

SAFE News

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

SAFE Association – Our 64th Year

Volume 25 | Number 1 | Winter 2022

President's Message

By Jerry Reid, 2022 President

Happy New Year everyone ... and 2022 will be a great year!!!

As we approach two full years in this strange new work environment, it will continue to be an unusual and challenging 2022 for our SAFE Association - not to mention globally... but we are used to challenges.

From politics to personal situations; to our home ... to our offices ... in our pajamas and bath robe (cameras off). How times change... but we will adapt.

We will embrace the change, as it is a natural part of our human life, as well as all our organizational journeys. If one does not come to embrace change, one can certainly not move forward or realize the full potential: We are practical, we are realistic, we are driven by facts!

The year 2021 was a year of great accomplishments for the SAFE Association despite significant headwinds impacting our ability to gather in person until the symposium. The SAFE Association Board and all of our committees will be working hard to formulate plans to bring content and other activities throughout the year and to the next 2022 SAFE Association Symposium in Mobile 2022. The 2021 event drew more than 600 attendees, which is a testament to the timely and compelling panels and topics presented. A sincere "thank you" to the many company sponsors and individuals whose ideas and energy made this year's events available to all of us! Mobile 2022 looks to be a great event also.

For the successful 2021 SAFE Annual Symposium, we offer a heartfelt thank you to Nicole Stefanoni for her energetic and thoughtful leadership ... and to her Team ... who worked tirelessly to accomplish some very aggressive objectives!

Our SAFE Association is an organization that is about people... and saving lives. Please try to reach out to our fellow members to nurture and build relationships with others in our SAFE Association, and get involved if you can to help with a committee or in some other capacity – your involvement will enrich both your experience with the association and the Life Saving Community itself. If you have any questions about how to get involved, please do reach out to me or any of the board members.

To this end, I look forward to our 60th Anniversary of our SAFE Association. We have much to look forward to.

Upcoming initiatives:

- Broaden and encourage our current volunteer Board of Directors, Chapter Presidents, and Committee members
- Recapture SAFE Members who may have left this past year during COVID-19 and before
- Increase new membership and encourage personal and professional growth
- Reach out and nurture potential company sponsors for long term relationships
- Create alliances and foster relationships with government and corporate partners
- Create alliances and foster relationships with (additional) life-saving organization
- Look toward the future to embrace and surmount whatever challenges may come!

Thank you ALL for being part of our 60th year!

Winter Newsletter: Past Symposium Summary

By *Nicole Stefanoni*

As we begin 2022 and start to build the foundation for the 60th SAFE Symposium, we must reflect on our past symposium in 2021. From the start of planning, there were a lot of “what if” factors. As much as the Symposium Committee planned, there was always a point where things had to be put on hold because we just didn’t know what the future months would give us in regard to COVID, travel restrictions, and personal comfortability in attending an in-person event. Our deadlines of accepting papers, exhibitor registrations, attendee registrations, and special presentations had to be pushed to the right which resulted in the Symposium Committee and the rest of the Board members with limited time to pull together all of the details. But in the end, we made it to Mobile, Alabama to host the 59th SAFE Symposium. Just when we thought “we did it!”, we were hit with last minute cancellations and rescheduling due to COVID and a significant amount of flight cancellations. However, we were able to pivot and continue with the week thanks to teamwork from the SAFE Board Members, the members of the Mobile Convention Center and Visit Mobile, and of course, our attendees with their patience and understanding that we were all trying our best to make this a “normal” year.

The 2021 Symposium schedule was a bit different from years past. Sunday and Monday kicked off the week with social events; our annual Golf Tournament and a Poker Run in the city of Mobile. To those that participated in the events, thank you for your enthusiasm and we hope you enjoyed yourself! Monday was also comprised of Joint Services Industry Day meetings, as well as meetings from our US Air Force and US Navy co-locating groups. Tuesday was the official start to the SAFE Symposium, and we were all welcomed by our SAFE President Ebby Bryce and our Symposium MC, Ted Poe. Throughout the Symposium, there were special presentations that included Acquisition PM Briefings from Captain Tom “Onion” Heck (USN) and Mr. Emilio “V” Varcarcel (USAF), a USAF Safety Briefing by Mr. Mark Ruddell, and our own SAFE Airman Safety Board/Panel that will be a permanent part of our S&T portfolio. In addition to the special presentations, we had a full schedule of educational, informational, and diverse technical presentations. Thank you to all the presenters, as our symposium wouldn’t be the success it is without the distribution of your knowledge. Midweek, the annual SAFE 5k Run was held and we proceeded through the rest of the week’s events.

This year we tried something new...Equipment Demonstrations. From getting city permission, working with the local coast guard and port authorities, the event proved it could be safely achieved as well seen by a large audience. As this was a test case or a try and see, we are very happy to say it was successful and will be part of the 60th symposium. Our evening networking receptions had great food and some live entertainment that set the tone for social interaction and catching up with industry friends. Thursday concluded the symposium with the presentation of the Industry Awards. This year, we also saw a face-lift to our SAFE App. While we did experience some downloading and updating issues, we were encouraged to see many people utilizing the app. The SAFE Board members plan on making the necessary improvements and using this app as an additional way to communicate with our members year round!

Working throughout 2021 planning a symposium that ultimately we weren’t 100% sure we’d be able to host, since things seemed to be changing on an almost weekly basis, we cannot thank you all enough for supporting the SAFE Association and being a part of the event. Seeing the turnout of over 450 attendees, 40+ exhibitors and one of the best years we’ve had for sponsorship, the excitement was almost tangible. And to top it off, we’ve heard such great comments of our members being pleasantly surprised with our choice in the new host city - Mobile, Alabama. It made all the craziness of 2021 and new gray hairs worth it!

We are looking forward to returning to Mobile in November 2022, and we hope you all are planning on it too. The Symposium Committee has already released some preliminary details on our future symposium; if you missed the email, you can find the updated information on the SAFE website, www.safeassociation.com, under the symposium tab. If you have any concerns or feedback you like to provide to the Symposium Committee, please don’t hesitate to reach out. You can send all communication to our email address, symposium@safeassociation.com.

Wishing you all the best in 2022!

The SAFE Symposium Committee

2022 SAFE ASSOCIATION BOARD OF DIRECTORS

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*Attention
Corporate Members*

**Please Send Us
Your Advertisements!**

The SAFE membership is eager to hear about what is going on with your organization! Members want to hear about anything new....like job openings, internal promotions, new products, recent contract awards, accomplishments, plans, and patents. It is up to you! SAFE members are interested in what is going on with your organization and your product lines. Please consider sending articles for future SAFE News editions. They should be sent to:

Stacy Stuber
admin@safeassociation.com

Steve Merriman
scmerriman@tx.rr.com

Annual SAFE Association Awards

Hello SAFE Members, and welcome to a great 2022!

Each year, we take great pride in recognizing members of our community whose efforts and dedication have contributed to the preservation of human life.

Last year we had the great honor to recognize these outstanding individuals and teams:

- Mr. Thornton (Alex) McGill, Michael R. Grost Career Achievement Award
- Dr. Brian Bradke, Murray P. Koch Industry Award
- UNI-PAC III Team and Mr Peter Johnson, LSI Int'l, SAFE Team Achievement Award
- TSgt Johnny Brown, General Spruance Individual Achievement Award

Alex McGill began his career in the U.S. Air Force and over that 21 year career he worked to ensure the highest levels of safety and reliability for aircraft ejection seat systems. During his USAF career he worked a wide range of systems including the T-38, OV-10, F-4, F-16, B-1, and the B-2 Stealth bomber.

After his retirement from the USAF, Alex began a long career in 1999 working to improve aircraft escape systems for Pacific Scientific Energetic Materials Company (PacSci EMC). There his technical expertise has enhanced design and support of a multitude of escape systems in such diverse aircraft as the T-6 Texan II, F/A-18, AV-8B, F-35 Lightning II, Alpha Jet, and Mirage F-1. Among his major accomplishments are:

- Driving key changes to the B-2 hatch and ejection system that later became the standard used throughout USAF
- Lead author of procedures, and later installation of the canopy removal system for the F-35 Lightning II resulting in full qualification of these key life-saving devices
- Alex worked with Boeing Engineering to reroute and redesign SMDC lines on the C-17 aircraft to simplify the installation effort and greatly reduce the potential for system failure

Alex's academic achievements include authoring and presenting a technical paper on the T-38 aircraft canopy fracturing system. Throughout his long career, Alex has worked on the premise that escape system success is a team effort by designers and maintainers of life support equipment, parachute systems, and ejection seats. He is an advocate for change in our industry so we can adapt and grow in an ever more challenging world. Alex knows that at the end of the day, the only thing that matters is that a crewmember can safely go home to his family when a catastrophic event occurs – first time, every time.

Dr. Brian Bradke has been the driving force behind Spotlight Labs' Standalone Performance Yielding Deliberate Risk (SPYDR) Product. This product provides multi-spectrum risk mitigation to the aircrew (to include Hypoxia Warning) with the ability to optimize performance and maximize training of aircrew to vastly increase flight safety and aircrew performance. The product has been made to integrate into all flight helmets and includes a real time audio warning system using state-of-the-art bone conduction technology. All of the monitoring and collecting of data is self-contained within the lightweight cup and is as simple as connecting a cable. Analytics are downloaded after each sortie and can be used to determine anticipated performance for a future sortie and can show segments of a flight in which there were physiological issues ("near-misses"). Classical operational risk mitigation techniques rely on self-identification of physiological threats due to stress and fatigue.



Jerry Reid and Ebby Bryce presenting the Michael R. Grost Career Achievement Award to Alex McGill.



Jerry Reid and Ebby Bryce presenting the Murray P. Koch Industry Award to Dr. Brian S. Bradke, Ph.D.

(Continued on page 5)

Dr. Bradke's SPYDR system is able to track and correlate physiological risk factors to help commanders make smarter risk-management decisions. This leap in technology, paired with the non-interference with current aircrew flight equipment, and the real-time non-evasive collection of human performance is a game changer. In controlled "fly-offs" with other monitors and data collection systems that are bulky and considered by some aircrew as a burden, the SPYDR has predicted and warned the aircrew sooner, enabling them to take corrective action before they are impaired.

Life Support International has successfully developed the world's most capable air-droppable maritime Search And Rescue kit, culminating in the delivery and fielding of the very 1st production lot of UNI-PAC III Search and Rescue Systems for the Royal Australian Air Force and US Navy.

With the frequency and international visibility of maritime emergencies increasing, it is crucial to the safety of the international community that our ever-evolving aircraft fleets are equipped to respond quickly and effectively to disasters at sea. And with disaster response capabilities being a public relations cornerstone of the militaries of the United States and its allies, RAAF and USN saw the value in investing in this capability for the P-8 aircraft that will play such a key role in their maritime presence.

This 4+ year program was a collaboration between LSI, Royal Australian Air Force, US Navy, and Boeing to develop the SAR system for the P-8 Poseidon. The resulting kit increases the survivor assistance capability of the P-8A from 16 to 100 people in a single sortie. Over this multi-year developmental effort, a myriad of sub-systems were created to ensure accurate and automatic deployment. Ground-up design of the integrated system's parachute deployment system, containment and delivery systems, and automatic inflation sequence have all undergone rigorous testing, analysis, and refinement by this collaborative team. The result of this effort was 43 Operational and Training Systems supplied to the RAAF for use on their P-8 aircraft by July 2021. And an additional 10 Operational Systems were supplied to the US Navy P-8 for worldwide use.

As RAAF Squadron Leader Lee McDowall has remarked, "There's no other rescue capability like it in the world."

Technical Sergeant Brown is a B-1B Lancer egress technician at Dyess Air Force Base Abilene, Texas serving as an Air Reserve Technician. Sergeant Brown is integrated within the active-duty Egress shop which maintains 33 B-1B aircraft, and he is considered the subject matter expert of the egress shop.

In recent years, the B-1 fleet has experienced numerous ACES II ejection seat safety malfunctions. There were a range of issues such as damaged Shielded Mild Detonating Cord (SMDC) lines, faulty drogue chutes, and outdated Digital Recovery Sequencers (DRS). With each deficiency TSgt Brown lead the charge in correcting the deficiencies to protect Air Force aviators. Sergeant Brown's leadership was crucial to a team of 13 technicians that spent four months working on 16 aircraft to remove and replace 672 SMDC lines.

Additionally, TSgt Brown was key in the inspection of 96 drogue chutes in record time. His team accomplished this task in 26 days, during which they performed over 3000 inspections, corrected 80 deficiency errors, and restored all seats to Full Mission Capable (FMC) status. His expertise was essential in the inspection of each aircraft to ensure they were equipped with the updated DRS. There is no way to know how many lives were put out of harm's way due to Sergeant Brown's untiring leadership. Johnny and his Airmen saved lives by doing what they do best, maintaining ACES II ejection seats.



Jerry Reid and Ebby Bryce presenting the Team Achievement Award to Peter Johnson - UNI-PAC Team.



Jerry Reid and Ebby Bryce presenting the General Spruance Individual Achievement Award to TSgt Johnny T. Brown.

We sincerely thank the 2021 SAFE Award winners for their tremendous efforts to further human safety and survival in challenging environments on land, in the air, at sea, and in space.

And now I ask that SAFE members start looking for deserving individuals to nominate for the 2022 SAFE Awards. Details will be posted in March on the SAFE Association website, <https://safeassociation.com>. I encourage you to take the time to show your support and appreciation for the countless hours someone you know has dedicated to our community.

Those selected as recipients will be recognized during the 60th Annual SAFE Symposium, 1 - 3 Nov 2022, being held at the Mobile Convention Center, Mobile, AL. We hope to see you there as we announce and recognize the 2022 award recipients.

Mark Jones
Awards Committee Chairman



Jerry Reid and Ebby Bryce presenting the Honorary Life Member Award to Nicole Stefanoni.



Ebby Bryce presenting the President's Award to Joe Spinosa.



Ebby Bryce presenting the President's Award to Edgar "Ted" Poe.



Ebby Bryce presenting the President's Award to Allen Loving.



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Air Force Looking for Innovative Customer Solutions to Warfighter Needs

SAFE Association, what an honor it is to be coming to you today as we recently released our 2022 Aircrew Performance Executive Council (APEC) priorities out on BetaSam. For those of you who are not familiar with how the Human Systems Division gets their priorities, it is through the APEC each November. At this council meeting each MAJCOM 3-digit is provided updates to current requirements and has the opportunity to introduce new requirements they would like to be considered. This council ultimately sets the priorities for the Human Systems Division to tackle each fiscal year. As you start to ponder and set your strategies on how to tackle this list of items, I would like to remind everyone that we are still actively working requirements refinement, key performance parameters and other important details which enable our team to reach out to you via Request For Information to see how you can possibly fulfil our needs.

As we reviewed this list for finalization, it was evident that we have clear focus on Improving and Saving Airmen's Lives, which is our Motto. We also came to the conclusion that it is imperative now more than ever that we find partners like you to assist us in filling the gaps in technology and meet the warfighters' needs. We need innovative solutions that can be acquired rapidly, while reinventing standards that ensure the overall safety of our crewmembers is never in doubt. As 2022 begins and your companies start to ramp up for what could be, the Human Systems Division looks forward to partnering with those who are already engaged and many who will hopefully join us in tackling our APEC Priorities.

CMSgt Theodore R. Angel
Chief, Acquisitions & Sustainment Aircrew Flight Equipment
Human Systems Division (AFLCMC/WNU)
AFPEO Agile Combat Support Directorate

Related Association Activities:

DoD Human Factors Engineering Technical Advisory Group (DOD HFE TAG) (HFETAG - DDR&E(R&T) (cto.mil)

- The next DOD HFE TAG Meeting will be held in 16-20 April, in-person, at the Mike Monroney Aeronautical Center (MMAC), Oklahoma City, Oklahoma.

DoD Joint Human Systems Integration Working Group (JHSIWG)

- The next JHSIWG meeting will be held sometime in February 2022.

National Defense Industrial Association (NDIA):

- Human Systems Division (Human Systems (ndia.org)) Spring 2022 Conference is currently being planned.

Human Factors and Ergonomics Society (HFES)

- A new Standard was released in September 2021 on "Human Readiness Levels" (HFES-400). It is available on the HFES website (Technical Standards | HFES)

SAE International (Safe (safeassociation.com))

- The G-45 HSI Committee recently released best practice standards for HSI (SAE6906), Manpower and Personnel (SAE1010) and Habitability (SAE1007).
- A new best practice standard on Force Protection and Survivability is planned for release in early 2022. Work is continuing on a new best practice standard for "designing for improved maintainability."
- The G-45 HSI Committee held its last meeting on 26 January 2022 (Virtual).

If anyone is interested in any of the above items, please contact Steve Merriman at 214) 533-9052 or scmerriman@tx.rr.com.

SURVITEC SHOWCASES NEW RANGE OF AIRPEX MILITARY LIFE PRESERVERS AT SAFE 2021

Leading Survival technology provider Survitec will showcase its new range of defence grade life preservers at this year's Dubai Airshow.

Three new lifejackets form part of Survitec's newly created AirPEX (Aircrew Protection Extreme) product portfolio.

"The market introduction of these new life preservers is important to Survitec's strategic objective of expanding its presence in the military rotary and non-fast jet fixed wing market," said Nick Mulhall, Aerospace and Defence Business Development Director, Survitec.

The decision to undertake the development of these new life preservers was made after Survitec became aware that many users of this type of equipment experience issues where the performance doesn't fully meet operational requirements.

"A key element in the development of the new AirPEX range was to meet market demand for a lightweight and low bulk high buoyancy lifejacket with improved thermal and comfort characteristics for aircrews undertaking combat and non-combat missions over water," said Mulhall.

Available in sage green and desert tan to suit different terrains, each jacket in the new range offers different features appropriate to different mission profiles. All three new life preservers include a new single or double chamber micro life preserver unit, a simplified quick adjustment system for optimum fit and many other design innovations that lead to a product that has received

very positive user feedback both in terms of comfort and functionality.

For instance, Protectoris is the introductory product in the AirPEX range and is equipped with large fixed multi-functional pockets allowing different Personal Locator Beacons and all essential survival aids to be stowed and retrieved quickly. AirPEX Defender is a fully modular life preserver allowing total configuration flexibility to suit different mission requirements, while the combat ready AirPEX Warrior provides unrivalled small arms ballistic protection with fully integrated front and rear body armour options.

All products in the range are manufactured from lightweight fabrics to reduce bulk, thermal burden, and heat stress, with the objective to deliver greater comfort to male and female aircrews.

"All three of the new AirPEX life preservers are designed

to provide maximum in-water performance whilst optimising comfort and mobility allowing front and rear aircrew to safely perform their duties during different types of mission," said Mulhall.

Survitec personnel will be available at Dubai Airshow stand 559 to provide visitors with a comprehensive briefing.

Dubai Airshow is taking place between the 14th and 18th November.

About Survitec Group

Survitec is a global leader in survival and safety solutions to the marine, defence, aviation and offshore markets. Survitec has over 3,000 employees worldwide covering eight manufacturing facilities, 15 offshore support centres and over 70 owned service stations. It is further supported by a network of over 500 3rd party service stations and distributors. Throughout its 160-year history, Survitec has remained at the forefront of innovation, design and application engineering and is the trusted name when it comes to critical safety and survival solutions.

www.survitecgroup.com

For further information, please contact:

Helen Hanratty
Head of Marketing, Defence & Aerospace, Survitec
Email: helen.hanratty@survitecgroup.com
Web: www.survitecgroup.com
Tel: +44 (0) 151 452 1328





ESCO Announces Acquisition of Miniature Electro-Explosive Device Manufacturer

St. Louis, Nov 18, 2021 – PTI Technologies Inc., a wholly-owned subsidiary of ESCO Technologies Inc. (NYSE:ESE), today announced that it completed the acquisition of Networks Electronic Co. (NEco) on November 4, 2021. This acquisition will be integrated into PTI’s Oxnard location strengthening PTI’s capability and creating a robust product portfolio for growth.

NEco is a leading designer and manufacturer of miniature electro-explosive components and subsystems supporting mission, flight and life-critical applications across Aerospace & Defense and Space end markets (www.networkselectronic.com).

NEco’s established customer relationships, in-house engineering expertise and ongoing technology developments have kept them at the forefront of the miniature Cartridge Actuated Devices/Propellant Actuated Devices (CAD/PAD) industry for over 60 years. Tammy Christen, President of NEco and Andrew Campany, CTO of NEco will remain with the business.

NEco carries a strong brand name with industry-wide recognition along with a reputation for world-class quality, reliability and technical support. Its wide breadth of product offerings include igniters, initiators, linear actuators, pin pullers, gas generators, pressure cartridges, thermal relays and fuses, squib switches and cord, cable and tube cutters.

Vic Richey, ESCO’s Chairman and Chief Executive Officer, commented “I’m excited to welcome the outstanding employees of NEco to our team and I look forward to working alongside Tammy, Andrew and the dedicated management team who have done a remarkable job over the years to grow this outstanding company into what it is today.

“We are continually looking to expand our product offerings and gain more content across our Aerospace & Defense platforms. By adding the proven capabilities of NEco to PTI’s existing portfolio, we have expanded our market reach and created an additional avenue for meaningful growth across our existing customer base.”

PTI Technologies Inc.

Rowland Ellis, President of PTI Technologies commented, “This acquisition supports our internal strategy and positions PTI to capture additional growth in the missile and military fixed-wing aircraft market segments through current customer and product synergies while providing access to new customers and markets. NEco’s highly engineered, proprietary products and robust backlog provide a balanced mix of new production and spares, which was an attractive attribute to this acquisition. As we work to integrate NEco into PTI, I am confident we will deepen our customer relationships across the Aerospace & Defense market and generate new opportunities to secure long-term revenue growth and expand our profitability creating shareholder value for ESCO’s stakeholders.”

Forward-Looking Statement

Statements in this release regarding future growth, growth strategy, expectations, beliefs and benefits resulting from the acquisitions, and other statements which are not strictly historical are “forward-looking” statements within the meaning of the safe harbor provisions of the Federal Securities Laws. Investors are cautioned that such statements are only predictions and speak only as of the date of this release, and the Company undertakes no duty to update them except as may be required by applicable laws or regulations. The Company’s actual results in the future may differ materially from those projected in the forward-looking statements. Factors that could cause actual results or events to differ materially from those indicated by such forward-looking statements, include: customer demand, technical issues, success of integration efforts, and the other factors described in Item 1A, Risk Factors, of the Company’s annual report on Form 10-K for the year ended September 30, 2021.

ESCO, headquartered in St. Louis, Missouri: Manufactures highly-engineered filtration and fluid control products for the aviation, Navy, space and process markets worldwide, as well as composite-based products and solutions for Navy, defense and industrial customers; is the industry leader in RF shielding and EMC test products; and provides diagnostic instruments, software and services for the benefit of industrial power users and the electric utility and renewable energy industries. Further information regarding ESCO and its subsidiaries is available on the Company’s website at www.escotechnologies.com.



IVETTE DAMISH NAMED VICE PRESIDENT, BUSINESS DEVELOPMENT FOR THE TECHNICAL SERVICES DIVISION



Bohemia, N.Y. - Dayton T. Brown, Inc. (DTB) announced the promotion of Ivette Damish to Vice President, Business Development, Technical Services Division, effective immediately. In this new role, she is responsible for the oversight and management of business development activities while helping clients solve challenges by identifying solutions with technical publications authoring, graphics, data conversion, and logistics services.

Ivette joined DTB in 2012 as a Business Development Executive and has worked tirelessly to increase the customer base and revenue for the Division. She previously served as Director of Business Development where she recruited and trained a team of professionals to further grow and expand the business. Prior to joining DTB, Ivette was the Vice President of Business

Development for Dimension4 where she was responsible for overseeing business development activities, program management, and contract fulfillment.

“Achieving excellence in all that we do requires exceptional talent and leadership and I’m delighted to recognize Ivette’s important contributions to DTB with this well-deserved promotion. Ivette is a forward thinker with a deep understanding of the complex environment we operate in and already plays a central role in finding solutions for our customer requirements,” said Nelson Cubano, Vice President and General Manager, Technical Services Division at DTB. “She also has an infectious passion for her work and can recruit and build the bench strength needed as we continue to grow the Technical Services Division.”

Ivette holds a Bachelor of Environmental Design degree with an emphasis in Architecture from Texas A&M University.



JIM KELLY NAMED PRESIDENT OF DAYTON T. BROWN, INC.

Bohemia, N.Y. – Dayton T. Brown, Jr. announced the promotion of Jim Kelly to President of Dayton T. Brown, Inc. (DTB) effective January 1, 2022. His new role encompasses the direction of the entire corporation and responsibility for all three divisions – Technical Services, Engineering and Test, and Mission Systems, as well as all general and administrative services and support functions.

Since joining the Company, Jim has been promoted multiple times in recognition of the talent and capabilities he brings to the team. He joined DTB in 2008 as a Business Development Manager for the Technical Services Division. He was named Vice President, Sales and Marketing, Technical Services Division in 2010, and Senior Vice President, Corporate Sales and Marketing in 2014. In 2015 he was named Senior Vice President/General Manager, Technical Services Division. His most recent appointment in December of 2020 was Executive Vice President – managing all three divisions.

While his full-time employment at DTB began in 2008, his relationship and roots began much earlier when he attended activities at the Company as a child with his dad, Jim Kelly, Sr. who also worked there. While pursuing his college degree, Jim worked in the Paint Shop in the Manufacturing Division and fulfilled many other roles as a summer hire between semesters, strengthening his knowledge and commitment to DTB.

“Under Jim’s leadership, the Company continues to grow and prosper. His vision to inspire and grow this talented team and to expand our operations by building on current successes, creating a ‘can-do’ culture, facilitating teamwork, and streamlining and automating functions will lead DTB into a new era of success,” commented Dayton T. Brown, Jr., Chairman and Chief Executive at DTB. “His strategic vision, hard work, dedication, and leadership have had a profound and positive effect on the company and will take us forward to confront tomorrow’s challenges and drive the growth of the business,” he continued.



About Dayton T. Brown, Inc.

Dayton T. Brown, Inc. (DTB) has been synonymous with the pursuit of excellence and customer service for over 70 years. As a leader in the fields of testing, engineering, logistics, technical publications, and military mission systems, DTB has gained national respect and recognition. The Company was founded in 1950 and is headquartered on 32 acres in Bohemia, NY. Today, the Company is composed of three divisions, whose operations are widely diversified yet complement one another.

The Engineering & Test Division provides testing services for aerospace and defense, life support and survival equipment, automobile, rail, transit, and other systems. Standalone engineering services include component and system evaluation, design and fabrication of specialized test equipment, field data acquisition, instrument calibration, design and failure analysis, preparation of test procedures, product improvement, and reverse engineering services.

The Technical Services Division provides technical documentation and logistics/maintenance planning. Typical publication and illustration services include technical writing, technical illustration and graphics, data conversions, parts listing, and S1000D training and support. Logistics services include parts provisioning, supportability analysis, level of repair analysis, and other maintenance planning support.

The Mission Systems Division supports DoD rapid prototyping and limited production of updates to military aircraft and ground systems with a focus on the Intelligence, Surveillance, and Reconnaissance community. Offering the breadth and depth of engineering expertise required to understand system requirements for design, prototyping, production, and support, Mission Systems delivers the best solution for your mission-critical program.

For additional information, visit our website.

COVER STORY

IVETTE DAMISH,
VICE PRESIDENT OF
BUSINESS DEVELOPMENT
TECHNICAL SERVICES DIVISION

BILL BRADSHAW,
VICE PRESIDENT,
MISSION SYSTEMS DIVISION,
AND CTO

STEVE MARINI,
SENIOR VICE PRESIDENT AND
GENERAL MANAGER,
ENGINEERING AND TEST DIVISION

JIM KELLY,
EXECUTIVE VICE PRESIDENT





RUSS PRESSWOOD
EXECUTIVE DIRECTOR OF SALES
ENGINEERING & TEST DIVISION

“
For us, it is not just about completing the task at hand, but also going above and beyond in solving any other challenges our clients might be facing to the best of our ability

NELSON CUBANO,
VICE PRESIDENT AND
GENERAL MANAGER,
TECHNICAL SERVICES DIVISION

ENSURING THE RELIABILITY OF MISSION-CRITICAL MILITARY SYSTEMS

By Justin Smith

“You will not find it difficult to prove that battles, campaigns, and even wars have been won or lost primarily because of logistics.”—General Dwight D. Eisenhower, Former U.S. President

Indeed, many of the greatest successful military operations have been attributed to their superior and innovative logistics approaches. Take Alexander the Great’s march across Asia, for instance. While the conventional practice for marching armies was to employ additional slow-moving supply carts to carry provisions, Alexander equipped his soldiers with lighter backpacks for carrying supplies—eliminating the need for the bulky supply carts and creating a fast and flexible military supply chain. This innovative approach enabled him to move his military assets quickly and flexibly to the right place at the right time.

Logistics encompasses the fundamental planning of every program to define its Concept of Operations (CONOPS)—from design to production to sustainment. Introducing innovation at the convergence between design and logistics is what made Alexander the Great’s solution a novel concept that yielded successful results.

Fast forward to today, achieving those successes translates into mission readiness over the span of a program’s life and can be achieved with effective product lifecycle development. The assimilation of design,

planning, testing, logistics analysis (now known as product support), maintenance documentation, and mission systems' integration is the hallmark of what makes product lifecycle successful. Interestingly, these are the exact capabilities Dayton T. Brown, Inc. (DTB) has been providing to the U.S. Department of Defense (DoD) since 1950. An indisputable innovator in military logistics and a leading provider of product lifecycle support services such as testing, engineering, and publications, DTB has cemented its cornerstone as a reliable partner to all the six branches (Army, Marine Corps, Navy, Air Force, Coast Guard, and Space Force) of the U.S. military.

For over 70 years, the company has remained synonymous with the pursuit of excellence and customer satisfaction, and today, it continues its legacy of innovation in service delivery. The U.S. Navy, especially, relies on the company's innovative and industry-leading logistics approaches when moving its mission-critical assets to strategic positions across the world.

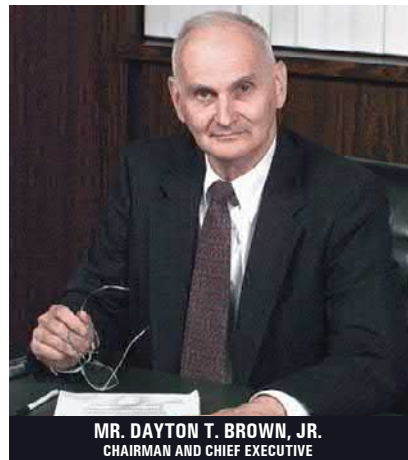
"Our motto is service first, ask questions later," affirms Jim Kelly, Executive Vice President, DTB. "For us, it is not just about completing the task at hand, but also going above and beyond in solving any other challenges our clients might be facing to the best of our ability."

THE ROOTS OF EXCELLENCE

The foundation of the company can be traced back to Dayton T. Brown, Sr., a pioneer in the field of aviation. A graduate from MIT, he began his career at the Naval Aircraft Factory that was in charge of developing the first naval dive bomber aircraft. His next stop was Detroit Aircraft Corporation (a majority shareholder of the Lockheed Corporation at the time), where he became the chief engineer. There, he went on to design—and direct the production of—several crucial naval aircraft used in the Second World War. Brown then joined the Grumman Aircraft Engineering Corporation as the senior designer and designed the renowned

'Tadpole' and 'Kitten' aircraft.

Midway through his career, he realized the need for robust testing to counter the equipment reliability problems faced by the U.S. Navy during the Korean War. So DTB was established in 1950, and the company began to test and ensure the reliability of military assets, including armaments, suspension equipment, arresting gear of carrier aircraft, bomb racks, and rocket launchers. But as the military equipment became more sophisticated, Brown added new testing capabilities such as shock and vibration and heavy structural and fatigue analysis to the company's service portfolio to help the stakeholders determine the performance of their assets



under extreme real-world conditions.

In 1978, however, Dayton T. Brown, Sr. passed away and Dayton T. Brown, Jr. took the helm, boosting his father's legacy and driving the company to greater heights. He added many new capabilities to the Engineering and Test Division and expanded DTB's footprint throughout the U.S. with offices in Shelton, CT, Hollywood, MD, and Wichita, KS. Under his leadership, new equipment was purchased to further augment the company's offerings. DTB's pursuit of innovation was rightfully rewarded when its Engineering and Test Division (formerly called the Laboratory division) won a major Navy Test Stand contract, the T-10. A contract of this scope occurs

within the Navy on a 15-to-20-year cycle. This multi-year contract had delivery requirements that extended into the twenty-first century for the design, manufacture, qualification test, and delivery of four "first article" test stands with production orders of 60 HCTS units. Propelled by such accomplishments, over the next few years, the company continued its rapid expansion. Notably, Dayton T. Brown, Jr.'s foresightedness enabled the company to flex with the changing economic environments and marketplace needs.

Fast forward to today, DTB operates via its three branches—Engineering and Test Division, Technical Services Division, and Mission Systems Division—whose operations are widely diversified yet complemented by each other. These branches of DTB are ISO9001 and AS9100 registered, ITAR approved and have government approved purchasing, property and security systems in place.

MEETING THE NEXT GENERATION OF DOD PRODUCT LIFECYCLE NEEDS

DTB's Engineering and Test Division currently employs the country's largest independent testing laboratory to deliver a full spectrum of testing capabilities. Whether it is testing the performance of mission-critical systems under the influence of environmental factors or their ability to withstand vibration or electromagnetic interference, customers can always depend on DTB's testing excellence. "By leveraging our services, stakeholders from the U.S. Navy, or any of the other military branches or its contractors, can analyze the reliability of their mission-critical equipment before deploying them in the field," mentions Steve Marini, Senior Vice President and General Manager, Engineering and Test Division, DTB. "We can also ascertain the safety of different assets, including weapon systems, under different conditions." Moreover, the Engineering and Test Division has also renovated its structural test lab, bringing new functionalities to deliver full-scale

aircraft static and fatigue testing. This enables clients to examine the effect of dynamic forces (wind) or static forces (weight of cargo) on different parts of the aircraft, and thus, take necessary measures to reinforce their equipment and ensure complete reliability during flight.

These offerings are further complemented by the division's standalone engineering services, making testing and product redesign possible even outside the labs at client sites, including naval bases. Marini adds, "We can design and fabricate specialized test equipment, calibrate the relevant instruments, and even assist our clients in preparing the test procedures." The division also offers field data acquisition for analyzing asset performance in the field, and based on the results, customers can engineer product improvements. For legacy systems without available CAD models, DTB can reverse engineer spare parts that are no longer available to the government.

On the other hand, DTB's Technical Services Division has become quite popular for its technical manual, logistics analysis, and maintenance planning services. The division's publication and illustration services include technical writing, technical illustration and graphics, data conversions, parts listing, and S1000D (an international XML specification for preparing, managing, and publishing technical information for a product) training, authoring, and support. So, if and when clients develop a new hardware or platform, the Technical Services Division prepares all the documents regarding that asset according to industry standards and DoD requirements. "These offerings ensure that clients have all the information and knowledge regarding their hardware (or components) ready at hand, whether it is for maintenance or upgrades later on," states Nelson Cubano, Vice President and General Manager, Technical Services Division, DTB. While the division's publication and illustration services are considered unparalleled, its logistics analysis has also proved extremely reliable for the military. In fact, whenever the U.S. Navy—or any of the other military branches—need maintenance, the Technical Services Division plays an instrumental role performing the analysis that ties engineering to the maintenance procedures in technical manuals. Ultimately, this allows critical assets



to operate safely, improving mission readiness.

Equally noteworthy is the company's Mission Systems Division, which is aimed at providing support for the U.S. Navy's ISR (Intelligence Surveillance Reconnaissance) capabilities. The division specializes in designing, building, and supporting mobile SCIF (Sensitive Compartmented Information Facility) trailers that are deployed worldwide. Often these mobile SCIF trailers are used as ground operating stations for UAVs. These air mobile, self-sufficient, electromagnetically shielded trailers make it easy for the naval stakeholders and other DoD clients to maximize their assets quickly and effectively, even in relatively remote locations. "Together, the capabilities of our three divisions ensure that our clients have access to end-to-end, military-grade product lifecycle services," notes Bill Bradshaw, Vice President, Mission Systems Division, and CTO, DTB.

THE ART OF EXCEEDING CLIENT EXPECTATIONS

Owing to such reliable testing, engineering, and publication capabilities facilitated by DTB, public and private stakeholders in the defense sector have been able to significantly boost their outcomes. Illustrating this point, Kelly highlights the company's role in helping the U.S. Navy's Seventh Fleet in transporting the ground control station for the MQ-4C Triton—a high-altitude, long-endurance unmanned aerial vehicle (UAV)—from its base at Pax River, MD, to an overseas location requested by the Navy. The Navy chose to go with DTB's industry-leading services to complete its logistics operation at minimum

It turned out to be the best possible choice as DTB arranged the necessary logistics in the shortest possible time to outfit and transport the SCIF trailer. Currently, these trailers—containing up to 20 racks of electronic equipment—are being loaded onto C-17 transport aircraft and shipped to the FOBs around the globe. DTB has also outfitted the trailers with state-of-the-art security systems, cabling, and other equipment required for a quick and safe transit. The self-contained power systems installed by DTB facilitate independent operation in remote locations. And the RF shielding and acoustic dampening capability of the mobile trailers guard against electronic surveillance and suppress data leakage.

driving force behind our efforts to ramp up the testing standards and reliability of mission-critical equipment,” he adds. In fact, DTB’s workforce, whenever working with clients, solicits and provides feedback, creating a sustainable improvement loop that not only enables the company to continually upgrade its services but also to help clients pinpoint and resolve their pain points. Besides, it also allows the company to ensure that all expectations are met throughout the engagement.


“For this very reason, when clients seek our services, they know DTB goes above and beyond just solving their specific problems,” says Ivette Damish, Vice President, Business Development, Technical Services Division, DTB. This trust, in turn, has garnered the company some of the biggest clients



At this juncture, Kelly also shares another instance from his tenure as the VP and General Manager of the Technical Services Division. “The clients, Sikorsky Aircraft and General Electric, had chosen us to produce all the technical publications for the heavy-lift cargo helicopter, CH-53K,” he says. Moving from System Development and Demonstration (SDD) to System Demonstration Test Articles (SDTA) and currently into Operational Test and Evaluation (IOT&E) phases, DTB created all the organizational and depot manuals for the aircraft in the latest S1000D specifications tied to the logistics database DTB created for the engine. As the program matures, CH-53K enjoys the advantages of having up-to-date and precise technical publications, especially for its maintenance and upgrade operations.

Penning such success stories, DTB is quickly becoming a linchpin for many of DoD’s logistics and testing operations. According to Russ Presswood, Executive Director of Sales for the Engineering & Test Division, DTB, this streak of success is not just the result of the company’s cutting-edge product lifecycle services. “We have some of the brightest engineers, writers, and equipment specialists, who collectively form the

industry. Even now, the company is working with Blue Origin—the aerospace manufacturer and sub-orbital spaceflight services company—and providing them with state-of-the-art testing services for their spaceflight programs. In this instance, DTB’s Engineering and Test Division and Technical Services Division are working in symbiosis to develop test plans, streamline equipment testing, produce qualification test procedures, and quickly create test reports.

Even in the face of the pandemic, the company had adapted quickly and seamlessly through remote technology. With employees working remotely from 25 states, DTB has not missed a beat in its workflow. Moreover, the company’s reliability during the COVID-19 pandemic has not only enabled it to strengthen existing customer trust but also to win over new clients. In the next spurt of growth, DTB will focus on expanding the service capabilities of its three divisions as well as its operating locations. “Our innovation path is predicated on assessing the evolving challenges of our clients, enhancing our capabilities accordingly, and ultimately preparing the clients to counter any problems they might face,” concludes Kelly. 



Insta ANR offers better hearing protection

Fighter pilots and aircrew are exposed to dangerously high noise levels. Traditional hearing protection does not perform well in low-frequency aviation noise environment.

With unique approach to active noise reduction technology, Insta ANR reduces noise exposure of aircrew while also improving the intercom intelligibility and aircrew performance.

Insta ANR provides up to 30 dB of low frequency attenuation and the system can attenuate frequencies down to 20 Hz. The attenuation and frequency response can be adjusted to suit the specific environment.

Insta ANR has been designed and tested according to the highest military standards and it is in operational use by Finnish Air Force. Solution fits directly to HGU-55 style of helmets and low impedance intercom systems such as F-18, F-16 and F-15. Insta ANR can be customized to fit most aviation helmets and aircraft platforms. Headset version is available for ground crew and civil aviation.



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More information

Tuure Hakavuori

Vice President, ILS Products
+358 50 468 5639
tuure.hakavuori@insta.fi

Pekka Lehtonen

Product Manager
+358 50 598 0606
pekka.lehtonen@insta.fi

Ran Aviles

Sales Director, MRO Services
S&K Logistics Services LLC
+1 (864) 432 9125
raviles@skls-llc.com

Gentex Partners with UK Air Ambulance Organization to Save Lives

Gentex prides itself on creating the most advanced protective equipment for emergency personnel – so they can focus on saving lives. The Derbyshire, Leicestershire & Rutland Air Ambulance (DLRAA), a charity operated helicopter emergency medical service in the United Kingdom, trust their safety to the Gentex ALPHA 900 rotary wing helmet. On a return flight, pilot John McCallion and co-pilot and critical care paramedic, Keith Rutherford, experienced a bird strike. The bird flew through the windscreen, at around 160 miles per hour, hitting the left side of Mr. Rutherford's helmet. The helmet took minimal damage – just a few minor scratches. The Alpha 900 flight helmet protected Mr. Rutherford from the bird and windscreen fragments caused by the impact and both Mr. Rutherford and the pilot were protected from wind blast at high speed. Mr. Rutherford said simply, "Our helmets saved us, no doubt about it." As a sign of our gratitude for their hard work, Chris Bridge, sales channel manager at Gentex, along with our partners at Key Survival Equipment, presented the critical care paramedic with a new Alpha 900 helmet to wear as he continues to help save lives across his communities. Upon presenting, Mr. Bridge shared, "We are really proud at Gentex to support our air ambulance customers, who provide such a valuable service to the community."



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!!

Survivors Toast 40th Anniversary of Ejection



Retired Captain Switzer (right) raises his glass at Yanks Air Museum, while Baranek joins them via Zoom video chat.

Two former US Navy aviators toasted the 40th anniversary of their ejection from an F-14 Tomcat, with the assistance of Yanks Air Museum and the Zoom Internet chat application. Then-Commander William H. Switzer III was the F-14 Tomcat pilot that day, 19 December 1981, when the aircraft fell victim to an improperly set arresting gear cable aboard the USS Constellation, during a deployment to the Indian Ocean. In the split-second incident he called for ejection and his radar intercept officer, then-Lieutenant (junior grade) David Baranek, pulled the lower handle of his Martin Baker GRU-7A seat, ejecting the pair

an instant before the aircraft hit the water. Switzer had only minor injuries and Baranek was uninjured. Both men continued for many more years of Navy service, Switzer retiring as a captain and Baranek as a commander. They would like to thank the staff of Yanks for hosting the ceremony, which was attended by dozens of aviation enthusiasts. They would also like to express their gratitude to Martin Baker for the reliable high-quality product that gave them a “second birthday.” Baranek provided a detailed account of the ejection, which is available here: [<https://martin-baker.com/wp-content/uploads/2019/12/David-Baranek-ejection-full-story.pdf>] (This is a link to the full story, which I provided several years ago)



Commander Switzer (left) and Lieutenant (junior grade) Baranek in 1981.



One of the last photos taken of the aircraft that was lost: “Renegade 205,” F-14A Tomcat bureau number 159623.

Remembrance

Ronald W. Oates - 78

The military aircraft escape system engineering discipline recently lost a most dedicated and outstanding individual talent. Ron Oates passed away on 26 November 2021 after a long illness. He achieved a 49-year career in the aircrew systems industry, primarily in aircraft escape systems.

Ron graduated with a Mechanical Engineering degree from North Carolina State University in 1965 and started his career at Stencel Aero Engineering Corporation in Asheville, NC the same year.

While there, Ron became a key technical contributor, and subsequently Chief Engineer, to the product development team of the S3S family of ejection seats that began with the Marine Corp AV-8A Harrier. He was with Stencel/Universal Propulsion (UPCO) in Asheville and Phoenix, AZ a total of 22-years. With his strong systems engineering competency, focused presence and engaging communication style, Ron was a respected representative to US DoD ejection seat systems development laboratories, airframe manufacturers, and international users.

Transitioning from Stencel/UPCO in 1987, he was a valued subject matter expert to the US Navy and other aircrew safety and survival related enterprises through project support roles at LME, Inc. in Warminster, PA and Asheville, NC and with ARINC, Inc. in Patuxent River, MD.

For the last years of his career Ron a civilian engineer with the US Navy and was Head of the Escape Systems Branch, Human Systems Department with the Naval Air Warfare Center- Aircraft Division (NAVAIR) at Patuxent River, Maryland. He oversaw projects and programs for the entire Navy aircraft escape system inventory including the AV-8B Harrier, F-18 Hornet, and up to the F-35 Lighting II. For significant contributions in his engineering leadership role, he received the honor of being selected as a NAVAIR Senior Engineer Associate Fellow in 2001.

Ron was recognized by the international military aircrew safety industry organization-SAFE- and received the Association's Career Achievement Award in 2004.

In addition to his technical and leadership involvement in life saving technologies Ron was long recognized in both defense industry and Government service roles as an effective mentor of young engineers and technicians. His guidance deeply influenced and encouraged many future talents in the industry over the course of his career.

Ron is survived by wife Jean, two daughters, Stephanie Merchiere (Chris) and Lisa Lennkh (Matthias) and grandchild Alexandre Lennkh.



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

Chapters Chair, January 2022

Greetings all! With my previous position of SAFE Association Past President having ended in November, I've moved into the position of Chapters Chair. Without getting into too many details, the Chapters Chair promotes and solicits relevant articles from the chapters for publication in the SAFE Newsletter, establishes communication links to assist with Chapter development and efforts, and promotes and solicits members to establish new Chapters.

A few years ago, the SAFE Board of Directors became aware of confusion between Chapter Membership and the SAFE Association ("Big SAFE") membership. People believed that they were SAFE Association members because they paid chapter dues. The board reviewed the Constitution and Bylaws that verified that the chapters are comprised "of its [SAFE Association] members". Therefore, people could not be Chapter members without being Association members. Clarification of this misunderstanding was pushed out to the Chapter Presidents to make sure that they were aware of the bylaw, and that Chapter membership should be acquired and/or renewed through the SAFE Association website - member page <https://www.safeassociation.com/index.cfm/members/newmemberform> for individual memberships. When the Constitution and Bylaws were updated in 2019, Chapter membership was further clarified to avoid confusion. The Board also recognized that the Chapters have financial obligations, and rather than have the Chapters collect additional chapter dues, the Chapters would be sent funds based upon the number of members in that Chapter. The details for this are currently being worked out. So, the bottom line is that you need to be a member of the SAFE Association in order to be a member of a Chapter. According to the Constitution and Bylaws, "Members will have the right to join into a chapter of their choice." This means that when you renew your membership, be sure to select the chapter of your choice. In the near future, I'll be reviewing all members that haven't identified a chapter and I'll send out an email recommending a chapter based on their geographic location.

Speaking of Chapters, I believe that we have a sufficient number of Corporate and Individual Members and relevant organizations in the Rocky Mountain region to form another Chapter. Examples include: Collins, USAFA, Westone, Peterson AFB, Ft Collins, Alion, LM Deer Creek, Wings Over the Rockies, etc. I reached out to some individuals during the Symposium, and they seemed interested in forming and participating in this chapter if it is formed. In particular, we will need people to be on the Chapter Board: President, Vice-president, Secretary, and Treasurer. If anyone in that region is interested in forming the Chapter and being on the Board, please let me know.

Now, for the Chapter News! Many Chapters have not had much activity due to the COVID, which is understandable. The association is willing to help those chapters out by offering a virtual format (Teams), so, if you have any interest in presenting to a Chapter (or two or three), please keep this in mind and let me and your Chapter President know.

Chapter 1: On December 2nd Mike Beckage, from Diversified Technical Systems, Inc. gave a presentation at their manufacturing site in Seal Beach, CA. The presentation highlighted several applications in space travel where DTS products have played an important role in advancing scientific research and human safety in space missions. Please look for another meeting announcement in Q1 hosted by Charlie Van Druff.

SAFE Europe: The Chapter has not had any full meetings since 2019 due to COVID, however the committee has continued to meet virtually. The decision was made to cancel the SAFE Europe 2022 that was planned in Hamburg, due to the COVID situation; however, they are looking at trying to hold another smaller event in the UK in June.

Wright Brothers Chapter: The Annual Chapter picnic was held outdoors in September, with beautiful weather. Two Chapter Awards were chosen (albeit late): Outstanding Program Support Award went to the F-16 Thunderbird Lap-Belt Team, and the Outstanding Program Team Award went to the Disorientation Research Device Team.

UP-COMING MEETING

MEETING

60th Annual Symposium

DATE

November 1 - 3, 2022

LOCATION

Mobile, AL

SAFE Membership Update - January 2022

Ahead of the SAFE Symposium in October 2021, we saw a great rise in the number of new SAFE Individual Members, welcoming 42 new members since October!

Since September 2021 we are also pleased to welcome three new Corporate members including Lightspeed Aviation from Lake Oswego, OR, Equipment Solutions & Personnel LLC from Mount Airy, NC and Osmo Technology Solutions from Albany, OR.



At the beginning of January 2022, we sent out a questionnaire using Survey Monkey to all 2021 Symposium attendees. We have gained great insight so far into the main reasons behind attendance and non-attendance, push & pull elements of the Symposium, as well as suggestions for improvement ahead of the 60th Anniversary Safe Symposium later this year.

Name	City, State
Alexander Alvarado	Pensacola, FL
Tom Apple	Lafayette, CA
Jacob Awiszus	Jacksonville, FL
Kyle Beliveau	Lexington, MA
Elaine Bitonti	Binghamton, NY
Greg Braden	Peyton, CO
Mark Branagh	Burnaby, Canada
Martin Brown	North Augusta, Canada
Gregory Byers	California, MD
Peter Carlisi	Manchester, CT
Brooks Cleveland	Virginia Beach, VA
Tatjana Eckmann	Goleta, CA
Mark Elson	Denham, United Kingdom
Brad Everman	Haddonfield, NJ
John Fyfe	Arlington, VA
Adam Gobbo	Goleta, CA
Kyle Harland	Burnaby, Canada
Matt Hartman	Colorado Springs, CO
Doug Hill	Indianapolis, IN
Torben Joergensen	Lystrup, Denmark
Scott Lake	Colorado Springs, CO
Kari Mckeig	Burnaby, Canada
Dominic Mosler	Moyock, NC
Casserly Mullenger	Beavercreek, OH
John Mulligan	Vestal, NY
Doug Nelson	Fairfield, CA
Nicholas Parker	Denham, United Kingdom
Scott Pingsterhaus	Richardson, TX
Joshua Reed	South Mills, NC
Marvin Richards	Tempe, AZ
James Schroeder	Tempe, AZ
Ryan Roseke	Colorado Springs, CO
Mike Simoson	Colorado Springs, CO
Emma Sutcliffe	Denham, United Kingdom
Shane Swift	Colorado Springs, CO
Joanne Weyer	Cedar Rapids, IA
Blaine Tompkins	Fort Worth, TX
Lucas Vargas	Edinburgh, Australia
Scott Williams	Lafayette, CA
Mitchell Zakula	Mesa, AZ
Michael Stender	Lexington, MA
Martin Whittaker	Ellesmere Port, United Kingdom

SAFE Europe Symposium & Exhibition 2022 Update - COVID-19

As you are aware the next SAFE Europe Symposium & Exhibition is planned for 4-6th April 2022 in Hamburg, Germany. Another year has passed and no one on the Committee thought that we would be in the same difficult situation that we were in, in 2020 and 2021 regarding the cancellation of the symposium, however, the safety and wellbeing of everyone is most important.

Given the on-going pandemic, the high levels of COVID across Europe and the rising cases of the Omicron variant; it is not viable to hold the SAFE Europe symposium in April 2022, in Hamburg, as planned. Therefore, the Committee has taken the difficult decision to cancel the event.

The venue has once again been accommodating and we can confirm that the SAFE Europe Symposium 2023 will be held at the H4 Hotel in Bergedorf (Hamburg), Germany 13-15th March 2023.

We will be in contact with you again soon, to share information regarding our plans for 2022. We are currently looking at the feasibility of a scaled down version of the event in the UK in 2022.

In the meantime, stay safe and well. If you would like to contact the Committee, please use info@safeeurope.co.uk or visit the SAFE Europe website at www.safeeurope.co.uk

Regards
SAFE Europe Committee