

Aviation Human Factors Industry News
August 11, 2008
Vol. IV. Issue 31

Final Reports: FOD blamed for Learjet accident

Bombardier Learjet 36A, Newport News, Va., March 26, 2007–The NTSB said that the Learjet accident was caused by **foreign object debris (FOD)** on the runway. Failure of the drag chute contributed to the accident.

The aircraft was taking off from Newport News/Williamsburg International Airport when the crew heard a loud “pop. Aborting the takeoff, the crew tried to control the “fishtailing” and activate the drag chute.



The chute didn't work and the Learjet ran off the runway, its tires blown. Airport personnel reported seeing rocks and pieces of metal on the runway after the accident.

The chute had been inspected three months before the accident but it **was not** deployed and repacked by mechanics **in accordance with the maintenance manual instructions**.

ICAO wants to make 'just culture' safety reporting and investigation global

The **International Civil Aviation Organisation** wants to stop the automatic prosecution of pilots, air traffic control officers and **other frontline staff** following accidents or incidents. At present, automatic prosecution is standard practice in many states.



The organization has prepared a working paper for its [Accident Investigation and Prevention Group \(AIG\)](#) meeting in Montreal on 13-18 October. If the committee recommends the adoption of the paper's proposals for promoting a global "just culture" relating to incident reporting and accident investigation, it will almost certainly lead to radical new additions to Chapter 13 of the ICAO treaty, which defines standards and recommended practices for accident investigation. A "just culture" is a sophisticated concept for which an internationally accepted definition does not yet exist, so ICAO sees its first task as defining its characteristics.



Citing "an urgent need to establish an **effective balance** between the requirements for improving aviation safety and the requirements at national and international level for the administration of justice", the paper asks the AIG "to support and adopt for inclusion in Annex 13 the description of a just culture".

It says: "A culture in which frontline operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but **where gross negligence, wilful violations and destructive acts are not tolerated.**"

This definition, drawn up by Eurocontrol in conjunction with other aviation agencies, is already being promoted in the European Civil Aviation Conference states.

The working paper explains that a **just culture** "will greatly facilitate the reporting and sharing of safety data as an essential contribution to enhancing safety in international aviation", and provides evidence that the criminal prosecution of those who have filed voluntary reports revealing **mistakes** that were often a product of an **imperfect system**, has resulted in the collapse of reporting systems in countries where the prosecution took place, creating a **cover-up culture** instead of a transparent one.

If adopted, the proposals would "urge states to adopt and implement just-culture principles" within their own laws.

Unusually, the paper proposes that states go further than persuading the judiciary to implement changes to legal practices for the benefit of aviation safety: it encourages countries to "provide guidelines to aviation professionals on how to interact with the media, to achieve the right balance between providing relevant and accurate information to the public while preserving the needed confidentiality of individuals in the interest of aviation safety".

Just Because

Joy Finnegan, Editor Aviation Maintenance Technology Magazine.



My husband and I have survived parenting one teenager and have one to go. Any of you who have traversed this territory know how treacherous it can be. So much learning occurs during those years and it isn't easy learning. It's hard, sometimes painful and wrought with emotion. It isn't just the kids who are learning either. Growth comes for the parents as well.

One of many policies we instituted came from the blending of my husband's experiences growing up and mine. We called it "unlimited chances." We wanted to give our kids the comfort to know that if they came to us with problems created by choices they made, we would help them, not crucify them for making a **mistake**.

"If you have worked in an environment where fear drives the decisions being made by workers, then you understand how safety can suffer."

For example, when I came home after putting a dent in the car about a month after I got my driver's license, I was worried about what my dad would say. I didn't want to disappoint him. Here is what he said, "Are you OK?" Yes. "Was the other person involved OK?" Yes. "Was the other car damaged?" No. "Come with me." At this point he had given me no clue as to whether he was angry or not and I was really worried. He took me out to the garage and around to the front end of his car and pointed out a similar dent in the front fender of his car that I had not noticed. He told me that these things happen, even to very experienced drivers like him. Instead of getting angry, grounding me or lecturing me, he taught me a **big lesson that day in tolerance, love and humility**. His response encouraged me to continue to come to him with other less than stellar choices that I had made and to seek his wise counsel.

That story exemplifies what my husband and I have come to call **unlimited chances**. We let our kids know that they have unlimited chances to make mistakes and learn from them. That is not to say that we encouraged them to do wrong or risky things. To the contrary, we have set clear rules and limits and let them know the consequences. But we also encourage them to let us know when and how we could help them navigate through those tricky choices. We also explained when a rule was broken, that even though they may not like the consequences (grounding, no cell phone, no car, whatever), it was not the end of the world and they would live to see another opportunity to have unlimited chances.

I was reading recently about the philosophy called "**just culture.**" Just culture is being embraced in the medical community, and in some aviation communities, as a safety system that facilitates open communication within an organization, accountability, and **making safe behavioral choices** among workers.

People seem to have strong feelings about this philosophy. Some say it allows people to go ahead and make mistakes, just as long as they report them. Others think it is the wave of the future and are prophesying that it is the only way we will make progress in safety. Contrary to the nay-sayers, just culture is not a "blame-free" approach to safety. Obviously a blame-free approach that would allow someone to willfully and recklessly make unsafe choices can't work in aviation.

But if you have worked in an environment where fear drives the decisions being made by workers, then you understand how safety can suffer. That kind of culture is known as a **punitive culture.** Negative outcomes are met with disciplinary action or with someone losing their job. This has the opposite effect of the one intended, safety. It simply encourages people to be less than honest for fear of embarrassment, retribution or worse, losing their livelihood.

According to David Marx, founder of the Just Culture Community (www.justculture.org), open communication about system errors, risks, and mistakes is key. He also emphasizes that a well-established system of accountability is needed to ensure the success of such a culture. Marx wrote in the inaugural issue of their newsletter: "It is an organization that recognizes that we as humans are fallible; however, it recognizes that in most circumstances, we do have control of our behavioral choices — whether we are an executive, a manager, or a staff member. It is an organization that understands shared accountability — that both good system design and good behavioral choices of staff together produce good results. It has to be both." I encourage you to learn more about it and make your own judgment.



[FAA: L.A.B. negligent in maintenance](#)

June inspection found local carrier's entire fleet in 'deplorable' condition

Safety concerns: Officials say L.A.B.flying service mechanics were in the process of **reusing engine** from this plane, which was shown in 2007 after a fire destroyed in Kaka. The company was shut down by the FAA on July 24.





Justifying its emergency order to shut down L.A.B. Flying Service Inc., the Federal Aviation Administration said the airline **"cannot be trusted"** to meet its regulations.

"In view of its **maintenance-related accident record and violation** history, the deplorable condition of all of LAB's aircraft when inspected in June 2008 clearly demonstrates that LAB is unable or unwilling to conform to regulatory requirements - particularly those pertaining to the **maintenance of aircraft**," wrote Howard Martin Jr., FAA attorney for Alaska, in the emergency revocation of L.A.B.'s operating certificate, which was served Thursday.

Emergency revocation of the air carrier certificate is the FAA's most severe enforcement action against domestic airlines.

L.A.B. employees refused repeated requests for comment. The document lists Lynn Bennett as the vice president, general manager of operations and a director of L.A.B., as well as a pilot and mechanic for the company.

The FAA has served such orders before in Alaska - generally on small charter operations - but for "records issues," wrote Allen Kenitzer, FAA spokesman, in an e-mail.

"This is the first time we had one that focused on their **maintenance capability**," he wrote.

The company was not involved in a 1989 FAA crackdown on records-keeping, when the agency ordered the emergency revocation of eight small Alaska airlines' certificates.

L.A.B. had been operating a fleet of light planes, mostly single-engine Piper Aircraft planes that seat four to six. The airline was running passenger, mail and cargo services to Southeast communities before the emergency order.

An 'astounding number' of problems

The emergency order lists what it calls an **"astounding number" of maintenance problems** since 2004, and says L.A.B. knew of problems but "took no effective steps" to correct them.

The airline operated planes **many hours past** when they were due for inspections, says the order.

The most recent incident was in March. The FAA **hand-delivered** an emergency order to the airline to ground planes with certain types of engines until they could be inspected. For one of the planes, "LAB did not discover this until five days later, when the PMI (principal maintenance inspector) for LAB convinced the director of maintenance for LAB to actually read it. In the interim, the aircraft had been used for five flights."

The agency has fined L.A.B. repeatedly since 2000, the order says.

The document cites eight incidents in which L.A.B. planes broke in some way while in use. Most recently, in April, the nose gear on a plane retracted, causing the propeller to hit the runway.

It also alleges that an L.A.B. aircraft mechanic made an "intentionally false" entry in a maintenance report in 2007, claiming he had done work he couldn't have done in the time he was there.

Another allegation says L.A.B. mechanics in June couldn't produce a micrometer, which was needed to measure the thickness of brake disks.

"The DM (director of maintenance) claimed to have one, but acknowledged that it was in his tool box in Georgia," said the order.

Aviation inspectors in June found "significant" maintenance problems in all nine of L.A.B.'s planes. The lists included various cracks, loose parts, missing parts, incorrectly installed parts, severely worn parts, oil leaks and frayed seat belts, among other problems.

Reaction to Thursday's action

L.A.B. appealed the action Thursday night, Kenitzer said. The FAA has through Monday to respond. Including appeals, the matter must be resolved within 60 days.

If the emergency order is upheld, L.A.B. will not be able to apply for a new certificate of service for one year.

L.A.B. Flying Service's business is based in Haines and its flight hub is Juneau. It flies to Skagway, Haines, Juneau, Excursion Inlet, Gustavus, Hoonah, Kake, Petersburg, Ketchikan and Craig/Klawock. Layton A. Bennett founded the company in 1956, and it's still a family-run company, according to its Web site.

In 2004, the FAA gave Layton Bennett the Wright Brothers' Master Pilot Award for maintaining safe flight operations over 50 or more consecutive years.

L.A.B. passengers trusted airline

Friday afternoon, Wings of Alaska passengers Mike Curry and Gary Handy were headed to Kake a day later than they had expected. They said L.A.B. had rescheduled their flights for them.

Coincidentally, Handy's son-in-law was an L.A.B. pilot who crashed into a mountain near Haines in 2001. The pilot and his five passengers died.

Handy had never blamed L.A.B. for the crash, he said. To him, it sounded like bad luck in bad weather.

"They said it was pilot malfunction," he said. "I don't believe that. He was flying in the fog. One plane made it out. He didn't."

Curry, an electrician who lives in Juneau, said he frequently flew with L.A.B. for work. Though he knew the airline was closed down, he had never been concerned about the airline's safety.

"You have to assume the pilot wants to survive the trip, too," he said.

But he added that he didn't yet know why L.A.B. had been shut down.

"I'll feel better if it turns out **we weren't risking our lives** all these years," he said.

[Incident: Delta B763 near Little Rock on Jul 31st 2008, medical emergency, airplane stuck on ground](#)

A Delta Airlines Boeing 767-300, flight DL1033 from Atlanta,GA to Phoenix,AZ (USA) with 238 people on board, diverted to Little Rock,AR due to a medical emergency on board. The passenger was rushed to the University Hospital.

When the airplane was about to push back, **no towbar strong enough** to push the 767 could be found at the airport. The flight had to be cancelled and the passengers accommodated in local hotels. A proper towbar is being brought in from Memphis over night, the flight should continue Friday morning.



[Defect cited in helicopter crash](#)

Safety board concludes manufacturing failure led to Ha'ena fatality

The National Transportation Safety Board has concluded that a fatal tour helicopter crash last year on Kaua'i was caused by a **manufacturing defect** in a tail rotor fitting.



The March 11, 2007, crash of an Inter-Island Helicopters McDonnell Douglas 369FF helicopter in Ha'ena killed Michael Gershon, 60, of Walnut Creek, Calif., and seriously injured three other passengers.

Two of the passengers, Douglas Barton and wife Judy Barton, of Newport, N.H., in June announced a \$9.5 million settlement in their lawsuit against Boeing Co., which merged with McDonnell Douglas in 1997; Aluminum Precision Products Inc., manufacturer of the defective fitting; and Smoky Mountain Helicopters, the company that operates Inter-Island Helicopters.

An NTSB probable cause report released yesterday said the **defect resulted in separation of the tail rotor system and loss of tail rotor control**. A contributing factor in the crash was the helicopter's impact with trees as it spiraled down for a crash-landing at the YMCA's Camp Naue, the report said.

Inter-Island Helicopters owner Ken D'Attilio said yesterday **"there was nothing** any of my mechanics or pilots could have done that would have prevented this, because the crack started from the inside out and was not visible to anyone."

"It was one of those tragic things. I don't see how it could have been prevented."

The flight had departed the Port Allen Airport on a 55-minute sightseeing tour. Pilot Donald Torres, 30, told investigators that about halfway through the flight, while soaring 1,000 feet above ground over Tunnel Beach, he heard two loud "bangs." The nose of the helicopter pitched down and the aircraft yawed to the right, the NTSB report said.

Torres said he recognized the YMCA property and decided to execute an autorotation to the open field at the campground.

A witness on the ground said she heard a loud "pop" and saw two objects fall from the helicopter into the ocean.

Police scuba divers searched for pieces to the tail rotor assembly for two days, but were unable to locate the missing parts. However, within weeks the parts were retrieved from the water by beachgoers and sent to the NTSB Materials Laboratory.

Closer examination of the parts revealed that the tail rotor blade assembly was **fractured through the root fitting** in the general area that coincided with a hole for the rotor blade retention bolt.

In response to the finding, the Federal Aviation Administration issued an emergency airworthiness directive on April 27, 2007, mandating inspection of the root fittings on certain MD 369 helicopters.

The **same defect was later found in two helicopters** operating in New Zealand.

The Ha'ena crash occurred three days after a Heli-USA Airways tour helicopter crashed at Princeville Airport, killing the pilot and three passengers.

The NTSB has not released its final report on the Princeville incident, which involved an Aerospatiale AS350BA helicopter.

The Severed Wire Bundle Case

A former Boeing Co. aircraft mechanic is facing up to **10 years in prison and \$500,000 in fines** and restitution for **severing a bundle of wires** on a Chinook helicopter.

Matthew Kevin Montgomery of Trevoise was formally charged Thursday with a felony count of willfully damaging property under contract to the federal government.

Montgomery, 33, severed a **"two-inch bundle of over 150 electrical wires running between the cockpit and body"** of the \$23.8 million helicopter, according to a federal charging document. Some of the wires were linked to the Chinook's avionics and flight control systems.



"This case is not about mere **vandalism**," said Acting U.S. Attorney Laurie Magid. "It involves damage to property that is vital to our military. Any action that delays delivery of material or that endangers the integrity of Army aircraft affects the safety of the men and women who are serving our country, and will not be tolerated."

Montgomery is believed to have cut the wires May 10, his last day on the Chinook assembly line. The damage on the nearly-completed helicopter was discovered two days later as Montgomery was beginning his new job on the V-22 Osprey line. A former member of United Aerospace Workers Local 1069, Montgomery was making \$19 an hour prior to his arrest.

"Fortunately, this **senseless act of vandalism** was discovered quickly and no physical harm occurred to personnel as a result," said Ed Bradley, special agent-in-charge of Defense Criminal Investigative Service, the investigative arm of the Inspector General of the Department of Defense. "However, the potential threat to safety from such acts is serious and therefore such cases must be aggressively investigated and prosecuted."

Montgomery's attorney, public defender Mara Meehan, said she would push for leniency at sentencing if he pleads guilty or is convicted. "Matthew has no priors, is working full-time right now and I am hoping to argue for a non-custodial sentence," she said.

Her client faces a maximum possible sentence of 10 years in prison, a \$250,000 fine, three years supervised release, a \$100 special assessment and restitution of more than \$250,000.

In May, a federal judge ordered Montgomery to undergo a psychiatric evaluation and have no contact with Boeing or its employees.

While she would not speculate on Montgomery's motives, Meehan said the severed wires posed "... no risk of injury because, as I understand it, the helicopter would never (have been) able to take off."

Boeing had to remove, replace, reinstall and retest all the wires and systems relating to that set of wires and closed the plant for its investigation, costing the company more than \$100,000.

Bradley said the investigation continues and a reward still stands for information leading to the arrest of the person or persons responsible for damaging the transmission of a second Chinook.

Montgomery has denied involvement. "There is no evidence whatsoever that he did anything to another aircraft," Meehan said.

[Qantas Investigation Update and New Secrets of AirSafe.com Episode](#)

Update to Qantas 747 Rapid Decompression Event on 25 July 2008

Dr. Todd Curtis reviews information from provided by Australian investigators that points to a aircraft systems failure as a possible cause of the explosive decompression event. Also in the podcast, fear of flying expert Capt. Tom Bunn discusses the media's response to this incident.

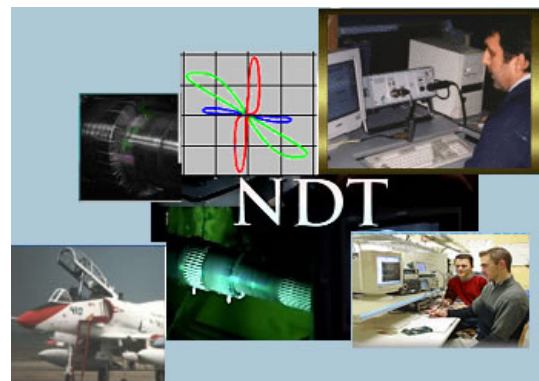
To hear this podcast, please visit

<http://www.airsafe.com/podcasts/show58-qantas2.mp3>



[ATA non-destructive testing \(NDT\) forum, Sep. 22-25](#)

Attend the 51st annual NDT Forum in Seattle, Wash., and be a part of creating a safer world through [NDT best-practices](#) information sharing. Explore NDT technologies through discussion, presentation and networking with airline and industry colleagues. For more information and to register, please visit: [ATA 51st Annual NDT Forum](#)



WristWriter Handy For Pilots

OK, it looks even goofier than a kneeboard, but it might be that much more handy. Jack Cribbs is a woodworker from Plymouth, Mass., who needed a **better way** to write down measurements. Realizing what he needed was a pad and pen attached to his wrist, he went into his shop and put together WristWriter in about two hours. "I almost didn't try it on," says Jack, "because it looked too goofy even for me. But I decided to give it a week." It worked so well he has used it ever since and started selling it at home shows. A pilot walked up to him and said, "That's a pilot product."



Cribbs isn't a pilot, but he started selling them at Sun 'n Fun and caught the attention of Sporty's Pilot Shops. Now Sporty's sells the WristWriter for \$19.95. The paper is on a roller system that doubles as a pen holder. The paper rolls are water-resistant, so your notes won't go away when you jump out to tie down the airplane in a rain shower. The kit also contains extra velco pads to attach a cellphone, flashlight or other item (Cribbs keeps his tape measure there).

TESLITE® VOLTMETER LEADS

TESlite® Voltmeter Leads work with your digital voltmeter to identify **corrosion** in a circuit by applying a load to the wiring. In use by: CAT, VOLVO Heavy Truck, and now BOBCAT and KAWASAKI CONSTRUCTION EQUIPMENT. This tool works great! We'll be in Popular Mechanics in November!!

OUR PRICE: \$74.50

<http://prostores2.carrierzone.com/servlet/brighterideascom/Detail?no=5>



Midnight Shift Nugget

The Sobering Truth about Alcohol and Sleep

Most of us are no strangers to enjoying a cold pint- responsibly, of course- but never near bedtime. Everyone who's had a 'nightcap' knows that any kind of alcohol can induce felling of sleepiness. Some may even use it deliberately as a sleep aid. This is a bad idea.



Yes, alcohol is a depressant, but despite its sedative effects, it will disturb your **later sleep cycles**. (Not to mention that using alcohol as regularly as a sleep aid can lead to dependency and other health problems.) In fact, faster onset of sleep is just about the only benefit of alcohol when it comes to sleep.

If you consume a moderate or heavy amount of alcohol before sleep, you may find yourself waking up in the middle of the night, and then having trouble falling back to sleep. You're also **more likely to have poorer overall quality and quantity of sleep**, which means you're more likely to wake up feeling **groggy and irritable**.

Alcohol shortness the sleep cycles known as **REM** (rapid eye movement) and **SWS** (slow-wave sleep), both of which are essential for restoring the mind and body. Shortened REM and SWS cycles are likely the result of something called 'acute tolerance.' That means that the brain very quickly adapts to the presence of alcohol, and then needs another dose to achieve the same sleep-induced effects. The problem is, this need arises while you're asleep, so you're likely to either wake up, or experience a bout of very light sleep.



Even that drink after wok or with dinner may still have a effect on sleep. Some studies have shown that moderate consumption as much as six hours before bedtime can increase wakefulness during certain sleep periods. After six hours, the alcohol is all but eliminated from your body, which suggests that drinking promotes long-lasting changes to the way the body regulates sleep.

Alcohol can also aggravate many **sleep disorders**, especially obstructive sleep apnea (OSA). And let's not forget the dangerous interaction that alcohol can have with other medications, including over-the-counter or prescription sleeping pills. Always check labels or ask your pharmacist when in doubt. If you feel that you cannot get to sleep without a drink, please talk to a doctor.



NEWS & ALERTS

Waking America to the Importance of Sleep[®]

This week National Sleep Foundation in partnership with sanofi-aventis launched a new campaign called ***Sleeping Smart*** that will educate the millions of Americans about the importance of a good night's sleep and proper sleep habits, as well as help them understand the consequences of insomnia and the safe and appropriate use of prescription sleep medications. The multimedia public awareness campaign also will **motivate sleep-sufferers** to talk to a healthcare professional to determine if treatment is appropriate.



As part of the campaign, results of a new survey of American adults released showed that while nearly 60 percent of those at increased risk for insomnia say their symptoms **affect their daily activities** at least a few days a week, only about half of those at increased risk for insomnia actually have initiated a conversation with their healthcare professional about their sleep issues.

To find out more about insomnia and the campaign, visit [Sleeping Smart](#).



[The lowdown on low GI eating](#)

Prof Jennie Brand-Miller talks to *GI News* with the release of the fourth edition of her book, ***The Low GI Handbook*** (previously published as *The New Glucose Revolution*). We asked her to describe what she feels is the key to a low GI diet.

'I find that it's the word "low" that seems to throw people. Eating the low GI way is not putting yourself on a low carb diet. If anything, it's a **"slow" carb diet**. It's about **choosing the right carbs** to fuel your body and power your life.



I like to use the analogy of a car – if you don't put gas in your car, it won't go. And, if you put the wrong gas in your car, it won't perform at its best and it may even break down.

It's the same with your body – carbohydrate is your fuel – it's what makes you go because it gives you energy.

We don't specify how many carbs you should be eating (that's your call) – but we do say wherever you can opt for the **low GI ones**. Why? Well, **low GI foods are the “slow” carbs and high GI foods are the “fast” carbs.**

Slow is better than fast for you and me most of the time. This is because fast carbs **stress your body** because they release **too much blood glucose** (energy) too quickly and your body has to really work overtime producing insulin to reduce the glucose levels. This not only stresses the organs (leading to disease), it also depletes your energy levels, which makes you feel hungry – possibly leading to snacking, snacking, snacking and becoming overweight.

Slow carbs, on the other hand, release energy over a longer period of time and sustain it at the level you need to perform at your peak. You may also lose weight eating this way, and keep it off – reducing your risk of “breaking down” with disease.

As for the health benefits, well, a low GI diet is proven to reduce the **risks of diseases such as type 2 diabetes, heart disease and some cancers**. And best of all you'll lose some weight and keep it off.

But while I am a firm believer in the idea that **NOT** all carbs (just like fats or proteins) are created equal, I would be the first to say that you should not use the GI in isolation. So a low GI claim on chocolate would be inappropriate. A low GI claim on cola would be inappropriate.

But it is appropriate on foods that are nutritious in their own right, as well as being low GI.

So, what's the key to eating a low GI diet? It's simply choosing **“slow carbs”** to fuel your body like pasta, legumes, fruit, lower GI starchy vegetables and dairy products.

Of course you also need to eat plenty of vegetables and lean protein and exercise. The GI isn't a magic bullet!

Listen to the podcast interview with Prof Jennie Brand-Miller recorded in June 2008.

Play the Podcast above or download here



Obesity in America

Not a pretty picture

A new report from the Centers for Disease Control suggests that America's **obesity* problem is getting bigger**. In a 2007 telephone survey of more than 350,000 adults, 25.6% reported that they're obese. That's 1.7% higher than the 23.9% who described themselves as obese in 2005. The CDC report also found that obesity is a nationwide problem. Not a single one of the 50 states or the District of Columbia has achieved the so-called Healthy People 2010 goal of reducing obesity to 15% or less of the population. Other findings:



- Obesity is most prominent in the South, where 27% of respondents classified themselves as obese;
- In three southern states-Alabama, Mississippi and Tennessee-more than 30% of the respondents described themselves as obese;
- The state with the lowest obesity level: Colorado at 18.7%;
- The percentage of obese adults in the Midwest: 25.3%; Northeast: 23.3%; and West: 22.1%;
- Obesity prevalence among men: 26.4%;
- Obesity prevalence among women: 24.8%;
- By race/ethnicity and sex, obesity was highest for non-Hispanic black women (39.0%), followed by non-Hispanic black men (32.1%);
- By education level, obesity was lowest among college graduates (22.1% for men, 17.9% for women).

*Obesity is defined as a body mass index (BMI) of 30 or above. BMI is based on height and weight. For example, a 5-foot, 9-inch adult who weighs 203 pounds would have a BMI of 30 and thus be classified as obese.

Source: CDC, State-Specific Prevalence of Obesity Among Adults-United States, 2007, <http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5728a1.htm>



AUDIO SAFETY TALKS!

EMERGENCY EXITS

As part of your Emergency Response Plan, **emergency exits act as a piece of safety equipment**. Regularly review these exits with your employees and the procedures for keeping them free and clear of hazards, as well as maintaining them properly. Present this safety talk to familiarize your workers with one of the most important safety devices in the workplace.

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



Fact Check

The economic cost of motor vehicle crashes in 2004 totaled **\$240.6 billion**

Each fatal motor vehicle crash cost an estimated **\$1.13 million.**

Source: National Safety Council, "Injury Facts," 2005-2006 ed.



Fact Check

40 Million

Number of productivity days lost in 2006 due to permanently disabling injuries that occurred in prior years.

Source: National Safety Council, 'Injury Facts,' 2008



Picture This!

I don't know if this qualifies as a hazard or not. The owner—a mechanic at a trucking company in Wisconsin—**didn't see a problem**, nor did his supervisor.

In aviation we hear of too many stories about FOD and missing tools that had unhappy endings. For sure this approach to toolboxes doesn't bode well for general attention to detail.

Chalk me up as one of those guys who believe in “a place for everything and everything in its place.”

