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The Editor's Forum

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THE EDITOR'S FORUM

As I wind up another year of editing the JAAER, I am pleased that you, our readers, have responded so well to the Forum. We have had interesting and challenging dialog that I feel will make our industry a better place for all. I want to thank all who have taken the time to correspond with our colleagues through the JAAER.

In our Spring Edition of the JAAER Forum, we have three more articles I'm sure you will find interesting and educational. I am confident you will be inspired to contribute your views on these subjects in future editions of the JAAER's Forum.

A Forum article presented in our Fall 2002 edition by Don Smith inspired a great dialog between himself and Dr. Tad Foster of Indiana State University. Dr Foster and Professor Smith have put their dialog together concerning "The Demise of Collegiate Aviation Programs" for this Springs Forum.

Dr. Foster addresses point by point the concerns that Professor Smith communicated in his Forum article. Both gentlemen summarize their dialog where both make some interesting points. Some of our readers may be experiencing the same situations at their institutions. If so, let us know through the Forum.

Dr Rodney Rogers presents an "Alternative Paradigm for Structuring Collegiate Flight Programs". Dr Rogers was inspired to contribute based on Professors Don Smith's article as well.

He presents an industry paradigm, a university paradigm, and a hybrid paradigm relating to the issue of experience versus education. Dr. Rogers makes great strides in trying to find a compromise or a solution to the differing views on aviation education between industry and the universities. I am confident that the issue will evolve into some sort of hybrid that will address the needs of all involved in professional aviation education.

A fair question is asked by Dr Cass Howell in his Forum article How Safe is "Safe Enough?" Almost as important is his question of who makes the decision of how safe is safe enough.

His paper takes a broad look at how and why policies, rules, and laws are made that affect safety in the aviation industry. His determination is that a multitude of individuals determine safety policies in our industry and that the safety target is constantly evolving and moving which makes it difficult to determine at any given time. Even if a target is defined and established, the public's perception of safety can be greatly affected by any incident large or small. Dr. Howell identifies "safety organizations" that participate in the decision-making and policy setting of safety measures. Pilot unions, insurance companies, the legal system, and the media are all major players in this process. He concludes that public opinion may be the ultimate determiner of How Safe is "Safe Enough".

Again we have three excellent forums that should stimulate our readers into action. If you have an opinion or expertise in these areas or would like to start dialog on a different topic we welcome your articles. Have a great summer and we will communicate again this fall.

Bill Kohlruss
Editor

