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Mishap ruins new chopper

The rotor blades were destroyed and tail boom damaged as a result of the Messerschmitt BO 105 helicopter flipping over at Southwest Oregon Regional Airport on Wednesday

It happened in about two seconds.

Ocean Air Aviation/Emergency Airlift's maintenance crew was working on one of its new helicopters Wednesday at the Southwest Oregon Regional Airport. It was about 1:30 p.m. A pilot sat in the cockpit **conducting a balance check**. The rotors were spinning.



That's when it happened.

The aircraft flipped on its side, breaking off and demolishing all four of its rotor blades and damaging the body and tail, said Ed Langerveld, the fixed-base operator's owner and director of operations, Thursday.

No one was injured. Not the pilot, nor four or five maintenance **workers nearby**.

“When the maintenance man sped to full power, the helicopter went **out of control and flipped** over at a 90-degree angle,” Langerveld said. “We’re really happy no one was hurt, scratched, injured in any way.”

Langerveld **blamed the crunch on a control rod problem**.



The engine was idling and the helicopter was on the ground just outside the

Ocean Air Aviation hangar when a rod, located underneath the cockpit that controls the helicopter's blades, "popped off," he said.

With no control rod, the pitch of the blades can change.

"If you disconnect that control rod, that's up there seeking its own direction," he said, pointing to the rotor head with splintered stubs where the blades had been.

The North Bend Fire Department sent two engines, an airport rescue firefighter vehicle and 21 firefighters to the scene.

"The rotors are gone," North Bend Assistant Fire Chief Jim Brown said. "They exploded, basically, and went into shards."

No fuel spilled onto the ground, Brown said, though some motor oil leaked out. That was collected before it could even hit the ground.

North Bend Police also responded, Langerveld said.

The helicopter's tail boom also crumpled. A window broke and a hole was punched near the cockpit. One rotor blade also cut deep into the asphalt.

Langerveld said the \$400,000 helicopter is a total loss, although some parts are salvageable and can be used for repairs on other helicopters.

"When the rotors are damaged, you have to pull the whole transmission apart," he said.

The crash was not the pilot's fault, Langerveld said, adding that the Federal Aviation Administration would investigate **why the control rod came loose.**

"Our guys didn't do anything wrong," he said. "They didn't do a control check because they had no intention of flying. **It was a maintenance incident;** nothing else."

Langerveld would not release the name of the pilot, but said, "He went home. He feels really bad."

He said, in the five years he's owned the 24-hour-a-day emergency and non-emergency ambulance service, he's never experienced an incident like this.

"In the 30 years I've been flying, there have been no injuries or accidents," he said.

Langerveld recently purchased three Messerschmitt BO 105 helicopters.

Last week, the FAA conducted certification check rides on Ocean Air's two helicopters.

Langerveld was scheduled to pick up the last helicopter today, but said he now will have to purchase two of them.

He didn't know if his insurance would cover an additional helicopter, but the company needs three helicopters before Monday when it is scheduled to become part of his fleet, which includes several other types of aircraft.

"The helicopter division is the newest arm of Emergency Airlift," Langerveld said. "We're still sticking to that schedule."

"This is a good, solid, safe program. It had nothing to do with our pilots, our training program and safety program."

Design fault causing Qantas engine failures

QANTAS is being plagued by engine failures caused by a "design" problem that may not be fixed until 2010, a report says.

The airline has told investigators examining an engine failure during a 2007 flight from Sydney to Los Angeles - in which "loud bangs" were heard before the pilot turned the plane around - that it had experienced four similar incidents in the past five years.



The airline also said three of the five "blade failures" inside its engines happened on a single plane and engineers have since sped up its service program for the fleet.

In a report released today, investigators from the Australian Transport Safety Bureau (ATSB) concluded that the Los Angeles-bound plane's problem was caused by cracked engine parts.

Investigators said there was a "statistical probability" that there would be a similar engine failure within the next two years, but the airline was not being blamed for the problems.

"It was not possible to identify failure precursors or predict potential (engine) failures," investigators said in the report.

"The completion of modification to the operator's entire fleet of engines is not expected until 2010... **there is a statistical probability of another failure** within the operator's fleet before the entire fleet modification program is completed."

Qantas engineering general manager David Cox said problems stemmed from a **design issue** and were not related to maintenance procedures.

"The issues raised are an industry wide matter," Mr Cox said.

The ATSB report said another international airline had experienced seven similar engine failures.

According to the report, soon after the Los Angeles-bound 747 took off from Sydney Airport on February 3, 2007, crew members heard "several loud bangs and felt vibration through the aircraft structure".

The pilot shut down the engine and dumped excess fuel before returning to the airport.

"Immediately after the event, Qantas launched its own investigation and instituted a program to mitigate the issues involved," Mr Cox said.

The manufacturer of the engines involved told investigators that it had been aware of the failures, which were believed to have been caused by vibrations.

[Boeing 747 cargo plane crashes on take off at Brussels airport](#)

The wreckage of a Boeing 747 Kalitta Air cargo plane at Brussels Airport

An American-owned Boeing 747 cargo plane crashed as it took off at Brussels airport last Sunday and **broke apart**, but the five-strong crew escaped without injury, airport officials said.

The jumbo jet came to rest at the end of the runway some 500 meters (yards) from housing in the Brussels suburb of Zaventem after the crash, which occurred at 1130 GMT.

Local residents have long campaigned to have this particular runway shut down, and said the crash was entirely predictable.

The plane broke into three pieces, and stopped just meters short of electricity power cables.





The massive four-engined jet belonged to Kalitta Air, airport spokeswoman Tru Lefevre said.

Belgian TV reported that the plane was carrying diplomatic baggage belonging to the US Ambassador to Belgium, including a car and papers. The US embassy in Brussels refused to comment.

The five-strong crew were all Americans, and the plane was bound for the Gulf state of Bahrain, according to another airport official, Jan Van der Cruysse.

No obvious cause for the crash was immediately apparent and an inquiry has been opened.

"It seems that the plane must have suddenly left the runway as it was attempting take-off, and crashed. It was perhaps a technical problem, but we don't know," airport spokeswoman Tru Lefevre said.

"There are no injuries even though the five people on board have been taken to hospital," Lefevre added, noting that one of them was in a state of shock.

Officials said the crash had not significantly affected air traffic, but the rail link between the airport and the centre of the Belgian capital had been suspended as the line ran close to the scene of the crash.

Based in Michigan, and named after the owner Conrad Kalitta, Kalitta Air was founded in 2000 and has 18 Boeing 747s, according to its website.

In October 1992, an Israeli El Al Boeing 747 cargo plane crashed into a residential block after taking off from Amsterdam airport, killing the crew and 39 people on the ground. Both engines on its right wing had fallen off.

In December 1999, a Korean Air Boeing 747 cargo plane crashed soon after take-off from Stansted airport near London, killing all four crew.

Large-scale disaster was averted after the plane, with a cargo that included highly flammable chemicals, including paint and benzene, missed villages and crashed into fields.

Crew failure to deal with a **faulty instrument emergency and maintenance faults** was cited as the cause of the accident.

Nias tragedy won't be repeated

Commander of the Australian Navy Aviation Group, Commodore (Cdre) Tim Barrett will leave the local area and move to Canberra next month.

Departing Commander of the Australian Navy Aviation Group, Commodore (Cdre) Tim Barrett, is confident there will never be another Nias type tragedy.



In 2005, a Sea King helicopter from HMAS Albatross crashed on the Indonesian island of Nias and **claimed the lives of nine** Australian Defence Force personnel.

A poor maintenance culture was found to be one of the main reasons for the tragedy.

Cdre Barrett was assigned the task of overseeing the **alleged intrinsic problems linked to the maintenance regime** of the Sea King helicopter.

As he prepared to take on another challenge and move to Canberra next month, Cdre Barrett said the past few years had been a challenge, but felt his duty had been completed.

"I have confidence the culture has changed and I hope we will never see another Nias-like situation again," he said.

Following the crash, a Board of Inquiry was set up to investigate the incident and made **256** recommendations.

Of these, 90 had a direct connection to the HMAS Albatross-based aviation group.

Cdre Barrett said 89 of the 90 recommendations had been made, with the final one not far from completion.

He believes there was never a doubt about the personnel's skill and ability to do the job, **but a culture needed to be changed and personnel better educated.**

"The culture meant procedure processes were not followed and short cuts taken," he said.

One of his roles was to **ensure personnel were educated about the importance of not taking short cuts and following procedure to the letter.**

Cdre Barrett credited former Commanding Officer of the 817 Squadron, Commander Tim Leonard, with playing a leading role in helping change the Sea King's old culture.

Cdre Barrett said he accepted the bad publicity with the good, but said it was disappointing when all the facts were not presented.

Last year it was reported personnel had refused to fly the Sea Kings.

However, as a Sea King pilot himself, Cdre Barrett said this was not true and he and others had confidence in the aircraft.

This will be his last local posting.

"There are no other positions for a person of my rank and it's regrettable it will be last local posting," he said.

[Mechanic ranks fall drastically at Northwest Airlines](#)

Northwest Airlines has seen the **most dramatic drop in maintenance workers** among US network airlines since 2000, with its **mechanic ranks falling 95%**.



Data released today by the US DOT show that Northwest's total maintenance, pilot and other employee staffing levels dropped 42.5% from 2000 to 2007 from 51,553 to 29,619, the highest among seven reporting network carriers to the department's Bureau of Transportation Statistics (BTS) division.

Mechanic ranks at Northwest fell from 5,852 to 255, again the most drastic among is network peers. **BTS estimates that Northwest had 0.8 maintenance workers per aircraft last year, compared with 13.9 per aircraft in 2000.**

A Northwest spokeswoman explains that "all airlines report to BTS differently, our internal number is **2.9 per aircraft**".



Northwest also in 2005-2006 experienced a 444-day strike by its chapter of the Aircraft Mechanics Fraternal Association (AMFA), and during that time the carrier employed non-union workers and third party companies fill the positions of the striking employees.

Overall, US passenger carriers – network, low-cost and regional – had **8.3** maintenance workers per aircraft last year, down from **13** in 2000.

American, who logged a 7.7% drop in its maintenance ranks for the 2000-2007 timeframe, **had the most mechanics among network carriers** last year at 13,980.

Alaska Airlines and Continental were the only network carriers to strengthen the number of mechanics during the seven year timeframe, with levels rising at those airlines 24% and 10.6% respectively.

Fort Lauderdale-based Spirit Airlines was the only reporting low-cost carrier to log a drop in the number of mechanics employed between 2000-2007. The carrier reported a 35% drop from 246 to 161. JetBlue, which launched in 2000, reported the largest rise in the number of mechanics employed, an 836% jump from 50 to 468.

Overall, US low-cost carriers grew the number of mechanics employed by 2% from 3,375 to 3,445.

Outsourcing by both network and low-cost carriers **grew** during the seven year span BTS tracked mechanic staffing levels. Spending by network airlines on outsourcing grew to 45% of total maintenance spending last year, up from 30% in 2000. Those levels grew at a slower clip for low cost carriers, rising from 52% of total maintenance spend in 2000 to 54.2% last year.

BTS also examined pilot employee levels at US passenger airlines during the same timeframe. Overall, pilot ranks fell 3.7% from 66,119 to 63,648.

Pilot levels at network airlines fell roughly 30% from 50,201 to 35,186. Northwest again had the largest drop in pilots per aircraft falling to 12.4 last year from 14.2 in 2000. But United had the largest drop in total number of pilots employed during timeframe, a 43% decrease from 11,278 to 6,338. Still, the carrier has the highest number of pilots per aircraft among the carriers at 14.7, a 21.8% drop from the 18.8 per plane in 2000.

Alaska Airlines was the lone network carrier to post a rise in pilot ranks, growing the number of pilots employed from 1,239 to 1,385, a 12% rise. Continental, while having a 1.2% drop in overall pilot ranks, did increase the number of pilots per aircraft 6.2% from 12.9 to 13.7.

The six reporting low-cost carriers grew pilot ranks by 24% from 2000 to 2007 from 8,626 to 10,713, again with JetBlue posting the largest increase during the seven year timeframe from 203 to 1,707, a rise of 641%.

BTS explains that airlines operating at least one aircraft with a payload of 18,000 pounds and annual operating revenue more than \$20 million have to report their annual employment data.

[Boeing worker charged with vandalizing Chinook helicopter](#)

A Boeing factory worker mad about being transferred has been charged with vandalizing one of two Army helicopters being built outside Philadelphia.

At a news conference today, U.S. Attorney Patrick Meehan said that Matthew Kevin Montgomery, 33, of Trevoze, has admitted cutting a bundle of about 70 wires on an H-47 Chinook helicopter on May 10, the day he was told of the job transfer. The twin-rotor helicopter would not have been able to fly.

If convicted, Montgomery could face up to 10 years in prison.

He has worked for Boeing Rotorcraft Systems for 18 months, and Meehan said there may have been "some sense of lack of appreciation for the job he may have been doing."

"Regardless of what his motivation was, the impact was the same," he said.

Montgomery was freed on \$25,000 bail, ordered to live with his parents, undergo a mental health exam and have no contact with Boeing or its employees. He refused to answer questions from an Associated Press reporter outside federal court in Philadelphia.



"He's very concerned and very remorseful," his public defender said. "He's been pretty upset, which is one reason why concerns have been raised about mental health."

Engineer 'shocked' by Nimrod fuel pipe decay

An RAF engineer found “quite shocking” levels of corrosion around the fuel pipes of an RAF Nimrod surveillance aircraft, similar to the one which exploded in mid-air with the loss of 14 service personnel over Afghanistan.



Sergeant Andrew Whitmore, a Nimrod engineer, told the inquest into the 14 men that he had discovered a number of corroded couplings which were used to join the fuel pipes. He first noticed the corrosion while investigating the cause of a fuel leak on a Nimrod that was in the same fleet as the aircraft that crashed in September 2006.

Sergeant Whitmore told the inquest in Oxford that the corrosion was “quite shocking, quite bad”. The metal was so badly damaged that the couplings could not be unscrewed and had to be sawn off. The protective sealant around the couplings had also peeled back, he said, and the metal was flaking away. “I reported it, I thought it was a serious matter,” he said.

It was not until after the crash that a check of all the couplings in the Nimrod fleet was carried out. “We didn’t find any leaks but it was only a matter of time. We found dented fuel pipes and broken bonding leads,” Sergeant Whitmore said.

Another RAF sergeant in charge of maintenance work on Nimrods in Afghanistan told the inquest that he knew nothing about past fuel leaks on board the doomed aircraft, which crashed shortly after it had completed air-to-air refueling close to Kandahar airfield.

Sergeant Mark Wallington, the ground engineer who supervised repair and maintenance work on the Nimrods operating in southern Afghanistan, told the coroner’s court that he had not been informed of the previous incidents of fuel leaks.

The inquest has already been told that Nimrod crews had reported a number of fuel leaks throughout the fleet of aircraft. Some of the Nimrods were engaged in “blowing off” fuel and air through a safety valve as the tanks were filled. The highly inflammable fuel had been found in puddles and dripping off the undercarriage. This practice was suspended after two fuel leaks.

Sergeant Wallington said he knew that the Nimrods leaked fuel from the wing tanks but not from the tanks in the fuselage, where **the consequences would be more serious**, until after the accident in September 2006.

He told the inquest that **he did not know that the doomed Nimrod, call sign XV230, had "blown off" fuel on two recorded occasions before the crash. "I think I should have been made aware."** he said.

A board of inquiry found that **one possible cause of the accident was an escape of fuel during air-to-air refueling**. The inquest continues today.

A British serviceman was injured and two civilians were killed in a rocket attack on the Basra airport base yesterday.

About a dozen rockets were fired at the British base, northwest of Basra. The Ministry of Defence described the injured serviceman as "walking wounded". The two civilian workers were believed to be from the Middle East.



Is This the Party to Whom I Am Speaking?

Lack of adequate communication--verbal or visual--among flight crew and ground crew, is at the heart of many ramp incidents reported to ASRS. Good communication is especially important during night ramp operations, as shown by the following eye-opening (and costly) encounter:

- **I had just confirmed with the headset operator [the tug driver] that all doors were closed and we were cleared to push back. About twenty feet back, we encountered a firm object. The lav truck driver [had returned] to the aircraft to empty "the blue room," and had ignored the beacon lights or not realized that aircraft movement was imminent. Just prior to impact, the driver bailed out of the truck. The wingwalkers on both wings failed to notice this vehicle behind us.**

The aircraft had to be jacked up to facilitate removal of the truck. The aircraft sustained extensive damage, a 7-foot gash in the belly, and was down for four days.

Tougher Balloon Safety Rules Urged

Canada's Transportation Safety Board says in a report hot air balloons that carry passengers for hire should have **safety standards equal to those required for other types of aircraft that fly commercially**. "While balloons can carry up to 12 fare-paying passengers, they are not regulated at a level comparable to that of other commercial aircraft operators," the report said. "The TSB recommends [that the] Department of Transport ensure that passenger-carrying commercial balloon operations **provide a level of safety equivalent to that established for other aircraft of equal passenger-carrying capacity**." The board made its recommendation after completing an investigation into a balloon accident in Winnipeg, Manitoba, last August in which the pilot and two passengers **were severely burned** and other passengers were less seriously injured in a landing accident.



The wind had picked up unexpectedly when the pilot of the balloon, which was carrying 11 passengers, tried to set it down. The wind dragged the basket on its side for 700 feet and the burners struck the ground. That caused a propane leak that resulted in an intense fire and several explosions. The TSB is still investigating a fatal balloon accident that happened in Surrey, British Columbia, two weeks after the Winnipeg mishap. In the Surrey accident, a fire started while the balloon was still tethered. As the 12 passengers and pilot fled the basket, the tethers burned through and the lightened balloon shot into the air with two people still on board. Both burned to death.

UTILITY GUARD™

The NEW Utility Guard™ (US and International patents pending) reduces hand injuries by **keeping work gloves available** to workers at all times and reducing lost glove replacement costs. Weighing just 3/4 ounce and 4" long, the tough engineered grade material holds its memory with a tight grip in all types of weather. The top piece slips easily and snugly over a belt or a heavy waistband. The clip end attaches to a variety of glove sizes and other articles such as cloth sleeve protectors, mechanic towels, ear muffs, utility bags holding ear plugs and safety glasses, water bottles, and much more. Utility Guard™ **holds just about anything** it can get a grip on!

Safety features include non-conductive material, resistance to flex fatigue, and a break-away feature.



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FAA: Smooth Frost May Not Be OK

The FAA has proposed to change its regulations regarding operations with **"polished frost"** on an aircraft's flying surfaces ... just in time for summer. Frost polished to make it smooth **would no longer be permitted** as the FAA has determined it poses a threat to safe flight. The **notice of proposed rulemaking (NPRM)** officially applies to parts 125, 135, and certain part 91 operations.



Though the FAA previously recommended that aircraft manufacturers could offer recommended procedures for polishing frost, no current manufacturer has issued any recommendations for polishing or operating with polished frost, and the FAA stipulates that **"polished frost" is an "ambiguous" term**. Plus, the FAA has correlated at **least 11 accidents** with circumstances involving individuals who crashed shortly after takeoff after attempting to smooth frost on the aircraft's flying surfaces. According to the FAA, nine of the 11 accidents would not have been prevented by the newly proposed rule because those accident aircraft were not operating under regulations that would be affected by the proposed rule.

The FAA is seeking comments and welcomes them prior to August 7, 2008. You may send comments identified by docket number FAA-2007-29281 at www.Regulations.gov. Follow the online instructions for sending your comments electronically.



Midnight Shift Nugget

It's probable not a big surprise for shiftworkers to hear that research shows that they drink more **caffeinated beverages** than non-shiftworkers. Likewise it's probably not a big surprise from them to hear that caffeine consumption is higher on the night shift than during the day or evening shift.



But java junkies take note: It might be a good idea to consider **substituting tea** for at least one of your daily cups of coffee. Why? Tea offers the same alertness boost you want on the night shift – plus several health benefits –without coffee’s drawbacks.



Among the health benefits associated with tea in recent studies:

Improved dental hygiene

Green tea is believed to prevent dental decay by inhibiting the bacteria responsible for plaque formation. It can also inhibit the bacteria that cause bad breath.

Better cardiovascular health

Tea drinking has been found to lower the risk for both heart attacks and strokes. Tea also helps lower cholesterol levels, while coffee can actually elevate them. These benefits are especially important for shiftworkers, who have high cholesterol.

There are three types of tea: black (what you usually think of as “regular tea), green (the traditional favorite in China and the least processed), and oolong (made from partially processed tea leaves). A fourth option, herbal tea, is not actually derived from the tea plant, but from other plants and herbs, such as peppermint and chamomile.

Green tea is considered the most potent source of health benefits, largely because it contains highest amount of cancer-preventing antioxidants. Black and oolong teas seem to offer the same health benefits, but to a lesser extent. Though herbal tea may also be a source of health benefits, it usually does not provide the antioxidant benefits of regular tea.

In terms of caffeine, black, green and oolong are available in caffeinated and decaffeinated versions. Herbal tea seldom contains caffeine, making it a good choice when you’re in the mood for a hot drink before going to bed.

Satisfying Substitute

Given tea’s benefits, consider substituting tea for at least one of our daily cups of coffee. A typical cup of tea contains just under half the caffeine in a cup of drip coffee, so you’ll still get some of the alertness boost of the traditional brew. But you’ll avoid some of the stomach irritation coffee can cause due to its high acidity – not to mention the dreaded “coffee breath.”

As with a cup of coffee, the caffeine in tea can disrupt your sleep. If you're planning to sleep as soon as you get home, it's best to go easy on any caffeinated beverage near the end of your shift. Switching to decaffeinated tea will let you keep the benefits and still get good quality sleep.

Tips for warding off workplace weight gain:

- Start the day off right -- Eating a **high-protein and fiber-filled breakfast** can provide the energy you need to get you to lunch and avoid the temptation of break room donuts, candy or other high-fat treats.
- **Stay hydrated** -- Sometimes a snack craving can be mistaken for dehydration. Be sure to keep water or another healthy beverage at your desk throughout the day so that you can hydrate freely.
- **Write it down** -- Keeping nutrition and food journal can help you track how your snacks and meals add up during the day, allowing you to notice when you overindulge.
- **Mix up your routine** -- Every little bit of activity helps, so take the stairs to your floor, walk over to co-workers instead of calling or emailing them or try parking your car farther away from the office.
- **Keep your cool** -- Stress can fuel poor eating habits, as you can tend to overeat or make inadequate food choices when you're feeling overwhelmed. Try to manage stress with regular exercise and speak with a supervisor if your workload is drowning you.



AUDIO SAFETY TALKS!

CHOLESTEROL, GOOD AND BAD

It used to be so simple: **Cholesterol** was bad news, right? Well a few years later it turned out that it wasn't quite that simple. It seems that cholesterol, like many other things in our lives, has a good side and a bad side. And it's important to have some idea of the difference: Because "**good**" **cholesterol** is necessary for healthy body function, but "bad" cholesterol can raise your risk of heart disease and a host of other ailments. Do you know which cholesterol is "good?" Present this audio talk to your workers and see if they do.

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



NATIONAL SAFETY MONTH

Helping Workers Prepare for Emergencies

The NSC (National Safety Council) would like this to be the year we all "Make a Difference," the theme for National Safety Month in the US.

The annual June campaign is focused on these topics:

Week 1: June 2-6, Emergency Preparedness

Week 2: June 9-13, Distracted Driving

Week 3: June 16-20, Poisoning Prevention

Week 4: June 23-27, Falls Prevention

To help you make a difference, here's some information on emergency preparedness to share with your workers.



7 Habits of Highly Prepared People

Emergency preparedness is considering what can go wrong and what to do if it does.

This does not mean you must be in a constant state of worry. What it means is that you pay attention to your environment and continue planning how you can stay safe. It also means you develop survival skills and keep survival tools accessible.

Here are some examples of emergency-ready habits:

1. **When you are in any building** - a home, plant, office, hotel, shopping center - know where you are in relation to at least two exits.
2. **Notice the location** of fire alarms, firefighting equipment, emergency phones and first aid kits. Read the instructions so you will know how to operate them.
3. **On public transport**, read the emergency instructions. Locate exits and read how to open windows on trains or buses. Know how to find the break-glass hammers and window latches in the dark. Learn how to use oxygen masks on aircraft. Pay attention to the emergency instructions review presented by the on-board attendant.
4. **Pack basic repair tools** and replacement parts such as extra fan belts in your automobile. Keep the spare tire inflated.
5. **Pack an emergency kit** with survival supplies to maintain your family for at least two days. Keep it ready to take with you in case of a disaster.

6. **Carry a flashlight** when you travel. It can light your way to safety from a burning hotel or a crashed transit vehicle.
7. **Learn first aid** and CPR (cardiopulmonary resuscitation).

Wherever you are, be prepared to protect yourself if things go wrong. Emergency preparedness is planning to survive.

For more information on [National Safety Month](#), visit its official website. And for Canadians, Emergency Preparedness Week was in early May, but, of course, the topic is not time-sensitive. For more information, visit the [Get Prepared](#) site.

HEALTH & EXERCISE

Couch Potato Country

It's hardly a shock that Americans over the age of 15 spend more time in front of the television than exercising. If exercise were easy, it wouldn't be good for you. But, given all we know about the health benefits of exercise, the dimension of the disparity between TV watching and exercise is a bit off-putting.



The great American pastime?

16% The percentage of people who live in the U.S. that participate in sports and exercise activities on an average day.

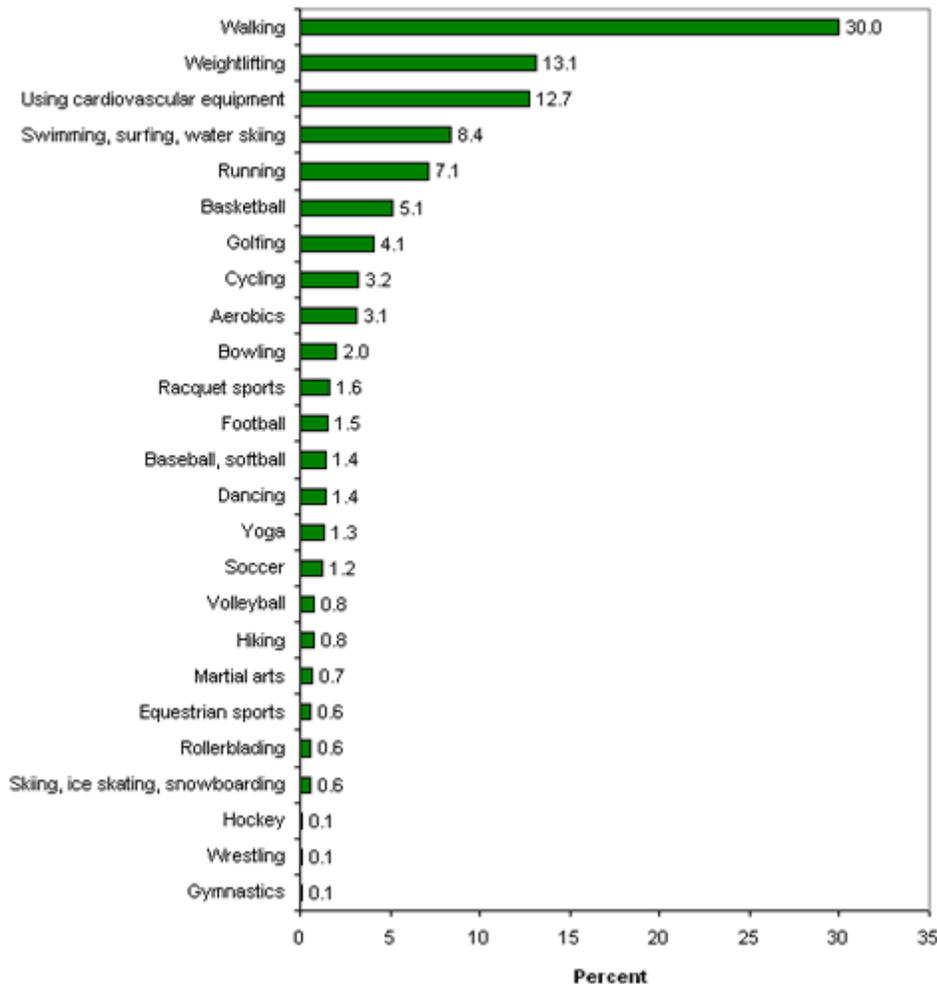
80% The percentage of people who live in the U.S. that watch TV on an average day.

These numbers come courtesy of a new report from the U.S. Bureau of Labor Statistics. Here are some other interesting findings:

- Parts of the country where people are most likely to participate in sports and exercise are the Pacific, New England and Mountain regions;
- People living in the Pacific are the most active-about 50% more likely to exercise and play sports than people in the East South Central and West South Central regions;
- Here's a statistic you might find surprising: Among those 25 and older, persons who have at least a bachelor's degree are more than twice as likely to participate in sports and exercise than those with a high school diploma or less;
- Men are slightly more likely than women to participate in sports and exercise on an average day;

- Those who play sports or exercise are just as likely to do it alone as with a companion;
- Almost 75% of those who exercise or play sports on an average day do so for less than two hours-most common duration: between 30 and 59 minutes; and
- The most popular form of activity, as you might expect, is walking (see the chart below for a ranking of forms of exercise by popularity).

Percent of people aged 15 years and older who engaged in sports or exercise activities on an average day, by specific activity, 2003-06



SOURCE: U.S. Bureau of Labor Statistics, Spotlight on Statistics: Sports and Exercise, May 2008, <http://www.bls.gov/spotlight/> (figures are from 2003 to 2006).



PICTURE THIS!

Whether you work on the water or just play there, many boaters you'll encounter this summer will have **had no experience or training**, and many of them will be partying hard. We don't know the circumstances that led to the picture you see here, but we hope it'll also caution you against **mixing the two fluids** that kill more boaters than any other factor: **alcohol and gasoline**. Party safely when you're out on the water, and always wear your personal flotation device.

