

Aviation Human Factors Industry News

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From the sands of Kitty Hawk, the tradition lives on.

Hello all,

To subscribe send an email to: rhughes@humanfactorsedu.com

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★RAF Red Arrows Gets First
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CALENDAR

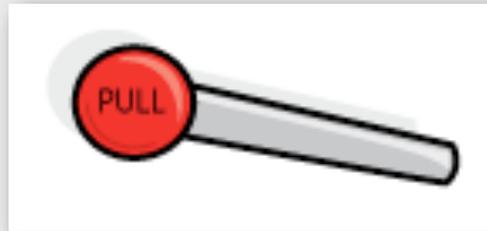
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The Big Red Knob

A B767 Flight Attendant reported a “slip”—a **skill-based error** resulting **attention**—which subsequently led to a “slide.” deployment.



indication of report narrative: Landed without incident. Taxied and parked at gate. Seatbelt sign went off and I unbuckled and went to Door 1R and waited for the Purser to say ‘disarm.’ Purser was looking for jet-bridge. It arrived, he said ‘disarm.’ I turned to my door and inadvertently reached and pulled the large silver handle with the red knob labeled ‘pull.’ The slide deployed.

Possible factors contributing to this error are that I have [low] seniority. I have flown on the aircraft 3-4 times. My trip assignment was open-ended and **I was distracted** in not knowing upon arrival what the remainder of my assignment would be. I was discussing this with my flight partner and thinking about having to contact scheduling. While I was intent on my disarming abilities, **I realized my mistake** one second too late after grabbing the wrong handle...When I turned to disarm, the big red knob saying ‘pull’ **grabbed** my attention, and I pulled it....

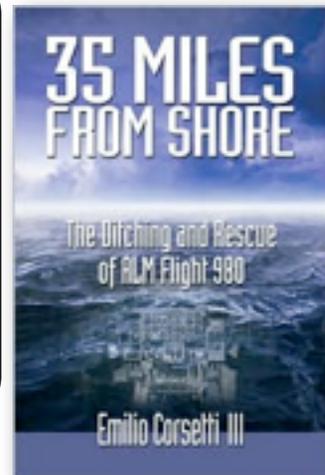
Tech Library

35 Miles From Shore

The Ditching and Rescue of ALM Flight 980

On May 2, 1970, a passenger jet with fifty-seven passengers and a crew of departed New York’s JFK international airport en route to the tropical island of St. Maarten. The flight ended four hours and thirty-four minutes later in the shark-infested waters of the Caribbean. It was at the time, and remains,

the only open-water ditching of a commercial jet. The subsequent rescue of took nearly three hours and involved the Coast Guard, Navy, and Marines. In this [gripping account](#) of that fateful day, author Emilio Corsetti puts the reader inside the cabin, the cockpit, and the rescue helicopters as the crews struggle against the weather and dwindling daylight to rescue the survivors who have only their life vests and a lone escape chute to keep them afloat.



[Click the cover image below to watch the 35 Miles From Shore book trailer](#)

<http://www.35milesfromshore.com/bookt.htm>

[Watch a re-creation of the accident](#)

<http://www.35milesfromshore.com/msnbc.htm>

[Lessons From the Cockpit May Boost Patient Safety](#)

Aviation and medicine both [require professionals](#) to hold peoples' lives in their hands. Now, study findings hint that hospitals may improve patient by drawing on aviation-type safety initiatives. When medicine "turns its eyes to the sky," patient safety on the ground may improve, Dr. Harry C. Sax, at Brown University in Providence, Rhode Island, noted in a telephone interview with Reuters Health.



[Pre-flight checklists](#) and [non-punitive incident reporting](#) are measures that significantly minimize aviation accidents, Sax and colleagues point out in the Archives of Surgery.

In their study, they assessed how hospital staff at a 722-bed university hospital and a 247-bed community hospital implemented and felt about similar safety initiatives.

The hospitals trained a total of 857 hospital staff with the "**Lessons from the Cockpit**" training course as one of their safety initiatives. The course highlights team safety-enhancing efforts used in aviation and how similar efforts may have benefit in other industries.

Immediate post-training surveys revealed that staff were more willing to commit themselves to **team efforts** to improve patient safety and to effectively **confront** their own mistakes and those of other technicians, nurses, and physicians.

Additional surveys, completed a minimum of 2 months after training, hinted that staff maintained their sense of "**personal empowerment**" in regards to patient safety initiatives, Sax commented in a telephone interview with Reuters Health.

Sax and colleagues also found that use of **pre-surgery checklists** increased from 75 percent in 2003 to 100 percent in 2007 in hospitals that utilized the training course.

Moreover, the community hospital that additionally implemented a **Web-based, self-reporting incident and error system** modeled after the non-punitive Aviation Safety Reporting System administered by the National Air and Space Administration, saw a marked increase in staff self-reporting of errors.

Per-quarter, self-reports of errors and incidents increased from 709 in 2002 to 1,481 in 2008.

The researchers continue to collect information to better determine which aspects of the course maintain their impact over one-year and which specific measures yield the most benefit in terms of increased patient safety.

RAF Red Arrows Gets First Female Pilot

First Performance With The Team Scheduled For Next Year

31-year-old Flight Lieutenant Kirsty Moore has become the **first female** fast-jet pilot in the RAF to qualify for the Red Arrows Aerobatic Demonstration Team, and will begin performing at airshows next year. "It's an awesome job. To be told I had been selected was one of the best days of my life. It was incredible," Moore said Thursday.

"The girl thing is an aside for me because I have been a female all my life and I've been a pilot since joining the RAF. "The BBC Reports that Moore joined the RAF in 1998. She became a Hawk instructor and then Tornado pilot. While he is not the first woman to apply for the Red Arrows, she is the first to be shortlisted and then selected.



The newspaper The West Australian reports that the Red Arrows perform at such events as the Queen's birthday celebration, as well as at airshows around the world.

Moore was tapped from 40 applicants for the position. She credits her father, a retired RAF navigator, for inspiring her to join the service. She holds a masters degree in Aeronautical Engineering from Imperial College in London.

"Hopefully in a small way, by me being a Red Arrows pilot, some girls **might think** that this is something they could be part of and they should go for it," she said.

It Could Happen to You!

It was like a dream. I peered again at my rearview mirror to see if what I was seeing was real. The fog seemed to illuminate the rotating police lights were summoning my vehicle to stop. No! Not me, I thought, as my mind raced for answers. What did I do? Was I going too fast? Didn't I stop for that stop sign?

I pulled over and stopped my vehicle on the right side of the road. Now what's taking so long?

A sudden thump and a big, bright light from a metallic flashlight startled my thoughts. The officer identified himself and said, "**Your vehicle**



was left of center, Sir. May I see your identification and driver's license?"

I fumbled through my wallet, attempting to locate the items. I thought about the party I had just attended. Joe was a good host; he wanted me to stay the night, **but I was the tough guy**. Besides, all I had was a couple of drinks.

"Please step out of the vehicle," broke my thought pattern.

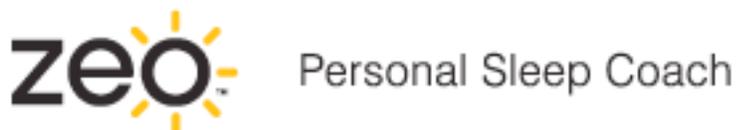
Can he smell the alcohol on my breath? Does he know? I asked to light a cigarette to mask the odor. Maybe I could hide it.

As I stepped out of the vehicle, I held my composure, or so I thought. Next came the sobriety test to determine my ability to drive. Impaired? I've driven many times before, maybe in worse shape than this.

As I completed the tests, even I knew I shouldn't have driven. My reflection became reality as the officer **applied the handcuffs** and placed me in the rear of his car.

I began to contemplate my actions. **What about my career, my family and my future?** The pending results greatly outweighed the small reason I had to drive. The impending punishment would undoubtedly cost well into the thousands of dollars, as well as my family's respect. Was it worth it?

This is a fictional account; **the statistics of drinking and driving are not**. You could be among those statistics -- dead or alive. The next time you want to drive when you drink alcohol -- **don't**. Take along a designated driver, call a taxi or call a friend. Don't drink and drive!



Learn how to minimize wake ups and **increase the amount** of restorative sleep you get by identifying what causes you to sleep poorly.

For a limited time, when you buy a Zeo Personal Sleep Coach you'll get a full year of Guided Sleep Coaching for FREE (a \$79.95 value)!

Discover your personal sleep patterns, track your sleep data online, and **see how your lifestyle can affect** sleep quality. Everything you need for your personal sleep exploration is included: bedside display, headband w/ SoftWave™ sensor & unlimited access to your online analytical tools.

<http://www.myzeo.com/>

2010 WORKING NIGHTS CALENDAR

The **Working Nights Calendar** is an indispensable tool to help shiftworkers and their families better manage their shiftwork lifestyle and maintain a positive work-life balance.

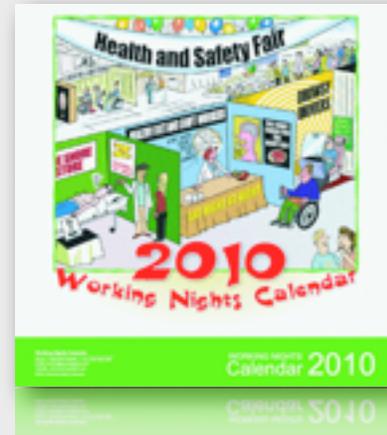
The 2010 Working Nights Calendar features:

- * Colorful scheduling stickers to help make tracking shift schedules, appointments, and family events easy!

- * Special health and safety tips for shiftworkers.
- * A cartoon that drives home a different health and safety message each month.

The calendar is a simple and cost-effective tool for shiftworkers. Plus, it makes for a great end of the year gift.

To learn more, or to purchase a calendar, please click here.



http://www.circadian.com/newsletters.cfm?action=act_newsletters_redirect&broadcastID=503&linkID=8211&ID=38004

Sleep strategies for shiftworkers

We live in a 24/7 world, and nobody knows that better than the people who **evening, nights, weekends and holidays** to make it possible. One of the main challenges shiftworkers face is keeping our 24/7 world running is getting enough sleep. Here are a few tips for getting the sleep you need while working a shift schedule.



1. **Sleep when you can.** Thought many people find it easier to do so, no law says you must achieve all your sleep in a single block. Many shiftworkers split their sleep. Maybe you want to be up after work to see your kids off to school, sleep from 8 a.m. to noon, run errands, and catch an afternoon nap before they get home.

Or maybe you like to take a nap in the morning, then get the rest of your sleep from afternoon to early evening. The point is that if you need sleep and you've got free time, take advantage of it.

2. **Beware of the “Forbidden Zones.”** Biologically speaking, it's more difficult to fall asleep between the hours of 10 a.m. and noon, and also between 8 to 10 p.m. On the other hand, it's easier to fall asleep in the afternoon from 2 to 4 p.m. (If you've naturally a morning person, those zones may occur an hour or so earlier, and an hour later if you're a night person.)

So if you want to get the majority of your sleep in the morning, it's best to be in bed before 9 or 10 a.m. if possible. And taking a nap may be easiest in the afternoon. The “forbidden zones” vary from person to person so experiment to learn what times yours occur.

3. **Block all light.** Even a small amount of sunlight can prevent sleep, especially if you attempt to sleep during one of the “forbidden zones.” Wear a sleep mask, double up your drapes, even use light-blocking curtains or tape aluminum foil between the shade and the window frame.

4. **Reduce noise.** Everyone is sensitive to noise to a different degree: Some people need noise to fall asleep while others need utter silence. If you're sensitive, ear plugs (available at drug stores) can be your best friends. A fan or white noise machine can provide calming background noise that drowns out other sounds.

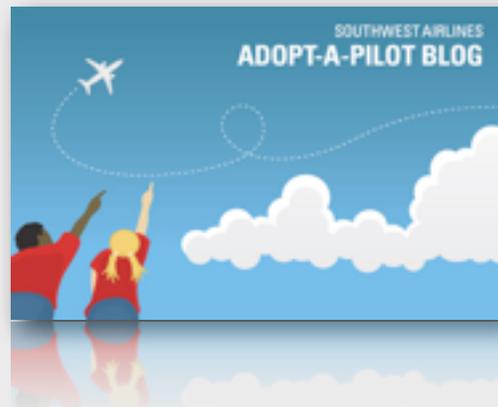
5. **Don't sabotage sleep.** Avoid the following for a few hours before bedtime: caffeine, nicotine, greasy foods and heavy physical exercise. If possible inform your friends and relatives what times you'll be sleeping so that they won't call during that time and wake you up.

6. **Nap.** The best length for naps is either 10 to 30 min. or 90 to 120 min. That's because 30 to 90 min. into a nap, you're usually sleeping very deeply and may feel groggy if woken during that stage.

7. **Get your family on board.** It's difficult for many families to adjust when one member works an unusual schedule. For example, family members might want to go shopping on Sunday afternoon when you need to sleep for work that night. Make sure they understand that you'd like to spend time with them, but that your sleep schedule is part of your job and your lifestyle. Emphasize that it's important for them to let you get your sleep during the daytime.
8. **Think "nighttime" when you're off.** If you have a few days off in between night shifts, it may be easier if you don't go all the way back to a daytime schedule on those days. For example, if you normally go to bed at 8 a.m. when you're working nights, stay up until 2 or 3 a.m. on your off days instead of going to sleep at 10 or 11 p.m. That way it won't be such a shock to your body when you start night shifts again.

Southwest Airlines Adopt-A-Pilot(R) Program Lands in Schools Nationwide

Southwest Airlines' Pilots **Volunteer** to Share the Spirit of Learning to Thousands of Students across the United States. What do you want to be when you grow up? Perhaps Pilot is one of the answers. For many students across the country that might be closer than they dream. Southwest Airlines today announces the official takeoff of its award winning, **Educational and Mentoring program, Adopt-A-Pilot®!**



From January through May, fifth-grade students in more than 1,200 classes across the country will "adopt" Southwest Airlines Pilots through a program that leads students through science, geography, math, writing, and other core subjects, all based in aviation-related activities. Students also will research careers, develop life values, and realize the importance of staying in school.

"Our pledge to our communities extends farther than our service at the airport, it's the total involvement of our Employees to **empower the participants** to learn and understand they can be all they want to be in life through education," said Linda Rutherford, Southwest's Vice President of Communications and Strategic Outreach.

Nearly 800 Southwest Pilots are volunteering in this year's Adopt-A-Pilot® program. During the four-week long curriculum, Pilots volunteer their time in participating classrooms and correspond from the "road" via e-mail and postcards. Classrooms chart the Pilot's course on an official United States route map and complete lessons related to the Pilot's monthly flying schedule.

To learn more about the program visit www.southwest.com/adoptapilot or our blog <http://www.blogsouthwest.com/blog/southwest-pilots-go-back-school>

Human Ingenuity

A brilliant clock design

A different way to display time on the green time line.. This is a really clock! comes from a Dutch web site. Here is what you will see when you look at this clock. Don't do anything. It's automatically adjusted to your time zone. Just look at it and study it. It gives you the EXACT TIME of the DAY in seconds, minutes, hours, the day, month and year.



Just look where the green line is up and down. Everything is there. Study it for a few seconds and it will all come clear to you.

Remember these definitions:

1st Line is Seconds

2nd Line is Minutes

3rd line is Hours.

4th Line is Days

5th Line is Months

6th Line is Years

This is the COOLEST clock I have seen yet!!

Click on as follow: <http://home.tiscali.nl/annejan/swf/timeline.swf>