Editor's Forum

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EDITOR’S FORUM

Welcome to the 2011 Winter edition of the Journal of Aviation and Aerospace Education and Research. Again we are pleased to bring to our readers some of the most current activities and ideas that are in action within our industry.

“Advance the discipline” is a term I and many of you have heard when it comes to a major change in industry and in this particular case, our industry of professional aviation education.

Our forum for this edition is certainly an advance in our discipline as Embry Riddle Aeronautical University has begun a doctoral program in aviation. Perhaps the first of its kind, the program has set in motion an accredited Ph.D. in the field of aviation. Dr. Alan Stolzer, who is responsible for the administration of this program, has gifted us with an explanation of the purpose of this program and where it is intended to lead the world of aviation. I am sure you will enjoy his description of the metamorphosis of this extraordinary program.

I am again proud to present three refereed papers in this edition. One entitled “Accident Reduction through Crew Resource Management” authored by Mr. Darryl Broome, discusses some of the factors facing crews in today’s flight environment and looks at some recent accidents that were attributed to CRM failures. Although CRM training has been in existence for some time now the advances in technology on the flight deck can sometimes still overwhelm pilots instead of reduce the workload. The author will also present ideas on recommended changes to CRM training to address these issues.

We also present an interesting study concerning “Effects of Barred Owl Wing Adaption on the Gliding Distance of a Model Airplane”. In an effort to study how to reduce noise at airports, author Mr. Bert Outlaw will explain the features of an owl’s wing that can perhaps be adapted to aircraft wing design. Although more study in this area may be necessary, I feel that this effort may be an early step in a process to reduce noise and therefore reduce the impact of noise complaints that negatively affect our industry.

“Predictive Weather Display in ATC: Implications for Research and Training” is the title of our third paper. In identifying two systems that are central to the Next Generation Air Transportation System (NextGen) air traffic management program, Dr. Dawna Rhoades and Dr. Kelly Neville have authored a manuscript that study the delay effects of convective weather on the ATC system. Using simulation-based scenarios the researches provide evidence that delays can be reduced. Implications for training and research are discussed in this paper that may be of interest to all our readers.

I again thank all of our authors and subscribers that make the Journal of Aviation and Aerospace Education and Research a place where we can exchange information and knowledge about our industry.

Fly Safe

William Kohlruss
Editor