

Winter 2009

Editor's Forum

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Editor's Forum

Welcome to the winter edition of the editor's forum for 2009. Perhaps due to the cold weather patterns we have been experiencing lately we have had no submission of articles to the forum for this publication. In lieu of the forum articles we have inserted four refereed manuscripts for your reading this winter.

The first manuscript is entitled "Multi-cultural Factors in the Crew Resource Management Environment: Promoting Aviation Safety for Airline Operations". Submitted by Donald Metscher, Dr. Marvin Smith, and Abdullah Alghamdi, this manuscript addresses the many reasons why Multi-cultural flight crews fail to work together effectively.

While reviewing the history of Crew Resource Management along with the CRM training classes, and the communication barriers among the flight crews, the authors will inform the readers why national, organizational, and professional cultures of crew members influence flight safety. Within this research the authors addresses accidents which were caused as a result of the lack of communication between pilots and flight attendants. Issues of communication between the two groups are addressed and their research supports the concept that good communication has significant effects on teamwork effectiveness and safety. I think you will find this manuscript informative and applicable to all forms of CRM education and training.

Our next submission is by John Peter Adrian. In his work "The Complex Cognitive Process Needed to Understand Airport Guidance Signs" the author discusses airport guidance signs as used as a visual information system.

Knowing that pilots have to learn, comprehend, and interpret each sign's meaning is made simpler by the FAA dictating the standardization of signs. Pilots and crews still have a daunting task of assimilating the message in the brief time each sign is viewed which requires a complex cognitive mental process to occur. This diversity between simple and complex is the exploration in this paper. I am sure that you and especially those of you who are pilots will find the results of great value.

Our third paper "Implications of Current Federal Aviation Regulations Governing Low Time Commercial Pilots Who Transition to Single Pilot/IFR Environments" has been contributed by authors Jeffrey A. Johnson, Steven L. Anderson, and Tara L. Harl. The purpose of this study was to investigate the potential need to change FAA policy governing commercial pilot training and experience by soliciting the expertise from chief pilots and directors of flight operations who were members of the National Air Transportation Association (NATA).

A survey was specifically developed for this study to investigate attitudes and beliefs about the adequacy of a commercial pilot new hire's previous flight experience. The findings in this research may be the primary factors that will motivate the FAA to change the training and experience requirements. See if you agree as you read this important research paper.

"Analysis of the Effectiveness of Army Helicopter Flight Training" is our last submission and is presented to us by Michael L. Wesolek. The purpose of his study was to examine the effectiveness of the U.S. Army's new helicopter flight training program, Flight School XXI (FSXXI), in comparison to the previous (legacy) flight training program. The goal of this research was to determine whether or not FSXXI produces graduates that become fully mission capable pilots in fewer flight hours than the legacy flight training program.

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A detailed comparison was conducted to compare and determine if there was a statistically significant difference between the two programs. This data was supplemented by an instructor pilot survey and a cost comparison. You will find the results of this comparison interesting and informative.

I hope that these papers will be not only informative but motivational as well. If you find the need to explore your aviation or aerospace interests, consider sharing your findings with others in the Journal of Aviation / Aerospace Education and Research.

**Fly Safe
Bill Kohlruss
Editor**