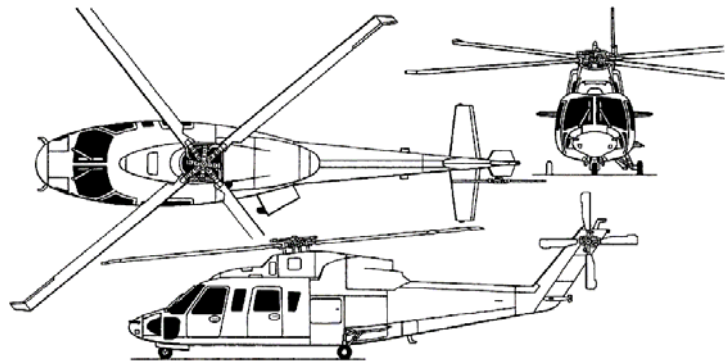


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Loose Cowling Severs Tail Rotor Shaft

The quick-release fasteners on the helicopter's drive shaft cowling had not been secured following recent maintenance on the tail rotor drive shaft. The NTSB report said that the pilot failed to notice the loose fasteners before conducting a charter flight on April 19, 2006.



The helicopter was flown from an offshore platform in the Gulf of Mexico to West Houston Airport and was air-taxied to the ramp. The pilot said that he made a right pedal turn to face the terminal building and was lowering the collective to land when the helicopter began to spin to the right.

The copilot said that the S-76 made three full turns before it struck the ground. The left main landing gear collapsed, and the four main rotor blades struck the ground. None of the 10 occupants were injured.

Examination of the helicopter revealed that the loose cowling had contacted and severed the tail rotor drive shaft. NTSB said that **the probable cause of the accident was the failure of maintenance personnel to secure the cowling.**

Highway Landing Image Captures Headlines

Hardly a day goes by that we don't hear about some kind of off-airport landing, but the images accompanying one pilot's **bad day** in Florida have captured the imagination of even non-pilots. Pilot Robert W. Robertson, 34, was just about the only thing left intact after the Beech Super 18 he was flying lost power last Friday, and came down hard on a freeway in Fort Lauderdale. After the crash, Robertson remained strapped in his seat with the shredded aircraft around him until rescuers could cut him free.



He was taken to hospital with multiple injuries and his condition is improving. Robertson took off from Ft. Lauderdale Executive Airport headed for Nassau with a load of store merchandise when he ran into trouble. Unidentified colleagues at Monarch Air, where Robertson worked, speculated that Robertson was trying to avoid hitting buildings and other public buildings with a steep turn executed just before the landing on the freeway.

Swedish prosecutor opens investigation into SAS Q400 landing gear collapses

SAS, which grounded its fleet of Q400s after the landing gear on two separate flights collapsed last week, **is under investigation** by a Swedish prosecutor to determine whether **passengers were placed at risk** by the carrier, the Associated Press reported. SAS said it would cooperate with the investigation but called the prosecutor's assertion that it had endangered passengers "groundless." There were no serious injuries in either incident. SAS has been inspecting and replacing the landing gear on its fleet of 27 Q400s. **Landing gear corrosion** was found on 25 of 27 SAS Q400 aircraft, according to Danish magazine *Ingenioeren*, which reported that technical examinations revealed **corrosion problems** that could have contributed to the recent landing gear collapses that led to a worldwide grounding of the turboprops



Pilot Said He Was "Sure" He Had Enough Fuel

A charter pilot who relied solely on fuel gauges to calculate his fuel load and admits he "guesstimated" the weight of his passengers said **he was sure he had enough fuel** to make it to Winnipeg, Manitoba, Canada, from a remote fishing lake in 2002. The irony was that Mark Tayfel did make the field with one engine running, but his Keystone Airlines Piper Navajo, with six passengers aboard, was high and hot and he had to go around. **His second engine quit on the go-around** and the aircraft bounced off a bus, sliced the back off a truck and came to rest near a gas station at a **Winnipeg** intersection. One passenger later died from his injuries, but Tayfel and the others survived. Tayfel told a Winnipeg court that he **found out later that there was a problem with the fuel gauges** and he would have taken "extra precautions" had he known.



China Airlines jet found with 70-centimeter fracture in fuselage at Japanese airport

Airport workers in western Japan found a **70-centimeter (28-inch) fracture** in the fuselage of a China Airlines Boeing 737-800, an official said Friday, weeks after a similar plane flown by the company exploded at another Japanese airport.

China Airlines maintenance workers discovered the hairline crack near the tail of the jet during a **routine post-flight inspection** Thursday afternoon at Saga Airport on the southern Japanese island of Kyushu, Transport Ministry official Rui Mitsuma said.



No anomalies were detected during the plane's flight from Taipei, Mitsuma said.



The fracture was found about 30 minutes before the plane's scheduled departure for a return trip to Taiwan's capital, a China Airlines spokeswoman said on condition of anonymity, citing company policy.

The airline sent another plane from Taipei to pick up the flight's 49 passengers, who left nearly 5 1/2-hours behind schedule Thursday evening, she said.

A team of inspectors and maintenance workers were dispatched from Taiwan on Friday, and are expected to arrive in Saga later in the day, she said.

Japanese aviation officials launched an investigation, Mitsuma said.

On Aug. 20, a China Airlines Boeing 737-800 that landed at Okinawa's Naha airport exploded in a fireball at a gate seconds after all 157 passengers and eight crew safely evacuated.

Investigators found a bolt on the right wing slat had come loose and pierced a fuel tank, causing fuel to gush out and catch fire.

The incident was a blow to the Taiwanese airline, which has been struggling to shake off its **reputation for having a poor safety record.**

Boeing officials could not immediately be reached for comment.

[Honeywell Predicts 14,000 Bizjet Deliveries in Next 10 Years](#)

Honeywell has significantly increased the number of business jets it predicts will be sold in the **next 10 years to 14,000** and Embraer says it, too, is revising its projections upward. The Brazilian plane maker last year predicted that about 11,600 business aircraft would be sold between 2006 and 2016 but says that's too low. The new Embraer report will be prepared soon but the Honeywell report, which came out on the eve of the National Business Aviation Association convention in Atlanta, has already caused a buzz on the convention floor. The 14,000 deliveries add up to \$233 billion in sales and represent a 16 percent increase in the number of aircraft sold and a 20 percent increase in revenue for manufacturers.



Honeywell said the U.S. market will remain solid but most of the growth will come from offshore.

Traditionally, 30 percent of the business jet market is from overseas but in coming years it could reach 50 percent. **More than 1,000 business jets will be sold this year and as many as 1,400 will be sold in 2010**, before sales start to drop. Oil rich areas of Asia, Africa and Eastern Europe will provide the most offshore customers.

Entering Confined Spaces Is Dangerous

A **confined space is traditionally defined** as an area large enough for a person to enter but not designed for continuous occupancy.

It will usually have **limited access, poor ventilation, and/or poor lighting**. The space may contain a hazardous atmosphere such as **toxic vapors** or **combustible gases**. There may also be a lack of oxygen. Other risks may include getting **entangled** in moving machinery, entrapment because of the shape of the confined space or becoming engulfed in water, grain, or other materials.

You may be at risk, in some cases, from excessive heat or cold. Slippery walking surfaces can cause you to lose your footing and fall. **There may even be a danger of becoming wedged into a narrow or tapering space.**



Confined spaces can be both dangerous and uncomfortable places to work. Less obvious spaces such as a windowless room or an open pit can also be a confined space.

Before entry, the atmosphere must be tested and the work space must be isolated from hazards. Each confined space may require different **actions to ensure your safety**. Actions may include: locking out power sources, venting the area or blanking off feeder lines. In some cases the use of a supplied-air respirator will be necessary.

You must follow company procedures for confined space entry.

Typical procedures may include, but are not limited to, the following instructions:

- Obtain a written **entry permit** from your supervisor.
- **Wear the correct PPE** (Personal Protective Equipment) such as safety boots, gloves and hard hat. You may also be required to use a supplied-air respirator in some cases.
- Assemble the necessary equipment such as **retrieval harness**, communications system, spark-proof lighting, life-line and testing devices.
- **Isolate the area** from all materials and energy sources by lockout and **tagout**, blanking off pipelines, or other approved methods.

- **Test the atmosphere** for hazardous products and ventilate by circulating fresh air into the space. Never use pure oxygen because it contributes to an explosive situation at higher concentrations.
- **Know your job.** This especially applies to the person who is designated as the attendant. This person must remain outside the confined space ready to call for assistance if required. Never leave your post unless you are replaced by another person who is authorized and trained. The lives of the workers inside the restricted area depend upon you.
- **On-going testing and monitoring of the atmosphere** must be carried out as long as the space is occupied. This will alert the attendant to changing conditions which may affect the safety of the workers inside the confined space.
- **The attendant**, who remains outside the restricted area, is responsible for controlling entry into the confined space. The attendant must keep a head count of permit holders as they enter and exit the confined space.

Recent statistics show that untrained rescuers account for nearly 80% of the deaths which occur in confined spaces. If an emergency occurs, the attendant must not enter the confined space unless properly:

- **Trained.**
- **Authorized.**
- **Equipped with supplied-air respirator or self-contained breathing apparatus and other required PPE.**
- **The attendant is replaced by another trained attendant.**

A confined space may not be a pleasant place to work, but it is sometimes unavoidable. However, **entry procedures should never be taken lightly.** They are essential to your continued well-being and good health. Know and strictly observe your company's procedures.

AUDIO SAFETY TALKS!

Defining the Features of a Confined Space

As is the case with any hazard, the first step in eliminating it is knowing and recognizing it. This safety talk can be used to give your workers some basic knowledge regarding what the term “confined space” means, what the dangers are and what should be done to mitigate the hazards. If there’s a confined space in your workplace, then you and your workers should know this information.

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

Device Reduces Burden of Lifting

If your employees do a **lot of lifting and transporting of materials in stock rooms**, offices, retail stores or laboratories, you might want to check out the Presto Lift Stik to make their jobs easier.

The device operates by a push-button remote and features a lifting chain that provides two vertical travel speeds with smooth stops and starts. It also allows for precise load positioning with no drift. It has a lifting capacity that ranges from **185 pounds** (83 kilograms) to approximately **450 pounds** (204 kilograms).

The Lift Stik's features include:

- Four lockable ball bearing wheels for maximum stability
- No risk of fluid leaks
- Fixed and telescopic masts
- Detachable control unit can be operated remotely
- Built-in toe guards
- Mechanical overload protection
- Battery indicator display



For more information on the Presto Lift Stik, call 1-800-343-9322 or visit www.prestolifts.com

AIR TRAGEDY

Impact of crash 'will be short'

Tourism in Phuket tipped to recover

Last Sunday's One-Two-Go air crash in Phuket will affect tourism to the resort island for only one or two months, Tourism and Sports Minister Suvit Yodmani said yesterday.



Tourism should recover by end of the year, which is the peak season, he said.

"The incident will surely hit the tourism industry, **but for a short time**. I hope it will rebound before the coming high season," Suvit said.



Phuket, which last year welcomed over five million tourists, generates one-third of the country's tourism income.

Suvit **urged authorities to conclude investigations into the mishap as soon as possible in order to restore confidence in air travel** to Phuket and nearby attractions.

The minister went to the island with Tourism Authority of Thailand (TAT) governor Phornsiri Manoharn yesterday to monitor the situation, and console relatives of the victims and offer assistance.

Apichart Sankary, president of the Association of Thai Travel Agents, also believes the impact will be only short-term.

"Tourists all over the world understand that it was an accident. So there should no doubt over the issue. But if this is a human error, the damage could be greater," said Apichart.

He urged the airline and state agencies to make **full disclosure** about the crash, which killed 89 people, mostly foreign tourists.

The tourism ministry has ordered all TAT offices overseas to provide correct information and assistance to victims' families and travel agents.

Charoen Wangananond, president of the Association of Domestic Travel, said the overall number of air travellers could decrease because many people would put off their trips, especially to Phuket. However, he too believed that tourists would return to the island.

Imtiaz Muqbil, executive director of Bangkok-based Travel Impact Newswire, told online travel magazine eTurbonews that he did not think the accident would dent air travel to Phuket.

"Air disasters can happen to anyone, any time. This incident will not deter tourists from flying into the island," he said.

"This is purely bad luck, with the airplane running into severe weather and getting hit with a down draft. [One-Two-Go CEO] Udom [Tantiprasongchai] is one of those guys who have the least safety and security concerns due to the company's excellent history."

Muqbil believed that whatever the findings of the investigation into the crash, one air disaster would not affect tourism to Phuket, which has now recovered from the deadly tsunami that killed thousands of locals and tourists in December 2004.

Thailand's extensive air links, both domestic and regional, have ensured a plentiful if not always adequate supply of seats, Muqbil stressed.

"The country has gradually dismantled the reciprocity-based aviation policy to give more leeway to international carriers while also seeking more international access for national airline Thai Airways International. Charters were also given liberal permission to fly in during the high-density winter seasons, especially on routes not flown by the scheduled airlines," he said.

Overtime and Stressful Work Keep Men Smoking

A University of Melbourne study suggests that men who work more than **50 hours a week** or have **highly stressful jobs** are more likely to continue smoking compared to male workers who don't put in overtime hours or have "easier" jobs.

Men are twice as likely to continue puffing away if they have demanding jobs and believe they have little control over their work. The researchers found that among men, **job stress** is the most significant obstacle to quitting smoking.

Female workers are most likely apt to smoke if they perform physically demanding jobs.



The study compared 1,100 workers in various levels of employment. Job stress, number of hours worked and other employment conditions were considered, along with workers' smoking habits and smoking histories.

Midnight Shift Nugget

Tips for Shiftworkers with Kids in School

The TV commercials are in full gear – get to the stores and take advantage of those back to school specials. But **as a shiftworker**, and a parent, what other things do you need to think about when your kids start school?



- Introduce yourself to child's new teachers. **Let them know you work shifts.** If they understand that you are a shiftworker, they'll also realize why it's not always possible for you to attend teacher/parent meetings and other school events.
- **Get the school calendar** for the upcoming year, and make plans to take vacations days with you need to.
- Discuss these with your supervisor to maximize the chance that you'll be able to take them off.
- If you haven't already, sit down with your kinds and **discuss the challenges of shiftwork**, and what they can do to get ready for a school day that would make everyone's life easier.
- Now that the kids are at school during the day, chances are you'll have a **quieter home**. Take advantage of it and **catch-up** on the sleep you've been needing all summer.

FATIGUE ON THE JOB

Battling the Afternoon Slump

Do you ever get the yawns at work—**especially after lunch?** If so, take comfort in the fact that you're not alone. In a recent survey, 85% of U.S. workers admitted that they experience an "afternoon slump" on the job. Two of three said they go through a slump at least three days a work week. The time when slumps occur most often? **Between 3 and 5 P.M.**



Of course, workplace fatigue is no joke. **Employees going through a slump are at heightened risk of injury;** and even if *you're* feeling wide awake, working with a colleague who's slumping **puts you in danger.**

Some slumps are more severe than others. 28% of the surveyed workers admitted to nodding off at work; 50% said they caught one of their colleagues falling asleep on the job.

In the not so unlikely event that some of your own workers are experiencing slumps, **here are some tips you can share with them on keeping awake:**

- **Eat light;**
- **Eat protein;**
- **Drink caffeinated beverages like coffee, tea, colas and sodas like Mountain Dew;**

- Multi-task—the more things you do, the more your concentration is likely to be engaged;
- Wash your hands and face with cold water;
- Brush your teeth;
- Don't sit in the same position for an extended period; and
- Get out of your seat and walk around a bit at least every 30 minutes.

I know, these tips aren't exactly rocket science. But they make sense and could help you and your workers **avoid injury** and work more productively.

Source: CareerBuilder.com

Drowsy Driving



Countermeasures Before “hitting the road”

Get adequate sleep—most adults need 7-9 hours to maintain proper alertness during the day

Schedule proper breaks—about every 100 miles or 2 hours during long trips

Arrange for a travel companion—someone to talk with and share the driving
Avoid alcohol and sedating medications—check your labels or ask your doctor

Countermeasures to Prevent a Fall-Asleep Crash While Driving

Watch for the warning signs of fatigue—see above

Stop driving—pull off at the next exit, rest area or find a place to sleep for the night

Take a nap—find a safe place to take a 15 to 20-minute nap

Consume caffeine—the equivalent of 2 cups of coffee can increase alertness for several hours

Try consuming caffeine before taking a short nap to get the benefits of both

Caffeine -- does it help?

Caffeine promotes short-term alertness. It takes about 30 minutes for caffeine to begin working so the best thing to do is pull over for a coffee or other caffeinated beverage, take a short nap, and then get back on the road. Keep in mind that caffeine won't have much of an effect on people who consume it regularly.

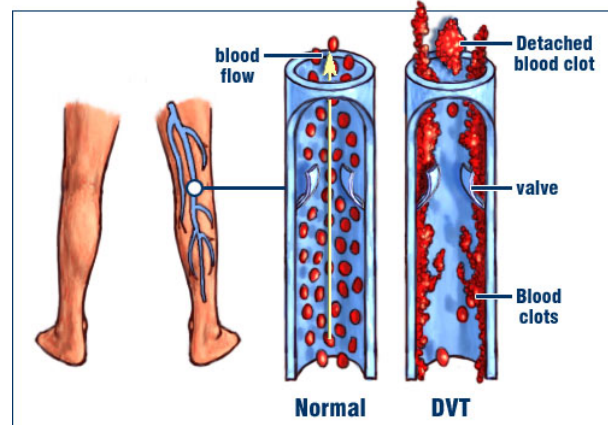
A long-haul flight triples your risk of DVT

Long-haul flights roughly triple your risk of developing deep-vein thrombosis, according to a study.

In the first attempt to assess the absolute risks of air travel, a Dutch team surveyed 8,755 employees of international companies, with an average age of 40, to collect data about their patterns of travel and incidence of deep vein thrombosis.

They followed them up for more than four years, and recorded 53 thromboses, 22 within eight weeks of a long-haul flight.

Deep Vein Thrombosis (DVT)



Reporting in PLoS Medicine, a peer-reviewed medical journal, they calculate that there was an incidence rate of 3.2 thromboses per 1,000 people per year in those who make long-haul flights, compared to 1 per 1,000 per year in those who do not.

The risk is small, one event per 4,656 long-haul flights. So small, in fact, that the authors, led by Frits Rosendaal, of Leiden University Medical Centre, **say that it is not worth taking anticoagulant drugs, such as aspirin, to protect against it.**

The risk of thromboses increased with exposure to more flights within a short period of time, and with increasing duration of flights. It was particularly high in people under 30, in women who used oral contraceptives, and in those who were particularly short, tall or overweight.

The incidence of thromboses was highest in the first two weeks after travel. In the population as a whole, the risk is likely to be higher because those studied were mostly young.

They conclude: “The results do not justify the use of potentially dangerous prophylaxis such as anticoagulant therapy for all long-haul air travelers, since **this may do more harm than good.**” However, prophylactic measures may benefit people in high-risk categories, they added.

High Performance Motorbike Deaths Rocketing

There is no denying **the thrill** of riding a high-performance super sport motorcycle, but the numbers show these machines are **too hot** to handle for many riders. The Insurance Institute for Highway Safety says deaths among high-performance motorcycle riders are at **near record levels.**

“Super sport motorcycles are indeed nimble and quick, **but they also can be deadly.** These bikes made up less than 10 percent of registered motorcycles in 2005, but accounted for over 25 percent of rider deaths,” says Anne McCartt, senior vice-president for research at the institute.



Built on racing platforms, super sports are modified for the highway and sold to customers. These light and powerful machines are popular with riders **younger than 30**.

A 2006 model Kawasaki Ninja ZX-6R weighs just 404 pounds and has a 111-horsepower engine, compared to the 2006 model Harley-Davidson Ultra Classic Electra Glide, which weighs 788 pounds and has 65 horsepower.

Motorcycle fatalities have more than doubled over the past decade, reaching 4,810 in 2006. That figure represents 11 percent of all highway fatalities for that year.

BY THE NUMBERS

School Fires

As our kids go back to school, we should all be aware of a new report from the U.S. Fire Administration (USFA) about the causes of school fires. The report concludes that fatalities from school fires are rare. When fires do break out, the place they most often start is in the lavatory. Fires are most likely to occur at the beginning and end of the school year.



The 3 leading causes of fires in school buildings:

- Incendiary or suspicious (**32%**)
- Cooking (especially preschool and daycare facilities) (**29%**)
- Heating (**9%**)

Here are some other numbers from the USFA study:

- **14,700** The average number of fires per year on school property
- **100** The average number of civilians injured in school fires each year
- **85 million** The average annual property loss caused by school fires
- **0** The number of fatalities caused by school fires during the study period

Source: USFA, "School Fires," Aug. 2007, (figures are from 2003 to 2005),

Picture This!



END