

SAFE Newsletter



Volume 6 Issue 2

Wright Brothers Chapter

July 2001

SAFE—Wright Brothers Chapter Recent Events

In **February**, the Wright Brothers Chapter held a joint meeting with the Dayton Chapter of the Society of Automotive Engineers (SAE). The dinner event was held at the Engineers Club in Dayton. Members of the Wright Brothers Chapter handed out literature and provided the SAE members with a brief overview of the SAFE Association.

The guest speaker for the evening was Mr. Vince La Chapelle, one of the world's premier aircraft accident investigators. Mr. La Chapelle gave a brief history of his career that began in 1949 with The GE Company as a Turbine Apprentice. He began investigating accidents in 1952 and continued until his retirement in 1990. He remains active as a consultant to this day. He shared many of his investigation experiences including a detailed case study of a mishap involving a military F-4 aircraft.



Vince La Chapelle speaks at the February meeting

Also in **February**, The Wright Brothers Chapter was pleased to take part in the annual Affiliate Societies

Council Career Exploration Days at the Boonshoft Museum of Discovery, Dayton, OH. The Chapter has supported this worthy educational community event for the past several years. This year, the Chapter took their ACESII F-15 ejection seat display, several helmets, and oxygen masks. Also a big hit was the ejection seat cushion survey. Three very different seat cushions are displayed and the kids are encouraged to sit on each of them then vote for the one they feel is the "best." Wright Brothers Chapter Vice-President and cushion expert—Steve Pint is currently in the process of writing-up the results for presentation at this year's symposium (just kidding folks!). This particular event gives the professionals a chance to communicate with kids in grades 5-12 and spur their interests in science and demonstrate the kinds of cool research and development our members do. This year saw a huge turn-out. The museum was packed the entire weekend and the flow by the booth was constant. As in the past, many of our members look forward to volunteering on this weekend, and this year was no different. A well deserved pat on the back to our outreach chair—Annette Rizer for organizing our participation; Chris Albery, Doug Coppess, Huaining Cheng, and Al Karl for preparing the display, transporting it, setting-up and tearing-down; Steve Pint, Louise Carter, Nathan Wright, Doug Franck, Bill Albery, Ron Julian, Tammy Chelette and family, and Greg Thompson and family, for staffing the booth over the weekend. Great job members!

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Kelly Kaletsky speaks at the February meeting

In **March**, the Wright Brothers Chapter was pleased to give their featured speaker a "warm" welcome, meteorologist - Mr. Kelly Kaletsky. Mr. Kaletsky works out of the Southwest District Office (SWDO) as a remedial action coordinator with the Agency's Office of Federal

Facilities Oversight. Kelly returned home to Dayton, Ohio on November 16th after spending the winter of 2000 at the South Pole research station in Antarctica – BRRRRR! Kaletsky continued limited Ohio EPA duties by conducting technical document reviews via e-mail,

(Continued on page 2)



Kelly at the South Pole

kept diaries, and found time to correspond from Antarctica with local Dayton, OH elementary schools as well as schools from his home state of South Carolina. These programs were made possible through (SWDO) adopt-a-school program. Kelly talked about his particular job on

The Pole, his long 12-16 hour days, 7 days-a-week, the

hardships of the extreme cold weather that commonly dipped to 100° F below zero, and how the crew spent their time when not working. Kelly also showed slides of their facilities, all the gear they had to wear, and an amazing picture showing how a glass of water instantly vaporized when thrown into the air, and pictures of their nightly light-show (Southern Lights). For further detail check out the following web page:

<http://offo2.epa.state.oh.us/SouthPole.htm>

Also at the **March** luncheon, The Chapter was honored to present Dr. Henning E. von Gierke with the Wright Brothers Chapter Life Membership Award. Dr. von Gierke was a unanimous choice due to his contributions to the safety of USAF aircrew members since 1947. See page 6 for the entire write-up.

The Wright Brothers Chapter of SAFE continued its support of science and engineering education in the Dayton area by acting as special judges at the 30th Annual West District Science Day. The event was held **March 31, 2001** at Wright State University and was one of 16 District Science Days (or science fairs) held in Ohio. Only projects rated as superior at a local Science Day are eligible to participate at the District level.

In addition to the regular judges at District Science Day, who determine the ratings for each project and which projects will advance to the Ohio State Science Day, special judges from over fifty companies and organizations award prizes for projects that meet the criteria of each respective group. SAFE Wright Brothers Chapter awarded a \$50 savings bond and certificate for each of two projects that addressed the objectives and concerns of SAFE. The WBC judges, Chris Albery, Ron Julian, and Annette Rizer, had the daunting task of choosing two projects out of the approximately 400 displayed. After three hours of narrowing down the list to those covering topics of SAFE interest, examining the displays, listening to the students' presentations, and discussing the projects, the judges chose the following two projects:

“Does Washing Affect the Flame Resistance of Fabric?” by Julie Lechleiter, 8th grade at Incarnation School, and

“Slippin’ and Slidin’” by Angie Bertke and Melanie Lyle, 10th grade at Bellbrook High School.

Both projects addressed an aspect of personal safety (flame resistance of children’s pajamas, and traction on ice, respectively) and demonstrated an understanding of the topic and the scientific method, and the students presented their projects very clearly and coherently. Each student will receive a certificate and \$50 savings bond from the SAFE—Wright Brothers Chapter. Congratulations to all of them!

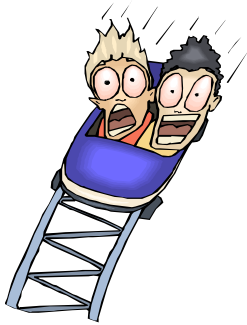
The Wright Brothers Chapter welcomed their featured speaker, Mr. Mike Beckage of Diversified Technology Systems (DTS), at their **April** luncheon. Mr. Beckage

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2000-2001 Wright Brothers Chapter Executive Board

OFFICE	NAME	PHONE	FAX	EMAIL
President	Vic Santi	937-255-5797	937-255-8063	vic.santi@wpafb.af.mil
Vice President	Steve Pint	937-255-8518	937-255-2019	steve.pint@wpafb.af.mil
Treasurer	Chris Perry	937-255-3123	937-255-3343	chris.perry@wpafb.af.mil
Secretary	Joseph Pelletiere	937-255-8518	937-255-2019	joseph.pelletiere@wpafb.af.mil
Past President	Bill Albery	937-255-3857	937-255-9687	williamalbery@wpafb.af.mil
COMMITTEE CHAIRS				
Membership	John Plaga	937-255-1166	937-255-3343	john.plaga@wpafb.af.mil
Awards	Louise Carter	937-255-3608	937-255-3343	louise.carter@wpafb.af.mil
Awards	Vance Skowronski	937-255-2639	937-255-9687	vance.skowronski@wpafb.af.mil
Outreach	Annette Rizer	937-255-7486	937-255-3182	annette.rizer@wpafb.af.mil
Public Relations	Chris Albery	937-255-0606	937-255-3182	chris.albery@wpafb.af.mil
Web Page	Steve Bolia	937-255-2639	937-255-3182	steve.bolia@wpafb.af.mil
Programs	Bill Albery	937-255-3857	937-255-9687	williamalbery@wpafb.af.mil
Programs	Ted Knox	937-255-0410	937-255-3343	ted.knox@wpafb.af.mil

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talked about advanced dynamic measurement techniques for amusement park rides such as roller coasters and crash testing. Mike used this luncheon as a tune-up for two similar presentations he has scheduled with the SAFE - Chapter 1 in Southern California later this summer and fall. Way to go Mike and DTS!

During the month of **May**, The Chapter was pleased to have Mr. Randy Brown as their luncheon speaker. Mr. Brown is the program manager for the Helmet Mounted Sensory Technologies (HMST) Advanced Development program in the AFRL Human Effectiveness Directorate at Wright Patterson AFB, OH. The HMST program is responsible for developing and demonstrating advanced helmet-mounted trackers, displays and night vision goggles in support of MAJCOM requirements. Discussions at the luncheon included information about current systems undergoing flight evaluations including the Visually-Coupled Acquisition and Targeting System (VCATS) and the Panoramic Night Vision Goggle (PNVG). Those in attendance were treated to a demonstration of the PNVGs.

The latest luncheon to occur was that of **June**, and boy was it a fast one! The topic was RIMIC, ReaImPact Injury Criteria and the speaker was Dr. Francis "Ted" Knox. He has had an extensive and impressive career and is currently Deputy Chief of Biodynamics and Acceleration Branch, Air Force Research Lab. Dr. Knox presented a progress report on the AFRL/TRICE Motorsports Cooperative Research and Development Agreement that allows AFRL to monitor racecar drivers during practice/races/crashes to obtain data on head motion resulting from car acceleration. The AF will then use this data to develop the safe-to-fly design criteria for future helmet-mounted systems. Thanks Dr. Knox!



We look forward to welcoming Larry Rogers as our featured speaker at our **July** luncheon (July 31st). Larry will present a summary of the NASA T-38 Escape System Upgrade Program. Our Annual Awards Luncheon will be held in **August**. The location and date are TBD. Stay tuned! This year's Membership Appreciation Luncheon/Picnic will likely be held **September 13th** at the AFIT Pavilion on Wright-Patterson AFB.

Chapter Members Attend AsMA Annual Meeting in Reno

The SAFE Association recently sent its display to the 72nd Aerospace Medical Association's (AsMA) Annual Scientific Meeting, and many of your SAFE Wright Brothers Chapter members were in attendance. This show was held May 6-10, 2001 at John Ascuaga's Nugget Hotel, Reno, NV. AsMA was gracious enough to grant the SAFE Association a gratis booth for this show. It had been couple years since we had the opportunity to take the Association booth on the road to an AsMA show (Detroit - 1999). For those of you who are not familiar with AsMA, they are an association with a concentration on the preventative and clinical medical requirements of man in atmospheric flight and space. Those attending the meeting usually include a large contingent of flight docs and nurses, aerospace physiologists, engineers, and scientists. Reno has been very good to SAFE in the past, and I think AsMA now feels the same. Everyone we had the opportunity to talk to seemed very pleased with every aspect of the meeting.



A big thanks to SAFE Wright Brothers Chapter members - Steve Bolia, Al Karl, Chris Albery, Dr. Bill Albery, and John Frazier for their time at the show. These folks volunteered to staff the booth throughout the two days the exhibits were open, and spent a lot of time preparing the booth and such to make SAFE shine. And shine we did, the booth looked its best! Thanks as well to all the our Chapter members who stopped by the booth and said "hello." Some other Chapter members in attendance included, Rick Allnutt, Chris Borchardt, Jim Brinkley, Tammy Chelette, Ed Eveland, Bill Frazier, Ted Knox, and Lloyd Tripp. Association Past President and President Elect - Al Karl did a super job of networking with several people and getting them to commit to organizing panels and sessions for the upcoming SAFE Symposium. Additionally, due in part to the constant flow by the booth, we were able to inform a lot of people about the Association and its benefit to them. All-in-all, this was an outstanding appearance for SAFE and we hope to continue this relationship with AsMA as we look forward to next year.

A Short History of USAF Crew Escape

by Eric Treadwell

The following article is a synopsis of a course on the History of Crew Escape presented 8 Dec 00 by Eric Treadwell and Bob Billings from ASC/ENFC, Crew Systems Branch.

As men began to soar aloft in balloons and then airplanes one fact quickly became clear: flying is not dangerous, but crashing is. Although used as a stunt show item as daredevils jumped from balloons at fairs, during World War 1 the parachute proved its ability to save lives. This experience began research in the best way to exit a crippled aircraft. Just as parachutes were becoming commonplace the Germans showed off the first operational ejection seats during World War 2. The world took notice and after the war everyone studied their work. Ejection seats have progressed much since then, through four generations of technology. Take a minute and explore their history.

Which came first, the parachute or the airplane? Interestingly enough, the parachute, by several centuries. Leonardo DaVinci left us the first drawings of parachutes but never built one himself. It was some ninety years later that another Italian, Facsto Verazio, constructed and tested a parachute in 1595. It took ballooning to make parachutes big news. A man jumping out of a perfectly good balloon with a parachute opening above him was a big attraction in the late 18th and early 19th centuries.

The Wright brothers flew first in 1903 and it was a slim seven years until the ejection seat followed. However, the world did not seem to notice when Professor J.S. Zerbe built and tested a pilot's seat attached to an explosive charge in 1910. In fact, the world at large was leery of even using parachutes. It seems that the Allied planners in WWI decided that if a pilot was supplied with an easy escape he might be less intrepid and abandon a perfectly good, and very expensive, aircraft in combat. When German pilots cheated death after losing a dogfight by parachuting to safety, opinions changed; but rumors of undamaged aircraft being abandoned persisted.

Between World Wars the US developed and deployed various aircrew parachutes. Entering WW II Allied pilots were equipped with parachutes so they could climb out of the cockpit and jump if they got in trouble.

Again the Germans surprised the world. Allied pilots reported Germans ejecting "like corks out of a bottle" approximately 69 times. Seven different German airplanes had, or were designed for, ejection seats.

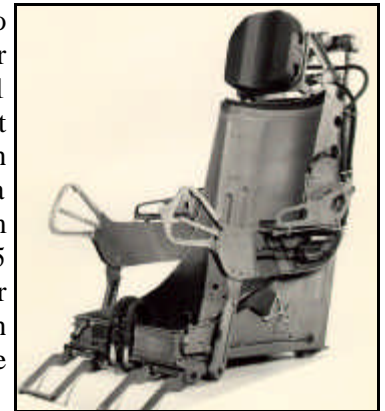


German He-162 ejection seat, lacking seat cushion; pilot wears parachute on back

Acting swiftly, a recovery team had a German ejection seat on its way back to the US only eleven days after Germany's surrender. The first

generation was a seat attached to concentric sliding tubes inside which an explosive charge was set off. The piston-like action threw the pilot free of the aircraft whereupon he could unbuckle his lap belt, push away from the seat, and pull his ripcord.

The Air Force wasted no time developing their own ejection seat. 11 Oct 1945 saw the first US test firing of an ejection seat (ridden by a dummy). The system was flight-tested 15 March 1946 with the Air Force's first live ejection test on 17 Aug of the same year.



F-105 seat, lacks survival kit & seat cushion; pilot wore parachute on back

The Korean War saw the development of the second generation of ejection seats. This time it was the Russians who were ahead of the game; their ejecting pilots demonstrated automatic release lap belts. The US quickly devised the same. This combined with the earlier development of altitude opening parachutes and airbags to separate pilot and seat quickly comprised part of the second generation of ejection seat technology. The result was that all a pilot need do was operate the controls and he would be assured of his parachute even if he became unconscious or had received injury.

The need to escape the aircraft at very low altitudes, such as at take-off or landing, was served by adding a rocket motor which fired after the catapult. This "zero-zero" capability, named for zero altitude and zero



ACES II seat, all systems self-contained, pilots merely strap in

forward speed, completed the second generation of ejection seat technology.

The third generation of ejection seats arrived in the US with the ACES II ejection seat. Developed in the early 1970's the ACES II seat introduced "multi-mode" timing. By sensing airspeed and altitude the seat changes the timing with which it deploys its drogue, main parachute, and separates from the pilot.

Blasting clear of an airplane presents little challenge; not injuring the occupant while doing so is more difficult. German work set the limits early on and the USAF has continued to search for the safe limits of acceleration and balance those with getting out quickly. Presently the Air Force labs have created a mathematical model of the human body, called the Dynamic Response Index, to quantify safe accelerations.

High-speed windblast protection has existed in one form or another since the second generation of seats. The ultimate form of this is the escape capsule. Though a few US aircraft have carried these they are always heavier and more complex and thus less attractive from a price standpoint.

The fourth generation of ejection technology has been demonstrated, but has yet to be fielded. Fourth generation technology has "terrain avoidance" abilities that expand the envelope of safe escape. However, an ejection system that can sense the aircraft's attitude, correct its own flight path with variable thrust, and protect the pilot from windblast is heavy and complex.

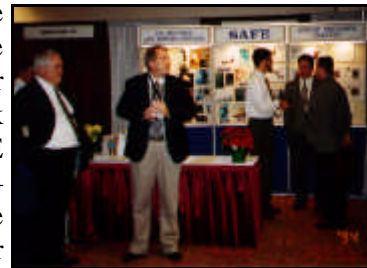


Fourth Gen. Technology Demonstrator

The ACES II has been the USAF's standard ejection seat. The F-22 carries an upgraded version and the Cooperative Modification Program is a joint US-Japan effort for other upgrades to retrofit the rest of the ACES II fleet.

SAFE—Wright Brothers Chapter Booth Upgrades Needed

DON'T MISS OUT ON THIS OPPORTUNITY TO BE DESERVEDLY SEEN AND REPRESENTED! The Chapter needs your input. This opportunity is offered to all members. We are going to be updating the Wright Brothers Chapter booth with new art work for the upcoming SAFE Symposium (Sept. – 2001) and need some good shots from your group. If you have some



cool images that show your group in action or some other aspect of "what you do," that would catch someone's eye as they pass by our booth, we'd love to hear from you. Remember that this is the members' display and is taken on the road to events targeted for kids as well as industry, so check your archives for some recent and exciting images. This is not limited to just our government members, but do keep in mind we aren't trying to sell anything, so please – try to keep the company logos and names to a minimum. Please contact either John Plaga – john.plaga@wpafb.af.mil (937-255-1166) or Chris Albery – chris.albery@wpafb.af.mil (937-255-0606) for further details.

2001-2002 Wright Brothers Chapter Executive Board Nominations and Elections

Would you like to get more involved with the SAFE Wright Brothers Chapter? How about serving on the Chapter Executive Board? If you are interested in an elected position for President, Vice-President, Treasurer, or Secretary, please contact Al Karl – alva.karl@wpafb.af.mil (937-255-3328 x429). These elected positions will be decided by ballot, but we also need appointed chairpersons and committee members for the chapter committees: Membership, Outreach, Awards, Programs, and Public Relations. Please consider becoming more involved in your chapter and serving as an elected officer on the Executive Board or on one of the committees. It is a great way to meet people, make professional contacts, find out what's going on in the SAFE community, and have fun. If you have questions about what each committee does, contact any of the current board members listed in the newsletter.

Likewise, all chapter members will soon be receiving a ballot to elect the 2001-2002 Executive Board. Please vote for one person in each position and return it by the deadline. We plan to introduce the new board at the September Membership Appreciation Picnic.

Dr. Henning E. von Gierke Receives the SAFE—Wright Brothers Chapter Life Membership Award

Because of his contributions to the safety of the USAF aircrew members, Dr. Von Gierke received a Life Membership in the Wright Brothers Chapter of SAFE. Dr. von Gierke received the degree Diplom Ingenieur in 1943 and the Doctor Ingenieur degree in 1944 from the Technical University of Karlsruhe, Germany. He served as a research assistant at the university's Institute for Theoretical Electrical Engineering and Communications Technique, working on several projects in the field of acoustics and applied physics, and lectured on high-frequency communications techniques. Beginning in 1947, he was engaged in research in the fields of bioacoustics, and biodynamics for the US Air Force; he served as director of the Biodynamics and Bioengineering Division of the Armstrong Aerospace Medical Research Laboratory at Wright-Patterson AFB, Ohio, from 1956 to 1988. The division performed research in all areas related to the effects of noise, vibration, and impact on man's safety and performance to provide principles for protection against such hazardous biodynamic environments, and conducted research in bionics, cybernetics, and neurophysiology. Dr. von Gierke served on committees of the Executive Office of the President of the USA and on many NASA, Department of Transportation, Federal Aviation Administration, and National Institutes of Healthy Advisory Committees. He has been active in the

development of national and international standards to control hazardous and annoying noise, vibration and impact exposures. He is a Clinical Professor at the Wright State University School of Medicine and an Associate Professor in the Department of Preventive Medicine, Ohio State University, Columbus, Ohio. He is author or co-author of more than 180 scientific publications and the holder of four US patents. He was elected a member of the National Academy of Engineering, and Honorary Fellow of the Institute of Environmental Sciences, a fellow of the Acoustical Society of America, of the Aerospace Medical Association, a Honorary Member of the Military Audiology Associate a member of the International Academy of Aviation and Space Medicine and of the International Academy of Astronautics.

Among the awards he has received are: the DoD Distinguished Civilian Service Award; the Eric Liljencrantz Award; the Arnold D. Tuttle Award (both of the Aerospace Medical Association); the Commander's Cross of the Order of Merit, (Federal Republic of Germany); the Hubertus Strughold Award (German Aerospace Medical Association); the H.R. Lissner Award, (American Society of Mechanical Engineers); the Rayleigh Medal, (UK Institute of Acoustics); Award for Outstanding Contributions to the Field of Hearing Conservation (National Hearing Conservation Association); and the Distinguished Executive Presidential Rank Award.



Dr. Henning E. von Gierke receives his Life Membership Award plaque from Dr. Bill Albery at the March luncheon

THANKS TO OUR NEW MEMBERS WHO JOINED THE SAFE—WRIGHT BROTHERS CHAPTER RECENTLY

compliments of John Plaga

If you know of anyone else who may be interested in joining the SAFE—Wright Brothers Chapter, please have them contact John Plaga. **Dues are still only \$8!** If you are unsure if you are current on your year 2001 dues, give John a call to avoid being removed from our members' list. Phone: 937-255-1166
e-mail: john.plaga@wpafb.af.mil

Henning von Gierke (life)
Lisa Glover
Doug Hill
Ron Hill
Charles Loyer
Jean Rayle
Lee Shibley

Calendar of Events

31 July 2001: SAFE Wright Brothers Chapter Luncheon. Speaker Larry Rodgers. Topic NASA T-38 Escape System Upgrade Program. Wallaby's

TBD August 2001: SAFE Wright Brothers Chapter Annual Awards Luncheon. Door Prizes!

13 Sep 2001: SAFE Wright Brothers Chapter Annual Membership appreciation Picnic—AFIT Pavilion, WPAFB—FREE!

17-19 Sep 2001: SAFE Symposium, Opryland Hotel, Nashville, TN.

8-12 Oct 2001: 45th Annual Meeting of the Human Factors and Ergonomics Society. Minneapolis, MN. <http://www.hfes.org>

30 Sep thru 2 Oct 2002: SAFE Symposium, Adam's Mark Hotel, Jacksonville, FL.

22-24 Sep 2003: SAFE Symposium, Adam's Mark Hotel, Jacksonville, FL.

27-29 Sep 2004: SAFE Symposium, Little America/Grand America, Salt Lake City, UT.

24-26 Oct 2005: SAFE Symposium, Little America/Grand America, Salt Lake City, UT.

9-11 Oct 2006: SAFE Symposium, Reno Hilton, Reno, NV.

1-3 Oct 2007: SAFE Symposium, Reno Hilton, Reno, NV.

20-22 Oct 2008: SAFE Symposium, Reno Hilton, Reno, NV.

Go to <http://www.safeassociation.org> for further detail

SAFE Association Journal— Call for Papers

By Louise Carter
Editor, SAFE Journal

Did you know that you can submit two different types of manuscripts to the SAFE Journal?

That's right!



- Research, Development & Applications and
- SAFE Forum

Let me take a few minutes to tell you about each type.

The **SAFE Forum** welcomes informative and thought-provoking articles on topics of interest to SAFE readers. The manuscripts do not go through the peer-review process because they are meant to describe technical advances or recently developed information that may not be ready or appropriate for rigorous review.

The **Research, Development, & Applications** contains the more traditional peer-reviewed manuscripts documenting research data and findings, development and testing of new or improved systems, and historical or facility reviews. The manuscripts are sent to at least two anonymous reviewers, competent in the subject matter, to ensure that the manuscript and the work it documents are of good quality.

Having both types of articles in our Journal makes SAFE unique and provides you with two avenues to publish your work or opinions. Please take a second look at the project you have just finished or are working on now, and consider writing it up for the SAFE Journal.

	TREASURER'S REPORT	
	The SAFE WBC	
	account now stands at:	
	\$585	

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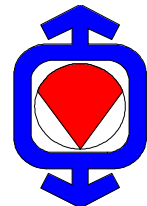
Individual Membership \$ 60.00

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- Christy Cornette (301) 744-2345 cornettejc@ih.navy.mil
- Al Karl (937) 255-3328 x 429 alva.karl@wpafb.af.mil
- Or Visit the SAFE Website: <http://www.safeassociation.com/>





PRESIDENT'S MESSAGE

by Vic Santi
President SAFE—Wright Brothers Chapter



Well, seems like we're just getting started and already it's time to wind up the year and make plans to transition to a new board. We've had some great topics and speakers so far at our luncheons, and we hope to close out with more. I know many of our members and associates may be working on a variety of topics that would be of interest to the chapter. If you have any good suggestions for luncheon speakers, or know potential speakers who will be visiting the Dayton area, please don't hesitate to contact one of our board members. Our local chapter luncheons are a good way to keep current on ongoing developments, so I hope to see us continue putting together some good presentations in the future.

One of the next major events coming up is the annual chapter awards luncheon. We've had a number of good nominations submitted, so thanks to those who took the time to nominate deserving individuals. This is a great chance to have some of our members recognized for outstanding work, and I would encourage everybody to attend if possible. We'll be sending out more details as soon as plans get firmed up. If you've been considering submitting a nomination and just haven't gotten to it yet, please contact Louise Carter as soon as possible to see if she can still get it in.

Beyond the awards luncheon (August), we are planning another membership appreciation picnic to close out this year's board (late September), and will be looking for volunteers to help out. Al Karl is leading the effort for officer nominations, so if you have any interest in participating as a board member please get hold of him. Traditionally the vote will be completed in time to introduce your new board at the membership picnic.

Finally, thanks again to our current board and committees! The extra effort and time you spend putting together luncheons, outreach activities, chapter displays, and managing our day-to-day functions help keep this a great organization!

-Vic Santi

EDITOR'S CORNER

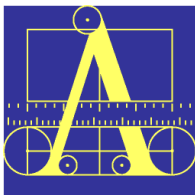
I'd like to start by thanking Eric Treadwell and Bob Billings from ASC/ENFC, Crew Systems Branch, for their joint effort in generating the article included in this newsletter - "A Short History of USAF Crew Escape." An excellent job guys!

This will likely be the last newsletter of my term as your PR chair, but I intend to help-out the next PR chair with the autumn newsletter that will highlight events such as the Awards Luncheon, Membership Appreciation Picnic, and SAFE Symposium. Is anyone out there interested in working on the newsletter as the chairperson or as a committee member? If so, let one of the existing or soon to be elected board members know, and the job is yours! I guarantee I'll make the transition as smooth and painless as possible.

I hope you've enjoyed the newsletters this year and have found them informative. As always, feel free to send any comments and articles to the editor. Cheers. - Chris Albery

THANKS TO OUR CORPORATE MEMBERS SUPPORTING THE SAFE WRIGHT BROTHERS CHAPTER THIS YEAR

Anthrotech, Inc.	Ball Aerospace & Technologies Corp.
BFGoodrich Aerospace/UPCo	Lunar Technology
Simula—Safety Equipment International	
Veridian	Wright-Patt Credit Union



Wright-Patt
CREDIT UNION, INC.

BFGoodrich
Aerospace

