

ADVANCE NOTICE

The Sixth



AUSTRALIAN AVIATION PSYCHOLOGY SYMPOSIUM

Setting the standards

1-5 December 2003
Darling Harbour,
Sydney Australia

Keynote Presentations from:

- Professor James Reason
 - Captain Dan Maurino
 - Professor Robert Helmreich
- **PRESENTATIONS** from international & locally recognised speakers.
- **WORKSHOPS** to discuss cutting edge issues.
- **NETWORKING** opportunities to meet your colleagues & peers.
- **SPECIAL** day session on managing medical error.
- **OPERATIONAL** focus and system- wide coverage.

Delegates are encouraged to submit papers for delivery during the Symposium.

Enquiries and correspondence should be sent to:

AAvPA Symposium Secretariat

The Organizing Group

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Tel: (61 2) 9973 3777 Fax: (61 2) 9973 2777

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My DAME saved my life

I READ THE article, "How's your ticker?" in the Jan-Feb 2003 edition of *Flight Safety Australia* with considerable interest. What a great article it is and very relevant to me.

I have been a weekend private pilot for many years and I can put my hand up to say that my DAME saved my life. On one of my medicals, through sheer luck or some miracle, he suggested I have a stress test to check my ticker, and I was very lucky he did.

After stress tests, ultrasound and angiograms I was diagnosed with three coronary arteries blocked 90 per cent, and the fourth, 60 per cent.

Then I underwent a quadruple bypass to fix the problems. The cardiac surgeon indicated to me that if I had had a heart attack, it would have taken me flying in the wide blue yonder for sure. I did return to flying after the operation.

Name and address supplied

Drop us a line

- Ideal length for publication is 150 words. Letters may be edited to save space.
- Send letters to *Flight Safety Australia*, GPO Box 2005, Canberra ACT 2601; faxes to (02) 6217 1950; email to: fsa@casa.gov.au

Reef knot square

THE STORY on securing aircraft, "Tie me up, Tie me down" in the Jan-Feb 2003 edition of *Flight Safety* states on page 35 that "Tie down rope is only as good as the knot you use. Use an anti-slip knot like the 'bowline', 'figure eight' or 'round turn and two half hitches'. Don't use reef knots because they are unreliable, particularly for synthetic rope".

However on the previous page, the article has illustrations of how to tie two knots. The one on the left is a bowline but the one on the right is labelled a 'square knot'. The illustration is most definitely a reef knot!

*Peter Moore
Forbes, NSW*

Ed: Peter you are quite correct. Thanks to the readers who picked up this discrepancy.

Overmaintained

THE ARTICLE "Overmaintained" on pages 42-43 of the July/August 2003 issue of *Flight Safety Australia* stated: "Maintenance programs are approved by your local CASA office". This statement is misleading. Systems of maintenance can be approved by local CASA offices or industry people given an Instrument/Delegation by CASA that allows them to approve a System of Maintenance.

Bob Hoy, Sylvania, NSW

Addendum

In a news article in the Safety Rules section of the Jan-Feb 2003 issue about the introduction of a new Australian Technical Standard Order on external personnel lifting devices for helicopters, we should have mentioned the key role played by CHC Helicopters in the development of the standard.