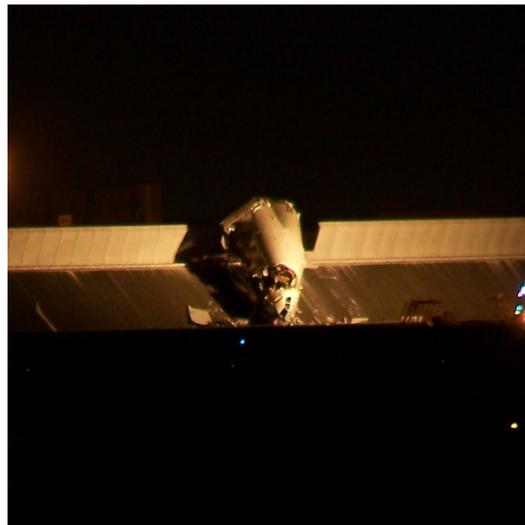




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[Airbus Ground Test Accident Shears Off Nose](#)



Five people were injured last Thursday when **Airbus suffered its first ground test accident**. The event involved Airbus's second largest aircraft, a 359-seat A340-600, that **"broke free"** while testing its four engines (rated at 56,000 pounds of thrust, each) and crashed into a noise-reduction barrier at the Airbus facilities in Toulouse, France, according to news reports. The aircraft was set for delivery to Abu Dhabi-based Etihad Airways this coming week, but its cockpit was "sheared off" in the accident. The aircraft is likely a write-off. Etihad is waiting on six A340-600s from Airbus.

Etihad Airways said an accident involving an Airbus A340-600 aircraft due to be delivered to the Abu Dhabi-based airline next week is unlikely to have a 'significant impact' on its operations, although the full impact has not yet been assessed, he said.

The aircraft, one of two A340-600s due to be delivered by the EADS unit by the end of the year, to complete its order of four, was intended 'as a back-up aircraft to support overall fleet maintenance,' an Etihad spokesman said. However, 'it is too early to assess the impact of the loss of the aircraft on operations,' he added.

The four-engined ultra-long-haul aircraft, due to be delivered to Etihad on Wednesday Nov 21, was **involved in a collision on the ground during engine testing at 5.00 pm local time in Toulouse yesterday. The aircraft was undergoing engine run-ups at the time it crashed through a barrier.**

The Etihad spokesman said it is too early to comment on whether it will receive compensation either from Airbus or the third party maintenance provider overseeing the tests.

He confirmed that the Airbus aircraft was registered in France with a French registration in preparation for its planned handover to Etihad.

Etihad said in a statement that it 'has **been made aware that a number of people have been taken to hospital following the ground incident in which the aircraft sustained significant airframe damage during routine engine performance tests.**'

Most of the people involved in the aircraft are employees of Abu Dhabi Aircraft Technologies, a Middle Eastern maintenance company. Airbus staff were also present.

The accident took place at Airbus's Saint-Martin site at Toulouse Blagnac, adjacent to the city's airport. Airbus confirmed that **five of the nine people on board aircraft MSN 856 were injured;** there were no fatalities.

Airbus today confirmed that of the five people injured, **three remained in hospital.** One is an employee of Abu Dhabi Aircraft Technologies, and two are Airbus employees.

Etihad currently operates two A340-600 aircraft, with two more, including the one involved in the accident, due for delivery by the end of the year.

Airbus said it will 'provide full support to the official investigation authorities in France.' **An investigation was launched yesterday.**

Cockpit device narrowly averts near collision

Controller error undone by cockpit alert over Indiana

A Chicago-bound jet came within seconds of a midair collision at 25,000 feet over Indiana, but a cockpit safety device alerted the pilots flying the other plane of the danger ahead, officials said last Wednesday.



The near collision last Tuesday evening was attributed to an error by an air-traffic controller who directed an eastbound Midwest Airlines plane to descend into the path of a westbound United Express jet, according to a preliminary investigation by the Federal Aviation Administration.

The controller, a 26-year veteran, appeared to have forgotten about the United Express plane after he mistakenly removed its electronic identification tag from his radar screen in preparation to hand off the plane to controllers in a different air sector, officials said.

The incident occurred "on the tail end of a rush" amid a shift change at the Chicago Center radar facility in Aurora, said FAA spokeswoman Elizabeth Isham Cory.

It was the latest in a series of serious errors since Oct. 1 at the FAA center, where tensions are high between the controllers union and management over adequate staffing levels.

The near collision occurred near Ft. Wayne, Ind., as the two regional aircraft closed in on each other at a combined speed of more than 700 m.p.h. -- or about 12 miles every minute, officials said.

The jets' speeds normally would have been even faster, but traffic in the airspace was slowed by congestion at O'Hare International Airport, where the United Express plane, carrying 28 passengers, two pilots and a flight attendant, was heading from Greensboro, N.C.

Tragedy was prevented when a collision-avoidance alert sounded in the cockpit of the Midwest plane, carrying 21 passengers, two pilots and a flight attendant from Milwaukee to Dayton, Ohio. The pilots executed an emergency climb to steer clear of the other plane, officials said.

"If they didn't suddenly climb, there would have been a convergence," said Midwest spokeswoman Carol Skornicka.

On radio communication tapes, the pilots mentioned three times how close the planes came to one another, said Jeffrey Richards, president of the National Air Traffic Controllers Association at Chicago Center.

"Center, you really lined us up on that last clearance," Richards quoted one of the pilots as saying.

The two aircraft came as close as 1.3 miles from each other horizontally and 600 feet vertically, the FAA said. The minimum separation permitted is 5 miles horizontally and 1,000 feet vertically.

"The controller at first did identify the potential conflict and took action" to stop the descent of the Midwest plane, Cory said. "However, it's still to be determined why, within less than a minute, he then dropped the data block [from his radar screen] and continued the descent."

The controller error marked the third serious mistake in only six weeks by controllers at Chicago Center, which handles high-altitude traffic over portions of the Midwest. Only one error of such magnitude occurred within the previous 12 months at the radar facility, officials said.

On Tuesday night, controllers on average worked close to the two-hour limit on their radar positions between rest breaks, Richards said.

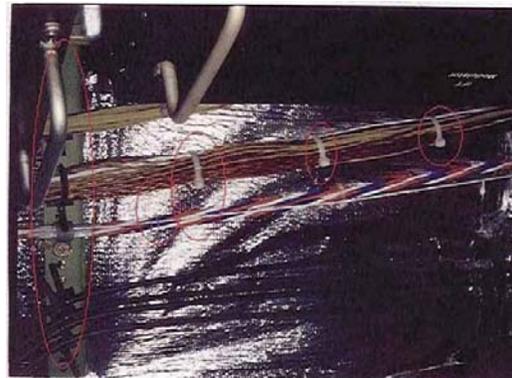
"These controllers are fatigued from working such long stints and very few breaks compared to just three years ago," said Richards, who contends that a wave of retirements is draining the FAA of seasoned controllers.

Richards said the controller who committed the error was nearing the end of his shift and had returned from a break just several minutes earlier.

"Each of his sessions were right up to the two-hour limit," Richards said.

FAA proposes fix for 737's errant cabin entertainment wires

The US Federal Aviation Administration wants Boeing 737 operators based in the USA to install new circuit breakers, relays, wiring and switches in the cabin to give flightcrews the ability to remove electrical power from errant in-flight entertainment systems.



The proposed airworthiness directive is based on an FAA analysis of 180 IFE systems on various aircraft, efforts originally spawned by the September 1998 crash of **Swissair Flight 111**, a Boeing MD-11, off the coast of Nova Scotia in Canada.

Canadian safety officials determined that **the crash was instigated by electrical arcing from an IFE system.**

"The review results indicated that unsafe conditions exist on some IFE systems installed on various transport category aircraft," the FAA says, pointing specifically to IFE systems it found that cannot be de-energized without removing power from systems needed for flight and landing, those that require the crew to pull circuit breakers to remove power, or crew procedures that have "not been properly revised" after installation of an IFE.

In particular, the FAA found that "certain" 737 models must be modified to include a switch in the flight compartment that will allow flightcrews to turn off power to IFE systems and other non-essential electrical systems **"in the event of smoke or fumes"**. Boeing issued service bulletins in 2004 and 2007 aimed at addressing the problems.

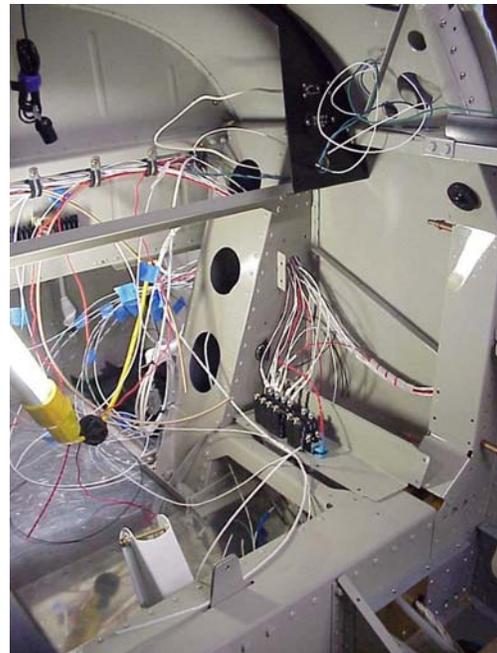
FAA Mandates New Wiring Safety Measures For Airliners

Aimed At Preventing Damage Caused During Maintenance.

The Federal Aviation Administration has mandated that **US airlines take additional measures to protect wiring in aircraft from damage during maintenance.**

"This is a big safety step," said FAA spokesman Les Dorr, a spokesman for the Washington-based agency. **"The surprise issue is that maintenance was causing damage to the wiring bundles."**

Bloomberg reports the FAA will give Boeing, Airbus and other manufacturers **two years to develop new maintenance and inspection procedures**, and three years for the airlines to implement them.



"We encourage the FAA to adopt this collaborative approach in upcoming rules," said Victoria Day, a spokeswoman for the Air Transport Association.

Modern airliners have flight systems and customer amenities which can require **more than 100 miles of wires bundled** throughout the aircraft. **Aging, and handling during maintenance,** can cause insulation to fail, with **potentially catastrophic results.**

Transport Canada concluded a fire on board **Swissair Flight 111** near Nova Scotia in 1998 was **likely caused by faulty wiring** in a video entertainment system on the plane. The subsequent crash into the Atlantic Ocean claimed 229 lives.

TWA Flight 800 exploded over the Atlantic near New York in 1996, killing 230 people. The National Transportation Safety Board determined the explosion in a fuel tank was **likely ignited by a wiring short.**

The Investigation of Swissair 111 – video

http://www.cbc.ca/natureofthings/swissair/swissair_flash.html

Fuselage Punctured By Deicing Vehicle

Boeing 747-200F. Substantial Damage. No Injuries.

The **cabin failed to pressurize** during the airplane's departure in nighttime instrument meteorological conditions (IMC) from Anchorage, Alaska, U.S., for a cargo flight to Dallas on Dec. 23, 2006. The flight crew returned to the airport and landed the 747 without further incident said the report by the NTSB.

Maintenance personnel found a gouge that penetrated the fuselage near the cargo door. Subsequent examination of the 747 by an FAA inspector indicated that the gouge was 18 in. long and 1 to 2 in. wide. The inspector also found a shallower gouge that was about 3 ft. long. "The damage was consistent with the size and shape of the counterbalance weight on the truck used to deice the airplane," the report said.



The NTSB said that the probable cause of the accident was **"the failure of the deicing truck crew to maintain sufficient distance from the parked airplane during deicing, which resulted in a collision and substantial damage to the airplane."**

Garuda pilot breaks silence on jet crash disaster

The pilot at the controls of a Garuda jet that crashed in Indonesia killing 21 people, including five Australians, has told for the first time of his deep grief and mourning for the victims.

Marwoto Komar broke down in tears as he spoke of having the deaths on his conscience.

Mr. Komar, who faces possible criminal charges over the March disaster at Jogjakarta airport, said he felt for the dead and injured.



"I am deeply, deeply mourning for the victims and for the Australians. I didn't plan for this to happen," Mr. Komar, 45, said at his family home outside Jakarta where he has sought refuge since the crash.

"I understand what the families feel. I would like to express my deep grief.

"I never have the wish that that could happen.

"I just did my job as normal, as usual, flying as a pilot."

His pilot's license has been suspended pending the results of a police investigation.

Mr Komar spends most of his days at home and is still being treated by a psychiatrist.

"Every day I am here at home. I have never run away.

"I have explained everything to the KNKT (the air safety investigators) and to the police."

He said it was difficult to explain the tragedy to his two daughters, aged 9 and 14.

"Step by step, day by day, I try to give them understanding. It is very difficult.

"If someone murders, they plan to do it. But this is not. **I did my job as normal.**

"I have been flying for Garuda for 22 years, since 1985. Now my license is frozen," he said, before breaking down in tears again.

Mr. Komar said flying was more than just a job to him.

"You can understand, 22 years of flying, it has become like flesh and blood to me."

His wife, Norma Andriani, is a former Garuda flight attendant, who works each year on the Hajj pilgrimage flights to Mecca. This year she will be staying home to support her husband.

Mr. Komar would not discuss what went wrong on March 7 or the damning criticism of his actions as pilot in command.

Police are investigating the crash and could charge him with criminal neglect, which could see him jailed.

Indonesia's police chief has been reported to have said Mr. Komar is already a "suspect" in the case, but Jogjakarta police have not confirmed this.

Three Garuda staff members have been summoned to appear at police headquarters in Jakarta today for questioning.

The pilots' association and the air traffic controllers also plan to speak out today [about the issue of pilots facing criminal charges over crashes.](#)

The KNKT report included scathing criticism of the pilots and of Indonesia's aviation safety standards and bodies.

[It found Mr. Komar was fixated on landing and ignored 15 warning alerts and alarms as the 737 came in to land at Jogjakarta at twice the normal landing speed and with the co-pilot screaming at his senior to "go around".](#)

[The report also criticized the co-pilot for failing to take over when it became apparent Mr. Komar intended to land.](#)

The plane overshot the runway and ploughed through a fence and roadway, before coming to rest in a rice paddy where it burst into flames.

Five Australians traveling in business class were killed.

[Air-Engineers Claim Pilots Not Reporting Aircraft Defects Quick Enough](#)

['Pilots Not Reporting Aircraft Defects When They Happen, But When It Is Convenient'](#)





At the recently concluded Aircraft Engineers International (AEI) 35th Annual Congress in London, a consensus seems to have been reached (after "heavy debate") calling for 'a resolution to step up the campaign for **better policing of aircraft maintenance** carried out in the European Union.' The congress hosted by AEI's UK Affiliate the Association of Licensed Aircraft Engineers (ALAE) attracted 65 delegates from all over the world.

AEI are also calling for an investigation into **"widespread abuse" of aircraft technical log books** in which **faults originating early in the day are not recorded by flight crew until several flights later, once the aircraft returns to a maintenance base.** The moves come after a senior EU official failed to refute claims that over **1000 maintenance failings or non adherence/compliance to airline safety regulations** by the various European Aviation Authorities and airlines had been uncovered within a 12 month period with **many remaining uncorrected**

Deputy EU Commissioner for Transport, Olga Koumartsioti, who was questioned at the AEI conference in London, would only say: **"This was just a snapshot."**

AEI are pressing for EU member states to investigate what Fred Bruggeman, AEI Secretary General described as **"a massive fraud" by pilots who do not report malfunctions or system defects when they happen, away from home base.**

"Statistically these defects should occur periodically throughout the day" said Mr. Bruggeman. "We know that a quick check of a number of aircraft technical logbooks would simply show if a disproportionate number of faults are entered into the logbooks on the **last flight of the day where maintenance can be performed conveniently without disrupting the flight programme**". The reason is that away from a maintenance base there are often **no engineers qualified to deal with the defects or repairs** would be too time-consuming thus being costly and too disruptive to the flight schedule.

When pressed on this point the EU commissioner said Engineers should report such abuses to their employer. Unfortunately the **fact is that reporting such matters often leads to dismissal** as we are well aware that the European confidential reporting system has yet to mature.

European Aviation Safety Authorities however could suggest to the various National Authorities throughout Europe to carry out their own audit of logbooks to discover the full extent of this scandal.

After questioning of the EU Deputy Commissioner Mr. Bruggeman wasn't convinced. **"I'm unfortunately still of the opinion that at the moment the EU just doesn't have the powers to police European aviation safety effectively."**

"I'm not saying that every one of these failings could lead to a major incident. I do know however, that more and more affiliates are reporting and highlighting failings within the system.

Proving the ineffectiveness of the authority's oversight.

In our opinion the regulations are good but must be effectively enforced to ensure highest standards of maintenance and safety."

FAA Hasn't Tracked Fraudulently Certified Airplane Mechanics

About 1,000 poorly trained or even untrained airplane mechanics have not been accounted for by the Federal Aviation Administration (FAA) and could be working for the nation's airlines.



Further, investigators do not know yet whether the mechanics who worked on a plane, which crashed and killed 20 people in 2005, were among those mechanics who were poorly trained or untrained.

The federal government has confirmed that it is investigating the FAA's tracking of airline mechanics that obtained fraudulent certification from St. George Aviation, a Florida company whose owner was convicted on federal charges for issuing fraudulent licenses in the late 1990s.

Though the FAA was tasked with retesting at least 1,800 mechanics who obtained phony certificates from the company, fewer than half of those were retested. Also, the agency does not know where any of the mechanics who graduated from St. George are working now, FAA spokeswoman Allison Duquette told Cybercast News Service.

The federal agency charged with aviation safety responded to 12 written questions more than three weeks after Cybercast News Service submitted its inquiry. The questions had to be reviewed by counsel, Duquette said.

"The FAA does not have data on where St. George alumni are working," Duquette said in a written statement.

The U.S. Office of Special Counsel (OSC) referred the matter for investigation to the Department of Transportation (DOT). An Oct. 23 letter from OSC disclosure unit attorney Karen P. Gorman said there was "substantial likelihood that serious safety concerns persist in the management and operation of maintenance programs at FAA."

Gorman said the DOT had 60 days to conduct the investigation and report back to the OSC.



At least 1,000 unqualified mechanics could still be employed at airlines, said Gabriel Bruno, the former FAA director of flight standards, who exposed agency lapses first to the DOT's Office of Inspector General, then to the OSC.

"These people are working for major air carriers," Bruno told Cybercast News Service, referring to the certificate holders from St. George. "The FAA didn't do enough to retrieve these people. They just want to bury it."

The former FAA manager-turned-whistleblower specifically asked the Office of Special Counsel - which already verified his past claims of poor FAA oversight - to probe whether **mechanics with certification from St. George** had worked on a flight that crashed in late 2005.

After a **Chalk's International Airlines** seaplane took off from Miami in December 2005 heading to the Bahamas, the right wing fell off, sending two crewmen and 18 passengers to their death. **The reason for the crash was poor maintenance and lack of government oversight**, according to the National Transportation Safety Board (NTSB).

The NTSB report did not address where the mechanics in charge of the maintenance of this aircraft were trained.

Rajan Nair, general manager for Chalk's, could not confirm if any of his mechanics were certified at St. George. But he told Cybercast News Service that the man who worked on the wing as part of the airframe for the specific plane that crashed had been with the company more than three decades, and thus would not have received certification in the late 1990s.

St. George fiasco

Federal prosecutors determined that **at least 1,800 mechanics** received false certification from St. George Aviation near Orlando between October 1995 and January 1999.

At the trial of company owner Anthony R. St. George and examiner George E. Allen, employees and mechanics reportedly testified **the certification tests that were supposed to take up to eight hours took only a few minutes**.

In some cases the company **provided answers** to test-takers, and in others issued certificates when major portions of the test weren't even taken.

St. George and Allen were convicted in May 1999 of fraud and conspiracy. That August, **they were sentenced to a combined 40 months in prison**.

The special counsel's letter to Bruno last month, confirming the investigation would proceed, said, "You disclosed that these mechanics are now employed with major airlines; their reexamination status is questionable and FAA has not taken sufficient steps to ensure they are actually qualified for the position they hold."



"You also alleged that neither the DOT nor the FAA has established a system to check the certification or reexamination status of mechanics who may have been involved in the maintenance of an aircraft when a crash occurs because of a mechanical problem," the OSC letter to Bruno continued.

Thus far, 717 mechanics out of more than 1,800 have been retested, Duquette said. Of those, 64 percent passed the written and oral exams and 36 percent failed.

The FAA began a retesting program shortly after the discovery of the certification fraud, but agency management abruptly stopped the program in spring 2001 after only 130 mechanics took the test, federal investigators found.

The inspector general's and then the OSC's probe began after Bruno brought the FAA's actions to their attention. In June 2005, the OSC repeated the Department of Transportation's call for the FAA to reinstate testing.

"Nothing could be more central to the nation's overall security and well-being of our citizenry than aviation safety of which the aviation mechanics and inspectors form a critical link," U.S. Special Counsel Scott Bloch said in a June 2005 statement. "Thanks to the efforts of whistleblowers, a problem was identified and is being corrected."

The FAA disputes the findings of investigators that the testing was ever stopped.

"The FAA did not cancel the retesting program, the FAA did postpone the retesting program in 2004 to re-evaluate the program," Duquette said. "The program was re-evaluated and continued in the spring of 2005."

Chalk's Fights For Survival

Nearly two years after 11 Biminities died in a Chalk's plane crash off Miami Beach, the airline is still struggling for survival.

And despite reports over the weekend that it had lost its license to service Florida, the airline's general manager, Rajan Nair, assured that Chalk's is not going underwater.

In fact, when he spoke with the Bahama Journal, Mr. Nair denied a Sun Sentinel report that Chalk's International Airline has lost its federal operating license.





"Chalk's has not lost its license. We never lost our license. We are still rebuilding our seaplanes," Mr. Nair said. **"We have made significant progress [22] months after the crash.** We're still here. We may be behind in a lot of things, but we have not declared bankruptcy like some other airlines."

Chalk's has been leasing 19-seater airplanes to fly between South Florida and the Bahamas and Mr. Nair said the business has managed to stay afloat.

However, he said the airline has discontinued service into The Bahamas during this season, which is traditionally slow.

The airline's seaplanes have been grounded since the crash and are being rebuilt. Mr. Nair said he expects them to be back in the air in early 2008.

Mr. Nair claimed there is no truth to the Sun Sentinel report that Chalk's flew only 14 passengers during the entire month of August.

"That's not even close," he said.

Mr. Nair said he has asked the airline's lawyers to look into what he said are inaccurate and baseless reports.

He also said Chalk's has concluded settlements with all 20 families of the crash victims and is trying to rebuild its future.

CBS news reported over the weekend that Chalk's had its permit to operate a full fledged commercial airline revoked, but it can still operate as an air taxi, which allows the airline to fly up to four flights per week, per destination.

Mr. Nair confirmed to the Bahama Journal that Chalk's was still in business as a result of the air taxi approval.

Also over the weekend, the Miami Herald also reported that Chalk's has lost a key operating license and faces a vote this week on whether it could lose its lease at Fort Lauderdale-Hollywood International Airport.

According to the paper, on Tuesday, Broward County Commissioners will vote on whether to terminate the lease with the airline for space at the airport.

Chalk's International Airlines – previously known as Chalk's Ocean Airways – grounded its seaplanes immediately after one of its four 58-year-old Grumman G-73T Mallard craft lost its wing and crashed shortly after takeoff on December 19, 2005.

An investigation by the National Transportation Safety Board (NTSB) revealed shabby maintenance practices at the airline.

The plane's right wing had broken off and investigators found fatigue cracks in both wing structures.

The Federal Aviation Administration (FAA) then grounded all 37 Mallard seaplanes in the U.S., including the four remaining ones operated by Chalk's.

Chalk's Ocean Airways was founded in 1919 by Arthur "Pappy" Chalk. The only other crash involving fatalities occurred March 18, 1994, when two pilots died after their seaplane crashed near Key West.

Mr. Nair said Chalk's is determined to continue its decades-old operation.

"In 89 years of service to The Bahamas we had one crash. Although we consider ourselves legally a U.S. airline we are a Bahamian airline. At our peak, we employed more Bahamians on our payroll than we had on the U.S. side and we intend to get back to the glory days. We will be bringing back our flying boats and we will be operating land-based airplanes," he told the Journal.

"We want a chance to come back and survive."

[Appeal Court Rules on Lycoming Crankshaft Case](#)

Lycoming has lost elements of its appeal against a 2005 jury verdict that **blamed design faults for a series of crankshaft failures in its engines**. The 14th Court of Appeals in Houston agreed with the earlier verdict that **Lycoming's design was to blame for the failures**, but it set aside a \$96 million judgment awarded in the earlier trial to Navasota, Texas-based Interstate Southwest, which forged the crankshafts. In 2005, Interstate sued Lycoming after the **engine manufacturer blamed the failures on problems with Interstate's forging processes**. According to Interstate's lawyer, Marty Rose, the appeals court decision also nullifies Lycoming's \$173 million counterclaim against Interstate. However, Lycoming apparently doesn't see it the same way. "Lycoming is very pleased that the Court of Appeals has reversed and rejected all of [Interstate Southwest's] claims for damages in this action and has made clear that Lycoming is free to pursue its claims for damages against [Interstate Southwest] and [Interstate Forging Industries]." Whether that means more legal wrangling are on the horizon is unclear.



When crankshafts in **higher-horsepower Lycoming engines failed** from 2000 to 2002, Lycoming blamed Interstate for **improperly heat-treating** the blanks it forged. However, the 2005 verdict determined that Lycoming had **changed the recipe for the alloy** used to make the crankshafts by adding vanadium. The vanadium made the steel easier to work with, but it also weakened the end product.

According to Rose, the appeals court verdict upholds those elements of Interstate's case and also confirms the earlier finding that Lycoming fraudulently told the FAA that the failures were due to improper heat treatment. Rose said the \$96 million judgment in Interstate's favor was set aside because the appeal court said the damages (\$10 million actual and \$86 million exemplary) were not recoverable under Texas law.

Aviation History

Resurfaced P-38 May Be World's Oldest

Investigators and historians have confirmed that an aircraft wreck that emerged from the sands of a Wales beach over the summer is a **P-38 Lightning**, not an unmanned drone as first reports indicated. Ric Gillespie, executive director of The International Group for Historic Aircraft Recovery (**TIGHAR**), visited the wreck last month and was able to positively identify it from a serial number. He said **it may be the oldest P-38 in existence and the oldest surviving 8th Air Force combat aircraft of any type.**



"In that respect it's a major find, of exceptional interest to British and American aviation historians," he told **The Associated Press**. The P-38 was built in 1941, reached Britain in early 1942, and flew combat missions along the Dutch-Belgian coast, according to the AP. Second Lt. Robert F. "Fred" Elliott, 24, of Rich Square, N.C., ditched in the shallow water near the beach after running out of fuel. Shifting sands covered the wreck, and its location was forgotten until erosion uncovered it this year.

Gillespie plans to lead a team to excavate the airplane in the spring. Meanwhile, sands have covered it again, helping to keep its location secret from anyone who might disturb the wreck.

AUDIO SAFETY TALKS!

FOOD SAFETY: BEST BEFORE LUNCHTIME

What are your workers having for lunch today? Sometimes the biggest threat to workforce well-being isn't heavy loads, sharp blades or live wires—it's in the fridge. *Campylobacter*, salmonellosis, botulism ... your lunch counter could be crawling with them. But there are some simple ways that you and your workers can guard against this threat. Have your crew listen to this talk to learn how.

- [To listen to the talk, click the link](#)

Midnight Sift Nugget

Get a better day's sleep –Avoid Smoking

Smoking harms your health in many ways, but particularly relevant in this context is its ability to siphon off your energy by causing **insomnia**. Smoking can ruin your sleep with a kind of one-two punch. As a central nervous system stimulant, the nicotine in tobacco speeds the heart rate, raises blood pressure, and stimulates brain-wave activity **associated with wakefulness**, making it harder to fall asleep. What's more, once you do fall asleep, its addictive power can kick in and awaken you with cravings. The cravings are actually withdrawal symptoms, which can occur within a few hours of your last cigarette.



People who quite smoking fall asleep more quickly and **wake up less often during the day**. Although at first many former smokers experience sleep disturbance and night time fatigue, they often report improvements in their sleep even during the initial withdrawal period.

Breakfast — Don't Leave Home Without It

Eating a **nutritious breakfast** is a great way to **jump-start the day**, yet a tasty breakfast might not be finding its way onto your kitchen table. Rushed morning routines, trying to lose weight, and lack of appetite early in the morning are all reasons people skip breakfast. Nevertheless, mounting evidence supports the idea that **breakfast may indeed be the most important meal of the day**.



Breakfast benefits

Studies examining eating habits suggest that the regular consumption of breakfast can:

- Reduce risk of obesity and high cholesterol
- Decrease insulin resistance (a condition that increases risk of type 2 diabetes and heart disease)
- **Improve performance** on memory-related tasks
- Minimize impulsive snacking and overeating at other meals

- Increase intake of essential nutrients that are rarely replenished by other meals of the day
- **Enhance school performance** in children and young adults

Although it would seem to make sense that skipping breakfast would save calories, data suggest otherwise. In a study of nearly 3,000 adults who lost and kept off at least 30 pounds for longer than one year, close to 90 percent reported eating breakfast on most days of the week. Interestingly, the breakfast eaters and breakfast skippers consumed almost the same total daily calories; the breakfast skippers made up the missed breakfast calories throughout the day. In addition, researchers at the University of Massachusetts Medical School found that breakfast skippers are 4.5 times more likely to be obese than are breakfast eaters.

Quality counts

Before reaching for that **doughnut or pastry**, keep in mind that **what you choose for breakfast is just as important as eating breakfast**. Think of breakfast as the perfect opportunity to start accumulating the minimum five servings of fruits and vegetables and three servings of whole grains recommended for optimal health. Furthermore, the National Academy of Sciences recommends that adults consume 21 to 38 grams of fiber per day.

This presents quite a challenge for those choosing low-fiber breakfast options or for those skipping breakfast altogether. Whole grains, fruits, vegetables, beans, nuts, and seeds are the best sources of dietary fiber. **High-fiber foods have the added benefit of warding off mid-morning snack attacks by creating a feeling of fullness**. Likewise, adding some protein such as seafood, low-fat dairy products, skinless poultry, egg, or egg substitute can also aid in suppressing hunger.

Beating the breakfast blues

Breakfast can be one of the most monotonous meals of the day, but with a little creativity, the first meal of the day can be one of the best. Variety can beat breakfast boredom, so don't be afraid to include some unorthodox breakfast foods for a change of pace. Additionally, if you have abandoned breakfast due to a busy lifestyle, some of these breakfast ideas can be packed up and taken along for a delicious grab-and-go breakfast treat.

Tips and ideas

No Time for Breakfast?

- Wrap a whole-grain tortilla around peanut butter and a banana and serve with low-fat milk or soy milk.

- **Stuff a whole-wheat pita with low-fat cream cheese or low-fat cottage cheese and canned sliced peaches.**
- **Plan ahead and place whole-grain cereal (at least 3 to 4 grams of fiber per serving) with dried fruit and nuts in a sealed bag. Grab in the morning along with a carton of low-fat yogurt or low-fat milk.**
- **Try some whole-grain crackers, string cheese, and grapes.**
- **Mix instant plain oatmeal with dried fruit, nuts, and a dash of cinnamon.**
- **Spread peanut butter and jam on whole-grain bread and have with a piece of fruit and low-fat milk or soy milk.**
- **Munch on a handful of unsalted mixed nuts served with an individual portion of low-sodium vegetable juice.**
- **Top a whole-wheat English muffin with soy sausage patty and a slice of low-fat cheese.**
- **Take along a piece of fruit, low-fat milk or soy milk, and a homemade muffin made on the weekend and stored in the freezer. (Substitute at least half the flour in recipes with whole-grain flour and supplement the batter with vegetables, nuts, and/or fruit.)**

Not interested in traditional breakfast foods?

- **Choose whole-grain varieties (check ingredient list for the words "whole" or "whole grain" in the first ingredient) of breads, tortillas, crackers, bagels, or pita breads and top or stuff with any of the following:**
 - **Salmon spread made with low-fat cream cheese, canned salmon, and your favorite herbs**
 - **Hummus with grated carrots and raisins**
 - **Leftover skinless chicken or turkey with light mayonnaise and cranberry chutney**
 - **Bean spread with lettuce, tomato, and cucumber slices**
 - **Avocado, baby greens, roasted red pepper, and a few chopped sun-dried tomatoes**
 - **Low-fat feta cheese with walnuts and dates**
 - **Scrambled egg substitute or eggs with salsa**
- **Freezer pops made from a mixture of low-fat yogurt, low-fat milk, or soy milk mixed with 100-percent juice and fruit slices**
- **Baked tortilla chips with salsa and cut-up vegetables**
- **Grilled cheese sandwich made with whole-grain bread and low-fat cheese or soy cheese served with fruit. (For variety, stuff with grilled or sautéed vegetables made on the weekend and frozen as individual servings.)**

- Celery and sliced apple with peanut butter
- Vegetables with low-fat dip and a hard-boiled egg
- Soy hot dog or veggie burger in a whole-grain bun with lettuce, tomato, your favorite condiments, and a side of baby carrots
- Pizza made with whole-grain pita bread, spaghetti sauce, and low-fat cheese served with fruit
- A bowl of vegetable soup and whole-grain crackers. (Try low-fat pureed soups in a travel mug if eating on the run.)

No appetite in the morning?

A lack of appetite in the morning may be the result of a large meal or snack consumed the night before. Perk up your morning appetite by eating lighter and earlier in the evenings. If a large breakfast is still not appealing, perhaps a breakfast smoothie may be the answer. Try blending a mixture of either low-fat milk, low-fat yogurt, or soy milk with fruit, 100-percent fruit juice, and your favorite spices or flavor extract. Oat bran, wheat germ, or ground flax seed can be added for extra fiber.

So start your day the healthy way by fueling up with a nutritious breakfast!

SERENITY NOW!

8 Quick Relaxation Tips

All of us need to calm down now and again.

Relaxation is one antidote for the physiological and psychological effects of stress. Here are 8 proven ways to relax:

1. Stare into a fish tank.
2. Take a walk.
3. Call a friend and talk.
4. Watch clouds float by.
5. Take a short nap.
6. Listen to soothing music.
7. Play with your dog, cat, etc.
8. Get a massage.



JetBlue Tech Ops

Picture This!

