



Aviation Human Factors Industry News

May 30, 2007

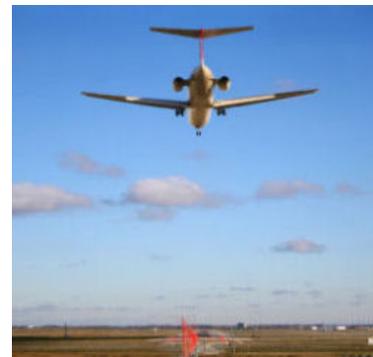
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Hole in fuselage ends NWA flight

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Northwest Airlines Flight 1411, operated by a DC-9 experienced a loss of cabin pressure at about an altitude of 18400 feet, and smoke filled the cockpit during the flight between Syracuse and Detroit, airport spokesman Doug Hartmayer said.

The airport went on alert, and the plane landed safely with 95 people aboard. **The hole in the fuselage was found after it landed.**

Northwest Airlines issued a statement saying it was conducting an internal review. It said that it brought in another plane from Detroit, and that the passengers arrived in Detroit from Buffalo at 6:15 p.m.

Aircraft Hand Tools Easy to Hold for Precise Wiring Jobs

A suite of precision aircraft maintenance hand tools that are **ideally suited for a wide range of avionics**, harness making, and repair applications is being introduced by Xuron Corporation of Saco, Maine.

Xuron's Suite of Aviation Tools are **designed for precise jobs** and include the Model 2175 Flush Cutter for cotter keys and safety wire; Model 9200 Micro-Shear® with a tapered head for tight spaces; the Model 450 needle nose pliers; Model 450BN bent nose pliers with an improved head angle **for better vision** when positioning small components; and the Model 505ST adjustable stripper for stranded wire down to 26 gauge **without nicked wire strands**.



Featuring "always open" construction because of their Light-Touch(TM) return springs, Xuron's Suite of Aviation Tools **have soft rubber grips, are rigid, and easier to handle than conventional pliers or loop-style cutters**. The cutters produce a square and even cut and the needle nose pliers double as a heat sink while soldering **which helps prevent wire insulation heat damage**.

Xuron's Suite of Aviation Tools is priced at \$ 89.95 (list); manufactured in the U.S.A. A catalog is available upon request.

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[American Airlines, American Eagle and TAESL to Receive FAA Diamond Award for Excellence in Training](#)

FORT WORTH, -- American Airlines, American Eagle and Texas Aero Engine Services Limited (TAESL), an affiliated engine repair facility, [have qualified for the coveted Federal Aviation Administration's Diamond Award for excellence in training their Aviation Maintenance Technicians \(AMT\).](#)



The awards were announced as the two airlines and TAESL, a joint venture owned by American and Rolls-Royce, [celebrated May 24 as Aviation Maintenance Technicians Day throughout their organizations.](#)

The three companies will receive the [FAA Diamond Certificate of Excellence for training their AMTs](#) completed in 2006. American Airlines and TAESL have received the award for three consecutive years and American Eagle has received it for the second consecutive time.

The FAA has five different award levels -- Bronze, Silver, Gold, Ruby and Diamond. An AMT must complete 100 hours of training to qualify for Diamond Status, which is the highest level.

For 2006, 50 percent of the companies' maintenance technicians must have received an award in order for the employers to receive the Diamond Certificate of Excellence. [At American and TAESL combined, about 7,300 AMTs -- or 69 percent -- qualified for some level of AMT award. This is up from 49 percent in 2005. American and TAESL AMTs amassed 413,000 hours of training last year.](#)

[American Eagle qualified 770 AMTs -- or 80 percent -- for the honor. AMTs at the regional affiliate totaled 44,711 hours of training.](#)

[American had four AMTs qualify for the individual Diamond Award and TAESL and American Eagle each had two.](#)

At American's maintenance and overhaul base in [Kansas City, Mo.](#), the FAA [presented six AMTs with the prestigious Charles Taylor "Master Mechanic" Award, which recognizes lifetime accomplishments of senior mechanics.](#) The award honors Charles Taylor, who worked for the Wright Brothers and was the first aviation mechanic in powered flight. To be eligible for the award, a recipient must have [served 50 years](#) as an accredited aviation mechanic and be an FAA-certified mechanic for a minimum of 30 years.

A bronze bust of Charles Taylor was dedicated Thursday at the Kansas City facility. The bust was funded by a generous donation from Transport Workers Union Local 530 and with the help of the Aviation Maintenance Technicians Association.

In Tulsa, home to American's largest overhaul base, [Mayor Kathy Taylor proclaimed May 24 as "Aircraft Maintenance Technician's Day."](#) A bronze bust of Charles Taylor and the mayor's proclamation was placed in the lobby of the base's administrative building.

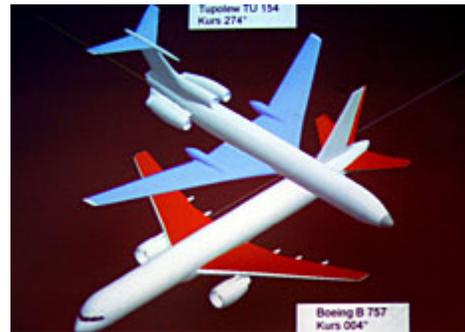
Alliance Fort Worth, American's third maintenance base, will receive the Charles Taylor bust in an August ceremony.

[Skyguide failures blamed for plane crash](#)

[Seventy-one people died in the Überlingen air crash on July 1, 2002 \(Keystone\)](#)

Eight employees of Swiss air traffic control agency Skyguide are [facing charges in court of carelessness and dereliction of duty over a mid-air collision in 2002.](#)

A district court near Zurich will spend the next two weeks trying to determine [their degree of responsibility](#) in the crash of two jets in Swiss-controlled airspace over southern Germany that [left 71 people dead.](#)



Prosecutor Bernhard Hecht has called for suspended sentences of between six and 15 months for the eight accused, including a controller who was on a break when the collision occurred on July 1, 2002.

[Three Skyguide managers, two maintenance staff and three other employees have been charged with negligent manslaughter in relation to the accident. The accused, who have denied any responsibility, also faces charges of negligent disruption of public transport.](#)

Seven of the men are still employees of the agency, while the last one has retired.

The collision took place in Swiss-controlled airspace over Germany's Lake Constance area. A Tupolev aircraft operated by Russia's Bashkirian Airlines and carrying 69 people crashed into a cargo jet flying for DHL at an altitude of 11,300 metres.

[Everyone on board both planes was killed in the collision, including 49 children and teenagers heading to Spain on holiday.](#)



The controller who was on duty in Zurich when the crash occurred was stabbed to death outside his family home in 2004 by a Russian man who lost his wife and two children in the collision. Vitaly Kaloyev was found guilty of intentional killing a year later.

Human error

A 2004 report from Germany's Aircraft Accident Investigation Bureau partially blamed Swiss air traffic control for the accident. **But it also said that the crash was caused primarily by human error.**

The report found that the air-traffic controller on duty at the time gave the planes instructions to avoid a collision **only 43 seconds before impact.**

It added that **the crew of the Bashkirian Airlines jet obeyed the controller's instruction to descend, but failed to listen to their on-board collision warning system, which advised them to climb.**

But for the prosecutor, none of this would have happened and the catastrophe would have been avoided if Skyguide had fulfilled its duties.

Hecht has criticized Skyguide's management for authorizing the procedure that meant **only one controller was effectively on duty after 11pm.** The Federal Civil Aviation Office and the Federal Aircraft Accident Investigation Bureau also gave the go-ahead.

Maintenance work

The prosecutor's case states that a **lone employee would have too much to do** and that flight safety could not be guaranteed.

On the fateful evening, **the controllers arriving on duty had not informed themselves about working conditions.** They did not realize that, because of maintenance work, the backup radar system was not 100 per cent effective, nor that the emergency telephone system was not functioning properly.

The manager of the previous shift as well as the systems manager did not brief them either. Even before maintenance work began, controllers had not been sufficiently advised of technical problems, especially the faulty phone line.

Airline's operations suspended for safety

The Civil Aviation Authority (CAA) has, with immediate effect, **suspended operations** of the Aero Asia Airlines **due to issues relating to safety** and passenger convenience.

The Aero Asia operates on three domestic and three international routes.

According to a CAA press release issued here on Wednesday, the **problems were brought into notice of the airline's management time and again but the situation, instead of improving, went from bad to worse and the company failed to comply with CAA's safety and regularity requirements.**



The CAA said the Aero Asia might restart their operations as and when they so desired, provided they **satisfied the authority on all safety-related issues**, in addition to **exercising better operational control over aircraft.**

“The authority has no issue with the Aero Asia as far as payment of its current dues is concerned,” said the CAA.

The airline said it had temporarily suspended operations.

“We are in search of newer aircraft and modern-day technology in order to improve our product,” Haider Jalal, managing-director of the airline, told a news conference.

“We have decided to suspend our operations temporarily with effect from May 19, till further notice.”

In March, the European Union banned all but seven of state-run Pakistan International Airlines' aging fleet of 42 planes based on safety concerns.— Agencies

COULD THIS HAVE BEEN YOU? Close Calls - Once Bitten, Twice Die?

A forklift operator could have used some advice on his cavalier attitude towards safety before it killed him. Not only did he not use the lift truck's seatbelt, he traveled with pallet-loads of material carried high in the air.

His unsafe actions were observed, but no one said anything. One day his luck almost ran out. His forklift started to topple, but rocked back onto its wheels. Still no one said anything to him, or to his supervisor.



Did he learn from the experience? Sadly, no.

One week later a similar situation played out for the operator, but his close call quota had been used up. The forklift started to topple and he tried to jump clear. The heavy machine landed on top of him. End of story.

Just like the five-year-old who won't own up to emptying the cookie jar, the average worker isn't dying to divulge that he or she did something wrong that could have ended in disaster.

Perhaps a worker who covers up a close call doesn't want to appear "stupid" or is worried about being reprimanded or even losing a job. Some employees may not even realize they've had a close call that put themselves or others at risk.

If your company or organization doesn't encourage employees to report near misses without fear of getting into trouble, you can bet that close calls are being buried in your workplace. And sooner or later a much more serious kind of burial may need to be arranged.

Safety professional Dan Scoles says everyone from managers to those working on the floor needs to be educated to recognize and react to near misses.

"Supervisors play a key role in education and awareness building efforts," he said. "They need to instill the urgency of reporting near misses into everyone."

Scoles offers the following five tips that supervisors can use to help get employees to report near misses:

Require that all near misses be reported without delay.

Expand the definition of "incident" beyond injuries and illnesses, to include near misses and hazards.

Educate employees about what constitutes a near miss and why such incidents need to be reported. Employees need to know that reporting a near miss is a good thing.

Make it easy for employees to report a near miss.

When a near miss is reported, thank the employee and use the information to remedy an unsafe situation.

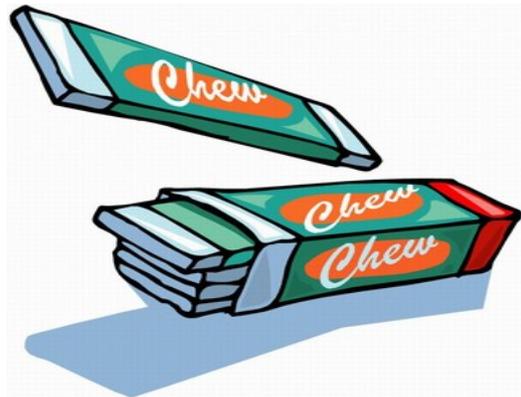
Remember that today's near miss could be tomorrow's direct hit.

Midnight Shift Nugget

Chew Gum When You're Sleepy

You might be surprised to hear that research studies have shown that chewing gum has been found to reduce feeling of sleepiness during the night.

Croatian researcher Dr. Donilo Hodoba conducted two experiments on the subject. In one, students who stayed awake through the night (after being up all day) started chewing gum at midnight. They kept chewing until 7 a.m., replacing the gum every three hours.



And in the second experiment, hospital nurses and technicians worked their regular night shifts from 9 p.m. to 7 a.m. At the time when they judged their fatigue to be highest, they either chewed gum for 15 minutes or stood or walked for 15 minutes.

In both experiments, chewing gum significantly lowered self-ratings of sleepiness, with improvement being most marked between 1 a. m. and 5 a. m. Hodoba, who theorizes that using one's mouth muscle has an arousing effect, concluded that gum chewing "may alleviate sleepiness in professionals and nonprofessionals who stay awake through the night"

Source: Sleep Research Online.

SUMMER SAFETY

Hot Tips for the BBQ

With national holidays being celebrated on both sides of the border this week, it's timely to discuss with your workers the safety aspect of a popular summertime ritual — the BBQ.

According to the US Fire Administration, every year **BBQ grills cause approximately 6,500 fires.**

The peak month for grill fires? July.

The top ignition factor, accounting for 43% of grill fires, is mechanical failure or malfunction, such as part failure, leak, break or lack of maintenance.

Other ignition factors include:

- Misuse of heat of ignition — such as lack of control of open fire and abandoned materials
- Misuse of material ignited — such as combustible material being too close to heat
- Operating deficiency — primarily leaving the grill unattended

The USFA believes that with proper maintenance, inspection and vigilance, many outdoor grill fires can be prevented. **Here are some top BBQ do's and don'ts:**

Do

- Operate BBQ outdoors only, 10 feet from house, garage and trees
- Maintain your BBQ by replacing rusted or worn hoses and fittings
- Test for leaks and check tubes for blockage
- Keep lid open when lighting gas grill, to prevent flash off from gas build-up
- Turn BBQ off if you smell gas and don't attempt to relight until the leak is fixed
- Keep alcohol away from grills



Unwatched BBQs can ruin more than a meal



- Use baking soda on grease fires – not water – and keep the proper fire extinguisher handy
- Cap lighter fluid immediately and place it a safe distance from the grill

Don't

- Leave an operating barbecue unattended
- Move an operating BBQ
- Wear loose or flowing clothing while tending to the BBQ
- Use gasoline or kerosene as a starter
- Store LP cylinders indoors
- Store spare cylinders near the grill or appliances

In case of fire:

- For propane grills – turn off the burner
- For charcoal grills – close the lid
- For electric grills – turn off power

If the fire involves a propane tank:

- Leave it
- Evacuate the area, and
- Call the fire department immediately (911)

Picture This!

Okay, so he's wearing the face shield, and he's got his eye protection on. But it doesn't fit. And anyway, how did this young worker get to the jobsite without pants?

We talk a lot about young workers and about **passing on your habits, knowledge and attitudes.** What do you think the older worker in this picture is passing on to the younger one?



END