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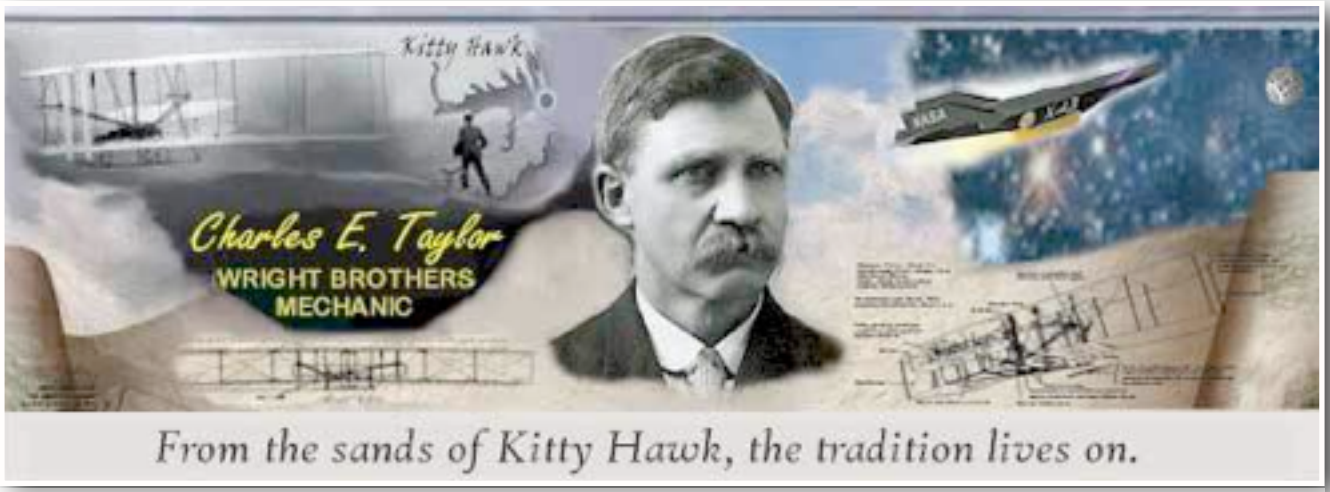

Hello all,

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

★FedEx worker killed in accident at Memphis hub

★AOPA FLY-IN ATTENDEES HELP DEVELOP RUNWAY SAFETY BEST PRACTICES

★US probing additional runway incidents in San Francisco

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★And Much More

FedEx worker killed in accident at Memphis hub

A FedEx employee was killed early Thursday morning at the shipper's hub at Tennessee's Memphis International Airport while loading and unloading cargo from a Boeing 777, the company has confirmed to ABC News.

Police were called to the airport shortly after 12:30 a.m. about an accidental injury, and found the dead female employee under a motorized conveyer belt system, ABC affiliate WATN reported. The employee's identity has not been released.

"Words cannot convey the sadness we feel over the loss of our team member in an accident at the Memphis hub," FedEx said in a statement. "Our prayers are with our colleague's family, friends, and co-workers. We are cooperating with authorities in their investigation."

The NTSB is investigating, as are state labor officials. According to WATN, the state investigation will take eight to ten weeks to complete and likely include interviews with other FedEx employees and a review of company protocol and procedures.

This incident marks the third time in less than four years that a FedEx worker has been killed on the job.

Scott Brockman, president and CEO of the airport, said in a statement, according to WATN, "We at the Memphis International Airport are deeply saddened by the news of the fatal accident that occurred at the FedEx hub early this morning. Our hearts go out to this employee's family, friends and co-workers."

AOPA FLY-IN ATTENDEES HELP DEVELOP RUNWAY SAFETY BEST PRACTICES

In addition to having fun and connecting with fellow aviators, pilots attending the AOPA Fly-In at Camarillo, California, had the opportunity to participate in a Runway Safety Roundup presentation with AOPA, the FAA Runway Safety and FAASTeam, and air traffic. The results of attendees' input in the roundup were released at the end of October in a "Runway Safety Pilot Best Practices" document that includes a wealth of practical safety tips and links to additional information on the topic.

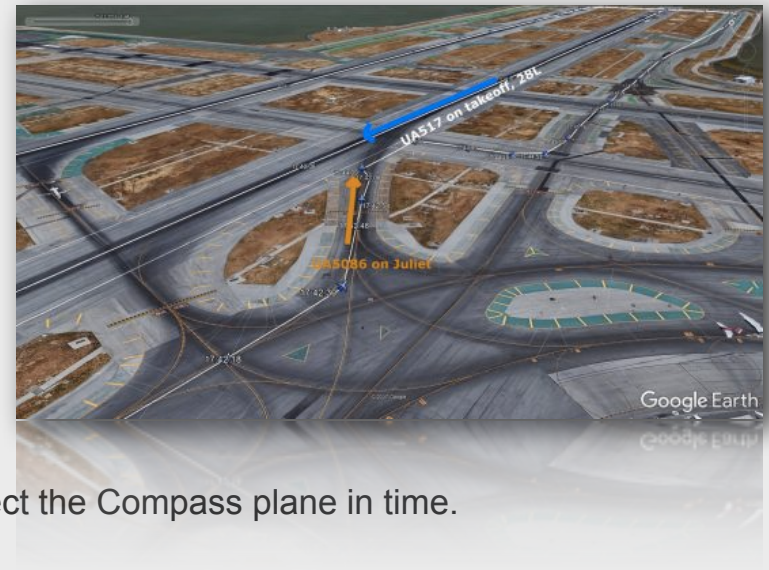
https://www.faasafety.gov/files/gslac/library/documents/2017/Oct/137334/FAA-FAAST-AOPA_RwySafety_BestPractices.pdf

US probing additional runway incidents in San Francisco

U.S. officials are investigating two more incidents at San Francisco International Airport where planes could have wound up on the same runway, the National Transportation Safety Board said Monday.

The incidents include an event in December 2016 when a SkyWest plane crossed a painted runway line it was supposed to stay behind while another plane was taking off, according to a safety board preliminary report.

The safety board report also revealed that a Compass Airlines plane in February was forced to abort a landing because a Virgin America jet was lined up and waiting to take off on the same runway.



Air traffic controllers received a warning about the potential conflict from an automated system and were able to redirect the Compass plane in time.

Both incidents happened at night, and there were no injuries in either case.
News of the investigations emerged a month after an Air Canada jet ignored or did not receive instructions to abort a landing.
In the fiscal year that ended Sept. 30, there were 1,704 so-called runway incursions nationwide, according to the Federal Aviation Administration.

Two-thirds were blamed on pilots, such as a pilot taking a plane across a runway without approval from the control tower. Most of the rest were blamed either on errors by air traffic controllers or pedestrians or vehicles being on a runway without permission.

The safety board is still investigating a San Francisco airport incident in July, when an Air Canada jet that was landing mistakenly headed toward a taxiway where four other planes were on the ground. The Air Canada pilots pulled up just in time to avoid a collision.

That led to changes in control tower staffing at night and procedures pilots must follow when landing at the airport during certain nighttime hours.

Preliminary reports issued by the safety board indicated that the Air Canada plane dipped as low as 59 feet (18 meters) above the ground, barely high enough to avoid the tops of the jets on the ground.

Separately, the FAA is investigating an incident last month in which another Air Canada crew ignored or did not receive instructions from the tower to abort a landing.

The controller feared another plane that had just landed might still be on the runway, but the Air Canada jet landed safely.

Officials for the safety board and the FAA declined Monday to provide updates about those investigations.

What is the "Right Stuff" for Aviation Maintenance Professionals?

BY DR. BILL JOHNSON

The origin of this article stemmed from a discussion between Ron Donner and the author. The discussion was about this year's *AMT* Next Gen Awards Top 40, Under 40 aviation maintenance professionals. We acknowledged our respect for the multitude of nominees and those named on the list. We talked about the character traits that promoted their nominations. They are the behavior and personal traits that will likely ensure their continuing success in our industry.How to Make a List of Traits?

When your job title is chief scientist and technical advisor you try and use data to answer questions. Therefore, I made a list of 50 traits down column A of a spread sheet. Across the rows I listed five personal friends and/or professional colleagues that I respect. I thought that I could check boxes and narrow the list of 50 traits to about 10 and then have enough data for this short article. That sounds easy, however, I found that I checked most of the boxes for everyone on the list.

Therefore, I needed a “Plan B.” For that plan I decided to make two short lists of five each, important for aviation maintenance personnel. One list considers easily observable behavior. The second list focuses on desirable personal and professional competence characteristics. I’m guessing that the two lists describe the *AMT* Next Gen 40 Under 40 Award winners, but it works for anyone.

This brief consideration of observable behavior and traits spares the reader of psychological mumbo-jumbo. Instead, it merely provides an avenue to consider factors that contribute to success as an aviation maintenance professional.

Beauty is Only Skin Deep – Or is It?

In the May 2017, *AMT*, I wrote about “The Role of Maintenance in Corporate Customer Service.” Portions of that discussion apply here. Five selected behaviors and five selected traits are listed below. The behaviors are observable. You can speak with a person and watch them work daily within the organization to see behavior. The behaviors are like “Beauty,” you can see it and it comes in many forms. Character traits drive behavior but are more intangible taking more time to assess.

Table 1: Five Selected Behaviors and Traits Behaviors

Hard Working

Projects Passion for the Job

Appears to Enjoy the Work

Communicates Clearly

Demonstrates Reliability

Competence/Characteristics

Technically Competent

Professionalism

Results-Oriented

Decision-Making Ability

Integrity

Considering Behaviors

People with the “Right Stuff” usually appear determined to **work hard**. They elicit that familiar remark, “She is a hard worker.” They seem to understand the work challenge and then set order and priorities to complete each task. They are always looking for the next assignment or, better yet, the intuit of the next part of the job and proceed on course. Applying logic and common sense helps ensure that hard workers are also smart workers.

Of course, we all like co-workers that have a **passion** for the occupation. We want our co-workers to recognize and appreciate the importance of aviation not only in the local and world economy but also in the way that travel affects personal/family connectivity. Workers with a passion for aviation know that their work affects the pleasure and safety of everyone that travels by air. That is important. We should feel good about it. It means that we see our presence at work as far more than a way to earn a paycheck. Passion for the job affects how we approach the entire work day and each task during the day. When a worker has this passion they **appear to enjoy their work** and take pride in the proper completion of every task.

A demonstrated behavior to **communicate clearly** is necessary for success. Clear communication is important for all levels of aviation maintenance and engineering. A good communicator is able to ask the right questions and also to provide clear answers to others. A good communicator should be willing and able to reasonably negotiate when necessary. They should be able to convey their opinions and be assertive in issues that affect quality and safety.

Reliability is a critical observable behavior. It could be something as basic as daily on-time arrival and accompanying full fitness for duty. Reliability can depend on the choice to be 100 percent compliant with company procedures and with all technical instruction for aircraft maintenance work. Aircraft maintenance often requires team work and high trust of co-workers. Demonstrated reliability, therefore, is an important factor for success in the field of aviation maintenance.

Sometimes it is difficult, or not necessary, to differentiate between demonstrated behavior and personal traits. From a training perspective it is easier to change behavior than to affect inherent personality traits. Long-term behavioral change can transfer into a trait.

For example, if a person is taught how to engage in risk-based decision-making behavior they can continuously use that process until it becomes a trait.

Competence/Characteristics

The right column in Figure 1 lists the competence/characteristics of a successful aviation worker. These competencies are likely to be established over time and are not as easily recognized with quick observations of behavior.

First on the list is **technical competence**. If a worker is repairing and returning the aircraft to service the immediate measure of technical competence would be the proper training, experience, and the necessary license/certificate/rating from the appropriate national aviation authority. Depending on the country and the mechanic rating there is a wide range of proven technical competence that is ensures by the rating. Technical competence is usually based on proper certification in conjunction with depth and recency of experience. It also relies on the worker to use the proper tools, approved parts, company procedures, and manufacturer's instructions. A technically competent mechanic/engineer always uses the proper technical documentation and knows how to apply and learn from the documentation.

Professionalism is a combination of competencies and behaviors that encompass both columns of the list. The aviation maintenance professional always strives for the highest quality work and for continuous improvement. A professional should not be confused with a perfectionist. The professional knows and achieves the acceptable level of quality and practical efficiency. Professionals often serve as mentors to help others as well as themselves.

To a large extent one can observe some professional demeanor/attitude. That can be manifested by the personal clothes they wear, the cleanliness of their corporate uniform, the trim of their beard or pony tail, to their general posture, and overall physical demeanor. These outward physical manifestations are often an indication of the worker's professionalism. While appearance is not everything it is a likely first and often long-lasting impression.

Being **results-oriented** is a trait that contributes to success. Everyone on the 40-under-40 list is not a certificated mechanic. Aviation maintenance organizations have analysts; logistics professionals; quality and industrial safety specialists; managers; marketing, sales and financial personnel; training departments; human resources; payroll; and so much more. All team members must combine efforts to get the job done. The very best of them are results oriented.

They make sure that the priorities are set so the job gets done properly/safely, on schedule, on budget, and to the customer's satisfaction.

Good **decision making**, is critical to all aspects of aviation maintenance. In the atmosphere of safety management systems, the concept of risk-based decision making is crucial. This important trait and moment-by-moment decision making is not new to mechanics. Every maintenance activity requires decisions about part wear, acceptable tolerances, parts replacement, fluid level or renewal, and much more. The best maintenance personnel use all available resources to make hundreds of decisions daily.

Saving a very critical trait for final discussion is **integrity**. Rest assured that the *AMT* Next Gen Award nominees and awardees are all examples of high integrity. That trait must never be an option in aviation maintenance. Without integrity people can get hurt; high value equipment can suffer damage/loss; and companies can fail. Also, the FAA can fine you or suspend your necessary work credentials. Integrity ensures that individuals and their companies do the "right thing" all the time.

Making a List is Dangerous – Try it Yourself

Making a list dooms you to some failure. You leave someone or something important from the list. Lists can become too long to read or too short to have value. The good news is that lists make you think. You ask if the list contained the right stuff? Was the list in the right order? Were the words properly selected? No matter the answers to these questions this list reminded me that our extremely safe and critically important international industry relies on behaviors and competencies of which we should be proud. I complement AMT Magazine for their annual acknowledgement of AMT Magazine's Next Gen Award 40-under-40 aircraft maintenance professionals.

Deadly TWA 128 crash near CVG mourned on 50th anniversary

Survivors of Kentucky's deadliest plane crash will gather 50 years later to remember the 1967 crash of TWA Flight 128.

Survivors scheduled to attend a Sunday afternoon memorial include a then-infant plucked from a tree, said memorial service organizer Linda Holbrook.

Flight 128 from Los Angeles crashed shortly before 9 p.m. Nov. 20, 1967, into a Hebron fruit orchard while on approach to Cincinnati/Northern Kentucky International Airport, then known as Greater Cincinnati Airport.The crash killed 70 of the 82 people aboard. Survivors were 10 passengers and two crew members.

Tracy Jeanne Smith, who became known as "The infant of Flight 128," was found in an orchard tree. Now married, Tracy Eby will attend the memorial.

Ashland, Kentucky, resident Bob Hart who was 42 when the crash happened will also attend.

Hart was coming back from his grandmother's funeral in Los Angeles.

Hebron firefighters Harold Vines and Harvey Pelley were among the first people to arrive at the crash. Both firefighters are also scheduled to attend.

On the night of the crash, Holbrook was directing panicked callers looking for relatives a dozen miles away. Holbrook worked as a phone company long-distance switchboard operator.

"That always haunted me, those tragic phone calls trying to find police departments and airlines," Holbrook said. "And I really felt helpless that night."

The longtime Villa Hills resident and three others formed the Flight 694/328/128 Aviation Memorial group in 2009 to remind people about three fatal crashes near CVG. They erected Aviation Memorial Grove in England-Idlewild Park in Burlington. They successfully pushed to erect historical markers at crash sites.

The 1965 crash of American Airlines Flight 383 that killed 58 people has a historical marker around 5500 River Road at a crash site near the Flight 128 disaster.

"One of our missions was to keep the crash in the public's consciousness," Holbrook said. "We don't want to lose our history."

Some of the crash survivors requested Sunday's 50th anniversary service, Holbrook said.

Former TWA sales representative Jim Spaeth of Loveland was in Delhi when he heard about the TWA 128 crash.

Spaeth's job was to go to then-St. Elizabeth Hospital to help with public statements regarding the crash. Spaeth published a memoir this summer about his airline industry career including a chapter about the crash. The book is titled "Up, Up and Astray."

"They had about 15 or 16 people that first responders brought in," Spaeth said.

Some of the people taken to the hospital had already died when Spaeth arrived.

It had been 20 minutes since the last ambulance came, he said.

"You already knew that is it," Spaeth said. "What people we had is what we were going to have."

Spaeth saw a woman with singed hair and scratches. He knew the woman. She worked as a hostess on the flight. Sitting in a rear "jump seat," hostess Elanor Kurtock survived. Kurtock found 5-year-old Chris Haile alive and went for help.

"She was able to get to a farmhouse," Spaeth said.

Kurtock died Aug. 3, 2017. The Wayzata, Minnesota, resident was 81.

In an age before internet news, Kurtock made a second call from the farmhouse after asking for help.

"She called her parents to tell them she survived the crash," Spaeth said.

The TWA Flight 128 memorial service was held at 3 p.m. Sunday, Nov. 19, at Aviation Memorial Grove in England-Idlewild Park, 5550 Idlewild Road, Burlington.

http://flightmemorial.vpweb.com/default.html

https://youtu.be/NoIFfzewtPQ

Army report blames ‘human factors’ for deadly Apache crash in 2015

Pilot error likely caused a fatal crash in which an Army helicopter struck high-voltage power lines in South Korea, said a report released by the Army Combat Readiness Center.

Chief warrant officers Jason McCormack, 43, of Maryland, and Brandon Smith, 38, of Grand Junction, Colo., were killed when their AH-64D Apache attack helicopter crashed 50 miles east of Camp Humphreys on Nov. 23, 2015.

The pair were conducting annual training when the Apache struck power lines nearly 400 feet above the ground, said the report, which was recently released to Stars and Stripes.

“Entanglement of the rotor in power lines likely slowed the main rotor and prevented further flight,” it said.

The aircraft — assigned to 4th Aerial Reconnaissance Battalion, 2nd Aviation Regiment, 2nd Combat Aviation Brigade, 2nd Infantry Division — broke apart in flight and caught fire after the crash, the report said.

The pilot and co-pilot sustained massive trauma and burns in the accident, which the report said “was not survivable.

” A post-crash evaluation of the Apache’s structural and mechanical components failed to reveal defects that may have caused or contributed to the incident.

“The helicopter most likely succumbed to human factors while transitioning between training areas using terrain flight modes during marginal and erratic weather conditions and attempting to negotiate a known wire hazard,” it said.

McCormack and Smith were experienced aviators with deployments to Iraq and Afghanistan, and there was no evidence of medical issues that could have contributed to the crash, the report said.

AIN’s Human Factor, Episode 08: Fly-by-wire Failure, Part 2

While flying an Airbus A330 at FL370 over the Indian Ocean from Singapore to Perth in 2008, pilot Kevin Sullivan found himself dealing with malfunctioning primary flight control computers. The aircraft began to pitch down over the water, which injured some of the 303 passengers on board. Fortunately, Sullivan’s past experience as a Navy pilot helped him navigate to safety.

In this second part of this **AIN**'s *The Human Factor* episode, Sullivan continues his tale of Qantas Flight 72 and how he was able to land the aircraft at the military field at Learmonth Airport. He also speaks about how the experience affects him today.

Listen

Pilots' and Flight Attendants' Exposure to Noise aboard Aircraft

What GAO Found

While information on aircraft noise is limited, the studies and data GAO reviewed suggest that aircraft cabin and cockpit noise levels likely do not exceed the noise exposure standard established by the Occupational Safety and Health Administration (OSHA). None of the studies GAO reviewed, which included eight that measured noise in the cabin and four that measured noise in the cockpit, found levels that clearly exceeded the OSHA standard, though two of the studies found that noise over long durations in certain types of aircraft may reach the more restrictive exposure limit published by the National Institute of Occupational Safety and Health (NIOSH). OSHA and the Federal Aviation Administration (FAA) have few complaints from crewmembers related to aircraft noise levels. For example, since assuming authority to enforce its noise standard in the cabin, OSHA has received two complaints related to ambient aircraft noise out of more than 600 complaints related to commercial aviation. No reports related to aircraft noise were submitted to four of FAA's safety-related databases in the last 5 years. Also, over the past 5 years, the Aviation Safety Reporting System (ASRS), which is a safety database maintained by the National Aeronautics and Space Administration (NASA), has received 10 reports about communications difficulties caused by normal ambient noise levels out of more than 26,000 total reports on safety incidents. Officials from the four aircraft manufacturers GAO spoke with said that they test cabin and cockpit noise levels in each new model of aircraft they produce and have found noise levels below OSHA's standard. Officials from the eight selected airlines in GAO's review said that they have conducted testing of cabin noise levels and have also found noise levels to be below OSHA's standard.

Officials GAO interviewed from the labor groups representing pilots and flight attendants told GAO that while noise levels likely do not exceed the OSHA standard, they believe crewmembers nonetheless are sometimes exposed to unsafe levels of noise that could result in fatigue or hearing loss.

The policies reported by the eight airlines GAO spoke with regarding availability and use of hearing protection for pilots and flight attendants varied. FAA does not generally prescribe airline policies on hearing protection, other than specifying that hearing protection must not interfere with safety-related duties. Officials from all eight airlines said that they allow pilots to wear hearing protection such as earplugs or noise-reducing headsets, and officials from five of the airlines said that they allow flight attendants to wear ear plugs onboard the aircraft in operation. However, officials from three of the labor groups GAO interviewed said that the number of crewmembers using hearing protection may be limited, and for pilots, reasons for this limited use could include the comfort, expense, and certain equipment's lacking compatibility with aircraft communications systems.

Why GAO Did This Study

Airline pilots and flight attendants, working in the cockpit and cabin, are exposed to noise from aircraft engines, high-speed airflow, and other sources. Exposure to elevated noise levels can cause permanent changes in hearing, diminished ability to communicate, and fatigue. OSHA, which is responsible for employee working conditions, requires employers to take certain actions when an employee's noise exposure reaches a level deemed to be unsafe. OSHA enforces its noise requirements in aircraft cabins, and FAA oversees occupational safety—including noise exposure—in cockpits. GAO was asked to provide information on noise levels experienced by crewmembers working in commercial service aircraft and their access to hearing protection. This report examines: (1) what is known about aircraft cabin and cockpit noise levels compared with occupational noise exposure standards and (2) selected airlines' policies on hearing protection for crewmembers. To address these objectives, GAO reviewed OSHA's occupational noise exposure standard, NIOSH's recommended occupational noise exposure limit, and regulations and guidance from FAA. GAO searched academic, government, and trade publications for studies that measured noise levels inside aircraft and identified 10 studies that met methodological criteria for use. GAO also: (1) reviewed noise-related complaints submitted to OSHA by flight attendants since OSHA began to enforce its noise standard in the cabin; (2) reviewed an FAA analysis of complaints submitted to four of FAA's safety-incident databases;

and (3) analyzed reports that were submitted to ASRS in the last 5 years and that discussed noise-related communications challenges. GAO interviewed officials from FAA, OSHA, NIOSH, seven pilot and flight attendant labor groups, two aviation trade associations, the four largest aircraft manufacturers, and eight mainline and regional airlines with the most passenger enplanements in 2016 and with a range of aircraft types.

What GAO Recommends
GAO is not making any recommendations.

VIEW REPORT (PDF, 17 PAGES)

The 4 Most Common Reason Why Airplanes Crash

Airplanes revolutionized our modern-day world, making previously-unknown intercontinental travel possible. Thanks, Wright brothers. However, TV and movies capitalized on what is arguably humanity's greatest fear: death, especially in mysterious ways. People rarely survive airplane crashes, making it an enticing subject matter for a show's plot, or a great way to kill off a character — we're looking at you, Grey's Anatomy.There are a few different reasons planes go down, and the most common one may surprise you.

But first, remember that plane crashes are rare

Airplane crashes are super rare — 200 times less likely than automobile crashes — but they do occur. The likelihood of dying in a plane crash (or even being in one) is so slim that researchers find it nearly pointless to qualify. The Economist found that the probability of your plane crashing is around one in 5.4 million. Some reports say the odds are closer to one in 11 million.

However, planes still go down on occasion. There are four main categories associated with failed airplane travel — just wait till you see what No. 1 is.

4. Intentional crashes

Intentional crashes, including terrorist attacks, are the rarest cause of aviation accidents. Only 8% of airlines have crashed due to intention since the 1950s according to PlaneCrashInfo.com.

Just because they're rare, it doesn't make intentional crashes any less terrifying. According to Martin Seif, a clinical psychologist who specializes in anxiety disorders, these fears are rarely rational and don't reflect fact. "When people talk about fear of flying, it's almost a misnomer," Seif said. "It's actually a confluence of a lot of different phobias." With terrorist attacks plaguing the news frequently, many people find it tough not to associate this fear with that of flying.

3. Mechanical failure

A Boeing study found that about 20% of commercial air accidents occur as a result of mechanical failure. This is a sharp contrast to the early days of flying; decades ago, mechanical failure was responsible for nearly 80% of airplane accidents.

Improved engineering is to thank for this reduction of mechanically-driven accidents. "The backup systems, the redundancy, and the computers pretty much are triple checking what pilots are doing," said FAA Safety Team representative Kyle Bailey, "Each component that's in there, every single component, is manufactured by an engineer to precise standards."

2. Weather

Weather is the primary contributing factor in around 23% of all airplane accidents. Experts like Bailey find that thunderstorms are especially dangerous for planes. While aircrafts can withstand lightning, flying directly through a thunderstorm can lead to disastrous results.

Barack Obama's former pilot reportedly said that thunderstorms can be just as dangerous for flying as hurricanes. However, while most airlines will cancel flights in the wake of a hurricane, it's fairly common to fly during a thunderstorm or downpour. "Those storms are going on every single day, all around that area, and [pilots] learn to weave their way through them," Bailey said. "Ninety-nine percent of the time, they do a fine job."

1. Human error

The numbers may vary, but the experts agree: Human error is the biggest cause of plane accidents. PlaneCrashInfo.com analyzed over 1,000 fatal aviation accidents worldwide from 1950 to 2010. Pilot error was reportedly a factor in a little over half — 53% — of the accidents during that time period.The focus is often on the pilots.

If you add together all of the possible human factors like mistakes made by mechanics and air traffic controllers, the number rises. Boeing estimated that all human error could be a factor in around 80% of accidents. Human error can also influence and work in tandem with the other listed leading crash causes. If a pilot makes a bad weather-related decision, for example, it can have fatal consequences for everyone onboard.

You're more likely to die by, say, being struck by lightning

No, seriously. According to SixWise.com, aviation accidents are one of the six most feared — but least likely — ways you'll die. The list also includes shark attacks, which you're more likely to die from than airplane accidents.

You're also more likely to die by being struck by lightning than by an airplane crash. The odds of being struck by lightning are one in 700,000 in any given year, compared to the likelihood you'll die by plane — one in 11 million.

Airplane safety tips

While statistically it's never been safer to fly, there are still crucial airline safety tips that even frequent fliers neglect. The Federal Aviation Administration offered their flyer safety tips. These are the ways passengers can assist pilots and flight attendants in ensuring aviation safety.

Pay attention to the flight attendant safety briefing – you know, that thing you usually have your headphones in for – at the beginning of your flight. Buckle up when seated and pay attention to the seat-belt sign. Prevent in-flight injuries by following your airline's carry-on restrictions and check your airline's Portable Electronic Device policy.

http://www.economist.com/blogs/gulliver/2015/01/air-safety

http://www.ibtimes.com/after-air-algerie-ah5017-incident-statistical-look-probability-chances-dying-plane-crash-1638206

http://www.boeing.com/commercial/aeromagazine/articles/qtr_2_07/article_03_2.html

http://www.ntsb.gov/safety/safety-studies/Documents/SS0501.pdf

http://planecrashinfo.com/cause.htm

http://www.boeing.com/commercial/aeromagazine/articles/qtr_2_07/article_03_2.html

http://www.sixwise.com/newsletters/05/07/13/the_six_most_feared_but_least_likely_causes_of_death.htm

https://www.theguardian.com/world/datablog/2014/dec/29/aircraft-accident-rates-at-historic-low-despite-high-profile-plane-crashes

https://www.faa.gov/travelers/fly_safe/safety_tips/

NTSB Reaches To Industry for Most Wanted List Progress

National Transportation Safety Board (NTSB) officials are encouraged that the aviation community has made progress in key safety areas, such as the general aviation fatal accident rate, and want to continue to tighten their collaboration with stakeholders to chip away at areas that remain problematic, chairman Robert Sumwalt said recently during a midpoint look of the agency's 2017-2018 Most Wanted List.The Safety Board, which had released the Most Wanted List every year since 1990, last year adopted a two-year schedule for the list , but Sumwalt said officials wanted to take a midpoint look at not only at progress on the list itself, but to gather input on other potential safety concerns.

One of the key aviation areas involved loss of control in flight. This is considered the leading cause of fatal accidents. But Sumwalt credited the collaborative efforts of the industry with helping to bring down the fatal accident rate, noting 2017's tally is expected to drop below one per 100,000 flight hours for the first time in history.

"I'm particularly glad that the whole general aviation industry is united in our focus on loss of control," said John DeLisi, director of the NTSB Office of Aviation Safety. Noting the "encouraging statistics," he credited the entire community for working together on the issue and cited the "unique willingness pilots have to roll up their sleeves and talk about accidents.

"Our focus is continued collaboration," he said, noting the Safety Board is assembling a series of roadshows to discuss issues such as loss of control, in areas where they are most prevalent.

This has included recent events in Alaska and on Long Island, New York. The agency found that “when we do that and when we collaborate, it gets people talking.”

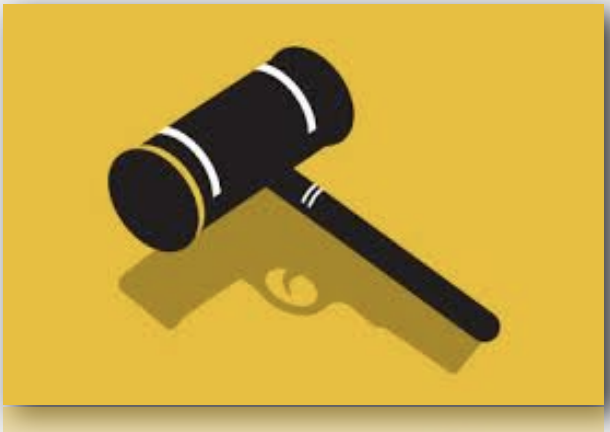
Delving into loss of control, the overwhelming majority of the accidents involve personal flights. The NTSB believes mitigating efforts should target those areas and questioned how best to reach the community.

In addition to loss of control, the meeting discussed other areas such as: how to encourage operators to retrofit shoulder harnesses into older aircraft not required to be equipped with them; and the differing international and U.S. requirements regarding the handling of lithium batteries.

DeLisi reiterated the agency’s push for installing video recorders in the cockpits, and noted what he called was a “groundbreaking” recommendation for flight data monitors in Part 135 aircraft, expressing the belief that such systems could encourage more compliance.

Former FAA Safety Inspector Charged in Bribery Case

Earlier this month, a federal grand jury returned a 34-count indictment charging



Manuel Fernandez, a former FAA Aviation Safety Inspector, and Patricia Suarez, co-owner of Avcom Avionics and Instruments, with conspiracy to bribe a public official, bribery of a public official, false statements, aggravated identity theft, and wire fraud, the Department of Transportation Inspector General said in a release.Rolando Suarez, the other co-owner of Avcom Avionics, was previously convicted and sentenced in connection with the ongoing investigation.

The indictment alleges that from approximately 2010 to 2013, Fernandez was employed with the FAA South Florida Flight Standards District Office (FSDO). Patricia Suarez and Rolando Suarez provided thousands of dollars in cash, income, credit cards, vacation cruises, airline tickets, and other things of value to Fernandez in exchange for his assistance in obtaining aviation repair manuals for the company.

The DOT IG conducted the investigation jointly with the FBI.

How to Cope with Night Shifts

Whether you are an early riser or a night owl, working night shifts can be challenging. *Medical News Today* has compiled some tips to help people cope.

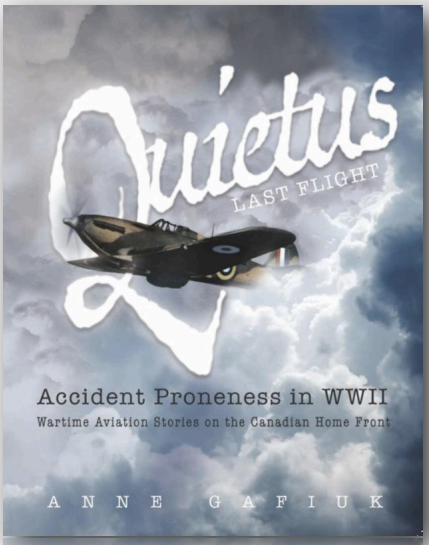
Due to our modern 24-hour society, nearly 15 million people in the United States work full-time night shifts, evening shifts, rotational shifts, or other such irregular schedules. What is more, almost 19 percent of adult workers work for 48 hours or more every week, and more than 7 percent work for 60 hours or more each week.

Shift work and long working hours have been linked to a number of health issues, according to the National Sleep Foundation. These include an increased risk of metabolic problems, heart disease, gastrointestinal difficulties, obesity, and certain cancers.

Get the full story at www.medicalnewstoday.com

Book: Quietus: Last Flight

Quietus details sixteen crashes between February 1943 and February 1944, in Alaska, British Columbia, Ontario, the Maritimes, and Newfoundland; the thesis: 'Accident Proneness.' The book is a collaboration involving WWII RCAF veterans, RCAF post-war pilots, members of the Directorate of Flight Safety, and historical aviation enthusiasts, as well as the pilots', crews' and passengers' families along with many others interested in aviation safety and the RCAF during the Second World War, offering a unique insight into war (and accident investigation) on the Canadian Home Front.



If you would like further information about Quietus, please visit my website or the Bomber Command Museum of Canada's website. The books are available through me ($35 + $15 postage) or through the museum for $55, which also includes postage. All are listed in Canadian funds. http://www.bombercommandmuseum.ca/store/?wpsc-product=quietus