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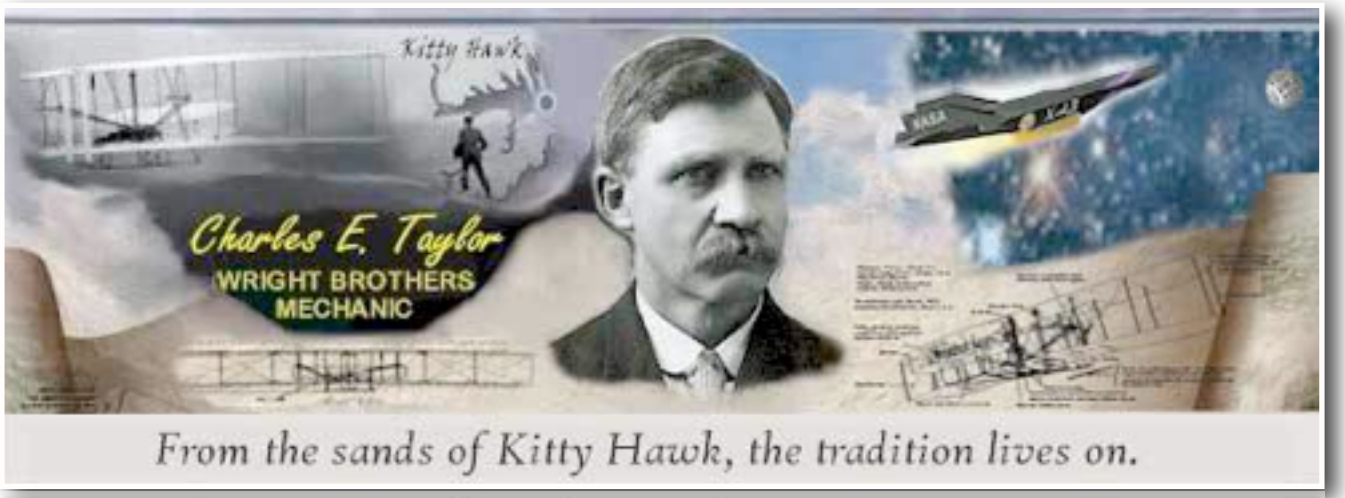


Hello all,

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

In this weeks edition of *Aviation Human Factors Industry News* you will read the following stories:

Remembering the crash of Flight 3407

February 12th marked six years since Flight 3407 crashed outside Buffalo.

Everyone on board the plane and one person on the ground were killed. Pilot error has been blamed. Since this crash there have been several federal reforms for pilots and pilot training.Families are hoping to keep those reforms intact as the FAA reviews its charter.

"I am so grateful to the Flight 3407 families who have fought and persevered to get new safety standards put in place so that other families would not experience the pain that they have felt," said Congresswoman Louise Slaughter. "It would be unconscionable for the FAA to cave to industry pressure and roll back these safety standards, which guarantee that every pilot, whether regional or commercial, is well-trained and well-rested before transporting our loved ones through the air."

"Six years later, the crash of Flight 3407 still weighs heavy on our community," said Congressman Chris Collins. "Through the tireless advocacy of the families of Flight 3407 significant reforms have been made to achieve one level of aviation safety for consumers. However, the fight is not over. It is vital we maintain the hard fought improvements in airline safety standards that we have won, while fighting for implementation of a Pilots Record Database and other safety items."

Southwest Airlines Settles Whistleblower Suit By Mechanic Disciplined For Reporting Cracks in 737

John Goglia

Southwest Airlines has settled a whistleblower lawsuit filed by a mechanic alleging that he was disciplined for finding and reporting two cracks in the fuselage of a Boeing 737-700 while performing a routine maintenance check. Southwest Airlines has agreed to remove the disciplinary action from the mechanic's file and to pay him $35,000 in legal fees.

The lawsuit was filed under the whistleblower protections of the so-called AIR-21 statute (the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century.) The statute provides an appeal process for airline workers who are fired or otherwise disciplined for reporting safety information. The settlement was reached after a January 8 Department of Labor Administrative Judge dismissed Southwest's motion for summary judgment and granted in part the mechanic's motion for summary judgment. The mechanic was represented by attorney Lee Seham (who is also the lead union attorney in the lawsuit filed by mechanics American Airlines alleging pressure to violate safety rules).The Judge's decision summarizes the allegations as follows: "On the evening of July 2, 2014, the [mechanic] was assigned by [Southwest] to perform a [maintenance] check on a Southwest Boeing 737-700 aircraft, N208WN. This maintenance check is part of Southwest's Maintenance Procedural Manual (MPM). This check requires a mechanic to follow a task card which details the tasks to be accomplished." The task card requires the " mechanic to " walkaround" the aircraft to visually inspect the fuselage. During his inspection, the [mechanic] discovered two cracks on the aircraft's fuselage and documented them. Discovery of these cracks resulted in the aircraft being removed from service to be repaired."

Thereafter, the mechanic was called into a meeting with his supervisors to "discuss the issue of working outside the scope of his assigned task." He was then issued a "Letter of Instruction" advising the mechanic that he had acted outside the scope of work in the task card and warning him that further violations could result in further disciplinary actions. The mechanic alleged in his whistleblower complaint that the letter from Southwest "was calculated to, or had the effect of, intimidating [him] and dissuading him and other Southwest [mechanics] from reporting the discovery of cracks, abnormalities or defects out of fear of being disciplined."

Southwest responded to the mechanic's allegations claiming that the mechanic went outside the scope of his duties when he observed the cracks and reported them. The airline further claimed that its Letter of Instruction was issued because the mechanic worked "outside the scope of his task" and not because he reported a safety problem. It further claimed that the letter was not a disciplinary action and the mechanic was not entitled to whistleblower protection.

Fortunately, the administrative judge sided with the mechanic in dismissing Southwest's claims and finding that the mechanic engaged in activities protected by AIR-21 and that Southwest was aware of it. Although no final decision was reached on the merits of the mechanic's case, the settlement followed close on the heels of the judge's decision.

As a long time safety advocate, former NTSB Member and airline mechanic, reading about these types of cases is very dismaying. It seems to me that any airline whose mechanics find cracks in an aircraft's fuselage – significant enough to cause the aircraft to be removed from service for repair – should be commended. Certainly not disciplined.

Fuel System Deficiency Caused 2013 Belt Loader Fire At YUL

The Transportation Safety Board of Canada today released its investigation report (A13Q0186) into the belt loader fire involving a Boeing 767 operated by Royal Air Maroc at Montréal-Pierre Elliott Trudeau International Airport (Québec) in November 2013. The fire led to smoke in the cabin and the evacuation of passengers.On 04 November 2013, the Royal Air Maroc Boeing 767 carrying 243 passengers and 8 crew members parked at gate 61 after landing at Montréal-Pierre Elliott Trudeau International Airport (Quebec). During deplaning at 1645, a fire broke out under a belt loader that was positioned under the left rear cargo door. The smell of smoke created by the fire penetrated the cabin, prompting the captain to order the evacuation of the aircraft. Some passengers evacuated the aircraft through the jetway while others used the evacuation slides. Seven passengers suffered minor injuries. The airport firefighting service arrived on site at 1649 and brought the fire under control. The aircraft sustained no damage.

The investigation found that a connector in the fuel system on the belt loader disconnected while the engine was running. Consequently, fuel sprayed onto the hot surface of the exhaust and caused a fire.

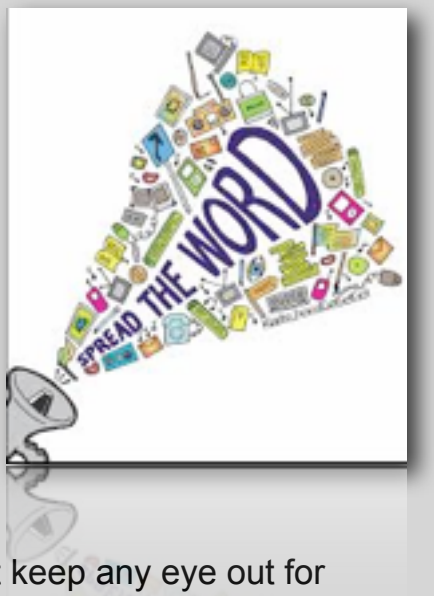
In the weeks following the occurrence, all of the service provider's (Servisair Inc.) belt loaders at airports across Canada had their fuel systems inspected for connectors, and they installed an emergency switch on belt loaders that did not already have one. They also shared their observations with other service providers concerning the risks associated with the vulnerability of the fuel system for this engine model on ground handling equipment. Aéroports de Montréal has incorporated service providers such as ground handlers into their safety management system, and its firefighting service now offers training to employees working on the apron.

The TSB is an independent agency that investigates marine, pipeline, railway and aviation transportation occurrences. Its sole aim is the advancement of transportation safety. It is not the function of the Board to assign fault or determine civil or criminal liability.

http://www.bst-tsb.gc.ca/eng/rapports-reports/aviation/2013/a13q0186/a13q0186.asp

Spreading the word about aviation safety

Midair collisions are about the most terrifying type of aviation accidents, elucidating as they do the inherent danger of air travel.



Accounts from survivors are pretty universal: “I didn’t see anything until well after it was too late.”

That’s exactly what Alaska Wildlife Trooper Levi Duell told crash investigators, according to a preliminary National Transportation Safety Board reported on in today’s Frontiersman. Duell was one of two pilots in a Jan. 31 midair collision in the Knik-Goose Bay Road area. “He saw a momentary flash in the upper left corner of his windscreen, which was instantaneously followed by the collision,” the report says.

You’d think that pilots could do what motorists do — just keep any eye out for other traffic — but such an assumption ignores just how fast airplanes are traveling and differences in visibility. Planes move at speeds that outpace human reaction times and in weather conditions that can change just as fast.

Which is why pilots rely so heavily on radios to communicate their locations to each other. In areas of the state in which air traffic control towers aren't available, pilots do their best to make sure they're on the same frequency as everyone else flying in the area.

Verbal warnings are really the best possible way to make yourself aware of other aircraft in your vicinity before it's too late.

Making sure pilots are on the same frequency becomes all the more necessary as more people — and thus more planes — move into the Mat-Su. We are a community that is often touted as having the most per-capita airports in the nation. As the area develops, the skies are only becoming more crowded.

That's why the Federal Aviation Administration recently made moves to simplify the rules for which area uses which radio frequency. Rules went into effect in May. We reported on this change hoping that it would increase safety in our skies.

We see this most recent crash as an opportunity to remind our neighbors who fly of this change and the importance of communicating location and intent with others in the air.

We also learned another bit while reporting this story that we think is worth repeating here.

A witness to the crash also is an air traffic controller told us that pilots flying in the Mat-Su are often reluctant to bother Anchorage's air traffic control tower. But they shouldn't be. The controller said the Anchorage towers have a good picture of what's happening on our side of Cook Inlet and pilots can use those towers even when flying without a transponder.

"We have very good radar out in this area," the controller, Jennie Sandland said. "Pilots can call Anchorage and get traffic advisory services. Then they've got another set of eyes looking."

We are grateful both pilots survived the latest crash, we'd prefer never to report another midair collision.

NTSB Releases 747 Crash Information

The NTSB on Tuesday opened its public online accident docket for its investigation of the fatal crash of a Boing 747 cargo aircraft in Afghanistan in April 2013. The docket contains factual information including documents and photographs. The accident investigation is still underway, and analysis of the data, along with the determination of the probable cause, will come at a later date.

The airplane crashed shortly after takeoff on its way from Bagram to Dubai, and all seven crew members, who were all from the U.S., were killed. The airplane was destroyed by the impact and fire. The Afghanistan Civil Aviation Authority led the investigation until last October, when the NTSB took over. The factual report describes in detail the cargo that was loaded onto the airplane, and the loading procedures. Five large military vehicles were loaded on the main deck, including three Cougars, weighing 18 ton each, and two all-terrain vehicles weighing 12 tons each. Each vehicle was secured to a pallet. Investigators looked closely at the kind of straps that were used and other details of the cargo restraint system. The cockpit voice recorder transcript shows the crew discussing a broken strap in the cargo hold, and whether the straps were tight enough. The load manifest for flight showed that weight restrictions and center of gravity limits had not been exceeded.

http://dms.ntsb.gov/pubdms/search/hitlist.cfm?docketID=57043&CFID=455613&CFTOKEN=79445989

http://dms.ntsb.gov/public%2F57000-57499%2F57043%2F567126.pdf

Investigators: Human error caused Idaho Guard helo crash

Military investigators say human error caused an Idaho Army National Guard helicopter to crash during a training mission in November near the Boise airport, leading to the death of two pilots on board.

Right before the crash, the pilots were practicing a routine emergency procedure: flying their Apache attack helicopter to safety on a single working engine, Col. Tim Marsano, a Guard spokesman, said in a statement.

To simulate loss of power, they were supposed to momentarily slip one of the engine power-control levers into the lock-out position, then pull it back, decreasing power to one of the engines.

But investigators concluded one or both of the pilots pushed both control levers into the lock-out position and kept them there for too long, causing the engines to over-speed and shutting down the engines.When they lost power, the pilots had three seconds to respond before impact, Marsano said, and that's not enough time to restart the engines or otherwise recover the aircraft. The accident occurred about 400 feet above ground level, in the darkness.

Both pilots — chief warrant officers Stien P. Gearhart, 50, and Jon L. Hartway, 43 — were killed instantly upon impact because of blunt-force trauma, the Ada County Coroner's report determined. The two were the only men aboard the aircraft. The crash also resulted in a total loss of the helicopter.

The crash investigation concluded it was not possible to determine which pilot inadvertently placed both engine power control levers into the lock-out because the levers can be operated from either the front or rear seats.

The investigation also determined that all Guard supporting aviation systems were within normal Army standards.

Apache aircrews will be briefed on the investigation, Guard officials said, with the goal of preventing similar accident.

"This routine, hands-on instruction is critical for military helicopter aircrews, since it trains them how to quickly respond to the loss of one engine's power during aircraft operations on both combat and training missions," Marsano said. This emergency procedure is regularly practiced by Apache pilots across the entire U.S. Army, he said.

Navy Issues Plan to Help Ensure Helicopter Safety

Navy on Friday issued guidance intended to ensure the safety of its heavy-lift helicopters, a day after a Virginian-Pilot story revealed internal concerns about hazardous wiring and fuel lines inside the aircraft.

The renewed effort comes 13 months after an MH-53E Sea Dragon caught fire and crashed off the coast of Virginia Beach, killing three crew members. Afterward, the Navy ordered inspections of every Sea Dragon and CH-53E Super Stallion, the Marine Corps variant, for signs of damaged fuel lines and wires like those that caused the crash.The fleetwide repairs were reportedly completed almost a year ago, but evidence emerged last month indicating that many of the initial inspections had been conducted haphazardly, if at all. The concerns were spelled out in internal emails and other documents obtained this week by The Pilot.

Under the plan announced late Friday, the Navy will order additional inspections, this time with more detailed instructions. And teams of maintenance experts will be dispatched to help squadrons root out chafing components and make repairs.

The helicopters can be flown while the inspections and repairs are under way, Navy spokeswoman Kelly Burdick said Friday, but with a few restrictions barring crews from cross-transferring fuel during flight or aerial refueling, and Sea Dragon crews will be barred from refueling a mine-clearing sled that the aircraft drags through the sea.

The aircrew that went down off Cape Henry a year ago had been transferring fuel when a worn-out wiring bundle released an electrical arc that connected with a badly chafing fuel line, igniting an explosive fire.

In a statement Friday, the commander of Naval Air Systems Command, Vice Adm. David Dunaway, said he is confident the new round of inspections will "yield the desired effects."

No Sea Dragons or Super Stallions flew Friday while leaders worked to develop the plan and maintenance crews in Norfolk received additional training. The service doesn't plan to extend the operational pause.

"From my perspective," Dunaway said, "squadrons can start flying immediately as long as they follow these temporary restrictions."

The new safety concerns surfaced three weeks ago, when Naval Air Systems Command engineers conducted a spot check on 28 Marine helicopters. All but eight had suspect fuel lines and wiring. In a follow-up review this week, engineers found similar hazards inside Sea Dragons, officials said.

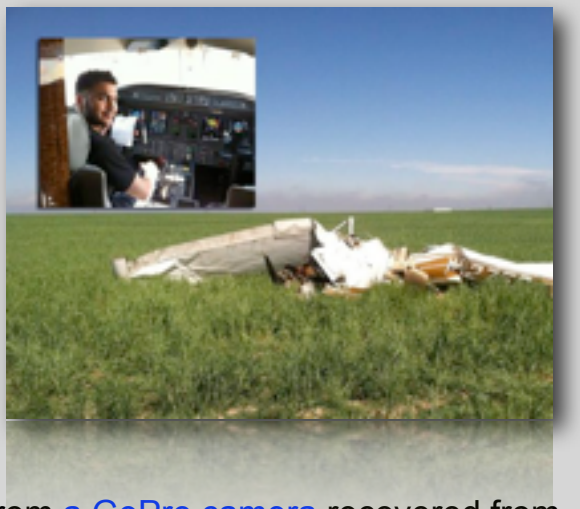
The findings seemed to suggest that some squadrons didn't understand the intent of the directive -- or didn't take it seriously. The Navy had estimated the inspections would take 36 hours per aircraft. But records obtained by The Pilot revealed that, on dozens of helicopters, crews spent only a few hours on the job.

The new inspections and repairs will begin immediately, according to a Naval Air Systems Command news release.

"The Navy places top priority on the safety of its aircrews," the release said. "Correcting causal factors from this mishap -- or any aircraft mishap -- is paramount to the aviation community."

NTSB: Selfies might have led to fatal Colo. plane crash

Investigators with the National Transportation and Safety Board said selfies likely contributed to a plane crash that killed two near Watkins in May of last year.



The pilot, Amritpal Singh, and his passenger were killed near the Front Range Airport May 31, 2014. The Cessna 150 took off at around 12:30 a.m and was reported missing at 3:45 a.m. by family members. It was discovered around 7 a.m. that morning.

According to an NTSB report, recordings from a GoPro camera recovered from the crash scene revealed that Singh and his passenger were taking selfies with their cell phones during the flight. The flash from the phones disoriented Singh, causing him to lose control of the airplane, the report said.

From the NTSB report:

Based on the evidence of cell phone use during low-altitude maneuvering, including the flight immediately before the accident flight, it is likely that cell phone use during the accident flight distracted the pilot and contributed to the development of spatial disorientation and subsequent loss of control.

The NTSB said the 29-year-old pilot did not meet the requirements for night flights with passengers. Singh was listed as the owner of the plane.

The report concludes:

The pilot's loss of control and subsequent aerodynamic stall due to spatial disorientation in night instrument meteorological conditions. Contributing to the accident was the pilot's distraction due to his cell phone use while maneuvering at low-altitude.

Understanding how human factors affect slips, trips, and falls

Same-level slips, trips, and falls are occupational hazards that can be found in almost every type of work setting. When considering workplace falls, most people immediately think of falls from a height, yet, according to the Bureau of Labor Statistics (BLS), the majority of fall-related injuries occur as a result of falls from same-level walking surfaces.Safety professionals today believe that human factors play a key role in these incidents. Workers fail to identify the risk of a slip, trip, or fall hazard, wear inappropriate shoes, and even text while walking, which lead to potential mishaps.

Download this free report today!

Inspection Authorization Renewal Due Soon

This March, the FAA requires renewal of Inspection Authorizations (IA) for those mechanics holding an IA. As a reminder, you are encouraged to review the renewal requirements found in 14 CFR section 65.93. According to the regulations, an inspection authorization holder who does not complete one of the activities set forth in §65.93(a) (1) through (5) by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. Please contact your local Flight Standards District Office with any questions you may have.

In addition, mechanics are encouraged to check out a new online course that reviews and promotes maintenance human factors on the FAA Safety Team website (http://www.faasafety.gov/). Titled "PAUSE for Safety," this course will review some of the human factors issues that maintenance technicians experience and explain why following procedures, policies, instructions, regulations, and best practices is the safety keystone for aviation maintenance. The course can also be used for one hour of accepted training toward IA renewal.

http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&r=SECTION&n=14y2.0.1.1.4.4.1.14

http://www.faasafety.gov/

ERAU Worldwide To Offer Free Open Accident Investigation Course Online

Curriculum Will Cover Field Work To Final Reports

Aviation accident investigation plays a vital role in ensuring aircraft are designed, maintained and operated in a safe manner. Faculty from Embry-Riddle Aeronautical University – Worldwide will share their accident investigation expertise this spring during a free massive open online course (MOOC).

Registration for Aircraft Accident Investigation is limited and will open Feb. 23. The course runs from March 23 to April 19.Participants will learn various aspects of the aircraft accident investigation process, from initial field investigation to publication of the final accident report. Particular emphasis will be placed on the study of human factors and survival investigative techniques and the application of accident investigation findings in industry and research. A critical analysis of selected aircraft accidents and an evaluation of causal factors will be addressed. Additionally, participants will have the opportunity to practice data collection skills in Worldwide's Virtual Crash Laboratory.

MOOCs give students the flexibility of viewing lectures and working on assignments based on their own schedules. The online learning platform encourages a learning experience that focuses on student interaction using discussion boards and social media platforms such as Twitter.

FMI: http://worldwide.erau.edu/degrees-programs/free-online-courses/index.html

STG Aerospace photoluminescent floorpath receives STC approvals

FAA, EASA approve its next-generation emergency floorpath marking system.

STG Aerospace has received STC approvals from the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) for its next generation, photoluminescent, emergency floorpath marking system. Its safTgol SuperSeal UltraLite (SSUL) is now FAA and EASA approved for Airbus 320 and EASA approved for Boeing 747, 757, and 737 airplanes.

STG Aerospace first launched safTglo in 1995. With its patented fully-sealed design that eliminates fluid ingress, safTglo offers a low-cost, low-weight improvement over electrical emergency systems and can reduce maintenance costs by up to 80%. It requires no power source and can be retrofitted to almost any aircraft. It has been approved and certified for installation on many aircraft types and is the emergency floor path system for more than 300 global airlines and 9,000 aircraft worldwide.
SuperSeal UltraLite (SSUL) represents the next generation safTglo product, and incorporates the same benefits of previous designs but is 70% lighter – helping to reduce airline fuel costs – and 17% brighter. The safTglo SSUL product features a reduced profile, making it suitable for modern light weight carpets, and a one-piece design with no end caps which that can be cut to length and sealed during installation.

With more than 300 color options and a pattern-matching service available, safTglo SSUL enables airlines to achieve aesthetically pleasing, coordinated cabin interiors in line with their corporate branding without reducing safety. In addition, carpet edges can be concealed with the OverCarpet polycarbonate housing option that features a hinged-wing design and removes the need for carpet binding – saving additional cost and further enhancing cabin appearance.

Nigel Duncan, CEO of STG Aerospace, commented: “As an innovator of light in the aircraft passenger cabin, STG is expanding the boundaries of lighting technology to help OEMs, airlines, and MROs meet new challenges.”

http://www.stgaerospace.com/saftglo

What's the Difference Between Coaching and Mentoring?

The American writer George Matthew Adams once observed that "many moments of personal success and fulfillment in an individual's life come about through encouragement from someone else." No doubt you can remember those who impacted your life when you were young, during the school years, involvement in community activities, at your first job and, perhaps, at the job you hold now.

Whether the support came informally or through a deliberate, formal program, helping you personally or professionally, there is no doubt that others can be easily identified who influenced and shaped your future. Those were or are your mentors.
Typically, informal mentoring programs do not have a structure, time limit, or support from a sponsoring business or other organization. How often the mentor and protégé meet is up to them. There are no entrance requirements.

Formal mentoring programs are long-term. They have minimum requirements, including selection of participants, training, support, and frequency of meetings between mentor and mentee.

Coaching and mentoring: different goals, different methods

Establishing an internal mentoring program is not a new idea. In fact, a front page article in the Harvard Business Review in 1978 declared, "Everyone who makes it has a mentor." Until recently, however, business has been less involved in establishing formal mentoring programs for employees, focusing more on internal coaching.

It is easy to get confused about the differences between coaching and mentoring. The purpose and expected outcome of each is distinctly different, although, at times, some overlap exists. For example, coaching, which provides specific feedback, can be used within mentoring. But as Lorraine Stomski, senior vice president of Aon Consulting, explained, mentoring is more holistic than coaching in that it develops the whole individual through guidance, coaching, and development opportunities.

An employee serving as the "coach" assists another colleague, known as the protégé, in order to improve the latter's job performance. The purpose is often to work with the protégé toward the goal of climbing the ladder of success and getting ahead.

Some companies even offer reverse coaching. That is, a senior employee who has perhaps been in the company for several decades is coached by a newer, junior employee in areas such as computers and advanced technology. Research informs that these kinds of formal coaching efforts improve career success and employee morale and retention.

Mentoring, unlike coaching, is far more personal and friendship-based, offering nonjudgmental support as a positive role model and focusing on a mentee's longer-term personal development. The mentor makes suggestions. The relationship is neither formally evaluated nor connected to job advancement but rather to personal improvement.

According to Lois J. Zachary, president of Leadership Development Services in Phoenix, "The mentee or protégé has gone from being a passive learner—where the mentoring is done to you as you sit at the foot of the master—to an active learner who directs the process. It's much more collaborative now; there is more precision and structure."

Many companies do not choose between implementing a coaching or mentoring program. They often implement both programs to meet different employee needs. When Jack Welch, former chairman of General Electric, stated that a strong mentor/mentee relationship is the basis of forging tomorrow's leaders, I suspect that he recognized this as an outcome of both internal coaching and mentoring programs.

The chart below demonstrates some of the differences between coaching and mentoring.

When Two (or More) Heads Are Better Than One: Effective Safety Committees

Do you ever feel as if you're at odds with your supervisors and workers over safety? Like you're working at cross purposes, in an environment where safety is seen as the enemy of production? What if there were a way to bring workers onto your team and get everybody working together to enhance workplace safety? It may sound like a pipe dream, but many employers have found that an effective safety committee can accomplish just that.

While a well-run safety committee can create a two-heads (or many heads)-are-better-than-one situation in your workplace, a poorly run safety committee will only sour everybody on the concept. Here's what you can do to make sure that your safety committee is the kind that can get the job done.

The Right Safety Committee

An effective safety committee does several things right.

It's the right size. The size of the committee depends on the size of your workforce. The experts suggest a committee of 6 to 10 members in a company of fewer than 200 employees. If there are 200 to 1,000 employees, a committee between 6 and 12 members is recommended. And at businesses with more than 1,000 employees, and/or various shifts and locations, consider having multiple committees.

It includes the right people. A good safety committee member is one who cares about the duties and the outcome. Choose active, productive people who work well in groups and are comfortable speaking out, and who are accessible to their colleagues. One of the most important roles of a member is to serve as a vehicle for rank-and-file employees to express their concerns about working conditions. You want committee members who are easy to reach out to.

It focuses on the right tasks. Although the purpose and activities of committees vary, you can set tasks and focus on the goals that best suit your facility. Take a good look at your facility, your risks, and the special skills of your committee members. Consider special roles they can play that may be unique to your situation.

It gets the right result. Ultimately, you won't find the right formula on any list. A strong, purposeful committee should be inspired by management's belief in the work of the committee and populated by members who sincerely want to improve the safety and health of their coworkers.

How you can get more and better sleep off duty

There is no shortage of proof that police officers are working fatigued — evidenced by the sometimes fatal errors that occur as a result

During your next tour, will you erroneously cause someone's death due to a lack of sleep? This question — inflammatory as it may be — is pertinent, and based on a depth of scientific evidence on the negative effects of fatigue.

The problem spans decades and is formally recognized in several career fields — pilots and long-haul truck drivers, for example — who have created specific rules and working conditions in response.Unfortunately, law enforcement continues to be slow in responding to the science pointed directly at the field since the 1990s.

A History of Trouble

There is no shortage of proof that police officers are working fatigued — evidenced by the sometimes fatal errors that occur as a result.

Some studies have shown 40 percent of police officers suffer from at least one sleep disorder and most aren't even aware of the disorder (Shantha M. W. Rajaratnam, et al., 2011). While this staggering statistic provides proof many officers lack appropriate sleep, other empirical evidence is even more alarming.

Officers in another large study overwhelming reported that they routinely feel fatigued, drive while "drowsy," and even have fallen asleep while driving. A recent study involving 277 officers showed that 69 percent of those studied committed fatigue-related error while working.

The bottom line is that a lack of sleep results in higher rates of accidents and injuries — impaired thinking, reaction time deficiencies; increased health problems and costs, pain, stress, anxiety, depression, irritability; and impaired personal relationships.

A recent study has even shown that moderate levels of fatigue have a significant effect on an officer's ability to react and make correct decisions in shoot / don't shoot situations.

A Solution Exists

Here's the good news: Getting good sleep is one change that can have a positive effect on all the areas mentioned above. While many organizations are not addressing the issue of fatigue, you can do so personally.

But too often, the ways in which people have attempted to achieve better sleep are unsuccessful. Do any of these techniques sound familiar?

- Relax your entire body
- Deep breathing
- Try to quiet your mind

Do you remember trying these techniques as you lay in bed staring at the ceiling and becoming all the more frustrated — actually increasing stress and the probability you won't fall asleep anytime soon?

But there is a method that relieves stress and allows you to ease into sleep. It may sound unusual, but your tongue is a central switch in your nervous system. Stress causes most people to press their tongue against the roofs of their mouths. Periodically be aware of your tongue, both during the day and at bedtime. If you find your tongue tense, allow it to be just a little softer. It can rest anywhere in your mouth, even lightly touching the roof of your mouth — just not pressing.

Allowing your tongue to be slightly calmer can help calm your mind, emotions and body, helping you ease toward sleep.

When your mind and emotions are active, there's usually tension in your body. Instead of trying to calm your mind and emotions, gently be aware of any body tension without trying to make it change. Gently being aware of the body sensation helps it gradually begin to become softer and looser by itself.

You then feel calmness deep in your body and can begin to rest in it, like resting a soft pillow inside you. Your mind and emotions enjoy that feeling and become calmer without trying. Your body knows this feeling and continues easing toward sleep.

These are just introductory steps to the Sleep Easily Method. You can learn more by checking out the Sleep Well video here www.sleepeasily.com/police.

It will guide you through a brief exercise that gives you a simple way to calm your mind, emotions and body, leading to sleep. You can also obtain a free SleepGuide book download, which has lots of resources to help you sleep.

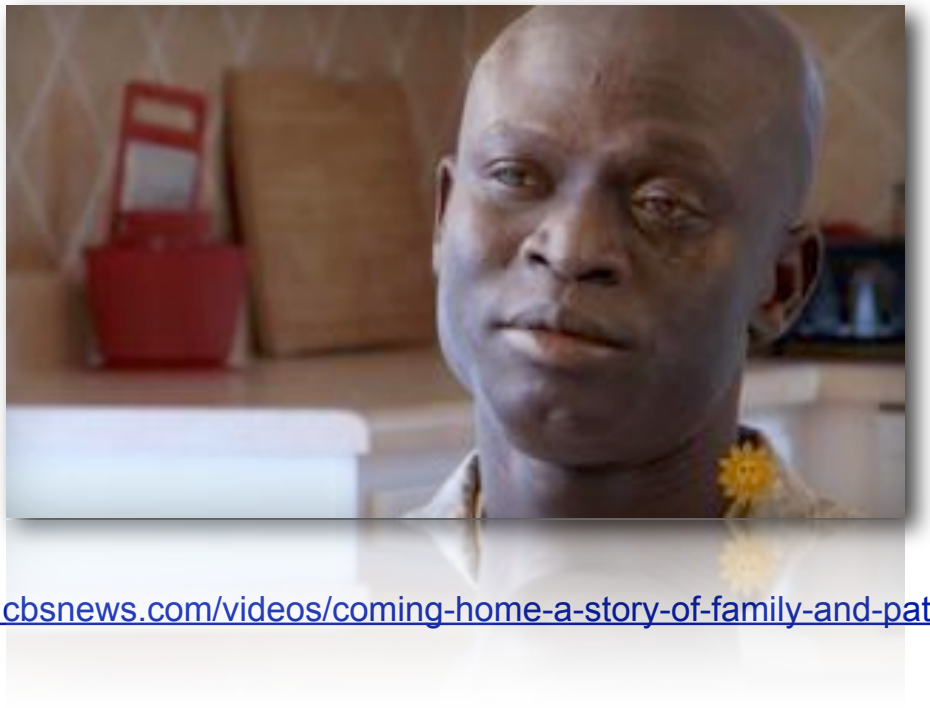
The book includes a simple and effective way to relieve tension and trauma. The book also gives you information about sleeping in the midst of shift work, sleeping in noisy environments, lifestyle changes to support good sleep, how to safely and comfortably reduce and eliminate the need for sleep medication, and much more.

http://www.policeone.com/health-fitness/articles/7444605-How-lack-of-sleep-may-cause-deadly-police-errors/

http://www.sleepeasily.com/police

Inspirational

Of all the soldiers at Fort Bragg, North Carolina, no one takes their commitment more seriously that Peter Kuch. As one of the "Lost Boys of Sudan," Peter was torn from his parents during the Sudanese Civil war. Steve Hartman talks with the devoted soldier about how the U.S. became his home.



http://www.cbsnews.com/videos/coming-home-a-story-of-family-and-patriotism/