 5, 1998, 14-year old Kevin Mackey was riding his bicycle in his quiet suburban neighborhood in Potomac, Maryland. Without warning, he was struck and killed by a postal worker who was driving home after an 11-hour shift that began at 4:00 a.m. The postal worker admitted that she hadn't slept the day before the accident, and that she was struggling to stay awake behind the wheel.



## Midnight Shift Nugget

### Power Nap Better Than Coffee

Scientists who investigated the best way to solve bouts of daytime/nighttime sleepiness have found that a 20-minute nap is a far better answer than coffee, and both options are better than an extra long sleep-in or doing nothing. The study, conducted at Loughborough University in the UK, had participants either get an extra 90-minutes of sleep in the morning, take a 20-minute nap at 2pm or have a cup of coffee at 2:30pm. “We found that the nap was much more effective than the other two because the improvement in their state was strong, immediate and lasted right until a test we took at 7:45pm that night,” said lead researcher Dr. Clare Anderson. (AAP, “Power nap better than coffee hit: study” The Age, September 4, 2007)

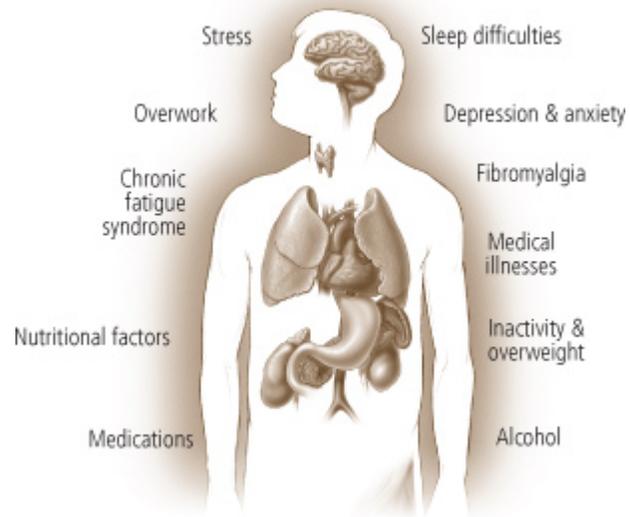


## Tired of being tired? Tips for fighting fatigue

**Feeling tired all the time?** You're not alone. In fact, fatigue is one of the most common complaints that bring adults to doctors' offices. Numerous studies indicate that people who see their doctor about fatigue have generally experienced it for a considerable length of time — anywhere from six months to several years!

## Causes of Fatigue

Some causes of fatigue are obvious, such as lack of sleep or a medical illness, but many others are harder to pinpoint. Depression or anxiety, overwork, sedentary living, nutritional factors, or even a medication could contribute to fatigue or cause a feeling of low energy.



Fatigue can be due to numerous causes, such as medical conditions like congestive heart failure, hypothyroidism, or diabetes. It can also be a result of sleep disturbances brought on by menopause, or by physical changes that accompany aging.

But while fatigue may be an inescapable part of life, there's no need to take it lying down. Your body is geared toward generating energy as well as expending it. And there are numerous strategies to help regain the physical and mental energy needed to enjoy life to its fullest.

## Eat for energy

The tried-and-true advice for healthful eating also applies to keeping your energy level high:

- Eat a balanced diet that includes a variety of carbohydrates, proteins, and fats with an emphasis on vegetables, whole grains, and healthy oils. Taking a daily multivitamin will ensure that you get the vitamins and minerals you need, but taking extra amounts of individual nutrients won't give you more energy.
- Eating certain types of foods in particular amounts can help prevent fatigue. Because different kinds of foods are converted to energy at different rates, some — such as candy and other simple sugars — can give you a quick lift, while others — such as whole grains and healthy unsaturated fats — supply the reserves you'll need to draw on throughout the day.
- Eat small, frequent meals. Where energy is the issue, it's better to eat small meals and snacks every few hours than three large meals a day. This approach can reduce your perception of fatigue because your brain, which has very few energy reserves of its own, needs a steady supply.

### Reduce stress

The most common cause of persistent fatigue is stress and the emotional response to it. People who feel fatigued most of the time don't necessarily have more stress in their lives than other people, but they may be more sensitive to its effects. **Stress-induced emotions consume huge amounts of energy.** Relaxation therapy can be an effective tool for reducing stress and naturally boosting your energy, particularly when used in combination with cognitive behavioral therapy. Meditation, self-hypnosis, yoga, and tai chi are all relaxation techniques. One of the easiest techniques to use is progressive muscle relaxation, which involves systematically tightening and releasing sets of muscles, beginning with your toes and progressing up your legs, torso, hands, and arms.

You might also consider other relaxation therapies, including aromatherapy and massage. No matter what age you are, there are things that you can do to feel more energetic. Harvard Health Publications' Boosting Your Energy report will help you take the first steps toward discovering the causes of your fatigue. This Special Health Report provides you with the latest information about fatigue and offers strategies to help you regain your physical and mental energy. The report discusses medical conditions that may be the cause of your fatigue as well as ways to naturally boost your energy.

### Get a Taste for Nutrition!

When thinking about **nutrition** for you and your family think variety! Exploring different flavors and textures can open up a whole new culinary world. Subscribing to a health-oriented cooking magazine can provide creative new ideas. Aim to try one new recipe a month.

Consider color. Does your intake reflect the typical American diet, a monochromatic palate of browns? Bright colors from fruits and vegetables provide a wide range of vitamins, minerals, and phytonutrients to help protect our bodies from chronic disease and enhance overall health. The newly revised Dietary Guidelines for Americans recommend eight to 10 servings of fruits and vegetables a day. This may seem daunting, but when you break it down into some general meal guidelines it becomes more feasible, for example:



- Breakfast — 1 fruit or 4-6 oz juice or ½ cup frozen fruit or ¼ cup dried fruit
- Lunch — 2 cups salad
- Snack — 1 fruit or vegetable
- Dinner — 2 cups cooked vegetable or 1 cup salad + 1 cup cooked vegetable
- Snack — 1 fruit or vegetable

### **Treat your taste buds**

Food is one of life's great pleasures. Favorite foods frequently become "forbidden" in conventional diets. Deprivation is the downfall of "diets," leading to intense cravings and cheating. It is only a matter of time before we indulge, and suddenly find ourselves off the diet, whether from feelings of guilt or failure. The U.S. Dietary Guidelines for Americans advise us to choose sensibly. In the context of a healthy, balanced diet, it is reasonable to include moderate amounts of our favorite foods. Take time to savor and enjoy your food — this is part of getting the most out of what you eat.

### **Maintain a healthy weight**

You've heard it before: An estimated 64% of American adults are overweight and over 30% are obese. Being overweight can greatly increase the risks of developing hypertension, high cholesterol, diabetes, heart disease, stroke, osteoarthritis, and sleep apnea, as well as premature death. Calculate your body mass index (BMI) to see if your weight falls into the healthy, overweight, or obese range. To calculate your BMI, go to [www.nhlbisupport.com/bmi](http://www.nhlbisupport.com/bmi) or use this formula:  $\text{Weight in pounds} \times 703 \div (\text{height in inches})^2$ .

Even moderate weight loss of 5% to 10% of your body weight can change your BMI and reduce obesity-related problems, even if it doesn't get you to your goal weight. Whether your goal is weight loss or weight maintenance, watch portion sizes and exercise regularly to get the results you want.

### **Balance food choices with your lifestyle**

Are you behind a desk all day, or do you find yourself not having time to sit and enjoy lunch? Is your workout walking to the mailbox? In part, how active we are in our daily lives should help to determine how much we should eat. Weight management all comes down to energy balance: calories in (from food and drinks) vs. calories out (from daily activity and exercise). The equation is simple: If weight loss is your goal, you need to eat fewer calories than you use on a daily basis. A calorie deficit of 500 calories per day will lead to a loss of one pound per week (in the absence of metabolic abnormalities). There are several ways to accomplish this: a) eat less, b) exercise more, or c) both! Below are some examples of how you can begin to create a calorie deficit that leads to weight loss:

- **To Burn 100 Calories**
  - Walk for 30 minutes.
  - Shovel snow for 10 minutes.
  - Climb stairs for 15 minutes.
  - Do general housework for 25 minutes.
  - Practice gentle yoga for 30 minutes.
- **To Cut 100 Calories**
  - Eliminate 1 tablespoon of butter or margarine.
  - Replace 8 ounces of regular soda with diet soda or another non-caloric drink, such as water.
  - Have an apple instead of a single-serving bag of chips.
  - Switch from a bakery bagel to a 2-ounce small, frozen bagel.
  - Have a ½ cup of ice cream instead of 1 cup.

### **Be active**

As you explore increasing the variety in your diet, do the same with your activities. In order to sustain an active lifestyle, find activities you enjoy. If joining the gym sounds like torture, you're probably not going to go regularly. Consider the investment of money and time when adding an activity into your life. Are equipment or membership fees required? Will there be a commute involved? Be realistic and set attainable goals when building exercise into your schedule. Decide how many days a week you can commit to, the best time of day, and how long you will spend exercising. The more specific you are with your goal, the more likely you are to succeed.

For example, the resolution "I will walk more" is more specific when expressed as "I will walk in the morning before work for 30 minutes on Monday, Wednesday, and Friday." For increased accountability, keep track of your exercise on a monthly calendar. And remember — something is better than nothing. If you can't get in your regular 45-minute workout, use the 20 minutes you do have.

### **The bottom line**

Nutrition is in the news daily, but some basic principles never change. Increasingly we are becoming more aware of how diet and exercise impact our health. So take time to assess your lifestyle considering the points above, and get a taste for nutrition!

## BY THE NUMBERS

### 2006 Workplace Injuries & Illnesses

On October 16, the Bureau of Labor Statistics released the workplace non-fatal injuries and illness report for 2006. Here are the highlights:

**Total Cases:** 4.1 million (as compared to 4.2 million in 2005)

**Total Injuries:** 3.9 million (94.4% of all cases)

**Injuries by Sector:**

- Manufacturing: 20.1%
- Healthcare & Social Assistance: 16.3%
- Retail Trade: 14.8%
- Construction: 10.4%
- Accommodation & Food Services: 8.2%
- Transportation & Warehousing: 6.6%
- Wholesale Trade: 5.9%
- Admin. & Support & Waste Mgmt. & Remediation: 3.9%



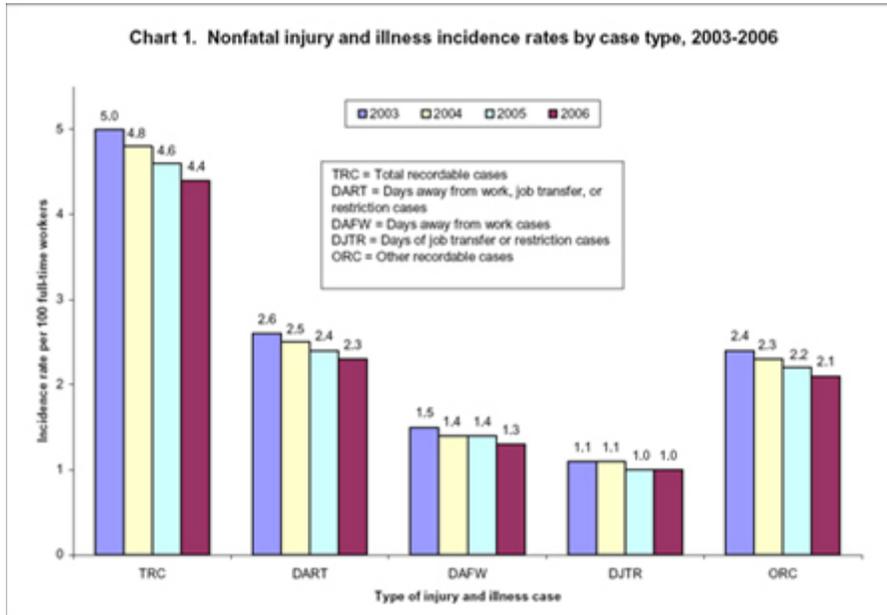
**Goods Producing Sector with the Lowest Incidence Rate:**

Mining (3.5 cases per 100 full-time workers)

**Illnesses by Sector:**

- Manufacturing: 36%
- Healthcare & Social Assistance: 20.7%
- Professional & Business Services: 8.4%
- Retail Trade: 6.9%
- Leisure & Hospitality: 6.1%
- Construction: 4.6%
- Transportation & Warehousing: 4.6%
- Financial Activities: 3.5%
- Wholesale Trade: 2.5%

## Case Types



Source: Bureau of Labor Statistics, “Workplace Injuries and Illnesses in 2006,”  
<http://www.bls.gov/news.release/pdf/osh.pdf>

**PICTURE THIS!**

**It takes a special combination of circumstances to wound or kill you when some tiny thing goes wrong.** Here's a fine, horrible example. This guy should at least be wearing gloves, an anti-shock hardhat and fall protection. All this guy has to do is lose his balance for a second to get shocked and dropped. Then if he's lucky, those stairs *won't* fall on him afterwards.

