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Aviation Human Factors Industry News

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Pilot Steps Into Helicopter Blades After Delivering Baggage

Tragedy Compounded: Wife Was On Board Chopper A helicopter pilot was killed Friday afternoon when he walked into the running main rotor of the helicopter that he was piloting at the Morristown Airport (MOR).

Harold E. "Gene" Jones, 64, of Princeton, West Virginia had landed the Logan & Kanawha Coal Co. Bell 407 helicopter at an airport in Morristown, Tenn., said John Earles, director of human resources for the company, according to the Sunday Gazette-Mail.

"When they landed, two passengers got off and the pilot carried their bags to the end of the terminal building," said Charles Greenlee, a flight instructor at the airport. "Then he started walking out to the helicopter, which he left running, and walked into it."

The blades struck Jones at about eye level, Greenlee said.

Company President Gary White had exited the helicopter minutes before the accident occurred, Earles said. White, who had his wife, Jo Anne, with him, was on company business. They did not see the accident, White said.

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"He was a very experienced pilot," Earles said of Jones. "I believe he served two tours in Vietnam. He was very accomplished. ... He was a good friend and a wonderful man."

Terror in the sky: Engine falls off plane, pilot flies to safety

Nationwide Airlines pilot dumped fuel until he landed plane last Wednesday

Brendon Pelser said he saw pure terror in the faces of his fellow passengers after an engine fell from a wing as it took off from Cape Town, South Africa, Wednesday.

Men were sweating profusely, women were crying.

"There was fear on their faces," Pelser said. "Everyone started panicking."

But the pilot of Nationwide Airlines' Boeing 737 Flight CE723 was able to fly long enough to dump fuel and make an emergency landing at Cape Town International Airport.

Including crew, 100 hundred people were on the plane that departed at 3:50 p.m. on an hour long flight to Johannesburg, South Africa. No one was injured.

The jet had only been in the air about 10 minutes before the engine fell.

"We heard something crash and bang, the plane veering left and right. A person on the right side said the engine was missing -- had broken clean off," said Pelser. Watch Pelser describe how the flight crew told passengers to "prepare for the worst" »

"They flew us in very slowly. We were all prepared for the worst. We went into the fetal position, head between the legs," he said. "Then we hit the runway."

"I did kind of pray. I didn't want to die. I'm not really ready to die," the 33-year-old said.

An object had been sucked into the engine as the nose wheel lifted from the ground and officials are trying to identify it.

The engine-to-wing supporting structure is designed to release an engine "when extreme forces are applied," to prevent structural damage to the wing, Nationwide said on its Web site.

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The airline described the incident as a "catastrophic engine failure."

As the nose wheel lifted from the ground, "the captain heard a loud noise immediately followed by a yaw of the aircraft (sideways slippage) to the right," the airline said in a news release.

The flight instruments showed the No. 2 engine on the right side had failed, it said.

Pelser said he spent the night in Cape Town, then flew back to Johannesburg where he lives, on the same airline.

Nationwide said the engine had undergone a major overhaul in March 2005 at "an approved Federal Aviation Authority facility in the U.S.A." and had flown only 3,806 hours since then.

"These engines typically achieve 10,000 hours between major overhauls," Nationwide Airlines' press release stated.

Skimping On Fuel Leads To More "Emergencies"

At busy Newark Liberty International Airport, just outside New York, 73 flights landed after telling controllers they were operating with minimum or low fuel during six months this year, compared to just five flights making the same declaration during a similar period in 2005. An additional 10 flight crews declared an emergency fuel situation, requesting to land immediately, according to WABC News. The WABC report blames cash-strapped airlines for pressuring their crews to carry minimum fuel, saving money by cutting weight on the flights. "They're taking away the margin of safety," former NTSB Chairman James Hall told WABC.

"Seeing numbers like that, the FAA administrators should be calling the airlines in on the carpet and find out what's going on." WABC also cites anonymous reports from NASA's aviation safety reporting system in which one pilot says an airline's "fuel saving program takes preference over safety," and another writes, "It's a case of dice rolling at its most dangerous."

Air traffic controller Ray Adams told WABC that in the last two years he's noticed an astounding increase in the number of flights coming into Newark under minimum or emergency fuel conditions

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They forgot the battery!

Two suspended for blackout at Mumbai ATC on October 3

NEW DELHI: The horrific blackout at Mumbai's Air Traffic Control on October 3 was caused because careless officials had not replaced batteries of the crucial UPS on which the entire system runs.

For several minutes the ATC had no contact with a dozen aircraft hovering over the airport. Two officials have been suspended.

A high-level inquiry found that the UPS (Uninterrupted Power Supply) tripped when the testing of the diesel generator sets was going on. For eight minutes all crucial gadgets conked off throwing the air traffic controllers into a tizzy.

The probe also found out that the AAI knew for months that the batteries were faulty but slept on the proposal to replace them.

Worse, another UPS is still running on a single battery. Airport sources say the AAI is not in a position to buy batteries immediately because of the lengthy procedures.

Sources said a review of the maintenance records of the UPS showed that in 2006 the performance of the batteries had dropped below maintenance levels. They should have been changed but no action was taken by the AAI in this regard.

"The AAI did not take it seriously and kept on operating the UPS on single batteries," said a senior civil aviation ministry official here.

"It is horrifying to find out that the AAI did not even buy batteries for the UPS which provides power back to aviation gadgets in the control tower of the one of the country's busiest airports," said a ministry official

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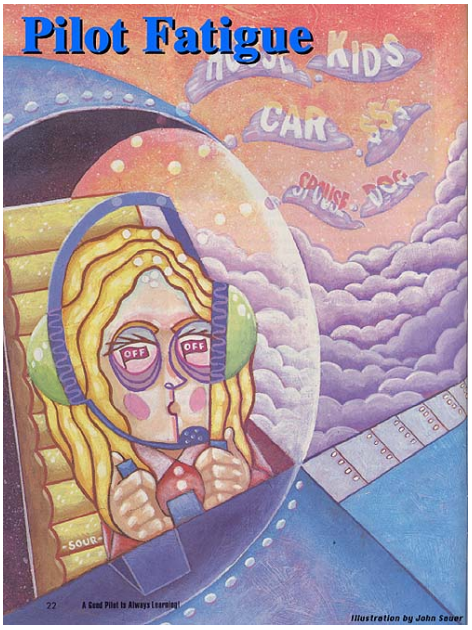
Fatigue key to mistakes among pilots

WORK RULES FOR PILOTS



Pilots can fly up to eight hours a day.

• A workday, which includes flight preparation time on the ground, can extend up to 16 hours.

• Federal rules require eight hours off each day, but don't address how much sleep a pilot should receive.

• Pilots can fly up to 100 hours per month on domestic flights.

Source: Federal Aviation Administration

WASHINGTON — Hundreds of pilots, mechanics and air-traffic controllers reported that fatigue led them to make mistakes on the job, including six cases where pilots fell asleep in midflight, a USA TODAY analysis of safety records since 2003 shows.

The reports show that crews flew to the wrong altitude, botched landings and missed radio calls, according to an aviation safety database compiled by NASA. In one case, a pilot and co-pilot fell asleep while descending toward Dulles International Airport near Washington, D.C., the NASA records say.

The National Transportation Safety Board (NTSB) will address the issue of fatigue Thursday at its annual hearing to adopt its "most wanted" safety enhancements. While the incidents represent only a small percentage of the more than 40 million airline flights during the period, the NTSB has linked pilot fatigue to 10 commercial aviation accidents. The crashes, all since 1993, killed 260 people.

Pilot unions say fatigue is one of the top safety threats in aviation. The incidents are partially the result of changes in work rules imposed by financially troubled airlines that have put added pressures on pilots to fly longer hours, unions say.

"We see these as signs of pushing pilots to go beyond their limits," said Capt. John Prater, president of the Air Line Pilots Association, the nation's largest pilot's union.

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The NTSB has for two decades called on the Federal Aviation Administration (FAA) to tighten restrictions on how many hours pilots can work each day. Airline crews can work up to 16 hours a day, possibly more if a flight is delayed. Research by the NTSB and others shows sharply higher risks of pilot mistakes and accidents after long shifts or periods without normal sleep.

The FAA has tried several times to revise pilot work rules since the 1990s, but the efforts failed each time under opposition from airlines and pilot unions.

Airlines recognize that tired pilots are not effective and have devoted considerable resources to the issue, said Basil Barimo, vice president of operations and safety at the Air Transport Association, the carriers' Washington trade group. In recent years, most carriers have boosted fatigue training and strengthened policies allowing pilots to decline to fly if they feel tired, Barimo said.

Frontier Airlines acknowledged Wednesday that two of its pilots fell asleep on a 2004 red-eye flight from Baltimore to Denver. One pilot awoke to "frantic calls" from a controller, according to a report on the incident in the NASA Aviation Safety Reporting System.

The NASA system contains 750 incidents since 2003 in which aviation workers cited fatigue-related incidents. Pilots were involved in 650 of those cases. USA TODAY also found four additional cases in which pilots reported falling asleep. None caused an accident.

NTSB makes curbing controller fatigue a priority

Fatigued air-traffic controllers were added Thursday to the National Transportation Safety Board's list of the nation's most pressing transportation safety problems. The NTSB, which investigates accidents and makes recommendations, has long advocated for stricter rules regarding fatigue among pilots and flight mechanics. Better regulations for preventing exhaustion among air controllers are among the latest proposals to be included on the agency's newly released list of "most wanted" improvements.

USA TODAY ANALYSIS: Fatigue key to mistakes among pilots

"Our aviation system requires that everyone be vigilant, that everyone be alert," board member Deborah Hersman said. "With respect to controllers, we know that fatigue is the enemy of good judgment, and what we need most from our controllers is good judgment. We need them to be well rested."

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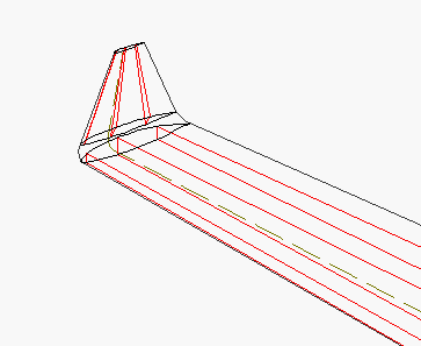
Other high-priority safety fixes on Thursday's list included steps to reduce icy conditions threatening airplanes, crack down on companies that let unqualified drivers operate trucks and prevent near-collisions on runways.
In most cases, the NTSB said the federal agencies that oversee transportation safety have made little progress fixing them, despite years of urging.

Missing wing tip causes passenger revolt



Several passengers on board a plane at London's Heathrow Airport revolted against the crew after they learned the aircraft was missing a wing tip.

The Daily Mail said on Nov. 5 that seven SriLankan Airlines customers demanded they be allowed to exit the aircraft while it was at the British airport after they learned it was missing a 5-foot wing tip.

Passenger Ian McKie said that he and his fellow passengers had witnessed the damage occur when their SriLankan Airlines flight hit another aircraft at Heathrow two weeks ago.

The 54-year-old said that airline officials informed the passengers they would continue their voyage on another plane after a delay, but ultimately found themselves on the damaged plane.

At that point, seven passengers insisted they be allowed to leave the flight despite the crew's assurances of a safe flight.

The Daily Mail said that the airline later supported its employees, stating a missing wing tip would not pose a safety risk and is only used to minimize fuel costs.

EASA ponders flight deck cameras following Helios crash study

Mandatory crash-proof flight deck video recorders appear to be one step closer to adoption following acceptance by the European Aviation Safety Agency of most of the safety recommendations in the report into the August 2005 Helios Airways Boeing 737-300 accident.

In the accident the crew became unconscious from hypoxia during the climb out of Larnaca, Cyprus, bound for Athens, Greece, because they had left the pressurization control in manual when it should have been in automatic mode.

The aircraft flew on autopilot for nearly three hours and crashed near Athens when it ran out of fuel, killing all 115 passengers and six crew.

EASA has accepted a recommendation by the Hellenic Air Accident Investigation and Aviation Safety Board (AAIASB) to both EASA and the International Civil Aviation Organization that the feasibility of installing flight deck video recorders should be studied.

The agency comments: "The ICAO flight recorder panel is currently working on the matter with a view to have proposed amendments to Annex 6 for applicability in 2009. EASA is carefully monitoring that work and will consider starting an amendment procedure of the European regulatory framework."

EASA also accepted three other AAIASB recommendations for rulemaking consideration: that flight deck and cabin crew should be provided with mandatory practical hypoxia training taking advantage of modern hypoxia training tools that aircraft manufacturers should develop cockpit voice recorders (CVR) which record the whole duration of the flight and that all company radio communications with their crews during operations shall be recorded.

In the case of the Helios accident, before they lost consciousness the crew was discussing with their base the fact that a warning horn was sounding.
It was the cabin altitude warning horn, but the sound was the same as the take-off configuration warning horn and the crew interpreted it as a false configuration alert.

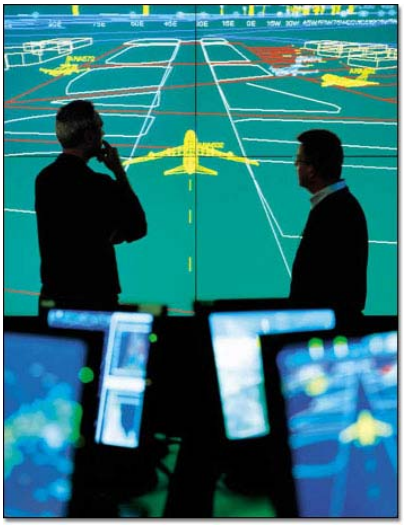
The conversation was not recorded at base, and it was not on the CVR because too much time had passed when the aircraft ultimately crashed.

The Paperless Logbook

The latest aircraft cockpits use electronics for virtually all functions but when the flight is over, most pilots have to haul out the books. Greg Ratcliff and Doug Stewart created AircraftLogs.com three years ago to take aviation from the quill-and-inkwell era to the digital age. Stewart told a news conference at AOPA Expo that the system they've developed not only takes some of the drudgery out of the mandatory record keeping associated with an airplane, it may enhance its value. "Often records don't receive the proper care and it makes compliance difficult," he said. An aircraft with incomplete logs is worth substantially less and the owner risks enforcement action from the FAA.

As with any conversion from a paper-based system to electronics, there is a data conversion process and Stewart said that so far every log that has been transcribed into the system has been found deficient in some way by the automatic compliance tracking functions. Stewart and Ratcliff had relatively modest goals for the system when they started but ideas to improve and automate it even further have naturally flowed. They're now working on fully integrating the system into aircraft so the plane itself keeps the logs.

Air is safest transportation mode — but with a caveat



Aviation is probably one of the safest industries in this country. But when something goes wrong the incident gets a lot of attention, whether it is a crash of a jet liner or a small aircraft. The reason is that fatality rates for single incidents are often much higher than, say, automobile crashes.

The whys and wherefores are investigated by the National Transportation Safety Board, beginning with on-site inspections at the crash scene by officials of that federal agency.

Nothing is moved until this process is completed. Then everything is removed and stored in a facility over a several year period where it can be accessed again if necessary.

Observations from the initial scene are provided in written reports for analysts to begin their efforts in determining cause and effect.

The investigation takes into account factors other than the crash scene such as the pilot's training, experience and fitness reports and the weather and other environmental factors as well as procedures and conditions at the time of take off and when the plane is in the air.

No less important is the aircraft itself, its service history and flying time.
I can think of no other industry in which safety is given such priority attention and accident investigation such intensity.

This kind of in-depth investigation takes time, sometimes it's more time than we as humans want to wait to hear what happened and why. With each accident, whether it is proved to be the failure of man or machine, a glitch in the environment or some other cause, aviation is usually able to make an adjustment that improves safety in some way.

Pilot procedures and training have been changed as a result of accident investigations. Airport facilities have been reconfigured due to problems that led to accidents. Aircraft engineering has evolved around safety issues.

Aircraft, like cars have a maintenance schedule, but it is much more strictly adhered to than most of us service our cars. And, the schedule is in hours flown rather than in miles driven.

Also, somewhat like cars, there are annual inspections and those inspections are much more detailed than checking tires, brakes, lights and other equipment on cars and slapping a sticker on the windshield. The aircraft must prove itself safely air worthy.

Pilots, unlike drivers in most states, must also pass fitness tests. You can't just go into the local Federal Aviation Administration office and pay for a license renewal like you do at the Department of Motor Vehicles. And for pilots there are a number of physical conditions that can result in grounding for temporary or indefinite periods. Sometimes seemingly very little things have been found to be the cause of fatal air crashes.

The recent crash of the Aero Commander 560 being piloted by Earl Wilson, who was taking his wife and their friends Gary and Carol Athey on a pleasure trip to Atlantic City, is currently under investigation.

The initial report that details what was found at the crash site was released recently but it will still be many weeks before the analysts are ready to say why the twin-engine plane crashed into a barn a short distance from the point of take off at the Greater Cumberland Regional Airport.

Because Earl Wilson was a commercial as well as a private pilot — and by all accounts, one of the best — scrutiny is increased. Former airport manager and pilot Bill Armstrong commented that the initial report released by the NTSB is somewhat more detailed than what is normally provided by the agency in a preliminary report.

It will still be many weeks before a final report is released by the NTSB and even then we may never know exactly what occurred to cause the Aero to crash and the industry may or may not have a lesson to learn from it. Under ordinary circumstances, flying is a much safer mode of transportation than driving.
Earl Wilson, his wife and friends will be missed.

Aviation Safety Minor is No Accident At K-State at Salina, Where Learning Safety Practices and Procedures Are Being Taught as Job Skills

Accidents happen – and Kansas State University at Salina students are learning why through a new minor offered at the school.

K-State at Salina's aviation safety minor was started as a way to expand the aviation program. It was developed based on a survey the school conducted to see what industry was looking for in a safety program, according to Eric Shappee, associate professor of aviation.

"In aviation, there is a growing 'safety culture,' one of the buzzwords of the industry now," Shappee said. "In aviation and in all industries, safety can be a way of controlling costs, and a good safety program can be the way to do that."

The aviation safety minor provides students with a knowledge of the practices and procedures used in establishing and maintaining an effective safety program and promoting a safety culture, Shappee said. It also teaches them the methods used to gather and analyze facts of accidents and determine probable accident causes.

"We also think the program is one more tool students can use to get a job," he said. Classes in the minor, which began in fall 2006, are offered year-round.

Students must take 15 hours worth of classes to earn the minor. Required courses are Human Factors in Aviation and Aviation Safety Management.

Elective courses include Safety and Security of Airport Ground Operations, Crew Resources Management, Systems Safety and Aviation Accident Investigation, which is one of the most popular courses on campus, Shappee said.

"The class is always filled and usually has a waiting list," he said. "It is open to anyone, just like the minor; the minor can be applied to several majors."

Aviation Accident Investigation is kind of like the "CSI" TV series, according to Shappee. Students learn about what to look for when determining the cause of a plane crash, such as the impact angle and the speed of the aircraft prior to the crash. They also learn how to take photos at an accident scene and how to study them, how to take proper measurements at an accident, and even how to take statements from witnesses and pilots.

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"We talk about the techniques needed to photograph an accident, such as taking proper measurements and size references," Shappee said. "Because we don't have the real thing -- we've been trying to come up with a 'pretend' crashed airplane -- students actually must take pictures like the plane has been in an accident."

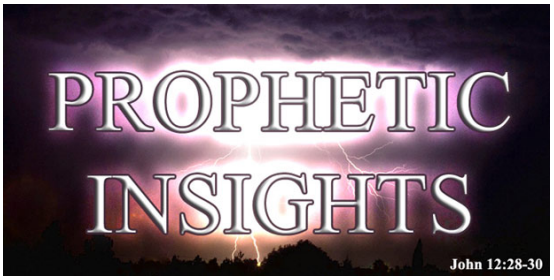
One way Shappee has students learn more about what can bring a plane down is to research common factors in actual plane crashes during a five-year period using the National Transportation Safety Board's database.

The class is divided into groups to study crashes in three categories: takeoffs and landings; controlled flights into terrain; and visual vs. instrument meteorological conditions.

Each group must write a report in the standard aviation accident format and give a presentation to the class, similar to what they would provide the National Transportation Safety Board as accident investigators.

Shappee said the minor has already had several graduates, as most of the courses were offered prior to being packaged as a minor. At least one recent K-State at Salina graduate has used the minor to get a safety-related job with an aviation company, he said.

COULD THIS HAVE BEEN YOU?



WORD S PROVED EERILY PROPHETIC

The phrase "working without a net" is often used to mean taking an unnecessary risk or failing to plan for the worst. In this case though, the victim was working without a net in a very literal way, in fact it was part of his job.

But the failure of a backup safety system cost him his life. Pass this fatality report on to all your workers, to remind them to take all required precautions against falls on the job, and to check that fall protection measures are working properly.

Wanting to hype his audience up in advance of an acrobatic performance, circus ringmaster Jesus Vasquez told the crowd that a screw that loosens or a cord that broke could be fatal. Little did he know how prophetic his words would prove to be.

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A horrified audience of hundreds of adults and children watched aerial acrobat Roberto Valenzuela hurl to the ground during a Los Angeles-area performance. Valenzuela died instantly.

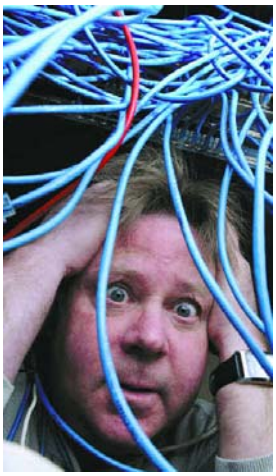
A preliminary investigation found that equipment connecting cables to cloth material had broken, throwing the performer headfirst to the ground. No net was there to save him.

Since Valenzuela was an independent contractor rather than an employee of the Circo Hermanos Vazquez, state safety regulator Cal-OSHA will probably not be able to take action against the circus.

Cal-OSHA spokesman Dean Fryer said that no net would be needed as long as a reliable safety system was being used during performances. Such a system was in place during Valenzuela's performance, but somehow it failed.

Stressful jobs can be fatal

Workplace stress can be fatal, particularly to middle-aged workers who have already suffered a heart attack, new Canadian research shows.



The study, published in today's edition of the Journal of the American Medical Association, found that workers who go back to a chronically stressful job after an initial heart attack have twice the risk of a second "coronary heart event" - heart attack, unstable angina, death - as those who return to work in a more laid-back environment.

"It's a pretty big risk and substantial population who are at risk," said Corine Aboa-Éboulé, a Montreal cardiologist and co-author of the study.

"Generally speaking, we don't take workplace stress and its impact on the heart seriously enough."

About 70,000 Canadians a year suffer heart attacks and more than 18,000 of them die, according to the Heart and Stroke Foundation of Canada.

Tony Di Nardo, a bus driver in Mississauga, Ont., said his job was extremely stressful with the challenges of commuter traffic, pressure to be on time and constant worries about passenger safety.

"There's all sorts of things coming up," he said. "Your mind is always going, and you're always worried."

Mr. Di Nardo, 55, suffered a first heart attack in June, 2006, and a second in October, 2006.

When he returned to work last February, it was with lighter duties and a lot less stress.

Dr. Aboa-Éboulé conducted the research as part of her PhD thesis at Laval University in Quebec City.

She said the findings should not be interpreted as suggesting people with heart disease cannot return to work, but rather that the workplace should change and rehabilitation programs should teach coping skills.

"Work is beneficial to health - that is well-established," she said. "But chronic stress is not beneficial."

Earlier studies looked at the impact of stress on healthy workers and found it can damage the heart.

Biologically, stress triggers the body's endocrine system, releasing hormones that influence inflammation and damage the immune system.

In particular, stress can drive up blood pressure, a leading cause of heart attacks. People under stress also tend to neglect their health, sleeping and eating poorly, smoking and drinking to excess, and eschewing exercise.

The new study focused on middle-aged workers who returned to paid employment after suffering a heart attack. A total of 972 women and men, aged 35 to 59, participated between February, 1996, and June, 2005.

They returned to work, on average, within six weeks of having a heart attack.

The researchers monitored the patients for about six years, and during that period 206 participants suffered a second cardiovascular event - including 13 fatal heart attacks, 111 non-fatal heart attacks and 82 cases of unstable angina.

The patients were interviewed at regular intervals during the research, particularly about their work conditions.

Brian Baker, a cardiology psychiatrist and spokesman for the Heart and Stroke Foundation, said job stress can have a profound effect on workers, particularly those with heart disease.

"It is true that work can kill you if you are a person who has a vulnerability to heart disease," he said.

Dr. Baker said the studies "highlight the importance of changing what you can: Decrease the demands of work, increase the control at work. This can make you healthier."

A second study, also published in today's edition of JAMA, shows that in addition to cardiovascular disease, stress is a major contributor to depression.

Sheldon Cohen, a psychologist at Carnegie Mellon University in Pittsburgh, said that "social stressors" such as divorce and the death of a loved one are the biggest culprits in depression.

Depression is also common among people who have been diagnosed with a serious illness, suggesting that physical disease itself is a stressful event that can lead to depression, Dr. Cohen said.

Midnight Shift Nugget

POP QUIZ
Test Your Sleep Knowledge

Driving after midnight and driving while tired are two risk factors associated with many fatal car crashes. Shiftworkers commuting in the early morning hours face these risks, so safe driving must be a priority in your training program.

Here's a quiz from the AAA Foundation for Traffic Safety. Test your knowledge of sleep, then pass the test on to your workers—particularly those who drive as part of their job.

1. **Everyone has a biological clock.**
   True or **False**

2. **Drinking coffee cures drowsiness while driving**.
   True or **False**

3. **I can tell when I'm going to fall asleep.**
   True or **False**

4. **I'm a safe driver so it doesn't matter if I'm sleepy.**
   True or **False**

5. **I am incapable of napping.**
   True or **False**

6. **Nearly everyone gets enough sleep.**
   True or **False**

7. **Being sleepy affects your perception.**
   True or **False**

8. **Young people need less sleep (than older people).**
   True or **False**

9. **If I sleep a lot now I won't need to sleep as much later.**
   True or **False**

10. **Even people who sleep eight hours may not be well rested.**
    True or **False**

Answers and explanations:

1. **True. Your biological clock tells you when it's lunchtime, gives you pep at certain times of day and affects your body temperature. Between 1 p.m. and 4 p.m. there's a lull in the body clock, which can cause sleepiness and leave people at risk for injury. Another lull occurs between 2 a.m. and 6 a.m. - a particularly dangerous time for drivers.**

2. **False. While coffee can temporarily reduce drowsiness, it is not a substitute for sleep. A coffee-fueled but sleep-deprived driver can lapse into micro-sleeps and crash (literally).**

3. **False. Eight in 10 people think they can predict when they are going to fall asleep. They are often wrong. If you are drowsy or sleep-deprived you can fall asleep and never know it. Signs that you are at risk for falling asleep include constant yawning, difficulty focusing your eyes, no memory of driving the past few miles and lane drifting or tailgating. Stop and nap.**

4. **False. The only safe driver is an alert driver.**

5. **False. Many people insist they cannot nap, yet even people who say they are not tired will quickly fall asleep in a darkened room if they have not been getting enough sleep. Stop your car and recline. You may be surprised at how easily you fall asleep.**

6. **False. One in two people report occasional sleeping problems. If you awaken rested you are getting enough sleep. If you have to drag yourself out of bed, you aren't getting enough shuteye.**

7. **True. Have you ever driven at night and seen something that you thought was an animal, but turned out to be a paper bag? That's one way sleepy drivers misjudge their surroundings.**

8. **False. Teenagers and young adults actually need more sleep than people 30 and older do, yet they are often sleep-deprived.**

9. **False. You can't save sleep up ahead of time and borrow it back later. When your sleep debt gets big enough you will fall asleep, no matter what you are doing.**

10. **True. If you wake up feeling tired and not rested you may have a sleep disorder. See your doctor.**

AUDIO SAFETY TALKS!

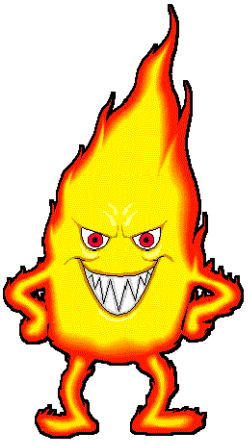
FACE FACTS ABOUT FLAMMABLES

Many industrial processes use flammable substances. Resins, cleaners and other substances are often found in supply closets or storage lockers. But how much do you and your workers understand about the risks of working with chemicals that can flare into a full-blown emergency in seconds? Do you take proper care to keep them from coming into contact with ignition sources? Even if you take all the precautions, give your workers this audio safety talk as a refresher.

- **To listen to the talk, click the link**

Fire Safety 101

Do you want a simple way to explain workplace fire prevention? Try this one: "Keep the stuff that will burn away from the things that will light them."



First aid for CO poisoning

Carbon monoxide (CO) poisoning is a real hazard in the many industries. So know what to do when it happens:

- **Move victim to fresh air immediately (if safe to do so)**
- **Monitor victim's breathing and vital signs. Perform CPR if necessary**
- **Call 911**

- **Administer 100 percent oxygen using tight-fitting mask**
- **Keep victim comfortable and warm**
- **Ventilate area**

Fireproof your work area

If you look around, you might be able to find the following fire hazards in your work area:

- **Excess clutter and paper**
- **Stockpiles of combustible materials**
- **Unenforced smoking policy**
- **Overloaded electrical circuits**
- **Appliances left on or still plugged in at the end of the day**
- **Lax building security (unlocked doors and windows; an invitation to arsonists)**

Fireproofing your workplace is not a daunting task; it just takes a little common sense and awareness. Here are some do's and don'ts to keep in mind:

Do

- **Implement a fire emergency plan.**
- **Practice evacuation drills regularly.**
- **Train how to use the fire extinguisher.**
- **Report all fire hazards to your supervisor.**
- **Replace damaged or worn electrical cords.**
- **Regularly service your fire alarm system.**

Don't

- **Stay and fight a fire unless it's very small.**
- **Empty ashtrays into waste containers.**
- **Run extension cords across doorways or under rugs.**
- **Take the elevator during a fire.**
- **Obstruct exits and stairways with debris.**

Here is what to do in case of fire:

- **Activate the nearest alarm.**
- **Leave the area immediately and close all doors behind you.**
- **Call 9-1-1.**
- **If you encounter smoke, stay low to the floor and use another exit.**
- **Check all doors for heat before opening them.**

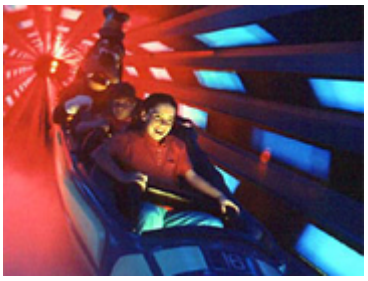
- **Once outside, don't return to the building until the fire department says it's okay.**

Did you find some hazards? Make sure they are corrected.

DINNER RESERVATIONS

Food Poisoning at Restaurants

Last week, a website called Healthinspections.com published a report about foodborne illness at restaurants. Using data from the Centers for Disease Control and Prevention, the report examined outbreaks of food poisoning among restaurant patrons—defined as an incident where two or more people eating the same item or at the same place got sick from bacteria such as e.coli, Norovirus and salmonella.



Space Mountain/Disney World: Not the only thing in Florida that can turn your stomach

The report finds that there are six states with the most food poisoning outbreaks. They are, in order:

1. **Florida (77 outbreaks, 300 people got sick, mostly from seafood and ethnic foods)**
2. **California (62 outbreaks, mostly from lettuce and raw vegetables)**
3. **Ohio (38 outbreaks, mostly from salads, raw vegetables and chicken)**
4. **Michigan (35 outbreaks, mostly from chicken and seafood)**
5. **New York (31 outbreaks, mostly from seafood)**
6. **Minnesota (22 outbreaks, no specific food pinpointed)**

Other statistics from the report:

- **An estimated 76 million Americans suffer foodborne illnesses each year**
- **About half of the cases reported to the government between 1998 and 2004 were traced to restaurant food**
- **Foodborne illness proves fatal in approximately 5,000 cases per year.**

In many cases, foodborne illness isn't caused by tainted food but poor hygiene. More precisely, bacteria from restaurant employees' unwashed hands contaminates the food, knives, forks, spoons or plates and is transmitted to the diner.

Source: Healthinspections.com

Exercise

Whether you're 9 or 90, abundant evidence shows exercise can enhance your health and well-being. But for many people, sedentary pastimes, such as watching TV, surfing the Internet, or playing computer and video games, have replaced more active pursuits.

Millions of Americans simply aren't moving enough to meet the minimum threshold for good health — that is, burning at least 700–1,000 calories a week through physical pursuits. The benefits of exercise may sound too good to be true, but decades of solid science confirm that exercise improves health and can extend your life. Adding as little as half an hour of moderately intense physical activity to your day can help you avoid a host of serious ailments, including heart disease, diabetes, depression, and several types of cancer, in particular breast and colon cancers. Regular exercise can help you sleep better, reduce stress, control your weight, brighten your mood, sharpen your mental functioning, and improve your *sex life.*

A well-rounded exercise program has four components: aerobic activity, strength training, flexibility, and balance exercises. Each benefits your body in a different way.

Aerobic exercise is the centerpiece of any fitness program. Nearly all of the research regarding the disease-fighting benefits of exercise revolves around cardiovascular activity, which includes walking, jogging, swimming, and cycling. Experts recommend working out at moderate intensity when you perform aerobic exercise. This level of activity is safe for almost everyone and provides the desired health benefits. Additional health benefits may flow from increased intensity.

Strength or resistance training, such as elastic-band workouts and the use of weight machines or free weights, are important for building muscle and protecting bone.

Bones lose calcium and weaken with age, but strength training can help slow or sometimes even reverse this trend. Not only can strength training make you look and feel better, but it can also result in better performance of everyday activities, such as climbing stairs and carrying bundles. Stronger muscles also mean better mobility and balance, and thus a lower risk of falling and injuring yourself. In addition, more lean body mass aids in weight control because each pound of muscle burns more calories than its equivalent in fat.

Stretching or flexibility training **is the third prong of a balanced exercise program. Muscles tend to shorten and weaken with age. Shorter, stiffer muscle fibers make you vulnerable to injuries, back pain, and stress. But regularly performing exercises that isolate and stretch the elastic fibers surrounding your muscles and tendons can counteract this process. And stretching improves your posture and balance. Balance tends to erode over time and regularly performing balance exercises is one of the best ways to protect against falls that lead to temporary or permanent disability. Balance exercises take only a few minutes and often fit easily into the warm-up portion of a workout.**

Many strength-training exercises **also serve as balance exercises. Or balance-enhancing movements may simply be woven into other forms of exercise, such as tai chi, yoga, and Pilates**

PICTURE THIS!

This gentleman has decided to do things the easy way. He's making his way into the next suite to begin hanging drywall. Sounds easy enough, right? Maybe too easy. Gotta make it more of a challenge. Rather than walk down the corridor, go out the window and cross the empty space between decks; on 2x4s that aren't nailed down … still too easy … still too … stilts … Hey! That's it!