

MMS AVIATION SAFETY SEMINAR

“Tools in the Toolbox for Safety”

MMS Aviation, Coshocton, Ohio, October 24-25, 2022

PRESENTATION DESCRIPTIONS

(TIMES AND CONTENT SUBJECT TO CHANGE)

DAY ONE – Monday, October 24

(All times Eastern US Daylight - EDT)

0730 Devotions

0800 Seminar Opening

0820 Steve Quigg – *The Trouble With Hope*

Hope gives zest and energy to life. Yet, when dealing with a potentially lethal environment like aviation, flying on hope makes for a lousy strategy. Why do perfectly good pilots make perfectly dreadful decisions?

0905 Daryl Bussert – *Ghosts of Maintenance Past*

Based on findings from an accident investigation that found a modification years earlier was causal in the accident. However, for years there were purposeful operational accommodation to the issue rather than analysis, understanding potential consequences, correction of the anomaly resulting in experiencing the potential adverse consequence. Emphasis is made how prevention was possible over a lengthy period of time. End result is to increase vigilance, individual responsibility and competence in type in our maintenance operations.

1015 Video – *Aztec Emergency Landing*

1040 Paul Gillenwater & Aaron Patterson – *The New FAA Dynamic Regulatory System and Airworthiness Certification Portal*

Paul and Aaron will discuss the new Dynamic Regulatory System and the new Airworthiness Certification Portal. This is critical information because these are now the only FAA provided paths to get AD's , TCDS, and Legal Interpretations, and the only way to apply for Ferry Permits or to get replacement airworthiness certificates.

1245 Steve Quigg– *Fatigue*

Fatigue is something we all have to deal with on a regular basis, but much like alcohol, its effects are insidious. This session will examine the effects of fatigue, how to recognize them, and most importantly, how to employ good fatigue countermeasures against them.

1400 Bruce Webb - *“Unintended Consequences”*

Explores the differences between the intended results of an action or product and the unintended results. These unintended consequences may be positive or negative; they occur in both daily life and in aviation specific scenarios. Ultimately we should recognize that there are consequences to our actions and behaviors; we need to understand the potential consequences, so that we may magnify the positive and seek to minimize the negative aspects.

DAY TWO – Tuesday October 25

0730 Devotions

0800 Ricky Hellings – *Safety Eras*

A discussion on the historic eras of safety management (i.e. technological era and organizational culture era) and the current and "future" trends (i.e. Safety 2) and their current value and application to mechanics.

0900 Bruce Webb - "*Food for Thought*"

What measures can we implement to improve human performance...both physically and intellectually? The human element is well known to be critically important in aviation safety. Manufacturers publish instructions for continued airworthiness (ICA's) for aircraft and their systems. But what are the ICA's for the maintainers, aviation support staff, and pilots? This program explores what each one of us do maximize our health and productivity!

1025 Ricky Hellings – *Emergency Response Planning*

What would you do in the case of an emergency? Does the size of the emergency really affect the proper response? Should a fire in the oily rag bin or a missing aircraft be treated differently?

1115 Daryl Bussert – *RU Ready, Resourceful, Reliable?*

Begins by identifying trusted resources and people which/who are our subject matter expertise/experts. There is some historical analysis of "subject matter experts", what they accomplished with the resources they had or did not have. Requirements and tasks put upon us outside of expectations are brought in to emphasize the need of strong individual professional development and depth. Specific examples are used throughout for credibility and relevance. End result is to encourage the new generation to become subject matter experts with the resources available to them to include being competent to meet unexpected demands when the exact tools and resources are not available.

1300 Richard McSpadden - *Why Do Talented People Sometimes Make Bad Decisions?*

AOPA ASI Executive Director Richard McSpadden will review recent accidents, the elements surrounding them and discuss why good pilots made decisions. Richard will rely on research from the books "Think Again", and "Thinking Fast, and Slow" which dissect the way the brain makes decisions. He'll lead the audience through some shortfalls of the human decision-making process and the implications of those shortfalls in an aviation environment. He'll also discuss observations from the Thunderbird maintenance team. The discussion will close with an exercise to identify and mitigate red flags which could lead to poor aviation decision making.

1400 Steve Quigg – *A Stone to Trip Upon*

Drawing upon MSI's extensive database of missionary aviation mishap reports, Steve will lead the audience through an in-depth examination of a recent accident and the factors which led to the bending of metal. Beyond the accident sequence, however, will be a look at what can be learned, and how policies can be changed, from the findings of a thorough accident investigation. Reactive change is good; proactive change is better.