

SAFE News

Dedicated to Ensuring Personal Safety and Protection in Land, Sea, Air, and Space Environments

SAFE Association – Our 62nd Year

Volume 22 | Number 3 | Summer 2019

President's Message *By Edgar "Ted" Poe, 2019 President*

Dear Members!

Since our last publication, we have opened registration for our annual symposium, we have met as a board to conduct association business, we have toured our 2020 facilities in Virginia Beach, we have locked down the date for the next SAFE Association sponsored Navy Industry gathering, we have started receiving paper abstracts, we have started receiving award nominations, we have built the nominations roster for 2020, we have seen our membership roster grow, we have seen new chapters petitions begin gathering signatures, and can confirm our accounts are all in good standing with a very solid operational budget. I want to thank all the board members who traveled to Virginia Beech and took on the mammoth amount of discussion and work that will be seen in our association over the next 120 days.

Just prior to the symposium, our team will arrive in RENO, kick off the set-up, and await your arrival to our symposium. Thanks to the hard work of the symposium committee, we have a full schedule, we have a plan that will surpass last year's events, and we will again host at the end of symposium a capability for industry to meet and brief the services on how you can meet their requirements and needs. In 120 Days, our annual event will kick off and in 122 days our President-elect John Plaga will take the helm of the Association and do even greater things.

In this newsletter, we have a few surprises that I hope will show that we have been listening to you about directly defining the value of being a member of this association. I wish I could tell you everything that's going on, but in 120 days, I can promise you it will all become very clear. Your board of directors met at the end of May and, besides our normal

processes of business, we took time out to start the process of assessing our Constitution and Bylaws. Our last update was in 1999. A lot has changed since those days in Atlanta. Our hope is that we will continue our review and then in the next 60 days look to see what changes we will want to bring to the membership. You can expect that we will, of course, do our due diligence to ensure change is needed and that all areas of the association are well informed and understand what we could be asking. In accordance with our constitution, at a minimum of 30 days prior to our general membership meeting, we will send out updated documents for your consideration.

As with any association, there are numerous dates that we would like for you to consider:

- 1 July is the deadline for submittal of Symposium abstracts.
- 22 July is the deadline for submittal of award nominations.
- 10 September is the deadline for Hotel reservations to receive 2019 SAFE Association room rates.

My final shout-out in this newsletter is that on 24 July, SAFE Association will once again sponsor a one-day event in the PAX-River area. We will once again have US Navy Program leadership and managers presenting their new road maps. This is the third event that we have been able to sponsor in the past several years. A formal notice will go out to membership by the 26th of June so that members wanting to attend can register. We look forward to seeing you at that event as well as in Reno in 120 days when we kick off our annual symposium. Until our next newsletter or our next event...BE SAFE!

2019 SAFE ASSOCIATION - BOARD OF DIRECTORS

ELECTED BOARD MEMBERS:

PRESIDENT,
& FINANCE COMMITTEE MEMBER
Edgar "Ted" Poe

PRESIDENT-ELECT & FINANCE
COMMITTEE MEMBER
John Plaga

IMMEDIATE PAST PRESIDENT,
AWARDS COMMITTEE CHAIR,
FINANCE COMMITTEE MEMBER
& NOMINATIONS COMMITTEE MEMBER
Vacant

VICE PRESIDENT & FINANCE
COMMITTEE MEMBER
Jerry Reid

SECRETARY
Mark Jones

TREASURER &
FINANCE COMMITTEE MEMBER
Steve Bromley

APPOINTED BOARD MEMBERS:

EXECUTIVE ADVISOR
John Fair

SYMPOSIUM COMMITTEE CHAIR
Nicole Stefanoni

SYMPOSIUM COMMITTEE CO-CHAIR
Allen "Al" Loving

AWARDS COMMITTEE CHAIR,
NOMINATIONS COMMITTEE MEMBER &
FINANCE COMMITTEE MEMBER
Joe Spinosa

PUBLICATIONS COMMITTEE CHAIR
Richard Johnson

PUBLICATIONS COMMITTEE CO-CHAIR
Stephen C. Merriman

SCIENCE & TECHNOLOGY
COMMITTEE CHAIR
Glenn Paskoff

CHAPTERS COMMITTEE CHAIR
Allen "Al" Loving

ASSOCIATION DEVELOPMENT
COMMITTEE CHAIR
Alex McGill

MEMBERSHIP COMMITTEE CHAIR
Joshua Minton

CHAPTER PRESIDENTS:

Pacific Rim Chapter
Dr. Robert Yonover

SAFE Europe - Chairman
Sarah Day

Wright Brothers Chapter
Mark Gruber

Chapter One - Southern California
Kirsten Larsen

East Coast Chapter
John Marcaccio

Great Lakes Chapter
Michael (Mike) S. Beebe

Grand Canyon Chapter
Bob LaFrance

MEMBERSHIP FOCUS

Now that summer is in full swing and the kids are out running the neighborhood until the street lights come on (do they still do that?), we look forward to cooler weather and the big event this fall, THE SAFE Symposium! An important matter of discussion for the entire SAFE team was an effort to bring more value to the SAFE membership and encourage more people to join, particularly the up-and-coming generation of those who help preserve lives. Whether an industry professional, a member of academia or a Life Support/Flight Equipment professional in our Armed Forces, we value and all benefit from the participation and interaction you and your colleagues bring to the organization.

After much deliberation, a unanimous decision was made to adopt a new and more attractive dues structure - as of 01 June 2019. New members (as long as you have not been a member in the past two years) can now join for only \$10 and the annual renewal has gone from \$60 per year to \$30. This is truly a value that encourages participation as membership will more than pay for itself through a savings of at least \$100 off the Symposium fee as well as the receipt of the SAFE Journal and the Proceedings from each year's Symposium and of course access to this and all previous issues of this fine periodical, the SAFE News. As always, we would like to hear the input of members on how value of membership can be improved in order to help educate and bring up the next generation of members.

As we continue to update, modernize and improve the SAFE By-laws and Constitution by better defining membership and its values, we look forward to the future - and for the organization to grow both in size and in its contributions. As technology grows and our particular niche grows more varied, be it through the demands of new high-performance aircraft, improvements of gender specific equipment or the expansion of commercial space flight, we are excited about the future and the improvements that SAFE, through the membership, can bring to the world of personnel protection and performance. We look forward to seeing old and meeting new friends this year in Reno for yet another outstanding symposium. Have a great summer!

Cheers,
Joshua Minton

UP-COMING MEETING

MEETING

SAFE ASSOCIATION
57th ANNUAL Symposium

DATE

October 14 - 16, 2019

LOCATION

Grand Sierra Resort, Reno, NV

SAFE Secretary's Report – Summer 2019

SAFE holds quarterly Board Meetings to discuss SAFE Association business and strategies. These valuable meetings bring together a team of Industry and Government members volunteering their time to ensure the success of the organization. They are the key to developing future plans for the SAFE Association. Meetings are usually held at various locations that offer insight into Industry and Government operations. The SAFE Association tries to align with these entities' direction. The most recent Board meeting was held in Virginia Beach, VA. on May 29 – 30, 2019.

Our May Board meeting included a tour of the Virginia Beach Convention Center to review the facility which is the site for the 2020 SAFE Symposium. The modern VBCC provides many features that will make for a great Symposium location next year. During this meeting the Board also reviewed several changes to the By Laws, established better oversight of action items, took action to revamp the SAFE Journal, and discussed membership and Chapter activities.

During our previous Board meeting in February, there was a great deal of discussion on how SAFE must evolve to better serve its members. Board President Edgar "Ted" Poe provided his vision on the evolution of SAFE, and organization goals and objectives were clarified to better illustrate the role of SAFE. The organization is only as strong as its members, so if you have ideas or thoughts about how to improve SAFE please contact me or another Board member so we can act on them. And please try to attend our general membership meeting which will be held during the 2019 SAFE Symposium.

Finally, the SAFE Association is pleased to announce that our 3rd annual Industry Day was held at Patuxent River, MD on 24 July 2019. This is a unique opportunity for Industry partners to receive in-depth briefings from NAVAIR on their future roadmaps covering a wide range of requirements. More details can be found at <https://www.safeassociation.com/index.cfm/page/events>. We look forward to seeing you there and at the SAFE Symposium in October in Reno.

Mark J. Jones
Secretary, SAFE Association

Welcome

NEW MEMBERS

Jonathon Mann, Caldwell, ID
Robert McKillip, Cedar Rapids, IA
Deborah Kalisz, Mesa, AZ
John McIntire, Dayton, OH
Victor Kernus, Alexandria, VI
Kailyn Simmons, Carrollton, TX

CORPORATE MEMBERS

Applied Energy Technology Corp., Burton, TX
Insta ILS Oy, Tampere, Finland
Integrated Procurement Technologies (IPT), Goleta CA
Per Vivo Labs, Inc., Kingsport TN

Reminder: SAFE Association Benefits!

INDIVIDUALS:

- Quarterly SAFE Newsletter
- Proceedings from the SAFE Annual Symposium
- All Symposium-related Mailings
- Reduced Symposium registration cost.
- Access to members only area of the SAFE Association website
- Voting privileges for your SAFE Board of Directors
- Submission information for our Annual Awards Program

CORPORATE MEMBERS:

- Quarterly SAFE Newsletter
- Proceedings from the SAFE Annual Symposium
- All Symposium-related mailings
- Reduced Symposium registration cost.
- Access to members only area of the SAFE Association website
- Voting privileges for the SAFE Board of Directors
- Submission information for our Annual Awards Program
- Corporate listing and description of products and services on SAFE Association website with link to company website.
- Reduced registration and exhibit space fees for the SAFE Annual Symposium
- Free use of the SAFE Newsletter to deliver news releases- such as personnel changes, new products, new office locations, and contact information
- Corporate Membership includes a Primary and Secondary Corporate Representative

The 2019 SAFE Symposium - It's Not Just Another Annual Symposium!

From the Symposium Committee

As we inch closer to the 57th Annual SAFE Symposium, the Committee is working hard to make it the best symposium yet. The professional knowledge shared, networking opportunities, and personal connections that take place are all conduits for learning, exploration and innovation. This is also true of our goal to provide informative special presentation speakers, educational workshops, hands-on training activities, relevant panels, dynamic technical sessions and active product demonstrations - all which illustrate a continuing commitment to the latest innovations in personal safety and protection. Attendees will also have the opportunity to explore the technological advancements in safety and life-sustaining equipment by visiting with the many members of industry who will be exhibiting at this year's Symposium.

As the saying goes, "The devil is in the details." and we were listening to your feedback from last year's symposium. So, we are introducing several new initiatives and making adjustments to the overall symposium schedule, the exhibit floor plan, audiovisual equipment requirements, the symposium app, and other items based on that feedback!

The online only symposium registration, and exhibitor space reservation and registration are up and running on the SAFE website at www.safeassociation.com. Corporate & Sustaining Members, and members of the safety and survival industry - have you reserved your exhibit space at this year's symposium? If not visit www.safeassociation.com now to register your exhibit staff, reserve that exhibit space, and secure your 2019 sponsorship opportunity before they're all gone.

In addition to the speakers, technical program presentations and panels we have on tap this year, we've been asked to help address and highlight issues in aircrew flight equipment related to female aviators. This includes flight suits, boots, jackets, anti-g garments, torso and parachute harnesses, survival vests and gloves. As a participant at this year's symposium, you will be able to take advantage of the opportunity to help in the development and fielding of aircrew flight equipment tailored to the female aviator. We are expecting several hundred additional attendees to include Aircrew Flight Equipment (AFE) personnel from various services and agencies and Major Command (MAJCOM) AFE staff officers as a result.

Do you need space to host a special meeting, workshop, or leadership activity? Did you know that symposium participants have access to SAFE's available contracted meeting space during the symposium? Take advantage of this opportunity now by contacting a SAFE Board member or the SAFE Administrator. Also, don't forget about SAFE's annual Golf Tournament and 5k Runner that will signal the kick-off this year's symposium on Sunday, October 13th!

The SAFE Symposium continues to be a powerful platform for innovation, education, networking, and strengthening the various disciplines of the personal safety and protection community - it is not just another annual event...it is a force enabler!

We look forward to welcoming each and every participant to Reno, Nevada, and the 57th Annual SAFE Symposium. Make your plans now to join us October 14-16, 2019 at the Grand Sierra in Reno!

Reminder to All SAFE Members:

It is important that the SAFE Association has your current contact information so we can contact you and distribute SAFE products, such as the Newsletter. Periodically, please go to the "Member Login" at the top, right corner of the SAFE Association web page. When the SAFE Directory appears, click on **"Update Your Profile"** at the top, left. Please review your personal information and, update anything needs to be changed, and click on **"Save Profile"** at the bottom of the page. Your efforts are much appreciated!!



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Miniature Data Recorders Advance Ejection Seat Safety

Seal Beach, CA - (2019) – It’s been over a century since the first aviator successfully ejected from a high speed aircraft. Over the years test manikins, human subjects and even animal subjects have all played critical roles in better understanding the biomechanics of 20+ g forces from an ejection event. There have also been significant strides in technology and testing, including a new biofidelic test manikin in development specifically for high-speed vertical ‘impact’ events.

To learn more about what pilots actually experience during an emergency ejection, the US Air Force (USAF) recently turned to Diversified Technical Systems, a California-based manufacturer of high speed and impact resistant data recorders. DTS is known for miniature, rugged data acquisition systems for injury biomechanics, including automotive crash and military blast testing.

“Being able to collect in-situ data is critical to R&D efforts in the very short duration and high force research arena,” said Randy Boss, DTS Program Manager. “What’s unique about DTS data recorders is that they’re so small and rugged that they can be embedded in the test article, not just onboard the test vehicle thereby minimizing any “observer effect.” There’s no changing of behaviors or test scenarios, its real life playing out,” added Boss.

DTS has been awarded two SBIR* contracts to create custom data recorders that will be used by the US Air Force (USAF) and NASA for flight crew safety testing. The recorders will capture impact, acceleration and rotational forces crew members may be exposed to during take-off, landing or ejection seat emergencies. NASA’s Dynamic Kinematic Recorder (DKR), measures lower-level forces astronauts may experience over an extended time period, like lengthy launch and re-entry periods. While the USAF Dynamic Impact Recorder (DIR) focuses on high-speed, short duration events such as head and neck acceleration during an ejection.

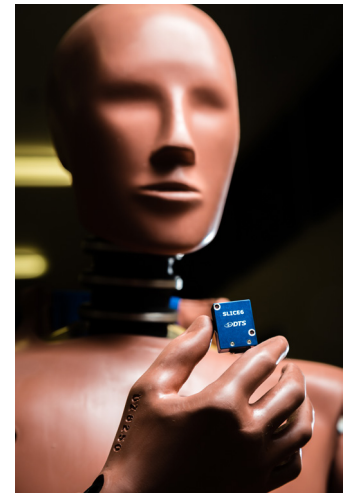
To meet strict onboard constraints, the instrumentation must be ultra-low size, weight and power (SWaP) optimized. The goal is to position the recorder as close as possible to the point of interest and sensors, which could be inside a helmet. That means DTS engineers must also consider center-of-gravity, room for six built-in sensors (triaxial accelerometer and triaxial angular rate), power requirements and flash memory to store the data.

With new smaller, low power processors, the possibility is strong that data being collected today, will lead to safer protective gear, restraints and seating for tomorrow’s aviator.

*The Small Business Innovation Research (SBIR) program is a United States Government program coordinated by the Small Business Administration that helps certain small businesses conduct research and development (R&D). Funding takes the form of contracts or grants. The recipient projects must have the potential for commercialization and must meet specific U.S. government R&D needs.



DTS miniature data acquisition systems are designed to embed on or in test articles, including test manikins, without altering test dynamics.



ENTEX AWARDED CONTRACT FOR USSOCOM NEXT GENERATION SOF HELMETS

Ops-Core helmet system delivers true system-level performance and innovation

Carbondale, PA, May 16, 2019. Gentex Corporation, a global leader in personal protection and situational awareness solutions for defense forces, emergency responders, and industrial personnel, announced today that its Ops-Core® FAST helmet system was chosen by the U.S. Special Operations Command (USSOCOM) to fulfill their contract for Special Operations Forces Personal Equipment Advanced Requirements (SPEAR) Family of Tactical Headborne Systems (FTHS) — Ballistic and Non-Ballistic Helmets.

Gentex Corporation has supplied helmets and accessories driven by user input from special operations forces for SOCOM since the introduction of the Para Master High Altitude Low Opening (PM HALO) helmet in 2005 and the acquisition of Ops-Core Inc. in 2011. As the incumbent in the highly competitive bid process, Gentex Corporation received the award through full and open competition. The company utilized the latest design and technological innovations of its Ops-Core FAST SF helmet to deliver a high performing FTHS system that features improved comfort, increased stability, reduced personal signature, greater system integration and a significant weight reduction over currently fielded Ops-Core FAST helmets.

“We’re honored to have been chosen again to deliver the next generation of helmet systems for SOCOM Operators,” said Tom Short, vice president Ground Systems, Gentex Corporation. “Working directly with current operators to understand their needs, plus continued investments in cutting-edge technologies has enabled us to deliver the most advanced, innovative solutions to USSOCOM and other global defense, emergency response, and security forces.”



The new SPEAR FTHS helmet system comes in ballistic and non-ballistic versions, each compatible with all current USSOCOM headborne accessories. Separate from FTHS, new modular Ops-Core accessories include an NVG compatible Step-In Visor, a range of mandibles (including ballistic, non-ballistic, and force-on-force), and a scalable two-piece ballistic applique for the non-ballistic helmet which provides the same level of ballistic protection as the FTHS ballistic helmet. The commercially available ballistic version of the helmet system, the Ops-Core FAST SF Super High Cut Helmet System, will be on display in the company’s booth at SOF Select in the Operator Pavilion during SOFIC 2019, May 20 - 23 in Tampa, Florida.

Part of Gentex Corporation’s portfolio for defense, emergency response, and security forces, the focus and dedication of the company’s Ops-Core brand remains the same –protecting elite forces. The modular, scalable, open-architecture design of Ops-Core products allows for seamless integration and true system level performance. www.ops-core.com.

About Gentex Corporation

Leveraging a history that spans over 125 years, Gentex Corporation is a leading provider of innovative solutions that enhance personal protection and situational awareness for global defense forces, emergency responders, and industrial personnel operating in high performance environments. The company’s product portfolio includes helmet system platforms and capability upgrades for defense and security forces, sold under the Gentex, Ops-Core, ALPHA, Cromwell, and Argus brands; Aegisound hearing protection and communications products for military and industrial personnel; PureFlo industrial respiratory protection systems; Dual Mirror OEM aluminized fabrics; and Filtron OEM light management technology. Privately held, Gentex is headquartered in Carbondale, Pennsylvania, and supports its global customers through a worldwide distributor network and five other facilities in the U.S. and the U.K. Learn more at www.gentexcorp.com.

Media Contact

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OPS-CORE AMP COMMUNICATION HEADSET SELECTED BY USSOCOM TO MODERNIZE SOF COMMUNICATIONS

New technology in configurable headset delivers 3D Hear-Through and advanced hearing protection for combat operations.

Carbondale, PA, May 16, 2019. Gentex Corporation, a global leader in personal protection and situational awareness solutions for defense forces, emergency responders, and industrial personnel was selected by the United States Special Operations Command (USSOCOM) for its Ops-Core® Adaptive Mission Platform (AMP™) Communication Headset as part of the Communication Accessory Suite Land (CASL) program. The AMP headset features 3D Hear-Through Technology, which restores and enhances the operator's "natural hearing" of the outside environment for improved situational awareness in high noise environments, while also providing robust hearing protection with a Noise Reduction Rating (NRR) of 22db.



The Ops-Core AMP Communication Headset pushes the boundaries of operator configurability with a modular design that can be changed quickly from headband to helmet-rail mounted use and includes removable connectorized downloads with options for single, dual, or no download configurations. Additionally, the immersion rated, noise-canceling boom microphone can be swapped to the user's preference of earcup, without the use of tools, or removed entirely.

"Listening to end users and responding to their evolving needs has fueled Ops-Core's heritage of innovation, which is evident again in the configurable AMP Headset," said Peter Harbeck, SOF Business Development Manager, Gentex Corporation. "Our business development and product management team, comprised mainly of former and current end users, are dedicated to upholding the mission of Ops-Core—getting elite forces the products they need to keep them safe and enhance their mission effectiveness."

Additional features of the Ops-Core AMP Communication Headset include optional wire-free, battery-free, Near Field Magnetic Induction (NFMI) Earplugs, which increase the systems NRR to 34dB, while maintaining clear-communication audio and ambient hear through.

"We're proud to continue to support the military in combating the issues of operating in high noise environments with our latest communications and hearing protection technology," added Tom Short, Vice President Ground Systems, Gentex Corporation. "Based on decades of experience with military communications and hearing protection, Gentex also provides the Active Noise Reduction (ANR) headset for the F-35 program."

The Ops-Core AMP Communication Headset will be on display in the Operator Pavilion during SOFIC 2019, May 20-23 in Tampa, Florida.

Part of Gentex Corporation's portfolio for defense, emergency response, and security forces, the focus and dedication of the company's Ops-Core brand remains the same -protecting elite forces. The modular, scalable, open-architecture design of Ops-Core products allow for seamless integration and true system level performance. www.ops-core.com.

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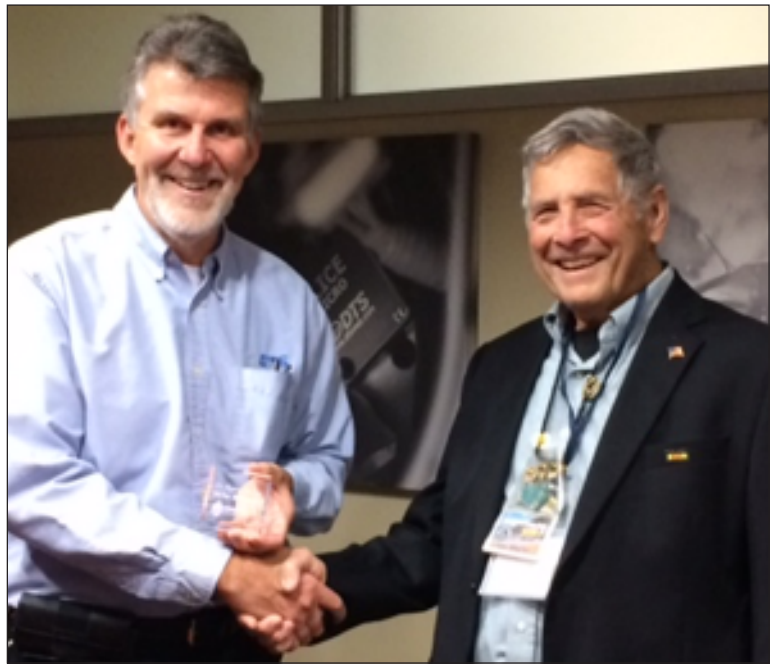
A Tribute to Lester Eugene Shobe, Chapter One Past President

It is with profound sadness that we share the news of the passing of Mr. Lester Eugene Shobe on Friday, April 26, 2019. Les passed away at the age of 83 in Springfield, Oregon.

Following his retirement from the United States Air Force in 1977 Les and his family moved to Tustin, California, where he began his second career working in the aerospace and aircrew life support industry. Les joined SAFE not long after and became a strong advocate for the Association, and served as a past Chapter One Officer and President for a number of years.

He retired from his second career in 2010 and moved to Oregon in 2018 to be closer to family. Lester loved to spend time with family and friends, but his number one passion was telling jokes. As noted by many of Les' colleagues and friends, his presence would light up a room and his infectious humor usually kept everyone in stitches - one of a kind to say the least. Les loved his work, his customers, his competitors, and his associates. You will be missed by many.

Please keep the family and those who knew Les best in your thoughts and prayers.



Undated photo of Chapter One President, Les Shobe, thanking Mike Beckage for his presentation and industry update during a Chapter One meeting.

SAFE Electronic Voting

Electronic Voting will soon be a reality for the SAFE Association. Starting as an idea in 2018, Electronic Voting has progressed to the bidding stage to outside firms for establishing and implementing it.

But why electronic voting? Electronic voting allows for the flexibility of reaching our membership more quickly and reducing the overall cost and administrative burden of the current system. Electronic voting is secure, with each eligible member receiving a password to enter the voting area of a dedicated election website. This ensures that only eligible members can vote. There is a 'Voter-Verified Audit Trail' with a printable receipt assuring voters that their vote has been recorded and counted. Automatic invitations and reminders are sent out to the membership to give everyone an opportunity to vote.

Results are tabulated as soon as voting is closed. We have the option to manage the vote ourselves, or as a fully managed election, further ensuring an already impartial vote. This method of voting has additional positive side results. SAFE will be notified if an email address is undeliverable (cancelled, expired and closed). SAFE can then take action to update our membership contact information, if that person so desires. This, in-turn, provides the association with a method of expanding electronic voting in the future, asking for responses to other types of votes, association questions requiring wide membership input and even voting on annual award nominations. It gives your SAFE Association a very flexible tool for the 21st century and beyond.

Current status of this project is: a Statement of Work has been drafted, reviewed and approved to send potential vendors. The final version was approved by the Board of Directors at the May 2019 Board of Director's meeting. SAFE is asking vendors for a two-week turn-around so a decision can be made quickly. Once the quotes are received, a recommendation to the Board will be made and Board votes will be cast to choose the winner.

We need your help when we implement electronic voting. Please make sure your contact information is correct with the SAFE office and your membership is current. You don't have to wait for a vendor to be chosen. You can do that now! Your help and support will make our association stronger, modern and more attractive to future generations.

Best Regards, Thornton (Alex) McGill



SAFE Association Grand Canyon Chapter

Stay tuned Southwest Safety and Survival Community....

We are pleased to announce that a new website for the SAFE Association Grand Canyon Chapter is now being developed. Please join us in welcoming Bob LaFrance, President of Task Aerospace, Inc. as the SAFE Association Grand Canyon Chapter President.

We are excited about this new adventure and hopefully soon, you will be able to join us proudly growing the Grand Canyon Chapter, enabling knowledge sharing, making contacts within the industry, and increasing the exposure of what the Southwestern US brings to the Government and Industry Safety and Survival community. Another benefit to joining this Chapter, is meeting professionals like yourself who are passionate for the need to make our communities more secure. Plans include meetings, site tours and workshops to provide an exchange of fresh ideas and valuable information.

Bear with us as we develop the Grand Canyon Chapter website, as we promise a rollout soon. If you cannot wait any longer, and wish to assist with this new venture, please feel free to email info@taskearo.com.

Chapters Committee Report

By Allen "Al" Loving, 2019 Chapters Committee Chairperson

Hello, SAFE!! It has been another exciting few months for the Chapters Committee and the full Board of Directors with the 2019 SAFE Symposium preparations in full-swing. This, coupled with the Committee's involvement in the selection of a site for the 2020 symposium, the 2020 SAFE Board of Directors elections, and the 2019 SAFE Awards submissions and selection processes that are underway, maintaining communications with the chapters, and a working on a number of chapter-oriented initiatives that are being pursued by the Board of Directors, we're staying pretty busy.

As an example, the Board is extensively reviewing our Association's governing guidance - the SAFE Constitution and Bylaws. One of the items being reviewed is the SAFE Association and local chapter membership guidance, along with how member assignments to local chapters can be effectively developed, documented, and managed. We've also completed a review, and made changes to, the SAFE membership dues structure... yet to be announced. The Board is also gathering membership information from each of the chapters to develop and consider a rebate to chapters incentive based on the number of SAFE members in that chapter. More on this in the weeks to come!

We are also actively engaged with the on-going efforts to grow the association. There are initiatives underway to establish new chapters in the Huntsville/Ft. Rucker, Alabama area, the Middle East, and the Dallas/Ft. Worth, Texas area. Stay tuned for more on the stand-up of each of these new chapters.

Finally, I want to personally thank each of our SAFE and Chapter elected and appointed officers and our members for the many years of dedicated service and support you have provided to our local chapters - you are the heartbeat of SAFE and it is most appreciated.

Hopefully, we will see you in Reno October 14-16, 2019, at the 57th Annual SAFE Symposium. Until then, stay SAFE!!

East/West Receives Fourth Consecutive Gold Boeing Performance Excellence Award

RONKONKOMA, NY, April. 14, 2019 – East/West today announced that it has received a 2018 Boeing Performance Excellence Award, the fourth such award in as many years. The Boeing company issues the award annually to recognize suppliers who achieved superior performance. East/West Industries maintained a Gold composite performance rating for each month of the 12-month performance period, from October 2017, to September 2018.

This year, Boeing recognized 380 suppliers who achieved either a Gold or Silver level Boeing Performance Excellence Award out of 13,000 suppliers worldwide in 57 countries. East/West Industries is one of only 82 suppliers to receive the Gold level of recognition.

East/West Industries' four Gold-level awards are among numerous quality awards received in its five decades of operation.

“We remain deeply focused on manufacturing high-quality products cost effectively, delivering them on-time, and backing our work with superior service,” said East/West President Teresa Ferraro. “Receiving this recognition from The Boeing Company for a fourth year in a row is a true honor and a testament to our team’s hard work to deliver on Boeing’s expectations for cost, quality, and schedule.”

Founded on Long Island in 1968, East/West designs, manufactures and repairs aircraft seats and other products critical to crew safety and survival. A range of original equipment manufacturers, including Boeing, install East/West seats and other products on aircraft they manufacture, including some of the newest commercial and military platforms under development.

For more information about East/West’s products, please visit www.eastwestindustries.com. About East/West Industries

A recognized leader in the design and manufacture of lifesaving equipment, East/West Industries, Inc. is a woman-owned small business located on Long Island in Ronkonkoma, New York.

Contact:

Joe Spinosa, Vice President, Business Development

O: 631-981-5900

jspinosa@eastwestindustries.com

SAFE Symposium Attendee:

Please be advised:

If you are contacted by companies offering to provide individual rooms or small room blocks at less than SAFE contracted rates, please do not do business with them. While the SAFE room rate may be a few dollars more than the rates quoted by these companies, this is because SAFE negotiates directly with the hotel to obtain the best price and amenities for our attendees.

SAFE is financially liable for all contracted rooms whether the hotel sells them or not. This policy is why we ask that you always book your rooms under the SAFE block. We work diligently to give all attendees the best overall experience at our annual symposium and we thank you for your continued support.

If you are contacted by the “Exhibition Housing Company”, “Global Housing” or any other company claiming they are the “official” housing service for the 2019 SAFE Symposium, and that they can obtain significant reductions for you on rooms, please do not do business with them. SAFE has made no arrangement, nor does it plan to, for the utilization of a 2019 sleeping room or housing service.

Management at the Grand Sierra Resort and Casino have reported this is becoming more of an issue across the country each year. They have also advised that these types of operations get as much money as they can, close shop, and move. **They will take your deposit and run!**

2019 Symposium Committee

SAE International Announces Training Seminar for New Human Systems Integration Standard

SAE International has developed a one-day training seminar for the newly published Human Systems Integration (HSI) best practice standard SAE6906. This course first briefly introduces HSI, distinguishes it from Human Factors (or Human Factors Engineering). The majority of the course is devoted to introducing the new standard and describing HSI activities recommended throughout the system acquisition life cycle (such as planning, analysis, design support, verification, subcontracting and progress/quality reporting). In the final segment, other HSI-related standard development projects will be briefly described. Several exercises are included to obtain some “hands-on” experience dealing with several HSI tasks.

This course will be taught at several locations around the USA. Initial offerings of the HSI course/seminar are as follows:

- 08/19/2019 C1941 Human Systems Integration Dulles, VA
- 11/11/2019 C1941 Human Systems Integration Kirkland, WA (Seattle Area)

For more information and/or to obtain a more complete schedule for these training seminars, please contact Ms. Pearl Walker. Her contact information is below:

Ms. Pearl Walker, *Educational Program Developer/Operations Manager*
Professional Development

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400 Commonwealth Drive
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www.sae.org

Alternatively, if you or your organization is interested in sponsoring a standalone seminar for employees at your organization’s location, please call Mr. Adam Boron, Corporate Learning Specialist. His contact information is below:

Mr. Adam Boron,
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DOD HFE TAG Summary for SAFE News (Summer)

The DoD Human Factors Engineering Technical Advisory Group (DoD HFE TAG) held its 73rd meeting at Aberdeen Proving Ground, MD on 16-19 April 2019. The meeting was attended by over 200 personnel representing over 50 organizations from across the DoD, NASA, FAA, VHA, DHS, other Federal agencies and industry, and collocated with an NDIA Human Systems Conference (100+ additional participants). The TAG meeting included approximately 50 sessions and almost 100 presentations. The collaborative environment allowed for cross-organizational efforts to be identified and leveraged for future activities.



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ARLINGTON, Va. (AFNS) --

The Automatic Ground Collision Avoidance System, or Auto-GCAS, team won the 2018 Robert J. Collier Trophy, an award bestowed annually by the National Aeronautic Association that recognizes “the greatest achievement in aeronautics or astronautics in America, with respect to improving the performance, efficiency and safety of air or space vehicles.”

The NAA selected the Auto-GCAS team for “successfully completing a rapid design, integration and flight test of critical, lifesaving technology for the worldwide F-35 (Lightning II) fleet.”

The winning team comprises representatives from the Air Force Research Laboratory, Lockheed-Martin, the F-35 Joint Program Office, NASA, the Office of the Secretary of Defense, the Defense Safety Oversight Council and other U.S. Air Force entities.

AFRL’s Aerospace Systems Directorate at Wright-Patterson Air Force Base, Ohio, led the development of Auto-GCAS while members of the F-35 Integrated Task Force at Edwards Air Force Base, California, led the flight-test program.

Kevin Price, AFRL program manager and retired Air Force F-16 Fighting Falcon pilot, says the team is honored and especially grateful for the resulting public awareness. Price explains that the “greatest reward comes from the knowledge that pilots have come home from missions” safely due to the development and transition of Auto-GCAS.

We are “most proud” of the “precious lives and combat resources (that) have been preserved through this revolutionary, life-saving technology,” he said.

Auto-GCAS relies on GPS and a digital terrain database. The system employs complex algorithms and scans the digital terrain around an aircraft’s current and projected area to initiate an automatic recovery at the last instant to avoid a ground collision when needed.

Auto-GCAS saves pilots’ lives by preventing the most common reason for crashes: Controlled Flight Into Terrain. According to Air Force statistics, CFIT is responsible for 75% of all F-16 crashes. The leading causes of CFIT are spatial disorientation, target fixation and G-force induced loss of consciousness.

Mark Wilkins, a senior aviation safety analyst for OSD personnel readiness and safety praises the “entire team and their commitment and dedication to saving lives through this revolutionary technology.” He described this award as “deeply humbling considering the aviation greats who won previously.”

Since being fielded on F-16 Block 40/50 aircraft in 2014, Auto-GCAS has saved seven aircraft and the lives of eight Air Force pilots. Today, more than 600 F-16 Block 40/50 aircraft have the capability. Development efforts are in the works to field the system on an additional 330 Pre-Block 40 aircraft in 2021.

In April 2019, the 412th Test Wing at Edwards AFB, recommended that Auto-GCAS be fielded on the F-35 following a series of flight tests. The Pentagon estimates that this technology will potentially save 40 pilots as well as 57 F-16s and F-35s through 2040.

Greg Principato, NAA president and CEO, said that Auto-GCAS is “a game-changing advance in safety that has already changed military aviation and can one day change the game for everyone.”

The NAA committee, comprised of 30 aviation and aerospace professionals, selected Auto-GCAS over 10 other nominees.

The Collier Trophy, which is on display at the Smithsonian National Air and Space Museum, will be presented during a formal ceremony on June 13, in Washington D.C.

This achievement marks the sixth time AFRL and its predecessors have won the Collier Trophy since 1926. However, AFRL has made significant, though unnamed, contributions to at least 10 other winning technologies.

Auto-GCAS team wins 2018 Collier Trophy Past Collier Trophy Winners - AFRL and its Predecessors

1926: Practical Parachute, McCook Field Engineering Division

McCook Field contributed to parachuting, beginning with the invention, development, demonstration and standardization of the free-fall ripcord-operated parachute for airplanes in 1918. Previous parachutes used a cord attached to the aircraft that opened when the pilot bailed out, but these often tangled, which prevented a successful escape. The freefall parachute enabled pilots to clear the airplane before manually deploying the canopy, which greatly increased survivability and became the standard worldwide.

1934: Blind Landing System, McCook/Wright Field

“(D)epending solely upon instruments from take-off to landing, the blind-landing system reached complete development and was put into actual use in 1934. It overcomes one of flying’s greatest hazards and (is) the most practical system developed to date for either military or commercial purpose.”

1937: Pressure Cabin Airplane, Army Air Corps (Wright Field)

“For having designed, constructed and completely equipped the XC-35 Electra sub-stratosphere airplane, the first successful pressure cabin airplane to be flown anywhere in the world.”

Prior to this development, aircraft had no means of counteracting the decreased pressure at high altitudes that led to aeroembolism, or the expansion of dissolved gas bubbles in the bloodstream.

1939: Aviation Medicine, U.S. Army Medical Corps at Wright Field

Awarded to “Airlines of the U.S. for their record of safety in air travel, with special recognition to Drs. Walter M. Boothby and W. Randolph Lovelace II of the Mayo Foundation for Medical Education and Research and Captain Harry G. Armstrong of the U.S. Army Medical Corps at Wright Field, for their contribution to this safety record through their work in aviation medicine in general and pilot fatigue in particular.” (note: in 1940, “pilot fatigue” was a catch-all term for effects of oxygen deprivation and low pressure at high altitude)

1940: Turbosuperchargers, Army Air Force at Wright Field & GE

Turbosuperchargers compress incoming engine air by using the exhaust to rotate a turbine in the exhaust stream, which runs the air compressor. This enables an engine to increase power at any altitude, but is especially useful for maintaining power at high altitudes with low air pressure.

Selected AFRL Contributions to other Collier Trophy Winners (People and organization(s) named in the award)

1947: Bell X-1 first supersonic flight (NACA, Bell Aircraft and Chuck Yeager)

Wright Field provided the airframe and engine, and the Aircraft Lab’s Ezra Kotcher conceived the program.

1959: the Atlas Intercontinental ballistic missile, (U.S. Air Force and Convair)

The Propulsion Lab provided rocket engine expertise, as well as new testing facilities at Edwards AFB.

1961: North American X-15 hypersonic rocket-powered experimental aircraft, (Pilots and North American Aviation)

The Aircraft Lab and Propulsion Lab were primary contributors to the technical development of the X-15, while Aero Med Lab provided aeromedical expertise and pressure suits.

1975: F-16, (General Dynamics-U.S. Air Force team)

The Flight Dynamics Lab proved viability of Fly-by-Wire flight controls and developed engine inlet (under Tailor-Mate Program).

1989: F-117 Nighthawk, (Lockheed & U.S. Air Force)

The Avionics Lab (along with Materials & Flight Dynamics Labs) predecessors developed the key principles of low observable technology (shaping and radar absorbing materials) that enabled the F-117 and other stealth aircraft (along with fly-by-wire that enabled control of unstable aircraft designs). These principles also applied to the B-2, named in the 1991 Collier Trophy.

1992: Global Positioning System, (Navstar GPS, U.S. Air Force, Naval Research Lab, Aerospace Corp., etc.)

AFOSR-funded technologies such as atomic clocks, Kalman filter, Viterbi algorithm, etc, which enabled GPS.

Some content in the article was originally published in an Air Force News story and a National Aeronautic Association press release.