

Résumé of Speakers
Helicopters Association International (HAI)
HELIWORKS LLC Hangar
4475 Jerry Maygarden Road
Pensacola, FL 32504
Pensacola Regional Airport (PNS)

Dr. Shappell is currently a Professor and Chair of the Department of Human Factors and Systems at Embry-Riddle Aeronautical University. Before joining the faculty at ERAU in the fall of 2012, Dr. Shappell was professor of Industrial Engineering at Clemson University from 2005-2012. Before that, he was the Human Factors Research Branch Manager at the Civil Aerospace Medical Institute. In addition, he has served nearly 20 years (11 years on active duty) in the U.S. Navy as an Aerospace Experimental Psychologist. During his time in the US Navy, Dr. Shappell served as the Human Factors Branch Chief at the U.S. Naval Safety Center and as a human factors accident investigation consultant for the Joint Service Safety Chiefs. He has published/presented well over 200 papers, books, and presentations in the fields of accident investigation, system safety, behavioral stressors, sustained operations and fatigue. While noted for his work in aviation, Dr. Shappell has been involved in a variety of industries including petrochemical industry, forensic science, mining, and medicine.

Dr. Shappell received a B.S. in psychology (1983) from Wright State University graduating Summa Cum Laude with honors in psychology and followed with a Ph.D. in Neuroscience from the University of Texas Medical Branch in 1990. Dr. Shappell is a fellow of the Aerospace Medical Association, fellow and past-president of the Aerospace Human Factors Association; fellow of the American Psychological Association and past-president of Division 21 - Applied Experimental and Engineering Psychology, past-secretary/treasurer of the Human Factors and Ergonomics Society, and member of the Association of Aerospace Psychologists, member of the Institute of Industrial Engineers, and member of the Association of System Safety Engineers.

Dr. Fred Patterson, Ph.D.
Commander, MSC, USN (Ret.)

Fred Patterson is a Senior Research Scientist currently working under contract for the Naval Medical Research Laboratory at Wright-Patterson Air Force Base. He holds an earned Doctorate in Biomedical Science from Wright State University and is responsible for research related to military aviation spatial disorientation causal factors and countermeasures. Dr. Patterson has published numerous research articles pertaining to flight crew human factor design applications and is a highly experienced military aircraft accident investigator. He has provided investigation support for several high profile aviation mishaps, including the recent F-22 aircraft loss in Alaska, the Blue Angel mishap in South Carolina, the jet cable car incident in Italy, and two friendly-fire bombing-mishaps that occurred in Afghanistan and Puerto Rico. Dr. Patterson is also a retired Navy Commander with over 25 years of military experience involving airborne submarine hunting, providing support to Marine Corps aviation and ground units during combat operations, and assisting Air Force research and development teams with improving pilot performance. He was dual designated by the Navy as a Naval Aviation Experimental Psychologist and Navy Aerospace Physiologist with specialized training and experience pertaining to aircraft accident investigation, unconventional battlefield threats, and enhancement of flight crew performance. During his initial military training, Dr. Patterson completed Navy Aeromedical Officer T-34C primary pilot instruction and in the course of his military career, accumulated over 1500 hours of military fixed and rotary wing flight time as 2nd pilot, special crew, and aircrew sensor operator.

DR. Reddoch Williams

Aviation Medical Examiner (AME)

Graduated 1967 Emory College - Chemistry

Graduated 1971 Emory University School Medicine

Active duty USAF flight surgeon 1972-1974

Private Practice, Opp, AL - including AME designation 1975-1998

Moved to Ft Walton Beach 1998

Retired from USAF reserve 2007 - last 24 years in AFSOC

AME at present, offices in Ft Walton & satellite at Sky Ranch (18FD)

Started flying lessons in 1964, and still current

Commercial multi-engine license, instrument-rating

Owens and flies a Cessna 210 and a Cessna 140

Ms. Sue Odom

Avionics Technician of the Year Award for Alabama and Northwest Florida

1996 – Present: Coastal Helicopters INC, - Panama City, FL

Avionics Technician: Performed electrical installation in Hughes 269, 369, 500, Bell OH/58, UH-1H,

Soloy, Bell 47, 206L, 407 and 214. Maintenance on FLIR and TAMAN Camera Systems, Avalex

Mapping Systems, Monitors, Digital Video Recorders, Microwave Downlink Systems,

Communications/Navigation Systems, Searchlights, SLASS Systems, Agricultural Navigator and Spray

Systems, External Load Installations, Rescue Hoist, Bambi Buckets and Cargo Hooks.

1991–1996 Precision Avionics _ Hartselle, AL

Avionics Repairman; Performed avionics installations and certifications, received FAA certification # 2517267 for Class 1,2 and 3 Radio, Instrument and Altimeter / Encoder / Transponder test and inspections.

1988-1991 United Technologies/Pratt & Whitney – Huntsville, AL Advanced Systems Division

Supervisor-Quality Control: Performed incoming and final inspections on electrical controllers for

Tomahawks Cruise Missiles and various other government contracts.

1986-1988 SCI Systems Inc. Huntsville, AL

Supervisor-Quality Control: Performed incoming and final inspections on electrical components and PC Boards.

1979-1986 Continental-Testing Laboratories, Fern Park, FL

Supervisor – Automated Testing: Performed military qualifications testing of electrical components

Mr. Roy Kinsey is an attorney in Pensacola, Florida. As one of the founders of the Kinsey, Troxel, Walborsky & Bradley law firm, much of his law practice is devoted to representing citizens injured or killed because of the negligent or reckless actions of others, including aircraft crashes caused by pilot error, improper maintenance and defective products. He also represents pilots in FAA enforcement and medical certification cases.

Mr. Kinsey received a B.A. in Political Science from Stetson University in 1968, and a Juris Doctor (J.D.) with honors from Florida State University College of Law in December 1971. He was admitted to the Florida Bar in 1972. Prior to entering private practice, he served as an assistant state attorney in both the first and second judicial circuits, prosecuting bad guys who committed felonies against the citizens of Florida.

A certified airplane nut, his first solo was in 1965 in a no-radio J-3 Cub that rented for \$4.00 per hour "wet." He has since accumulated 6,100+ hours of flight time and somehow convinced the FAA to issue him a commercial pilot certificate with ratings for airplane, single engine land and sea; airplane, multi-engine land; instrument airplane; and glider. He is a certificated flight instructor for single and multi-engine airplanes and an advanced ground instructor. Although not currently active, he holds a United States Parachute Association "D" license and has made more than 700 free fall skydives.

Mr. Kent Lewis was the 2009 National FAAS Team Representative of the Year.

Aviation Safety Advocate since 1979. Naval Postgraduate Aviation Safety course graduate (Human Factors, Psychology, Reporting, Command Programs, Aerostructures and Aerodynamics). Former Director of Safety for MCAS Yuma, AZ.

Power Point presentations for FSDO SPM addressing Automation Resource Management, Accident Investigation Human Factors and System Safety.

Creating a website dedicated to the continuous improvement of aerospace safety
<http://www.signalcharlie.net>

Host annual 2 day safety seminar: <http://www.signalcharlie.net>

Present: Employed as an Airline Transport Pilot with Delta Air Lines. Consultant with Human Factors Associates and Georgia Institute of Technology Human Automation Relationship Taxonomy team.

Flight Instructor experience in piston, turboprop and turboshaft aircraft since 1990.

Published author Implementing SMS in Aviation (Ashgate, 2011).

Previous work: Air Line Pilots Association (ALPA) National Human Factors Working Group, Safety Management Systems (SMS), FAA runway safety Root Cause Analysis Team, flight deck automation, information systems and human factors event/mishap prevention and investigation. Implemented SMS, TQL and Operational Risk Management models to identify and reduce risk, optimize efficiency and support decision making, most recently at Vintage Flying Museum. Graduate of ALPA Basic Safety, Safety Two School, Advanced Accident Investigation and FAA SMS Standardization course. ALPA Local Air Safety Chairman for 4100 Atlanta based pilots and ALPA Human Factors Go-Team member.

Mr. Joseph Stewart

2010-Present: Aviation Regional Sales Manager, Southeast U.S. and Latin America, Garmin International

2001 to 2010: Regional Sales Manager, Mid-Atlantic Cessna Aircraft Company. Single-Engine Aircraft. (T240 Corvalis, T206, T182T, 172S, and 162 Skycatcher.

1998-2001: Regional Sales Manager, Far East Pacific, Middle-East and Africa, Cessna Aircraft Co.

1995-1998: Citation Sales Administrator, International Cessna Aircraft Company

1994: MBA/A Embry-Riddle Aeronautical University.

1993: Paid Internship at General Aviation Manufacturer's Association, Washington, DC

1986: BS Political Science, Economics Concentration. University of Iowa

Commercial Multi-Engine Instrument Pilot. Pilot since 1986. Currently fly Garmin's Aviation Marketing Aircraft:

- Mooney M20: G500 w/SVT, GTN 750/650, GMA 350, GSR 56 and GDL 88 ADS-B Traffic and Weather
- Cirrus SR22 with G500 w/SVT, Dual GTN 750's, GMA 350, and GDL 88 ADS-B Traffic and Weather
- Cessna T182T Turbo Skylane with G1000
- Beech G36 Bonanza with G1000