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16. Abstract An index to Federal Aviation Administration Office of Aerospace Medicine Reports (1964-2014) and Civil Aeromedical Institute Reports (1961-1963) is presented for those engaged in aviation medicine and related activities. The index lists all FAA aerospace medicine technical reports published from 1961 through 2014: chronologically, alphabetically by author, and alphabetically by subject. An introduction describes recently expanded capabilities for impact testing, aircraft cabin simulator research, portable hypoxia demonstration, and advanced flight simulation.					
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Recently Upgraded Facilities Expand CAMI's Capabilities

By Michael E. Wayda

Researchers at the Civil Aerospace Medical Institute, CAMI, recently upgraded four advanced facilities that will positively affect aviation safety in the years to come.



This new impact test facility was named in honor of the late Van Gowdy, a long-time CAMI impact sled engineer. The facility was dedicated in Nov. 2014.

Van Gowdy Impact Facility

The facility features a computer-operated sled on a 110-foot track that runs more efficiently, at higher acceleration levels, and with a higher payload capacity than the track it replaces, allowing CAMI researchers to obtain data that will eventually help passengers and crew survive commercial aircraft accidents. The main research application is to improve the crash safety provided by existing and proposed aircraft seats and restraint system configurations and materials.

Impact tests are conducted using an accelerator-type sled system. Test specimens are mounted on a sled that is propelled along precision rails by a pneumatic cylinder and controlled by a servo hydraulic brake system. This system can accurately reproduce the high frequency/high G accelerations that occur during survivable aircraft crashes. Any impact vector can be replicated by adjusting the orientation of the test article on the sled.

During impact tests, the seats are occupied by instrumented anthropometric test dummies ranging in size from a 1-year-old child to a 95th percentile male. Accelerations, forces, and deflections are precisely measured during a test, recorded on a multi-channel, high-speed data acquisition system, and evaluated to determine the risk of injury.

The impact facility became fully operational in June of 2014.

CAMI researchers gave an impact test demonstration during the November 2014 dedication ceremony and open house. The seats are occupied by instrumented anthropometric test dummies; the resulting data are analyzed to determine the risk of injury to the occupants.



Flexible Aircraft Simulator

The second new research facility now operational is the Flexible Aircraft Simulator, or FlexSim. Its mission is to provide simulations of single-aisle transport category airplanes (airliners) with seating for up to 120 passengers. The FlexSim is mounted on electro-mechanical scissor lifts that can raise the cabin to doorsill heights applicable to a range of airplane types, as well as pitch and roll the cabin to simulate various landing-gear-out, post-crash configurations. The purpose of this capability is to allow research into emergency procedures and evacuations from numerous crashed configurations.

The interior seats and monuments are fully reconfigurable to allow simulations of many different transport airplanes and to provide unique cabin interior configurations for answering novel research questions.

Windows are simulated via high-definition video display terminals mounted along both sides of the cabin interior to provide research participants a variety of realistic exterior scenes and operational scenarios, including normal takeoffs, landings, and cruise flight, as well as a full complement of emergency situations.

Cabin lighting is controllable to simulate all possible visibility conditions from normal- to emergency-lighting only, with or without simulated (theatrical) smoke generated to obscure the interior.

The Flexible Aircraft Cabin Simulator and the Van Gowdy Impact Facility were developed as part of the Aerospace Medical Equipment Needs program that was initiated in 2009.

In the center photo, this “airliner” is configured as a narrow-body passenger transport airplane with triple-seat assemblies on each side of the center aisle, complete with drop-down tray tables and oxygen masks.



Exterior of the FlexSim, located at the Mike Monroney Aeronautical Center in Oklahoma City, Okla.



Interior of the one-of-its-kind simulator. 120 test participants are briefed during acceptance testing.



Bottom photo, L-R: Scissors ready, FlexSim's ribbon is cut by Cabin Safety Research team members David Weed, Ken Larcher, Team Lead Dr. Garnet McLean, David Ruppel, Center Director Michelle Coppage, Federal Air Surgeon Dr. James Fraser, CAMI Research Division Manager Estrella Forster, CAMI Director Melchor Antuñano, and team members Cynthia Corbett and Kenneth Baldwin.

Portable Reduced Oxygen Training Enclosure

Although hypoxia in aviation is a threat to flight safety, relatively few pilots have had practical training to combat this hazard. The Civil Aerospace Medical Institute was one of the first to offer hypoxia training to the civil aviation community through the use of CAMI altitude chambers.

CAMI's altitude chambers have been used successfully and have an impressive safety record, but they also have limitations. First, pilots have to be clear of any upper respiratory ailments that could cause ear and sinus blockages. Second, even though the chambers are demonstrably safe, there is still a remote chance of developing decompression sickness associated with unpressurized flights to high altitudes. Finally, pilots must travel to Oklahoma City to get the training because the altitude chamber is situated in CAMI.

The advances in technology that are embodied in the Portable Reduced Oxygen Training Enclosure (PROTE) solves all of these problems. The PROTE uses mixed-gas technology to induce hypoxia, so it



The portable chamber from the operator's perspective showing the enclosure with seats for five trainees and an instructor.

has distinct advantages over existing altitude chambers. Since mixed gas is used, issues with ears and sinuses are diminished, as well as the risk of decompression sickness caused by exposures to altitudes of 18,000 feet or higher.

Now, aviators can experience their personal symptoms of hypoxia without risking any of the above-mentioned issues of pressure reduction. An added bonus is that the PROTE is portable. Although based at CAMI, the 8-ft. by 11-ft. chamber can be shipped to various locations (such as major airshows), be made

operational in two hours, and can be used to train large groups. Five pilots at a time can be accommodated in the PROTE. They enter, sit down for about five minutes (under the tutelage of CAMI instructors) to discover their symptoms of hypoxia, don an aviation oxygen mask, and their hypoxia symptoms quickly disappear. Pilots emerge from the training chamber knowing their personal symptoms of hypoxia. Thus, they can use that awareness while flying to identify hypoxia symptoms and take corrective action.



A training session with five trainees. An instructor monitors the session to encourage them to participate fully by becoming hypoxic and to don the oxygen mask when the experience is complete. The experienced feelings can be remembered and can then serve as a signal to pilots during high-altitude flight...before safety is compromised.

Mustang Very Light Jet Simulator

A flight simulation training device for the Cessna Citation Mustang Very Light Jet was built to an equivalent level-5 flight training device and is now used as a research platform.

The Mustang features an accurate flight deck depiction with a sophisticated avionics suite, accurate portrayal of control forces, and a high-fidelity digital surround system that accurately replicates aircraft and environmental sounds. A graphical user station is provided that allows researchers to set and control all aircraft systems and environmental conditions.

Various research scenarios are automated, and data recordings have enhanced capabilities to generate detail-rich reports for post-flight analyses. Seven-megapixel Internet protocol cameras capture various angles of the cockpit and pilot interactions with the controls and avionics.

Flights are replayed on both the simulator and remote debrief station, including playback of audio communications, cockpit video, and digital flight data collected from the real time flight model. The simulator is mated with a high-fidelity 225-degree spherical dome that gives the pilot a large field of view. The out-the-window display system consists of six projectors that are driven from six high-end computers that provide pilots with realistic visualizations.



Wide view showing the Mustang VLJ and projected background.



View from the cockpit. The out-the-window display system consists of six projectors that are driven from six high-end computers that provide pilots with realistic visualizations.

These upgrades have significantly advanced the Civil Aerospace Medical Institute's ability to enhance aviation safety. Innovative work at CAMI has become the norm for more than 50 years, and these new applications of cutting-edge technology will position CAMI's researchers to meet future challenges.

Photos provided by

- ✦ IZONE Research Support Team
- ✦ CAMI Publications

HOW TO USE THE INDEX

Organization

The Index is organized in three sections:

1. Chronological Index: a cumulative list of all research reports from 1961 through 2012.
2. Author Index: all contributing authors, in alphabetical order.
3. Subject Index: subjects, listed in alphabetical order.

Some examples are:

14-3 Weed DB, Paskoff LN, Ruppel DJ, Corbett CL, McLean GA: Identification and comprehension of symbolic exit signs for small transport-category airplanes.

Above: This is an entry from the **Chronological Index** of research reports, shown in cumulative sequence.

Milburn NJ 82-10, 92-28, 92-29, 92-30, 93-16, 93-17, 95-13, 96-22, 97-10, 99-8, 04-10, 04-14, 06-26, 09-11, 11-8, 13-15, 13-16, 13-18, 13-20, 14-6

Above: This is an entry from the **Author Index**, which lists all research reports prepared by an author or co-author.

Air Traffic Controllers

...biographical factors, associated with training success, 83-6, 84-6, 90-4, 94-13, 13-7, 14-8

Above: An example of entries in the **Subject Index**; refers to all reports that pertain to a specific topic.

Report Numbers

13-8 Montgomery RW, Wood KJ: Laser illumination of helicopters: A comparative analysis with fixed-wing aircraft for the period 1980 – 2011. ADA577678

Above: The first numbers (13-8) refer to the year and chronological number of the report. This is an abbreviated portion of the official number given each report and is found in the upper left of the report's cover page. The full report number of "13-8" is DOT/FAA/AM-13/8. The "ADA577678" was appended to the report by the Defense Technical Information Center (DTIC). Keep the number system in mind when ordering from DTIC.

How to Order or Obtain for Free

- Abstracts and full text of all reports are available on the Federal Aviation Administration's Internet site:
www.faa.gov/go/oamtechreports
- Defense Technical Information Center (DTIC). Abstracts and full text of most reports are available from the DTIC's Public Technical Reports Internet site. Reports may be searched by author, title, and keyword, as well as "ADA" number.

<http://www.dtic.mil/dtic/search/tr/tr.html>

"Aviation Safety Through the Development and Application of Aeromedical Knowledge"

Contents

Part I: Chronological Index 1961 Through 2014.....	1
Part II: Author Index	45
Part III: Subject Index	59

Part I: Chronological Index

1961 Through 2014

1961

- 61-1 Trites DK: Problems in air traffic management: I. Longitudinal prediction of effectiveness of air traffic controllers. AD268954

1962

- 62-1 Swearingen JJ, Wheelwright CD, Garner JD: An analysis of sitting areas and pressures of man. AD271138
- 62-2 Cobb BB Jr: Problems in air traffic management: II. Prediction of success in air traffic controller school. N62-10354
- 62-3 Trites DK, Cobb BB Jr: Problems in air traffic management: III. Implications of age for training and job performance of air traffic controllers. N62-10353
- 62-4 Swearingen JJ, Mohler SR: Sonotropic effects of commercial air transport sound on birds. AD280212
- 62-5 Iampietro PF, Goldman R: Prediction of energy cost of treadmill work. AD280607
- 62-6 Balke B: Human tolerances. AD421156
- 62-7 Hasbrook AH, Earley JC: Failure of rearward-facing seat backs and resulting injuries in a survivable transport accident. AD421157
- 62-8 Smith PW: Toxic hazards in aerial application. AD421158
- 62-9 Hasbrook AH, Garner JD, Snow CC: Evacuation pattern analysis of a survivable commercial aircraft crash. AD282893
- 62-10 Daugherty JW, Lacey DE, Korty P: Problems in aerial application: I. Some biochemical effects of lindane and dieldrin on vertebrates. AD288413
- 62-11 Hawkes GR: Tactile communication. AD288414
- 62-12 Dille JR, Newton NL, Culver JF: The effects of simulated altitude on penetrating eye injuries. AD288415
- 62-13 Swearingen JJ, Hasbrook AH, Snyder R G, McFadden EB: Kinematic behavior of the human body during deceleration. AD283938
- 62-14 Swearingen JJ: Determination of centers of gravity of man. AD287156
- 62-15 Gogel WC: The visual perception of size and distance. AD287197
- 62-16 Hawkes GR: Absolute identifications of cutaneous stimuli varying in both intensity level and duration. AD295134
- 62-17 Collins WE: Manipulation of arousal and its effects on human vestibular nystagmus induced by caloric irrigation and angular accelerations. AD290348
- 62-18 Hinshaw LB, Brake CM, Iampietro PF, Emerson TE Jr: Effect of increased venous pressure on renal hemodynamics. AD295137
- 62-19 Snyder RG: A case of survival of extreme vertical impact in seated position. AD295136
- 62-20 Mohler SR: Civil aeromedical research: Responsibilities, aims, and accomplishments. AD295135
- 62-21 McFadden EB, Raeke JW, Young JW: An improved method for determining the efficiency of crew and passenger oxygen masks. AD297835

1963

- 63-1 Emerson TE Jr, Hinshaw LB, Brake CM, Iampietro PF: The development of reversible hematuria and oliguria following elevation of renal venous pressure. AD299775
- 63-2 Mohler SR, Dille JR: Resume and index of reports of the Civil Aeromedical Research Institute, 1961-1962. AD431924
- 63-3 Collins WE: Observations on the elicitation of secondary and inverted primary nystagmus from the cat by unilateral caloric irrigation. AD413456
- 63-4 Daugherty JW, Lacey DE, Korty P: Problems in aerial application: II. Effects of chlorinated hydrocarbons on substratelinked phosphorylation. AD418504
- 63-5 Melton CE Jr: Neural control of the ciliary muscle. AD413392
- 63-6 Balke B: A simple field test for the assessment of physical fitness. AD413393
- 63-7 Tobias JV, Jeffress LA: Relation of earphone transient response to measurement of onset-duration. AD413391

Part I: Cumulative Index

- 63-8 McKenzie JM, Fowler PR, Lyne PJ: Calibration of an electronic counter and pulse height analyzer for plotting erythrocyte volume spectra. AD425598
- 63-9 Swearingen JJ, McFadden EB: Studies of air loads on man. AD602207
- 63-10 Gogel WC: The perception of depth from binocular disparity. AD429827
- 63-11 Lategola MT: In vivo measurement of total gas pressure in mammalian tissue. AD425537
- 63-12 Nagle FJ, Balke B, Ganslen RV, Davis AW: The mitigation of physical fatigue with Spartase. AD429001
- 63-13 Collins WE: Primary, secondary, and caloric nystagmus of the cat following habituation to rotation. AD428756
- 63-14 Collins WE: Nystagmus responses of the cat to rotation and to directionally equivalent and nonequivalent stimuli after unilateral caloric habituation. AD425565
- 63-15 Snyder RG: Human survivability of extreme impacts in free-fall. AD425412
- 63-16 Emerson TE Jr, Brake CM, Hinshaw LB: Mechanisms of action of the insecticide endrin. AD431299
- 63-17 Tobias JV: Application of a "relative" procedure to a problem in binaural beat perception. AD428899
- 63-18 Balke B: Experimental evaluation of work capacity as related to chronological and physiological aging. AD431301
- 63-19 Wernick JS, Tobias JV: A central factor in pure tone auditory fatigue. AD428737
- 63-20 Gogel WC: The visual perception of spatial extent. AD432587
- 63-21 Tang PC, Dille JR: In-flight loss of consciousness: A case report. AD430394
- 63-22 Hinshaw LB, Page BB, Brake CM, Emerson TE Jr, Masucci FD: The mechanisms of intrarenal hemodynamic changes following acute arterial occlusion. AD431302
- 63-23 Higgins EA, Iampietro PE, Adams T, Holmes DD: The effects of a tranquilizer on body temperature. AD432484
- 63-24 Dille JR, Smith PW: Central nervous system effects of chronic exposure to organophosphate insecticides. AD434090
- 63-25 Adams T, Funkhouser GE, Kendall WW: A method for the measurement of physiologic evaporative water loss. AD603418
- 63-26 Reins DA, Holmes DD, Hinshaw LB: Acute and chronic effects of the insecticide endrin on renal function and renal hemodynamics. AD602206
- 63-27 Dille JR, Crane CR, Pendergrass GE: The flammability of lip, face, and hair preparations in the presence of 100% oxygen. AD602204
- 63-28 Gogel WC: Size cues and the adjacency principle. AD602205
- 63-29 Collins WE: Task-control of arousal and the effects of repeated unidirectional angular acceleration on human vestibular responses. AD603419
- 63-30 Snyder RG, Ice J, Duncan JC, Hyde AS, Leverett S Jr: Biomedical research studies in acceleration. AD601531 Supplement-AD801793
- 63-31 Trites DK, Cobb BB Jr: Problems in air traffic management: IV. Comparison of preemployment, job-related experience with aptitude tests as predictors of training and job performance of air traffic control specialists. AD603416
- 63-32 Hinshaw LB, Emerson TE Jr, Brake CM: Mechanism of autoregulation in the intact kidney. AD603417
- 63-33 Dill DB, Robinson S, Balke B, Newton JL: Work tolerance: Age and altitude. AD603932
- 63-34 Ganslen RV, Balke B, Phillips EE, Nagle F: Effects of some tranquilizing, analeptic, and vasodilating drugs on physical work capacity and orthostatic tolerance. AD603930
- 63-35 Pearson RG: Human factors aspects of lightplane safety. AD603931
- Tech. Pub. #1 Collins WE, Tobias JV, Capps MJ, Allen ME: Annotated bibliography of recently translated material. I. AD424640

1964

- 64-1 Wentz AE: Studies on aging in aviation personnel. AD456652
- 64-2 Naughton J, Balke B, Nagle F: The effect of physical conditioning on an individual before and after suffering a myocardial infarction. AD456653
- 64-3 Nagle FJ, Balke M: The gradational step test for assessing cardiorespiratory capacity: An experimental evaluation of treadmill and step test procedures. AD456654
- 64-4 Spieth W: Cardiovascular health status, age, and psychological performance. AD453578

- 64-5 Moser KM: Current status of clot dissolution therapy. AD453579
- 64-6 Seipel JH, Wentz AE: Unsuspected neurologic disease in aviation personnel: Survival following seizures in flight. AD453580
- 64-7 Houk VN, Hufnagel CA, McClenathan JE, Moser KM: Chronic thrombotic obstruction of major pulmonary arteries. AD453581
- 64-8 Moser KM, Perry RB, Luchsinger PC: Cardiopulmonary consequences of pyrogen-induced hyperpyrexia in man.
- 64-9 Freud SL: Duration of spiral aftereffect as a function of retinal size, retinal place, and hemiretinal transfer. AD618588
- 64-10 Freud SL: Duration as a measure of the spiral aftereffect. AD618589
- 64-11 Pinkerson AL, Kot PA, Knowlan DM: Effect of glyceryl trinitrate on pulmonary vasculature of anesthetized dogs.
- 64-12 Scarborough WR: Comments on progress in ballistocardiographic research and the current state of the art. AD455651
- 64-13 Gogel WC: The size cue to visually perceived distance. AD456655
- 64-14 Capps MJ, Collins WE: Effects of bilateral caloric habituation on nystagmus responses of the cat. AD455652
- 64-15 Collins WE, Huffman HW: Design and performance characteristics of a mechanically driven vestibular stimulator. AD456656
- 64-16 Tobias JV, Collins WE, Allen ME: Aviation medicine translations: Annotated bibliography of recently translated material. II. AD456670
- 64-17 Freud SL: The physiological locus of the spiral aftereffect. AD611881
- 64-18 Melton CE Jr: Physiological recordings from pilots operating an aircraft simulator. AD456671
- 64-19 Perloff JK: The recognition of strictly posterior myocardial infarction by conventional scalar electrocardiography. AD611882
- 64-20 FAA Aviation Medical Library: Aviation medical papers and reports: a bibliography. AD613364

1965

- 65-1 Capps MJ, Collins WE: Auditory fatigue: Influence of mental factors. AD459636
- 65-2 Collins WE, Capps MJ: Effects of several mental tasks on auditory fatigue. AD459637
- 65-3 Reighard, HL: Medical services at airports. AD611883
- 65-4 Seipel JH, Ziemnowicz SAR, O'Doherty DS: Cranial impedance plethysmography-Rheoencephalography as a method of detection of cerebrovascular disease. AD611884
- 65-5 Hauty GT, Trites DK, Berkley WJ: Biomedical survey of ATC facilities: I. Incidence of self-reported symptoms. AD689806
- 65-6 Hauty GT, Trites DK, Berkley WJ: Biomedical survey of ATC facilities: II. Experience and age. N66-16669
- 65-7 Mohler SR, Swearingen JJ, McFadden EB, Garner JD: Human factors of emergency evacuation. AD459638
- 65-8 Van Brummelen AGW, Scarborough WR, Josenhans WKT: On the elimination of pulse wave velocity in stroke volume determination from the ultralow frequency displacement ballistocardiogram. AD612450
- 65-9 Lowenstein O, Feinberg R, Loewenfeld I: Pupillary movements during acute and chronic fatigue. AD612451
- 65-10 O'Connor WF, Pearson RG: ATC system error and appraisal of controller proficiency. N66-16583
- 65-11 Gogel WC: The equidistance tendency and its consequences: Problems in depth perception. AD621432
- 65-12 Snyder RG: Survival of high-velocity free-falls in water. AD621021
- 65-13 Mohler SR: Fatigue in aviation activities. AD620022
- 65-14 Snow CC, Hasbrook AH: The angle of shoulder slope in normal males as a factor in shoulder-harness design. AD653920
- 65-15 Scarborough WR (Joint NASA-FAA publication): Ballistocardiography: a bibliography N65-35520
- 65-16 Hauty GT, Adams T: Pilot fatigue: Intercontinental jet flight: Oklahoma City-Tokyo. AD621433
- 65-17 Allen ME, Collins WE, Tobias JV, Crain RA: Aviation medicine translations: Annotated bibliography of recently translated material. III. AD617090
- 65-18 Collins WE: Adaptation to vestibular disorientation: I. Vertigo and nystagmus following repeated clinical stimulation. AD617091
- 65-19 Cobb BB Jr: Problems in air traffic management: V. Identification and potential of aptitude test measures for selection of tower air traffic controller trainees. AD620722
- 65-20 Swearingen JJ: Tolerances of the human face to crash impact. AD621434

Part I: Cumulative Index

- 65-21 Trites DK: Problems in air traffic management: VI. Interaction of training-entry age with intellectual and personality characteristics of air traffic control specialists. AD620721
- 65-22 Trites DK, Miller MC, Cobb BB Jr: Problems in air traffic management. VII. Job and training performance of air traffic control specialists-measurement, structure, and prediction. AD649292
- 65-23 Swearingen JJ, Young JW: Determination of centers of gravity of children, sitting and standing. AD661865
- 65-24 Collins WE: Adaptation to vestibular disorientation. II. Nystagmus and vertigo following high-velocity angular accelerations. AD621435
- 65-25 Feinberg R, Podolak E: Latency of pupillary reflex to light stimulation and its relationship to aging. AD689809
- 65-26 Snow CC, Snyder RG: Anthropometry of air traffic control trainees. N66-25185
- 65-27 Brake CM, Reins D, Wittmers LE, Hinshaw LB: Intrarenal hemodynamic changes following acute partial renal arterial occlusion. AD649263
- 65-28 Hauty GT, Adams T: Phase shifts of the human circadian system and performance deficit during the periods of transition: I, East-West flight. AD639637
- 65-29 Hauty GT, Adams T: Phase shifts of the human circadian system and performance deficit during the periods of transition: II. West-East flight. AD689811
- 65-30 Hauty GT, Adams T: Phase shifts of the human circadian system and performance deficit during the periods of transition: III. North-South flight. AD689812
- 65-31 Pearson RG, Hunter CE, Neal GL: Development and evaluation of a radar air traffic control research task. AD660198
- 65-32 Gogel WC, Mertens HW: Problems in depth perception: A method of simulating objects moving in depth. AD660171

1966

- 66-1 Allen ME, Mohler SR: Aviation medicine reports: An annotated catalog of Office of Aviation Medicine reports: 1961 through 1965. AD638732
- 66-2 Allen ME, Crain RA: Aviation medicine translations: Annotated bibliography of recently translated material. IV. AD651907
- 66-3 Mohler SR, Swearingen JJ: Cockpit design for impact survival. AD687411
- 66-4 Tobias JV: A table of intensity increments. AD642113
- 66-5 Clark G: Problems in aerial application: A comparison of the effects of dieldrin poisoning in cold-adapted and room-temperature mammals. N66-30197
- 66-6 Fiorica V: Fatigue and stress studies: An improved semiautomated procedure for fluorometric determination of plasma catecholamines. AD653748
- 66-7 McFadden EB: Evaluation of the physiological protective efficiency of a new prototype disposable passenger oxygen mask. AD644118
- 66-8 Mohler SR: The predominant causes of crashes and recommended therapy. AD639779
- 66-9 Young JW: Selected facial measurements of children for oxygen mask design. AD640062
- 66-10 O'Connor WF, Pendergrass GE: Effects of decompression on operator performance. AD675774
- 66-11 Hinshaw LB, Reins DA, Emerson TE Jr, Rieger JA Jr, Stavinoha WB, Fiorica V, Solomon LA, Holmes DD: Problems in aerial application: I.-V. AD660199
- 66-12 Swearingen JJ: Injury potentials of light-aircraft instrument panels. AD642114
- 66-13 McFadden EB, Simpson JM: Flotation characteristics of aircraft-passenger seat cushions. AD642349
- 66-14 Iampietro PF, Fiorica V, Dille JR, Higgins EA, Funkhouser G, Moses R: Problems in aviation personnel: Influence of a tranquilizer on temperature regulation in man. AD638733
- 66-15 O'Connor WF, Scow J, Pendergrass GE: Hypoxia and performance decrement. AD639780
- 66-16 Lategola MT, Harrison HF, Barnard C: The aeromedical assessment of human systolic and diastolic blood-pressure transients without direct arterial puncture. AD639615
- 66-17 Naughton J, Shanbour K, Armstrong R, McCoy J, Lategola MT: Problems in aeromedical certification: Cardiovascular responses to exercise following myocardial infarction. AD640970
- 66-18 Swearingen JJ: Evaluation of head and face injury potential of current airline seats during crash decelerations. AD653869

- 66-19 Pearson RG: Performance tasks for operator-skills research. AD642115
- 66-20 McFadden EB, Lategola MT: Evaluation of the Sierra hanging quick-don crew pressure-breathing oxygen mask. AD645493
- 66-21 Naughton J, Lategola MT, Shanbour K: Clinical aviation medicine: A physical-conditioning program for cardiac patients. AD640969
- 66-22 Gogel WC, Mertens HW: Problems in depth perception: Perceived size and distance of familiar objects. AD641477
- 66-23 Iampietro PF, Adams T: The achievement of thermal balance and its maintenance during environmental stress. AD642350
- 66-24 Agee FL Jr, Gogel WC: Problems in depth perception: Equidistance judgments in the vicinity of a binocular illusion. AD641476
- 66-25 Mohler SR, Freud SL, Veregge JE, Umberger EL: Physician flight accidents. AD648768
- 66-26 Clark G: Problems in aerial application: Histochemistry of Weil stain on liver. AD652599
- 66-27 Dille JR, Morris Edward W: Human factors in general aviation accidents. AD640971
- 66-28 Mohler SR: Oxygen in general aviation. AD645497
- 66-29 Mohler SR: Recent findings on the impairment of airmanship by alcohol. AD644119
- 66-30 Mohler SR, Harper CR: Protecting the Ag pilot. AD641478
- 66-31 Von Rosenberg CW, Keen FR, Mohler SR: The "stall barrier" as a new preventive in general aviation accidents. AD642351
- 66-32 Mohler SR, Hasbrook AH: In-flight response to a new non-gyroscopic blind flight instrument. AD641479
- 66-33 Young JW: Recommendations for shoulder restraint installation in general aviation aircraft. AD646054
- 66-34 Clark G: Problems in aerial application: A comparison of the acute effects of endrin and carbon tetrachloride on the livers of rats and of the residual effects one month after poisoning. AD645494
- 66-35 Melton CE Jr, Wicks SM: Pilot vision considerations: The effect of age on binocular fusion time. AD645495
- 66-36 Nagle FJ, Naughton J, Balke B: Clinical aviation medicine research: Comparison of simultaneous measurements of intra-aortic and auscultatory blood pressure with pressure-flow dynamics during rest and exercise. AD645496
- 66-37 Collins WE: Adaptation to vestibular disorientation. III. Influence on adaptation of interrupting nystagmic eye movements with opposing stimuli. AD649615
- 66-38 Mertens HW: A homogeneous field for light adaptation.
- 66-39 Melton CE Jr, Higgins EA, Saldivar JT, Wicks SM: Exposure of men to intermittent photic stimulation under simulated IFR conditions. AD646872
- 66-40 Swearingen JJ: Evaluation of various padding materials for crash protection. AD647048
- 66-41 McKenzie JM, Fiorica V: Physiological responses of pilots to severe-weather flying. AD646871
- 66-42 Garner JD, Blethrow JG: Emergency evacuation tests of a crashed L-1649. AD645423

1967

- 67-1 Cobb BB Jr: The relationships between chronological age, length of experience, and job performance ratings of air route traffic control specialists. AD661468
- 67-2 Mertens RA, Collins WE: Adaptation to vestibular disorientation. IV. Responses to angular acceleration and to bilateral caloric stimulation following unilateral caloric habituation. AD653696
- 67-3 McFadden EB: Development of techniques for evaluating the physiological protective efficiency of civil aviation oxygen equipment. AD659498
- 67-4 McFadden EB, Reynolds HI, Funkhouser GE: A protective passenger smoke hood. AD657436
- 67-5 Fowler PR, McKenzie JM: Problems in aerial application: Detection of mild poisoning by organophosphorus pesticides using an automated method for cholinesterase activity. AD656211
- 67-6 Collins WE, Guedry FE Jr: Adaptation to vestibular disorientation. V. Eye-movement and subjective turning responses to two durations of angular acceleration. N67-38956
- 67-7 Guedry FE Jr, Collins WE: Adaptation to vestibular disorientation. VI. Eye-movement and subjective turning responses to varied durations of angular acceleration. AD671855
- 67-8 Lewis MF, Ashby FK: Diagnostic tests of color-defective vision: Annotated bibliography, 1956-1966. AD660200

Part I: Cumulative Index

- 67-9 McFadden EB, Harrison HF, Simpson JM: Performance characteristics of constant-flow phase dilution oxygen mask designs for general aviation. AD660201
- 67-10 Rowland RC Jr, Tobias JV: Interaural intensity difference limen. AD661235
- 67-11 Seipel JH: The biophysical basis and clinical applications of rheoencephalography. AD673082
- 67-12 Collins WE: Adaptation to vestibular disorientation. VII. Special effects of brief periods of visual fixation on nystagmus and sensations of turning. AD659192
- 67-13 Young JW: A functional comparison of basic restraint systems. AD660202
- 67-14 Swearingen JJ: An evaluation of potential decompression hazards in small pressurized aircraft. AD660203
- 67-15 Melton CE Jr, Wicks SM: In-flight physiological monitoring of student pilots. AD665660
- 67-16 Lewis MF: Cross-modality matching of loudness to brightness for flashes of varying luminance and duration. AD664463
- 67-17 Funkhouser GE, Billings SM: A portable device for the measurement of evaporative water loss. AD664465
- 67-18 Gogel WC: Cue-enhancement as a function of task-set. AD664466
- 67-19 Collins WE: Adaptation to vestibular disorientation. VIII. "Coriolis" vestibular stimulation and the influence of different visual surrounds. N68-16799
- 67-20 Gogel WC, Mertens HW: Perceived depth between familiar objects. AD665293
- 67-21 Crane CR, Sanders DC: Evaluation of a biocidal turbine-fuel-additive. AD665661
- 67-22 Mohler SR, Bedell RHS, Ross A, Veregge EJ: Aircraft accidents by older persons. AD663688
- 67-23 Veregge EJ: Type airman certification as related to accidents. AD663688
- 67-24 Lewis MF, Mertens HW: Reaction time as a function of flash luminance and duration. AD664464
- 67-25 Siegel PV: Aviation medicine, FAA-1966. AD675943

1968

- 68-1 Index to FAA Office of Aviation Medicine Reports: 1961 through 1967. AD673666
- 68-2 Collins WE: Adaptation to vestibular disorientation: IX. Influence of head position on the habituation of vertical nystagmus. AD677460
- 68-3 Podolak E, Kinn JB, Westura EE: Biomedical applications of a commercial capacitance transducer. AD683292
- 68-4 Fiorica V, Burr MJ, Moses R: Contribution of activity to the circadian rhythm in excretion of magnesium and calcium. AD674416
- 68-5 Booze CF Jr: Usage of combined airman certification by active airmen: An active airman population estimate. AD678947
- 68-6 Crosby WM, Snyder RG, Snow CC, Hanson PG: Impact injuries in pregnancy. I. Experimental studies. AD674861
- 68-7 Allen ME, Mertens RA: Aviation medicine translations: Annotated bibliography of recently translated material. V. AD673665
- 68-8 Mohler SR, Dille JR, Gibbons HL: Circadian rhythms and the effects of long-distance flights. AD672898
- 68-9 Siegel PV, Booze CF Jr: A retrospective analysis of aeromedical certification denial actions. January 1961-December 1967. AD675521
- 68-10 Collins WE, Schroeder DJ: The spiral aftereffect: Influence of stimulus size and viewing distance on the duration of illusory motion. AD673644
- 68-11 Hasbrook AH, Young PE: Pilot response to peripheral vision cues during instrument flying tasks. AD684804
- 68-12 Hasbrook AH, Young PE: Peripheral vision cues: Their effect on pilot performance during instrument landing approaches and recoveries from unusual attitudes. AD683305
- 68-13 Vaughan JA, Higgins EA, Funkhouser GE, Galerston EM: The effects of body thermal state on manual performance. AD675522
- 68-14 Cobb BB Jr: A comparative study of air traffic trainee aptitude-test measures involving Navy, Marine Corps, and FAA controllers. AD686669
- 68-15 Higgins EA, Davis AW Jr, Fiorica V, Iampietro PF, Vaughan JA, Funkhouser GE: Effects of two antihistamine containing compounds upon performance at three altitudes. AD676502
- 68-16 Dille JR, Mohler SR: Drug and toxic hazards in general aviation. AD686670

- 68-17 Thackray RI, Pearson DW: The effects of cognitive appraisal of stress on heart rate and task performance. AD687413
- 68-18 Higgins EA, Davis AW Jr, Vaughan JA, Funkhouser GE, Galerston EM: The effects of alcohol at three simulated aircraft cabin conditions. AD686671
- 68-19 Snyder RG, Snow CC: Fatal injuries resulting from extreme water impact. AD688424
- 68-20 Lewis MF: Two-flash thresholds as a function of flash luminance and area. AD686672
- 68-21 Tobias JV: Cockpit noise intensity: Fifteen single-engine light aircraft. AD686425
- 68-22 Hasbrook AH: A comparison of effects of peripheral vision cues on pilot performance during instrument flight in dissimilar aircraft simulators. AD688425
- 68-23 Fiorica V: A table for converting pH to hydrogen ion concentration [H+] over the range 5-9. AD688120
- 68-24 Snyder RG, Snow CC, Crosby WM, Hanson P, Fineg J, Chandler R: Impact injury to the pregnant female and fetus in lap belt restraint. AD689359
- 68-25 Tobias JV: Cockpit noise intensity: Eleven twin-engine light aircraft. AD688111
- 68-26 Melton CE Jr, Wicks M, Saldivar JT, Morgan J, Vance FP: Physiological studies on air tanker pilots flying forest fire retardant missions. AD690090
- 68-27 Lewis MF, Mertens HW: Assessment of the Broca-Sulzer phenomenon via inter- and intra-modality matching procedures: Studies of signal-light brightness. AD689358
- 68-28 Collins WE: Adaptation to vestibular disorientation. X. Modification of vestibular nystagmus and "vertigo" by means of visual stimulation. AD691405

1969

- 69-1 Melton CE Jr, Wicks M: Binocular fusion time in sleep-deprived subjects. AD688426
- 69-2 Siegel PV, Mohler SR: Medical factors in U.S. general aviation accidents. AD689740
- 69-3 Snyder RG, Snow CC, Young JW, Crosby WM, Price GT: Pathology of trauma attributed to restraint systems in crash impacts. AD690415
- 69-4 Snyder RG, Young JW, Snow CC: Experimental impact protection with advanced restraint systems: Preliminary primate tests with air bag and inertia reel/inverted-Y yoke torso harness. AD695416
- 69-5 Snyder RG, Crosby WM, Snow CC, Young JW, Hanson PG: Seat belt injuries in impact. AD698298
- 69-6 Chiles WD, Bruni CB, Lewis RA: Methodology in the assessment of complex human performance: The effects of signal rate on monitoring a dynamic process. AD697943
- 69-7 Pearson DW, Thackray RI: Consistency of performance change and autonomic response as a function of expressed attitude toward a specific stress situation. AD697944
- 69-8 Thackray RI: Patterns of physiological activity accompanying performance on a perceptual-motor task. AD697945
- 69-9 Chiles WD, Gibbons HL, Smith PW: Effects of two common medications on complex performance. AD703631
- 69-10 Iampietro PF, Chiles WD, Higgins EA, Gibbons HL, Jennings AE, Vaughan JA: Complex performance during exposure to high temperatures. AD703632
- 69-11 Booze CF Jr: Occupations of active airmen. AD704474
- 69-12 Melton CE Jr, Hoffmann SM, Delafield RH: The use of a tranquilizer (chlorthalidoxime) in flight training. AD703221
- 69-13 Snyder RG, Snow CC, Young JW, Price GT, Hanson PG: Experimental comparison of trauma in lateral (+Gy), rearwardfacing (+Gx), and forward-facing (-Gx) body orientations when restrained by lap belt only. AD707185
- 69-14 Chiles WD, Jennings AE: Effects of alcohol on complex performance. AD703633
- 69-15 Williams MJ, Collins WE: The spiral aftereffect. II. Some influences of visual angle and retinal speed on the duration and intensity of illusory motion. AD703634
- 69-16 Chiles WD, Bruni CB, Lewis RA: Methodology in the assessment of complex performance: The effects of signal rate on monitoring a static process. AD703635
- 69-17 Siegel PV, Gerathewohl SJ, Mohler SR: Time-zone effects on the long-distance air traveler. AD702443
- 69-18 Siegel PV, Mohler SR, Cierebiej A: The safety significance of aircraft accident post mortem findings. AD704473

Part I: Cumulative Index

- 69-19 Pearson DW, Clark G, Moore CM: A comparison of the behavioral effects of various levels of chronic disulfoton poisoning. AD704470
- 69-20 Collins WE, Updegraff BP: Adaptation to vestibular disorientation. XI. The influence of specific and nonspecific gravireceptors on nystagmic responses to angular acceleration. AD704471
- 69-21 Thackray RI, Touchstone RM: Recovery of motor performance following startle. AD704472
- 69-22 Swearingen JJ, Badgley JM, Braden GE, Wallace TF: Determination of centers of gravity of infants. AD708514
- 69-23 Brecher MH, Brecher GA: Motor effects from visually induced disorientation in man. AD708425
- 69-24 Gerathewohl SJ: Fidelity of simulation and transfer of training: A review of the problem. AD706744

1970

- 70-1 Index to FAA Office of Aviation Medicine Reports: 1961 through 1969. AD714027
- 70-2 Brecher MH, Brecher GA: Quantitative evaluation of optically induced disorientation. AD709329
- 70-3 Ryan LC, Endecott BR, Hanneman GD, Smith PW: Effects of an organophosphorus pesticide on reproduction in the rat. AD709327
- 70-4 Crane CR, Sanders DC, Abbott JK: Studies on the storage stability of human blood cholinesterases: I. AD714028
- 70-5 Higgins EA, Vaughan JA, Funkhouser GE: Blood alcohol concentrations as affected by combinations of alcoholic beverage dosages and altitudes. AD709328
- 70-6 Tobias JV: Auditory processing for speech intelligibility improvement. AD717394
- 70-7 Hasbrook AH, Rasmussen PG: Pilot heart rate during in-flight simulated instrument approaches in a general aviation aircraft. AD711268
- 70-8 Fiorica V, Higgins EA, Lategola MT, Davis AW Jr, Iampietro PF: Physiological responses of men during sleep deprivation. AD713590
- 70-9 Gerathewohl SJ, Morris Everett W, Sirkis JA: Anti-collision lights for the supersonic transport (SST). AD713488
- 70-10 Collins WE, Schroeder DJ, Rice N, Mertens RA, Kranz G: Some characteristics of optokinetic eye-movement patterns: A comparative study. AD715440
- 70-11 Revzin AM: Some acute and chronic effects of endrin on the brain. AD715452
- 70-12 Mohler SR: Physiologically tolerable decompression profiles for supersonic transport type certification. AD713055
- 70-13 Crane CR, Sanders DC, Abbott JK: A comparison of three serum cholinesterase methods. AD715439
- 70-14 Karson S, O'Dell JW: Performance ratings and personality factors in radar controllers. AD715247
- 70-15 Lewis MF, Mertens, HW: Two-flash thresholds as a function of comparison stimulus duration. AD716645
- 70-16 Snow CC, Carroll JJ, Allgood MA: Survival in emergency escape from passenger aircraft. AD735388
- 70-17 Collins WE: Effective approaches to disorientation familiarization for aviation personnel. AD719003
- 70-18 Lategola MT, Fiorica V, Booze CF Jr, Folk ED: Comparison of status variables among accident and nonaccident airmen from the active airman population. AD722148
- 70-19 Garner JD, Blethrow JG: Evacuation tests from an SST mockup. AD720627
- 70-20 McFadden EB, Smith RC: Protective smoke hood studies. AD727021
- 70-21 Lategola MT, Harrison HF: A device and method for rapid indirect measurement of human systolic and diastolic blood pressures. AD722032
- 70-22 Iampietro PF: Tolerances to thermal extremes in aerospace activities. AD722001

1971

- 71-1 Tobias JV: Noise audiometry. AD723464
- 71-2 Melton CE Jr, McKenzie JM, Polis BD, Funkhouser GE, Iampietro PF: Physiological responses in air traffic control personnel: O'Hare Tower. AD723465
- 71-3 Swearingen JJ: General aviation structures directly responsible for trauma in crash decelerations. AD728728
- 71-4 Iampietro PF: Use of skin temperature to predict tolerance to thermal environments. AD723466

- 71-5 Mertens RA, Goulden DR, Lacy CD, Jones KN: Aviation medicine translations: Annotated bibliography of recently translated material. VI. AD723467
- 71-6 Schroeder DJ: Alcohol and disorientation-related responses. I. Nystagmus and “vertigo” during caloric and optokinetic stimulation. AD728314
- 71-7 Thackray RI, Jones KN: Effects of conflicting auditory stimuli on color-word interference and arousal. AD727018
- 71-8 Lategola MT: Biodynamic evaluation of air traffic control students between 1960-1963. AD726254
- 71-9 Cierebiej A, Mohler SR, Stedman VG: Physician pilot- in-command flight accidents, 1964 through 1970. AD724286
- 71-10 Gerathewohl SJ, Mohler SR, Siegel PV: Medical and psychological aspects of mass air transportation. AD726286
- 71-11 Fiorica V, Burr MJ, Moses R: Effects of low-grade hypoxia on performance in a vigilance situation. AD727019
- 71-12 Swearingen JJ: Acceptance tests of various upper torso restraints. AD726253
- 71-13 Swearingen JJ: Tolerances of the human brain to concussion. AD726287
- 71-14 Smith RC: Assessment of a “stress” response-set in the Composite Mood Adjective Check List. AD727020
- 71-15 Fiorica V, Moses R: Automated differential fluorometric analysis of norepinephrine and epinephrine in blood plasma and urine. AD729535
- 71-16 Schroeder DJ: Alcohol and disorientation-related responses. II. Nystagmus and “vertigo” during angular acceleration. AD730629
- 71-17 Chiles WD, Iampietro PF, Higgins EA, Vaughan JA, West G, Funkhouser GE: Combined effects of altitude and high temperature on complex performance. AD729536
- 71-18 Gibbons HL, Fromhagen C: Aeromedical transportation and general aviation. AD728315
- 71-19 Lategola MT: Changes in cardiovascular health parameters over an eight-year interval in an ATC population segment. AD729537
- 71-20 Collins WE, Gilson RD, Schroeder DJ, Guedry FE Jr: Alcohol and disorientation-related responses. III. Effects of alcohol ingestion on tracking performance during angular acceleration. AD728843
- 71-21 Smith RC, Melton CE Jr, McKenzie JM: Affect adjective check list assessment of mood variations in air traffic controllers. AD729832
- 71-22 Brecher MH, Brecher GA: Effect of a moving optical environment on the subjective median. AD728316
- 71-23 Melton CE Jr, Fiorica V: Physiological responses of low-time private pilots to cross-country flying. AD728317
- 71-24 Hasbrook AH, Rasmussen PG: Aural glide slope cues: Their effect on pilot performance during in-flight simulated ILS instrument approaches, AD731848
- 71-25 Norwood GK: The philosophy and limitations of FAA aeromedical standards, policies, and procedures. AD729538
- 71-26 Friedberg W, Nelson JM: Calibration of the Concorde radiation detection instrument and measurements at SST altitude. AD732789
- 71-27 Lewis MF, Steen JA: Color-defective vision and the recognition of aviation color signal light flashes. AD729539
- 71-28 Chiles WD, Smith RC: A nonverbal technique for the assessment of general intellectual ability in selection of aviation personnel. AD728844
- 71-29 Thackray RI, Touchstone RM, Jones KN: The effects of simulated sonic booms on tracking performance and autonomic response. AD729833
- 71-30 Smith RC, Cobb BB Jr, Collins WE: Attitudes and motivational factors in terminal area air traffic control work. AD730630
- 71-31 Mehling KD, Collins WE, Schroeder DJ: The spiral aftereffect: III. Some effects of perceived size, retinal size, and retinal speed on the duration of illusory motion. AD729834
- 71-32 Steen JA, Lewis MF: Color defective vision and day and night recognition of aviation color signal light flashes. AD730631
- 71-33 Mohler SR, Gerathewohl SJ: Civil aeromedical standards for general-use aerospace transportation vehicles. AD728318
- 71-34 Gilson RD, Schroeder DJ, Collins WE, Guedry FE Jr: Alcohol and disorientation-related responses. IV. Effects of different alcohol dosages and display illumination on tracking performance during vestibular stimulation. AD729835
- 71-35 Smith RC: Personality assessment in aviation: An analysis of the item ambiguity characteristics of the 16PF and MMPI. AD736266

Part I: Cumulative Index

- 71-36 Cobb BB Jr, Lay CD, Bourdet NM: The relationship between chronological age and aptitude test measures of advanced-level air traffic control trainees. AD733830
- 71-37 McFadden EB, Young JW: Evaluation of an improved flotation device for infants and small children. AD729836
- 71-38 Norwood GK: Senior aviation medical examiners conducting FAA first-class medical examinations. AD731849
- 71-39 Hill RJ, Collins WE, Schroeder DJ: Alcohol and disorientation-related responses: V. The influence of alcohol on positional, rotatory, and coriolis vestibular responses over 32-hour periods. AD735389
- 71-40 Cobb BB Jr: Air traffic aptitude test measures of military and FAA controller trainees. AD737871
- 71-41 Higgins EA, Fiorica V, Davis HV, Thomas AA: The acute toxicity of brief exposure of HF, HCl, and N₂O and HCN singly and in combination with CO. AD735160
- 71-42 Mertens HW, Lewis MF: Discrimination of short-duration (two-pulse) flashes as a function of signal luminance and method of measurement. AD737872

1972

- 72-1 Dille JR, Grimm MH: Index to FAA Office of Aviation Medicine Reports: 1961 through 1971. AD742607
- 72-2 Yanowitch RE, Mohler SR, Nichols EA: The psycho-social reconstruction inventory: A postdictal instrument in aircraft accident investigation. AD738464
- 72-3 Sirkis JA: The benefits of the use of shoulder harness in general aviation aircraft. AD739943
- 72-4 Billings CE, Wick RL Jr, Gerke RJ, Chase RC: The effects of alcohol on pilot performance during instrument flight. AD740778
- 72-5 Chiles WD, Jennings AE, West G: Multiple-task performance as a predictor of the potential of air traffic controller trainees. AD741736
- 72-6 Lowrey DL, Langston ED, Reed W, Swearingen JJ: Effectiveness of restraint equipment in enclosed areas. AD739944
- 72-7 Langston ED, Swearingen JJ: Evaluation of a fiberglass instrument glare shield for protection against head injury. AD740732
- 72-8 Zeiner AR, Brecher GA: Effects of backscatter of brief high-intensity light on physiological responses of instrument-rated pilots and non-pilots. AD744234
- 72-9 Rasmussen PG, Hasbrook AH: Pilot tracking performance during successive in-flight simulated instrument approaches. AD743392
- 72-10 McFadden EB: Physiological evaluation of a modified jet transport passenger oxygen mask. AD743422
- 72-11 Chiles WD, Jennings AE: Effects of alcohol on a problem-solving task. AD743423
- 72-12 Crane CR, Sanders DC, Abbott JK: A comparison of serum cholinesterase methods: II. AD744866
- 72-13 Booze CF Jr: Attrition from active airman status during 1970. AD742608
- 72-14 Thackray RI, Jones KN, Touchstone RM: The color- word interference test and its relation to performance impairment under auditory distraction. AD743424
- 72-15 Swearingen JJ, Wallace TF, Blethrow JG, Rowlan DE: Crash survival analysis of 16 agricultural aircraft accidents. AD745257
- 72-16 Jones KN, Goulden DR, Grimm EJ: Aviation medicine translations: Annotated bibliography of recently translated material. VII. AD747125
- 72-17 Iampietro PF, Melton CE Jr, Higgins EA, Vaughan JA, Hoffman SM, Funkhouser GE, Saldivar JT: High temperature and performance in a flight task simulator. AD746057
- 72-18 Cobb BB Jr, Mathews JJ: A proposed new test for aptitude screening of air traffic controller applicants. AD746058
- 72-19 Chiles WD, West G: Residual performance effects of simulated sonic booms introduced during sleep. AD747989
- 72-20 Lategola MT: The use of simple indicators for detecting potential coronary heart disease susceptibility in the air traffic controller population. AD747990
- 72-21 Jennings AE, Chiles WD, West G: Methodology in the measurement of complex human performance: Two-dimensional compensatory tracking. AD745259
- 72-22 Cobb BB Jr, Mathews JJ, Lay CD: A comparative study of female and male air traffic controller trainees. AD751312
- 72-23 Smith RC: A study of the State-Trait Anxiety Inventory and the assessment of stress under simulated conditions. AD747991

- 72-24 Smith RC, Hutto GL: Sonic booms and sleep: Affect change as a function of age. AD749277
- 72-25 Thackray RI, Jones KN, Touchstone RM: Self-estimate of distractibility as related to performance decrement on a task requiring sustained attention. AD751396
- 72-26 Lategola MT: The use of simple indicators for detecting potential coronary heart disease susceptibility in the third-class airman population. AD749278
- 72-27 Karim B, Bergey KH, Chandler RF, Hasbrook AH, Purswell JL, Snow CC: A preliminary study of maximal control force capability of female pilots. AD753987
- 72-28 Mohler SR: G effects on the pilot during aerobatics. AD751397
- 72-29 Lewis MF, Mertens HW, Steen JA: Behavioral changes from chronic exposure to pesticides used in aerial application: Effects of Phosdrin on the performance of monkeys and pigeons on variable interval reinforcement schedules. AD749893
- 72-30 Folk ED, Garner JD, Cook EA, Broadhurst JL: GPSS/360 computer models to simulate aircraft passenger emergency evacuation. AD755542
- 72-31 Tobias JV: Binaural processing of speech in light aircraft. AD753637
- 72-32 Tobias JV: Auditory effects of noise on air-crew personnel. AD757239
- 72-33 Cobb BB Jr, Mathews JJ, Nelson PL: Attrition-retention rates of air traffic controller trainees recruited during 1960-1963 and 1968-1970. AD757933
- 72-34 Schroeder DJ, Gilson RD, Guedry FE, Collins WE: Alcohol and disorientation-related responses. VI. Effects of alcohol on eye movements and tracking performance during laboratory angular accelerations about the yaw and pitch axes. AD766937
- 72-35 Collins WE, Iampietro PF: Simulated sonic booms and sleep: Effects of repeated booms of 1.0 psf. AD762988

1973

- 73-1 Braden GE, Reed W, Swearingen JJ: Application of commercial aircraft accident investigation techniques to a railroad derailment. AD764188
- 73-2 Smith RC: Job attitudes of air traffic controllers: A comparison of three air traffic control specialties. AD763508
- 73-3 Revzin AM: Subtle changes in brain functions produced by single doses of mevinphos (Phosdrin). AD763509
- 73-4 Revzin AM: Transient blindness due to the combined effects of mevinphos and atropine. AD763555
- 73-5 Yanowitch RE, Bergin JM, Yanowitch EA: The aircraft as an instrument of self-destruction. AD763556
- 73-6 Lewis MF: Frequency of anticollision observing responses by solo pilots as a function of traffic density, ATC traffic warnings, and competing behavior. AD763557
- 73-7 Cobb BB Jr, Nelson PL, Mathews JJ: The relationships of age and ATC experience to job performance rating of terminal area traffic controllers. AD773449
- 73-8 Booze CF Jr: Prevalence and incidence of disease among airmen medically certified during 1965. AD773544
- 73-9 Hasbrook AH, Rasmussen PG: In-flight performance of civilian pilots using moving-aircraft and moving-horizon attitude indicators. AD773450
- 73-10 Lategola MT, Lynn CA, Folk ED, Booze CF Jr, Lyne PJ: Height and weight errors in aeromedical certification data. AD773452
- 73-11 Thackray RI, Rylander R, Touchstone RM: Sonic boom startle effects: Report of a field study. AD773451
- 73-12 Lewis MF, Ferraro DP: Flying high: The aeromedical aspects of marihuana. AD775889
- 73-13 Tobias JV, Irons FM: Reception of distorted speech. AD777564
- 73-14 Thackray RI, Jones KN, Touchstone RM: Personality and physiological correlates of performance decrement on a monotonous task requiring sustained attention. AD777825
- 73-15 Smith RC, Melton CE Jr: Susceptibility to anxiety and shift difficulty as determinants of state anxiety in air traffic controllers. AD777565
- 73-16 Thackray RI, Touchstone RM, Bailey JP: A comparison of the startle effects resulting from exposure to two levels of simulated sonic booms. AD777581
- 73-17 Schroeder DJ, Collins WE, Elam GW: Effects of secobarbital and d-amphetamine on tracking performance during angular acceleration. AD777582

Part I: Cumulative Index

- 73-18 Steen JA, Collins WE, Lewis MF: Utility of several clinical tests of color-defective vision in predicting daytime and nighttime performance with the aviation signal light gun. AD777563
- 73-19 Constant GN, Goulden DR, Grimm EJ: Aviation medicine translations: Annotated bibliography of recently translated material. VIII. AD776136
- 73-20 Tobias JV, Irons FM: Ear-protector ratings. AD779552
- 73-21 Melton CE Jr, McKenzie JM, Polis BD, Hoffmann SM, Saldivar JT: Physiological responses in air traffic control personnel: Houston Intercontinental Tower. AD777838
- 73-22 Melton CE Jr, McKenzie JM, Smith RC, Polis BD, Higgins EA, Hoffmann SM, Funkhouser GE, Saldivar JT: Physiological, biochemical, and psychological responses in air traffic control personnel: Comparison of the 5-day and 2-2-1 shift rotation patterns. AD778214
- 73-23 Leeper RC, Hasbrook AH, Purswell JL: Study of control force limits for female pilots. AD777839

1974

- 74-1 Dille JR, Grimm MH: Index to FAA Office of Aviation Medicine Reports: 1961 through 1973. AD779553
- 74-2 Mathews JJ, Collins WE, Cobb BB: A sex comparison of reasons for attrition of nonjourneyman FAA air traffic controllers. AD780558
- 74-3 Collins WE: Adaptation to vestibular disorientation. XII. Habituation of vestibular responses: an overview. AD780562
- 74-4 Young JW, Fisher RG, Price GT, Chandler R F: Experimental trauma of occipital impacts. AD780668
- 74-5 Booze CF Jr: Characteristics of medically disqualified airman applicants during calendar year 1971. AD781684
- 74-6 Lategola MT, Layne PJ: Amplitude/frequency differences in a supine resting single-lead electrocardiogram of normal versus coronary heart diseased males. AD781685
- 74-7 Mathews JJ, Collins WE, Cobb BB Jr: Job-related attitudes of nonjourneyman FAA air traffic controllers and former controllers: a sex comparison. AD787238
- 74-8 Cobb BB Jr, Nelson PL: Aircraft-pilot and other pre-employment experience as factors in the selection of air traffic controller trainees. ADA001039
- 74-9 Thackray RI, Touchstone RM, Bailey JP: Behavioral, autonomic, and subjective reactions to low- and moderate-level sonic booms: A report of two experiments and a general evaluation of sonic boom startle effects. ADA002266
- 74-10 Chiles WD, West G: Multiple-task performance as a predictor of the potential of air traffic controller trainees: A followup study. ADA002920
- 74-11 Melton CE Jr, McKenzie JM, Saldivar JT, Hoffmann SM: Comparison of Opa Locka Tower with other ATC facilities by means of a biochemical stress index. ADA008378
- 74-12 Smith RC: A realistic view of the people in air traffic control. ADA006789

1975

- 75-1 Jones KN, Steen JA, Collins WE: Predictive validities of several clinical color vision tests for aviation signal light gun performance. ADA006792
- 75-2 Snow CC, Reynolds HM, Allgood MA: Anthropometry of airline stewardesses. ADA012965
- 75-3 Mathews JJ, Cobb BB Jr, Collins WE: Attitudes on en route air traffic control training and work: A comparison of recruits initially trained at the FAA Academy and recruits initially trained at assigned centers. ADA013343
- 75-4 Collins WE, Lennon AO, Grimm EJ: The use of vestibular tests in civil aviation medical examinations: Survey of practices and proposals by aviation medical examiners. ADA015087
- 75-5 Ryan LC, Gerathewohl SJ, Mohler SR, Booze CF Jr: To see or not to see: Visual acuity of pilots involved in midair collisions. ADA016277
- 75-6 Lewis ME, Ferraro DP, Mertens HW, Steen JA: Interaction between marijuana and altitude on a complex behavioral task in baboons. ADA020680/5GI
- 75-7 Melton CE Jr, Smith RC, McKenzie JM, Saldivar JT, Hoffmann SM, Fowler PR: Stress in air traffic controllers: Comparison of two air route traffic control centers on different shift rotation patterns. ADA020679/7GI
- 75-8 Thackray RI, Bailey JP, Touchstone RM: Physiological, subjective, and performance correlates of reported boredom and monotony while performing a simulated radar control task. ADA025426/8GI

- 75-9 Smith RC, Rana B, Taylor DK: An evaluation of the effectiveness of the FAA Management Training School. ADA025254/4GI
- 75-10 Higgins EA, Chiles WD, McKenzie JM, Iampietro PF, Winget CM, Funkhouser GE, Burr MJ, Vaughan JA, Jennings AE: The effects of a 12-hour shift in the wake-sleep cycle on the physiological and biochemical responses and on multiple-task performance. ADA021518/GGI
- 75-11 Tobias JV: Earplug ratings based on the protector-attenuation rating (P-AR). ADA024756/9GI
- 75-12 Hasbrook AH, Rasmussen PG, Willis DM: Pilot performance and heart rate during in-flight use of a compact instrument display. ADA021519/4GI
- 75-13 Reynolds HM, Allgood MA: Functional strength of commercial-airline stewardesses. ADA021836/2GI
- 75-14 Higgins EA, Chiles WD, McKenzie JM, Iampietro PF, Vaughan JA, Funkhouser GE, Burr MJ, Jennings AE, West G: The effects of dextroamphetamine on physiological responses and complex performance during sleep loss. ADA021520/2GI

1976

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Part I: Cumulative Index

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- 77-10 Booze CF Jr: An epidemiologic investigation of occupation, age, and exposure in general aviation accidents. ADA040978/9GI
- 77-11 Blethrow JG, Garner JD, Lowrey DL, Busby DE, Chandler RF: Emergency escape of handicapped air travelers. ADA043269/0GI
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- 77-16 Lategola MT, Flux M, Lyne PJ: Altitude tolerance of general aviation pilots with normal or partially impaired spirometric function. ADA044557/7GI
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1978

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- 78-4 deSteiguer D, Pinski MS, Bannister JR, McFadden EB: Aircrew and passenger protective breathing equipment studies. ADA05100/4GI
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- 78-7 Lewis MA: Use of the occupational knowledge test to assign extra credit in selection of air traffic controllers. ADA05367/5GI
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- 78-20 Lategola MT, Davis AW Jr, Lyne PJ, Burr MJ: Cardiorespiratory assessment of decongestant-antihistamine effects on altitude, +Gz, and fatigue tolerances. ADA055089/7GI
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Part I: Cumulative Index

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1979

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- 79-2 Snow CC, Hartman S, Giles E, Young FA: Sex and race determination of crania by calipers and computer: A test of the Giles and Elliot discriminant functions in 52 forensic cases. ADA065448/36A
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- 79-5 Tobias JV, Kidd GD Jr: Acoustic signals for emergency evacuation. ADA066113/2.A
- 79-6 Pollard DW: Injuries in air transport emergency evacuations. ADA069372/1GA
- 79-7 Collins WE, Chiles WD: Laboratory performance during acute intoxication and hangover. ADA069373/9GA
- 79-8 Lategola MT, Trent CC: A lower body negative pressure box for +Gz simulation in the upright seated position. ADA069326/7GA
- 79-9 Schroeder DJ, Collins WE: Effects of congener and noncongener alcoholic beverages on a clinical ataxia battery. ADA069375/4GA
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- 79-22 Rasmussen PG, Garner JD, Blethrow JG, Lowrey DL: Readability of self-illuminated signs in a smoke-obscured environment. ADA081260/2
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1980

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- 80-4 Ryan LC, Mohler SR: The current role of alcohol as a factor in civil aircraft accidents. ADA086261/5
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- 80-20 McKenzie JM: Vocational options for those with sickle cell trait: Questions about hypoxemia and the industrial environment. ADA098706/5

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- 81-2 Lategola MT, Lyne PJ, Burr MJ: Cardiorespiratory assessment of 24-hour crash-diet effects on altitude, +Gz, and fatigue tolerances. ADA106379/1
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- 81-4 Simpson LP, Goulden DR: Aviation medicine translations: Annotated bibliography of recently translated material. X. ADA098916/0
- 81-5 Hutto GL, Smith RC, Thackray RI: Methodology in the assessment of stress among air traffic control specialists (ATCS): Normative adult data for the State-Trait Anxiety Inventory from non-ATCS populations. ADA103192/1
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Part I: Cumulative Index

- 81-9 Booze CF Jr: Prevalence of selected pathology among currently certified active airman. ADA103397/6
- 81-10 Kirkham WR: Improving the crashworthiness of general aviation aircraft by crash injury investigations. ADA103316/6
- 81-11 Hanneman GD: Factors related to the welfare of animals during transport by commercial aircraft. ADA106226/4
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1983

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- 83-4 Mertens HW, McKenzie JM, Higgins EA: Some effects of smoking withdrawal on complex performance and physiological responses. ADA126551/1
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- 83-6 VanDeventer AD, Taylor DK, Collins WE, Boone JO: Three studies of biographical factors associated with success in air traffic control specialist screening/training at the FAA Academy. ADA128784/6
- 83-7 Schroeder DJ, Deloney JR: Job attitudes toward the new maintenance concept of the Airway Facilities Service. ADA133282/4
- 83-8 Kirkham WR, Wicks SM, Lowrey DL: Crashworthiness: An illustrated commentary on occupant survival in general aviation accidents. ADA130198/5
- 83-9 Boone JO: Radar Training Facility initial validation. ADA133220/4
- 83-10 deSteiguer D, Saldivar JT: An analysis of potential breathing devices intended for use by aircraft passengers. ADA132648/7
- 83-11 Pickrel EW, Convey JJ: Color perception and ATC job performance. ADA132649/5
- 83-12 Crane CR, Sanders DC, Endecott BR, Abbott JK: Inhalation toxicology: III. Evaluation of thermal degradation products from aircraft and automobile engine oils, aircraft hydraulic fluid, and mineral oil. ADA133221/2
- 83-13 Thackray RI, Touchstone RM: Rate of initial recovery and subsequent radar monitoring performance following a simulated emergency involving startle. ADA133602/3
- 83-14 deSteiguer D, Saldivar JT, Higgins EA, Funkhouser GE: The objective evaluation of aircrew protective breathing equipment: V. Mask/goggles combinations for female crewmembers. ADA134912
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- 83-18 Dille JR, Booze CF, Jr: The 1980 and 1981 accident experience of civil airmen with selected visual pathology. ADA134898

1984

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- 84-2 Sells SB, Dailey JT, Pickrel EW: Selection of air traffic controllers. ADA147765
- 84-3 Booze CF Jr, Simcox LS: Blood pressure levels of active pilots compared with those of air traffic controllers. ADA146645
- 84-4 Lategola MT, Davis AW Jr, Gilcher RO, Lyne PJ, Burr MJ: Aviation-related cardiorespiratory effects of blood donation in female private pilots. ADA148045
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- 84-6 VanDeventer AD, Collins WE, Manning CA, Taylor DK, Baxter NE: Studies of poststrike air traffic control specialist trainees: I. Age, biographic factors, and selection test performance related to Academy training success. ADA147892
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1985

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- 85-2 Melton CE: Physiological responses to unvarying (steady) and 2-2-1 shifts: Miami International Flight Service Station. ADA155751

Part I: Cumulative Index

- 85-3 Mertens HW, Collins WE: The effects of age, sleep deprivation, and altitude on complex performance. ADA156987
- 85-4 Crane CR, Sanders DC, Endecott BR, Abbott JK: Inhalation toxicology: IV. Times to incapacitation and death for rats exposed continuously to atmospheric hydrogen chloride gas. ADA157400
- 85-5 Collins WE, Mertens HW, Higgins EA: Some effects of alcohol and simulated altitude on complex performance scores and Breathalyzer readings. ADA158925
- 85-6 Booze CF Jr, Staggs CM: A comparison of postmortem coronary atherosclerosis findings in general aviation pilot fatalities. ADA159811
- 85-7 Convey JJ: Passing scores for the FAA ATCS color vision test. ADA160889
- 85-8 Lacefield DJ, Roberts PA, Grape PM: Drugs of abuse in aviation fatalities: 1. Marijuana. ADA161911
- 85-9 Dark SJ: Characteristics of medically disqualified airman applicants in calendar years 1982 and 1983. ADA162209
- 85-10 Higgins EA, Saldivar JT, Lyne PJ, Funkhouser GE: Evaluation of a passenger mask modified with a rebreather bag for protection from smoke and fumes. ADA162473
- 85-11 Rueschhoff BJ, Higgins EA, Burr MJ, Branson DM: Development and evaluation of a prototype life preserver. ADA163224
- 85-12 Russell JC, Davis AW: Alcohol rehabilitation of airline pilots. ADA163076
- 85-13 Thackray RI, Touchstone RM: The effect of visual taskload on critical flicker frequency (CFF) change during performance of a complex monitoring task. ADA163673

1986

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- 86-4 Thackray RI, Touchstone RM: Complex monitoring performance and the coronary-prone Type A behavior pattern. ADA168240
- 86-5 Crane CR, Sanders DC, Endecott BR, Abbott JK: Inhalation toxicology: VII. Times to incapacitation and death for rats exposed continuously to atmospheric acrolein vapor.
- 86-6 Convey JJ: The Flight Service Station Training Program: 1981-1985. ADA171485
- 86-7 Dark SJ: Medically disqualified airline pilots. ADA173244
- 86-8 Crane CR, Sanders DC: Inhalation toxicology: VIII. Establishing heat tolerance limits for rats and mice subjected to acute exposures at elevated air temperatures. ADA173031
- 86-9 Collins WE: Effects of sleep loss on vestibular responses during simple and complex vestibular stimulation. ADA173292

1987

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- 87-2 Higgins EA, Saldivar JT, Lyne PJ, Funkhouser GE: A study of passenger workload as related to protective breathing requirements. ADA181089
- 87-3 Hanneman GD, Sershon JL: Tolerance by unacclimated Beagle dogs to freezing and subfreezing temperatures. ADA181304
- 87-4 Schroeder DJ, Collins WE, Dollar CS: 1986 survey of aviation business operators: Their views of FAA airworthiness inspectors. ADA181369
- 87-5 Higgins EA: Summary report of the history and events pertinent to the Civil Aeromedical Institute's evaluation of providing smoke/fume protective breathing equipment for airline passenger use. ADA184499
- 87-6 Diehl AE, Lester LF: Private pilot judgment training in flight school settings. ADA188408
- 87-7 Booze CF Jr: Sudden in-flight incapacitation in general aviation. ADA187044
- 87-8 Hanneman GD, Sershon JL: A temperature/humidity tolerance index for transporting Beagle dogs in hot weather. ADA190948

1988

- 88-1 Thackray RI, Touchstone RM: An evaluation of the effects of high visual taskload on the separate behaviors involved in complex monitoring performance. ADA190641
- 88-2 Collins WE, Mertens HW: Age, alcohol, and simulated altitude: Effects on performance and breathalyzer scores. ADA190642
- 88-3 Manning CA, Kegg PS, Collins WE: Studies of poststrike air traffic control specialist trainees: II. Selection and Screening. ADA199177
- 88-4 Thackray RI: Performance recovery following startle: a laboratory approach to the study of behavioral response to sudden aircraft emergencies. ADA199827
- 88-5 Clough DL: Airway science curriculum demonstration project: Summary of initial evaluation findings. ADA201995

1989

- 89-1 Thackray RI, Touchstone RM: A comparison of detection efficiency on an air traffic control monitoring task with and without computer aiding. ADA206422
- 89-2 Booze CF Jr: Prevalence of disease among active civil airmen. ADA206050
- 89-3 Colangelo EJ, Russell JC: Injuries to seat occupants of light airplanes. ADA207579
- 89-4 Crane CR, Sanders DC, Endecott, BR: Inhalation toxicology: IX. Times-to-incapacitation for rats exposed to carbon monoxide alone, to hydrogen cyanide alone, to mixtures of carbon monoxide and hydrogen cyanide. ADA208195
- 89-5 Higgins EA, Vant JHB: Operation Workload - A study of passenger energy expenditure during an emergency evacuation. ADA209234
- 89-6 Manning CA, Della Rocco PS, Bryant KD: Prediction of success in FAA air traffic control field training as a function of selection and screening test performance. ADA209327
- 89-7 Collins WE, Schroeder DJ, Nye LG: Relationships of anxiety scores to Academy and field training performance of air traffic control specialists. ADA209326
- 89-8 Higgins EA, McLean GA, Lyne PJ, Funkhouser GE, Young JW: Performance evaluation of the Puritan-Bennett crewmember portable protective breathing device as prescribed by portions of FAA Action Notice A-8150.2. ADA210882
- 89-9 Shepherd WT, Parker JF Jr: Human factors issues in aircraft maintenance and inspection. ADA215 724
- 89-10 Schlegel TT, Higgins EA, McLean GA, Lyne PJ, England HM, Atocknie PA: Comparison of protective breathing equipment performance at ground level and 8,000 feet altitude using parameters prescribed by portions of FAA Action Notice A-8150.2. ADA212852
- 89-11 Higgins EA, McLean GA, Lyne PJ, Funkhouser GE, Young JW: Evaluation of the Scott Aviation portable protective breathing device for contaminant leakage as prescribed by FAA Action Notice A-8150.2. ADA216799
- 89-12 McLean GA, Higgins EA, Lyne PJ: The effects of wearing passenger protective breathing equipment on evacuation times through type III and type IV emergency aircraft exits in clear air and smoke. ADA216798
- 89-13 Melton CE: Airliner cabin ozone: an updated review. ADA233156.
- 89-14 Rasmussen PB, Chittum CG: The influence of adjacent seating configurations on egress through a type III emergency exit. ADA218393

1990

- 90-1 Collins WE, Wayda ME, Baxter NE: Index of FAA Office of Aviation Medicine Reports: 1961 through 1989. AD-221414
- 90-2 Myers JG: Management assessment: implications for development and training. ADA219178
- 90-3 Thackray RI, Touchstone RM: Effects of monitoring under high and low taskload on detection of flashing and colored radar targets. ADA220313
- 90-4 Collins WE, Nye LG, Manning CA: Studies of poststrike air traffic control specialist trainees: III. Changes in demographic characteristics of Academy entrants and biodemographic predictors of success in air traffic controller selection and Academy screening. ADA223480
- 90-5 Downey LE, Dark SJ: Medically disqualified airline pilots in calendar years 1987 and 1988. ADA224512
- 90-6 Manning CA, Schroeder DJ: Pilot views of Montgomery County, Texas automated FSS services. ADA227484

Part I: Cumulative Index

- 90-7 Hudson LS, Booze CF Jr Davis AW: Right bundle branch block as a risk factor for subsequent cardiac events. ADA226596
- 90-8 Schroeder DJ, Dollar CS, Nye LG: Correlates of two experimental tests with performance in the FAA Academy air traffic control nonradar screen program. ADA226419
- 90-9 Mertens HW: Evaluation of functional color vision requirements and current color vision screening tests for air traffic control specialists. ADA227436
- 90-10 Nakagawara VB: The use of contact lenses in the civil airman population. ADA227450
- 90-11 Gowdy V: Development of a crashworthy seat for commuter aircraft. ADA227486
- 90-12 Valdez CD: The FAA altitude chamber training flight profile: A survey of altitude reactions - 1965-1989. ADA230057
- 90-13 Della Rocco PS, Manning CA: Selection of air traffic controllers for automated systems: applications from current research. ADA230058
- 90-14 Parker JF Jr, Shepherd WT, Co-editors: Second Federal Aviation Administration meeting on human factors issues in aircraft maintenance and inspection: Information exchange and communications. ADA230270
- 90-15 Crane CR, Sanders DC, Endecott BR: Inhalation toxicology: X. Times to incapacitation for rats exposed continuously to carbon monoxide, acrolein, to carbon monoxide-acrolein mixtures. ADA230639
- 90-16 Sanders DC, Endecott BR: Inhalation toxicology: XI. The effect of elevated temperature on carbon monoxide toxicity. ADA231185

1991

- 91-1 Nakagawara VB: The effect of simulated altitude on the visual fields of glaucoma patients and the elderly. ADA233167
- 91-2 Hordinsky JR, George, MH: Utilization of emergency medical kits by air carriers. ADA234784
- 91-3 Hordinsky JR, George MH: Response capability during civil air carrier inflight medical emergencies. ADA235526
- 91-4 Broach D: Flight service specialist initial qualifications course: Content validation of FAA Academy course 50232. ADA237126
- 91-5 Myers JG, Stutzman TM: Job task-competency linkages for FAA first-level supervisors. ADA236695
- 91-6 Funkhouser GE, Fairlie GW: Donning times and flotation characteristics of infant life preservers: Four representative types. ADA237120
- 91-7 Turner JW, Huntley MS Jr: The use and design of flightcrew checklists and manuals. ADA237206
- 91-8 Nye LG, Collins WE: Some personality characteristics of air traffic control specialist trainees: Interactions of personality and aptitude test scores with FAA Academy success and career expectations. ADA238027
- 91-9 Wing H, Manning CA: Selection of air traffic controllers: Complexity, requirements, and public interest. ADA238267
- 91-10 Witt LA, Myers JG: Two studies on participation in decision-making and equity among FAA personnel. ADA239907
- 91-11 Witt LA, Broach D: Exchange ideology as a moderator of the procedural justice-satisfaction relationship. ADA239908
- 91-12 McLean GA, Wilcox B.C, Canfield DV: Selection criteria for alcohol detection methods. ADA240441
- 91-13 Turner JW, Huntley MS Jr: Civilian training in high-altitude flight physiology. ADA241296
- 91-14 Nakagawara VB, Loochan FK, Wood KJ: The prevalence of aphakia in the civil airman population. ADA214032
- 91-15 Witt LA, Hellman CM: Cross-level inferences of job satisfaction in the prediction of intent to leave. ADA242779
- 91-16 Shepherd WB, Johnson WB, Druray CG, Taylor JC, Berninger D: Human factors in aviation maintenance. Phase 1: Progress report. ADA243844
- 91-17 Sanders DC, Endecott BS, Chaturvedi AK: Inhalation toxicology: XII. Comparison of toxicity rankings of six polymers in lethality and by incapacitation in rats. ADA244599
- 91-18 Broach D: Air traffic control specialists in the Airway Science Curriculum Demonstration Project 1984-1990: Third summative evaluation. ADA244128

1992

- 92-1 Collins WE, Wayda ME: Index of FAA Office of Aviation Medicine Reports: 1961 through 1991. ADA245509
- 92-2 Friedberg W, Snyder L, Faulkner DN: Radiation exposure of air carrier crewmembers II. ADA245508
- 92-3 Thackray RI: Human factors evaluation of the work environment of operators engaged in the inspection and repair of aging aircraft. ADA246445

- 92-4 May ND: Exposures from headset interference tones. ADA247175
- 92-5 Manning CA, Aul JC: Evaluation of an alternative method for hiring air traffic control specialists with prior military experience. ADA246587
- 92-6 Mertens HW, Thackray RI, Touchstone M: Effects of color vision deficiency on detection of color-highlighted targets in a simulated air traffic control display. ADA246586
- 92-7 Nye LG, Witt LA, Schroeder D: Confirmatory factor analysis of burnout dimensions: Correlations with job stressors and aspects of social support and job satisfaction ADA247699
- 92-8 Witt LA, Nye LG: Organizational goal congruence and job attitudes revisited. ADA247621
- 92-9 Witt LA, Nye LG: Gender, equity and job satisfaction. ADA246588
- 92-10 Nye LG, Witt LA: Dimensionality and construct validity of the Perceptions of Organizational Politics Scale (POPS). ADA247620
- 92-11 O'Donnell RD, Hordinsky JR, Madakasira S, Moise S, Warner D: A candidate automated test battery for neuropsychological screening of airmen: Design and preliminary validation. ADA247701
- 92-12 Revzin AM, Rasmussen PG: A new test of scanning and monitoring ability: Methods and initial results. ADA249123
- 92-13 Witt LA, Hellman C: Effects of subordinate feedback to the supervisor and participation in decision-making in the prediction of organizational support. ADA249125
- 92-14 Nakagawara VB, Loochan FK, Wood KJ: The prevalence of artificial lens implants in the civil airman population. ADA249125
- 92-15 Myers JG: Survey of aviation medical examiners: Information and attitudes about the pre-employment and pre-appointment drug testing program. ADA249124
- 92-16 Myers JG: A longitudinal examination of applicants to the air traffic supervisory identification and development program. ADA251879
- 92-17 Witt LA: Organizational politics, participation in decision-making, and job satisfaction. ADA251878
- 92-18 Wilcox BC, England HM Jr, McLean GA: Inward contaminant leakage tests of the S-Tron Corporation emergency escape breathing device. ADA251888
- 92-19 Teague SM, Hordinsky JR: Tolerance of beta blocked hypertensives during orthostatic and altitude stress. ADA249904
- 92-20 Gowdy V, DeWeese R: Evaluation of head impact kinematics for passengers seated behind interior walls. ADA252651
- 92-21 Witt LA: Procedural justice, occupational identification, and organizational commitment. ADA252493
- 92-22 England HM Jr, Wilcox BC Jr, McLean GA: Comparisons of molecular sieve oxygen concentrators for potential medical use aboard commercial aircraft. ADA253648
- 92-23 White VL, Canfield DV, Hordinsky JR: The identification and quantitation of triamterene in blood and urine from a fatal aircraft accident. ADA254550
- 92-24 Canfield DV, Kupiec TC, Huffine EF: Postmortem alcohol production in fatal aircraft accidents. ADA254680
- 92-25 Huffine EF, Canfield DV: Enhancement of drug detection and identification by use of various derivatizing reagents on GC-FTIR analysis. ADA254679
- 92-26 Manning CA, Broach D: Identifying ability requirements for operators of future automated air traffic control systems. ADA256615
- 92-27 McLean GA, Chittum CB, Funkhouser GE, Fairlie GW, Folk EW: Effects of seating configuration and number of type III exits on emergency aircraft evacuation. ADA255754
- 92-28 Mertens HW, Milburn NJ: Performance of color-dependent tasks of air traffic control specialists as a function of type and degree of color vision deficiency. ADA255794
- 92-29 Mertens HW, Milburn NJ: Validity of clinical color vision tests for air traffic control specialists. ADA258219
- 92-30 Della Rocco PS, Milburn N, Mertens H: Comparison of performance on the Shipley Institute of Living scale, air traffic control specialist selection test, and FAA Academy screen. ADA259249
- 92-31 OU Vortac, Edwards MB, Jones JP, Manning CA, Rotter AJ: En route air traffic controllers' use of flight progress strips: A graph-theoretic analysis. ADA259062

1993

- 93-1 Rodgers MD, Drechsler GK: Conversion of the CTA, Inc, en route operations concepts database into a formal sentence outline job task taxonomy. ADA261921
- 93-2 Collins WE: A review of civil aviation propeller-to-person accidents: 1980-1989. ADA260695
- 93-3 Antuñano MJ: Index of international publications in aerospace medicine. ADA262908
- 93-4 Schroeder DJ, Broach D, Young WC: Contribution of personality to the prediction of success in initial air traffic control specialist training. ADA264699
- 93-5 Galaxy Scientific Corporation: Human factors in aviation maintenance - Phase Two progress report. ADA264367
- 93-6 Wilcox B Jr, McLean G, England H Jr: Comparison of portable crewmember protective breathing equipment (CPBE) designs. ADA265362
- 93-7 Sanders DC, Endecott BR, Ritter RM, Chaturvedi AK: Variations of time-to-incapacitation and carboxyhemoglobin values in rats exposed to two carbon monoxide concentrations. ADA266109
- 93-8 Chaturvedi AK, Endecott BR, Ritter RM, Sanders DC: Variations in time-to-incapacitation and blood cyanide values for rats exposed to two hydrogen cyanide gas concentrations. ADA265924
- 93-9 Rodgers MD, Blanchard RE: Accident proneness: A research review. ADA266032
- 93-10 Young JW: Head and face anthropometry of adult US citizens. ADA268661
- 93-11 Nakagawara VB, Wood KJ: Aviation accident risk for airmen with aphakia and artificial lens implants. ADA268389
- 93-12 Rodgers MD: SATORI: Situation assessment through the re-creation of incidents. ADA268390
- 93-13 Gilliland K, Schlegel RE: Readiness to perform testing: A critical analysis of the concept and current practices. ADA269397
- 93-14 Armenia-Cope R, Marcus JH, Gowdy RV, DeWeese RL: An assessment of the potential for neck injury due to padding of aircraft interior walls for head impact protection. ADA270509
- 93-15 Galaxy Scientific Corp: Human factors in aviation maintenance - Phase three, volume 1 progress report. ADA270508
- 93-16 Milburn NJ, Mertens HW: Validation of an inexpensive test illuminant for aeromedical color vision screening. N94-14854
- 93-17 Mertens HW, Milburn NJ: Validity of FAA-approved color vision tests for Class II and Class III aeromedical screening. N94-14846
- 93-18 Hellman CW, Witt LA: Factors associated with continuance commitment to FAA matrix teams. ADA274561
- 93-19 McLean GA, Smith LT, Hill TJ, Rubenstein CJ: Physiological correlates of stress-induced decrements in human perceptual performance. ADA274240
- 93-20 Prinzo OV, Britton TW: ATC/pilot voice communications - A survey of the literature. ADA274457
- 93-21 Nakagawara VB, Wood KJ, Montgomery RW: Vision impairment and corrective considerations of civil airmen. ADA275508
- 93-22 Rodgers MD (ed.): An examination of the operational error database for air route traffic control centers. ADA275986

1994

- 94-1 Collins WE, Wayda ME: Index of FAA Office of Aviation Medicine Reports: 1961 through 1993. ADA275913
- 94-2 Witt AW: Perceptions of organizational support and affectivity as predictors of job satisfaction. ADA277047
- 94-3 OUVortac, Edwards MB, Fuller DK, Manning CA: Automation and cognition in air traffic control: An empirical investigation. ADA277057
- 94-4 Broach D, Brecht-Clark J: Validation of the Federal Aviation Administration air traffic control specialist pre-training screen. ADA277549
- 94-5 Blanchard RE, Vardaman JJ: Human factors in airway facilities maintenance: Development of a prototype outage assessment inventory. N94-26136
- 94-6 Schroeder DJ, Touchstone RM, Stern JA, Stoliarov N, Thackray R: Maintaining vigilance on a simulated ATC monitoring task across repeated sessions. ADA278792
- 94-7 Sanders DC, Chaturvedi AK, Endecott BR, Ritter RM, Vu N: Toxicity of carbon monoxide-hydrogen cyanide gas mixtures: Exposure concentration, time-to-incapacitation, carboxyhemoglobin, and blood cyanide parameters. N94-29919
- 94-8 Rasmussen P, Revzin A: Scanning and monitoring performance can be affected by the reinforcement values of the events being monitored. N94-29918

- 94-9 Broach D, Manning CA: Validity of the air traffic control specialist nonradar screen as a predictor of performance in radar-based air traffic control training. ADA279745
- 94-10 Garner RP, Wilcox BC, England HM, Nakagawara VB: Effects of cold exposure on wet aircraft passengers: A review. ADA280253
- 94-11 Marcus JE: A review of computer evacuation models and their data needs. ADA280707
- 94-12 Galaxy Scientific Corp: Human factors in aviation maintenance - Phase 3, Vol. 2 progress report. ADA283287
- 94-13 Nye LG, Schroeder DJ, Dollar CS: Relationships of Type A behavior with biographical characteristics and training performance of air traffic control specialists. ADA283813
- 94-14 Canfield DV, Flemig J, Hordinsky JR, Veronneau SJH: Unreported medications used in incapacitating medical conditions found in fatal civil aviation accidents. ADA284233
- 94-15 Nakagawara VB, Montgomery RW, Wood KJ: The applicability of commercial glare test devices in the aeromedical certification of pilot applicants. ADA284232
- 94-16 White VL, Canfield DV, Hordinsky JR: Elimination of quinine in two subjects after ingestion of tonic water: An exploratory study. ADA284760
- 94-17 Stern JA, Boyer D, Schroeder DJ: Blink rate as a measure of fatigue: A review. ADA284779
- 94-18 Endecott BR, Sanders DC, Chaturvedi AK: Simultaneous gas-chromatographic determination of four toxic gases generally present in combustion gas atmospheres. ADA285666
- 94-19 Gowdy V: The performance of child restraint devices in transport airplane passenger seats. ADA285624
- 94-20 Hilton Systems, Inc: Age 60 rule research, Part I: Bibliographic database. N95-13019
- 94-21 Hyland DT, Kay EJ, Deimler JD, Gurman EB: Age 60 rule research, Part II: Airline pilot age and performance: A review of the scientific literature. ADA286246
- 94-22 Kay EJ, Harris RM, Voros RS, Hillman DJ, Hyland DT, Deimler JD: Age 60 rule research, Part III: Consolidated database experiments final report. ADA286247
- 94-23 Hyland DT, Kay EJ, Deimler JD: Age 60 rule research, Part IV: Experimental evaluation of pilot performance. N95-13199
- 94-24 Holloway FA: Low-dose alcohol effects on human behavior and performance: An update on post-1984 studies. N95-14863
- 94-25 Williams KW, Ed: Summary proceedings of the joint industry-FAA conference on development and use of PC-based aviation training devices. N95-14917
- 94-26 Stern JA, Boyer D, Schroeder DJ, Touchstone RM, Stolarov N: Blinks, saccades, and fixation pauses during vigilance task performance. ADA290600
- 94-27 Endsley M, Rodgers MD: Situation awareness information requirements analysis for en route air traffic control. ADA289649

1995

- 95-1 Collins WE: A review of civil aviation fatal accidents in which "lost/disoriented" was a cause/factor. ADA290944
- 95-2 Parker JF Jr, Shepherd WT: Development of an intervention program to encourage shoulder harness use and aircraft retrofit in general aviation: Phases I and II. ADA290966
- 95-3 Harris HC, Schroeder DJ, Collins WE: The effects of age and low doses of alcohol on compensatory tracking during angular acceleration. N95-23934
- 95-4 Edwards MB, Fuller DK, OU Vortac, Manning CA: The role of flight progress strips in en route air traffic control: A time-series analysis. ADA291152
- 95-5 Besco RO, Sangal SP, Nesthus TE, Veronneau SJH: A longevity and survival analysis for a cohort of retired airline pilots. ADA292060
- 95-6 Williams KW, Blanchard RE: Qualification guidelines for personal computer-based aviation training devices: Instrument rating. ADA292961
- 95-7 Schroeder DJ, Harris HC, Collins WE, Nesthus TE: Some performance effects of age and low blood alcohol levels on a computerized neuropsychological test. ADA292324
- 95-8 Chaturvedi AK, Sanders DC: Aircraft fires, smoke toxicity, and survival: An overview. ADA292919
- 95-9 OU Vortac, Edwards MB, Manning CA: Functions of external cues in prospective memory. ADA291932

Part I: Cumulative Index

- 95-10 Myers JG: Enhancing the effects of diversity awareness training: A review of the research literature. ADA293933; N95-26361
- 95-11 Nakagawara VB, Montgomery RW, Wood KJ: An assessment of aviation accident risk for aphakic civil airmen by class of medical certificate held and by age. ADA293407
- 95-12 Cruz CE, Della Rocco PS: Sleep patterns in air traffic controllers working rapidly-rotating shifts: A field study. ADA294159; N95-26204
- 95-13 Mertens HW, Millburn NJ, Collins WE: Practical color vision tests for air traffic control applicants: En Route, Center, and Terminal facilities. ADA294560; N95-27323
- 95-14 Shepherd WT, Galaxy Scientific Corp: Human factors in aviation maintenance - Phase IV progress report. N95-27696
- 95-15 Prinzo OV, Hendrix A, Britton TW: Development of a coding form for approach control/pilot voice communications. N95-28540
- 95-16 Rodgers MD, Drechsler GK: Conversion of the TRACON operations concepts database into a formal sentence outline job task taxonomy. N95-28819
- 95-17 Garner RP: The potential for pulmonary heat injury resulting from the activation of a cabin water spray system to fight aircraft cabin fires. N95-29224
- 95-18 Rodgers M (Ed): A human factors evaluation of the operational demonstration flight inspection aircraft. N95-29365
- 95-19 Della Rocco PS, Cruz CE: Shift work, age and performance: Investigation of the 2-2-1 shift schedule used in air traffic control facilities I: The sleep/wake cycle. N95-29261
- 95-20 Funkhouser GE, George MH: Alternative methods for flotation seat cushion use. N95-29448
- 95-21 Hartel CEJ, Hartel GF: Controller resource management-What can we learn from aircrews? ADA297386
- 95-22 McLean GA, George MH, Chittum CB, Funkhouser GE: Aircraft evacuations through type-III exits I: Effects of seat placement at the exit. ADA297286
- 95-23 Boyer DJ: The relationship among eye movements, head movements, and manual responses in a simulated air traffic control task. ADA298753
- 95-24 O'Donnell R: The effect of alcohol and fatigue on an FAA readiness-to-perform test. ADA299076
- 95-25 McLean GA, George MH: Aircraft evacuations through type-III exits II: Effects of individual subject differences. ADA299237
- 95-26 Chaturvedi AK, Canfield DV: Role of metabolites in aviation forensic toxicology. ADA299212
- 95-27 Hunter DR: Airmen research questionnaire: Methodology and overall results. ADA300583
- 95-28 Canfield DV, Flemig JW, Hordinsky JR, Birky M: Drugs and alcohol found in fatal civil aviation accidents between 1989 and 1993. ADA302527
- 95-29 Mandella JG Jr, Garner RP: An economical alternative for the secondary container used for transporting infectious disease substances. ADA302648
- 95-30 DeWeese RL: An experimental abdominal pressure measurement device for child ATDs. ADA302651
- 95-31 Layton CF, Shepherd WT: Results of a field study of the performance enhancement system: A support system for aviation safety inspectors. ADA303336
- 95-32 Schroeder DJ, Rosa RR, Witt LA: Some effects of 8- vs. 10-hour work schedules on the test performance/alertness of air traffic control specialists. ADA302810

1996

- 96-1 Collins WE, Wayda ME: Index of FAA Office of Aviation Medicine Reports: 1961 through 1995. ADA3040263
- 96-2 Shepherd WT, Galaxy Scientific Corp: Human factors in aviation maintenance: Phase V progress report. ADA304262
- 96-3 Baker SP, Lamb MW, Li G, Dodd RS: Crashes of instructional flights: Analysis of cases and remedial approaches. ADA304890
- 96-4 Garner RP: Performance of a continuous flow passenger oxygen mask at an altitude of 40,000 ft. N96-22217
- 96-5 Albright CA, Truitt TR, Barile AB, OU Vortac, Manning CA: How controllers compensate for the lack of flight progress strips. ADA305305
- 96-6 Morrison JE, Fotouhi CH, Broach D: A formative evaluation of the collegiate training initiative-Air Traffic Control Specialist Program. ADA305307
- 96-7 Marcus J: Determination of effective thoracic mass. ADA306061

- 96-8 Williams KW: Qualification guidelines for personal computer-based aviation training devices: Instrument rating. ADA306206
- 96-9 Stern JA, Boyer D, Schroeder DJ, Touchstone RM, Stoliarov N: Blinks, saccades and fixation pauses during vigilance task performance: II. Gender and time of day. ADA307024
- 96-10 Kanki BG (Editor), Prinzo OV (Co-Editor): Methods and metrics of voice communications. ADA307148
- 96-11 Marcus JH: Dummy and injury criteria for aircraft crashworthiness. ADA308948
- 96-12 Nakagawara VB, Coffey JD, Montgomery RW: Ophthalmic requirements and considerations for the en route air traffic control specialist: An ergonomic analysis of the visual work environment. N96-25681
- 96-13 Young WC, Broach D, Farmer WL: Differential prediction of FAA Academy performance on the basis of gender and written Air Traffic Control Specialist aptitude test scores. ADA308354
- 96-14 Kupiec TC, Canfield DV, White VL: The analysis of benzodiazepines in forensic urine samples. ADA309377
- 96-15 Beringer DB: Use of off-the-shelf PC-based flight simulators for aviation human factors research. ADA309237
- 96-16 Beringer DB, Harris HC Jr: A comparison of the effects of navigational display formats and memory aids on pilot performance. ADA309382
- 96-17 Canfield D, White V, Soper J, Kupiec T: A comprehensive drug screening procedure for urine using HPLC, TLC, and mass spectroscopy. ADA309962
- 96-18 McLean GA, George MH, Funkhouser GE, Chittum CB: Aircraft evacuations onto escape slides and platforms I: Effects of passenger motivation. ADA311257
- 96-19 Kirkbride LA, Jensen RS, Chubb GP, Hunter DR: Developing the personal minimums tool for managing risk during preflight go/no-go decisions. ADA313639
- 96-20 Prinzo OV, Maclin O: Aviation topics speech acts taxonomy (ATSAT) pc user's guide version 2.0. ADA314179
- 96-21 Collins WE, Dollar CS: Fatal general aviation accidents involving spatial disorientation: 1976-1992. ADA313864
- 96-22 Mertens HW, Milburn NJ, Collins WE: A further validation of the practical color vision test for enroute air traffic control applicants. ADA314600
- 96-23 Della Rocco P, Cruz C: Shift work, age, and performance: Investigation of the 2-2-1 shift schedule used in air traffic control facilities II: Laboratory performance measures. ADA315493
- 96-24 Bailey L, Shaw R: Flight inspection crew resource management training needs analysis. ADA316691
- 96-25 Veronneau SJH, Mohler SR, Pennybaker AL, Wilcox BC, Sahiar F: Survival at high altitudes: Wheel-well passengers. ADA317375
- 96-26 Prinzo OV, Maclin O: An analysis of approach control/pilot voice communications. ADA317528
- 96-27 Nakagawara VB, Wood KJ: The use of task-specific lenses by presbyopic air traffic controllers at the en route radar console. ADA320284

1997

- 97-1 Collins WE, Wayda ME: Index of FAA Office of Aviation Medicine Reports: 1961 through 1996. ADA322331
- 97-2 DeJohn CA, Veronneau SJH, Hordinsky JR: Inflight medical care: An update. ADA322708
- 97-3 Driskill WE, Weissmuller JJ, Quebe J, Hand DK, Dittmar MJ, Hunter DR: The use of weather information in aeronautical decision-making. ADA323543
- 97-4 Young WC, Broach D, Farmer WL: The effects of video game experience on computer-based Air Traffic Control Specialist, air traffic scenario test scores. ADA322774
- 97-5 Gilliland K, Schlegel RE: A laboratory model of Readiness-to-Perform testing: Learning rates and reliability analyses for candidate testing measures. ADA323620
- 97-6 Kochan JA, Jensen RS, Chubb GP, Hunter DR: A new approach to aeronautical decision-making: The expertise method. ADA323793
- 97-7 Nesthus TE, Garner RP, Mills SH, Wise RA: Effects of simulated general aviation altitude hypoxia on smokers and nonsmokers. ADA323899
- 97-8 Thompson RC, Hilton TF, Witt LA: Where the safety rubber meets the shop floor: A confirmatory model of management influence on workplace safety. ADA324677

Part I: Cumulative Index

- 97-9 Nesthus TE, Rush LL, Wreggit SS: Effects of mild hypoxia on pilot performance at general aviation altitudes. ADA324719
- 97-10 Milburn NJ, Mertens HW: Evaluation of a range of target blink amplitudes for attention-getting value in a simulated air traffic control display. ADA326465
- 97-11 Taylor HL, Lintern G, Hulin CL, Talleur D, Emanuel T, Phillips S: Transfer of training effectiveness of personal computer-based aviation training devices. ADA325887
- 97-12 Thompson RC, Hilton TE, Behn LD: Baseline assessment of the National Association of Air Traffic Specialists/Federal Aviation Administration partnership. ADA326753
- 97-13 Endsley MR, Rodgers MD: Distribution of attention, situation awareness, and workload in a passive air traffic control task: Implications for operational errors and automation. ADA328997
- 97-14 Kupiec TC, Chaturvedi AK: Stereochemical determination of selegiline metabolites in postmortem biological specimens. ADA329026
- 97-15 Broach D, Manning CA: Review of air traffic controller selection: An international perspective. ADA328993
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- 97-18 Marcus JH: A flexible cabin simulator. ADA328996
- 97-19 Broach D: Designing selection tests for the future National Airspace System architecture. ADA329231
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1998

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- 98-5 Canfield DV, Smith MD, Adams HJ, Houston ER: Selection of an internal standard for postmortem ethanol analysis. ADA339340
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- 98-14 Rodgers MD, Mogford RH, Mogford LS: The relationship of sector characteristics to operational errors. ADA350717
- 98-15 Mills SH: The combination of flight count and control time as a new metric of air traffic control activity. ADA350504
- 98-16 Gronlund SD, Ohrt DD, Dougherty MRP, Perry JL, Manning CA: Aircraft importance and its potential relevance to situation awareness. ADA350417
- 98-17 Prinzo OV: An analysis of voice communication in a simulated approach control environment. ADA350523
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- 98-19 Cospser DK, McLean GA: Analysis of ditching and water survival training programs of major airframe manufacturers and airlines. PB99146839XSP
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- 98-24 Thompson RC, Bailey LL, Farmer WL: Predictors of perceived empowerment: An initial assessment. ADA355185
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- 98-26 Durso FT, Truitt TR, Hackworth CA, Albright CA, Bleckley MK, Manning CA: Reduced flight progress strips in en route ATC mixed environments. ADA382818
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- 98-28 Wickens CD, Ververs PM: Allocation of attention with head-up displays. ADA359344

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- 99-4 Garner RP: Concepts providing for physiological protection after aircraft cabin decompression in the altitude range of 60,000 to 80,000 feet above sea level. ADA360727
- 99-5 Gowdy V, George M, McLean GA: A comparison of buckle release timing for push-button and lift-latch belt buckles. ADA360725
- 99-6 Nakagawara VB, Wood KJ, Montgomery RW: Refractive surgery in the civil airman population by class of medical certificate and by aviation occupation. ADA361329
- 99-7 Rakovan L, Wiggins MW, Jensen RS, Hunter DR: A survey of pilots on the dissemination of safety information. ADA361233
- 99-8 Milburn NJ, Mertens HW: Optimizing blink parameters for highlighting an air traffic control situation display. ADA316258
- 99-9 Joseph K, Jahns D, Nendick M, St. George R: A usability survey of GPS avionics equipment: Some preliminary findings. ADA362193
- 99-10 McLean GA, George MH, Funkhouser GE, Chittum CB: Aircraft evacuations onto escape slides and platforms II: Effects of exit size. ADA362480
- 99-11 Chaturvedi AK: First seven years (1991-1998) of the FAA's postmortem forensic toxicology proficiency testing program. ADA362556
- 99-12 Pounds J, Bailey LL: Cognitive style and learning: Performance of Adaptors and Innovators in a novel dynamic task. ADA363458
- 99-13 Williams KW: GPS user-interface design problems. ADA363331

Part I: Cumulative Index

- 99-14 Vu NT, Chaturvedi AK, Canfield DV: Urinary genotyping for DQA1 and PM loci using PCR-based amplification: Effects of sample volume, storage temperature, preservatives, and aging on DNA extraction and typing. ADA363461
- 99-15 Lewis RJ, Huffine EF, Chaturvedi AK, Canfield DV, Mattson J: Formation of an interfering substance, 3,4-dimethyl-5-phenyl-1,3-oxazolidine, during a pseudoephedrine urinalysis. ADA363777
- 99-16 Broach D, Farmer WL, Young WC: Differential prediction of FAA Academy performance on the basis of race and written Air Traffic Control Specialist aptitude test scores. ADA363587
- 99-17 Joseph KM, Thompson RC, Bailey LL, Williams CA, Worley JA, Schroeder DJ: The influence of ergonomics interventions on employee stress and physical symptoms. ADA364891
- 99-18 Heil MC: An investigation of the relationship between chronological age and job performance for incumbent Air Traffic Control Specialists. ADA364893
- 99-19 Behn LD, Thompson RC, Hilton TF: Follow-up assessment of the Federal Aviation Administration's Logistics Center safety climate. ADA365569
- 99-20 Gilliland K, Schlegel RE, Nesthus TE: Effects of antihistamine, age, and gender on task performance. ADA366860
- 99-21 Morrow DG, Prinzo OV: Improving pilot/ATC voice communication in General Aviation. ADA367894
- 99-22 Milke RM, Becker JT, Lambrou P, Harris HC, Schroeder DJ: The effects of age and practice on aviation-relevant concurrent task performance. ADA367887
- 99-23 Heil MC: The relationship between ATCS age and cognitive test performance. ADA368670
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- 99-25 Worley JA, Bailey LL, Thompson RC, Joseph KM, Williams CA: Organizational communication and trust in the context of technology change. ADA370769
- 99-26 Williams KW: GPS user-interface design problems: II. ADA363331
- 99-27 Thompson RC, Bailey LL, Joseph KM, Worley JA, Williams CA: Organizational change: Effects of fairness perceptions on cynicism. ADA371588
- 99-28 Sirevaag EJ, Rohrbaugh JW, Stern JA, Vedeniapin AB, Packerham KD, LaJonchere CM: Multi-dimensional characterizations of operator state: A validation of oculomotor metrics.
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- 99-30 Hynes MK: Frequency and costs of transport airplane precautionary emergency evacuations. ADA372580

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- 00-9 Chaturvedi AK, Smith DR, Canfield DV: Blood carbon monoxide and cyanide concentrations in the fatalities of fire and non-fire associated civil aviation accidents. PB2001102911
- 00-10 Della Rocco PS, Comperatore C, Caldwell L, Cruz CE: The effects of napping on night shift performance. PB2001102912
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- 00-12 Heil MC, Agnew BO: The effects of previous computer experience on Air Traffic-Selection and Training (AT-SAT) test performance. ADA377228

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- 00-18 Nakagawara VB, Veronneau SJH: A unique contact lens-related airline aircraft accident. ADA379287
- 00-19 Nakagawara VB, Wood KJ, Montgomery RW: Refractive surgery in aircrew members who fly for scheduled and non-scheduled civilian airlines. PB2001102915
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- 00-27 Naff KC, Thompson RC: The impact of teams on the climate for diversity in government: The FAA experience. ADA382809
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- 00-31 Williams K: Impact of aviation highway-in-the-sky displays on pilot situation awareness. ADA384535
- 00-32 Fiedler ER, Della Rocco PS, Schroeder DJ, Nguyen K: The relationship between aviators' home-based stress to work stress and self-perceived performance. ADA384889
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- 01-4 Farmer WL, Thompson RC, Heil SKR, Heil MC: Latent trait theory analysis of changes in item response anchors. ADA388056
- 01-5 Ramos RA, Heil MC, Manning CA: Documentation of validity for the ATSAT computerized test battery, Volume I. ADA389852

Part I: Cumulative Index

- 01-6 Ramos RA, Heil MC, Manning CA: Documentation of validity for the ATSAT computerized test battery, Volume II. ADA389898
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- 01-11 Fiedler ER, Orme DR, Mills W, Patterson JC: Assessment of head-injured aircrew: Comparison of FAA and USAF procedures. ADA392805
- 01-12 White VL, Chaturvedi AK, Canfield DV, Garber M: Association of postmortem blood hemoglobin Alc levels with diabetic conditions in aviation accident pilot fatalities. ADA392942
- 01-13 Williams KW: Qualification guidelines for personal computerbased aviation training devices: Private pilot certificate. ADA396322
- 01-14 Nakagawara VB, Montgomery RW, Wood KJ: Aviation accidents and incidents associated with the use of ophthalmic devices by civilian pilots. ADA396122
- 01-15 Antuñano MJ, Wade K: Index of International Publications in Aerospace Medicine. ADA262908
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- 02-20 Boquet A, Cruz C, Nesthus TE, Detwiler C, Knecht W, Holcomb K: A laboratory comparison of clockwise and counter-clockwise rapidly rotating shift schedule, Part III: Effects on core body temperatures and neuroendocrine measures. ADA409994
- 02-21 Williams KW, Yost A, Holland J, Tyler RR: Assessment of advanced cockpit displays for GA aircraft: The Capstone Program. ADA409997
- 02-22 Moertl PM, Canning JM, Gronlund SD, Dougherty MRP, Johansson J, Mills SH: Aiding planning in air traffic control: An experimental investigation of the effects of perceptual information integration. ADA409992
- 02-23 Goldman SM, Fiedler ER, King RE: General aviation maintenance-related accidents: A review of 10 years of NTSB data. ADA409385
- 02-24 Heil MC, Detwiler CA, Agen RA, Williams CA, Agnew BO, King RE: The effects of practice and coaching on the Air Traffic Selection and Training Battery. ADA409734

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- 03-6 Nakagawara VB, Wood KJ, Montgomery RW: Natural sunlight and its association to aviation accidents: Frequency and prevention. ADA417208
- 03-7 Akin A, Chaturvedi AK: Prevalence of selective serotonin reuptake inhibitors in pilot fatalities of civil aviation accidents, 1990-2001. ADA423836
- 03-8 Pfeleiderer EM: Development of an empirically based index of aircraft mix. ADA417231
- 03-9 Gowdy V, DeWeese R: Human factors associated with the certification of airplane passenger seats: Life preserver retrieval. ADA417209
- 03-10 Hackworth CA, Peterson LM, Jack DG, Williams CA, Hodges BE: Examining hypoxia: A survey of pilots' experiences and perspectives on altitude training. ADA417131
- 03-11 Hackworth CA, King SJ, Detwiler CA: The employee attitude survey 2000: Perspectives on its process and utility. ADA417166
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- 03-13 Prinzo OV, Hendrix AM: Automatic dependent surveillance-broadcast/cockpit display of traffic information: Pilot use of the approach spacing application. ADA423864

Part I: Cumulative Index

- 03-14 Dollar C, Broach D, Schroeder D: Personality characteristics of air traffic control specialists as predictors of disability retirement. ADA424266
- 03-15 Corbett CL, McLean GA, Whinnery JE: Access-to-Egress II: Subject management and injuries in a study of emergency evacuation through the Type-III exit. ADA423728
- 03-16 Friedberg W, Copeland K: What aircrews should know about their occupational exposure to ionizing radiation. ADA423589
- 03-17 Williams K, Ball J: Usability and effectiveness of advanced general aviation cockpit displays for instrument flight procedures. ADA423591
- 03-18 Johnson RD, Lewis RJ, Canfield DV, Blank, CL: Ethanol origin in postmortem urine: An LC/MS determination of serotonin metabolites. ADA423727
- 03-19 Pounds J, Ferrante A: FAA strategies for identifying and reducing operational error causal factors. ADA423665
- 03-20 King RE, Retzlaff PD, Detwiler C, Schroeder DJ, Broach D: Use of personality assessment measures in the selection of air traffic control specialists. ADA423269
- 03-21 Pounds J, Isaac A: Validation of the JANUS technique: Causal factors of human error in operational incidents. ADA423271
- 03-22 Chaturvedi AK, Cardona PS, Soper JW, Canfield DV: Distribution and optical purity of methamphetamine found in toxic concentration in a civil aviation accident pilot fatality. ADA423609
- 03-23 Lewis RJ, Johnson RD, Angier MK, Ritter RM, Drilling HS, Williams SD: Analysis of cocaine, its metabolites, prolysis products, and ethanol adducts in postmortem fluids and tissues using Zymark automated solid-phase extractions and gas chromatography-mass spectrometry. ADA423349
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- 04-2 McLean GA, Corbett CL: Access-to-egress III: Repeated measurement of factors that control the emergency evacuation of passengers through the transport airplane Type-III overwing exit. ADA423562
- 04-3 Garner RP, Utrecht JS: Performance criteria for development of extended use protective breathing equipment. ADA423233
- 04-4 Johnson RD, Lewis RJ, Angier MK, Vu NT: The formation of ethanol in postmortem tissues. ADA423300
- 04-5 Beringer DB, Ball JD: The effects of NEXRAD graphical data resolution and direct weather viewing on pilot's judgments of weather severity and their willingness to continue a flight. ADA423239
- 04-6 Nakagawara VB, Montgomery RW, Wood KJ: Demographics and vision restrictions in civilian pilots: Clinical implications. ADA423237
- 04-7 Garner RP, Wong KL, Ericson SC, Baker AJ, Orzechowski JA: CFD validation for contaminant transport in aircraft cabin ventilation flow fields. ADA423999
- 04-8 Broach D: Methodological issues in the study of airplane accident rates by pilot age: Effects of accident and pilot inclusion criteria and analytic strategy. ADA423237
- 04-9 Nakagawara VB, Montgomery RW, Dillard AE, McLin LN, Connor CW: The effects of laser illumination on operational and visual performance of pilots during final approach. ADA425392
- 04-10 Milburn NJ: A historical review of color vision standards for automated flight service station air traffic control specialists. ADA426278
- 04-11 Prinzo OV: Automatic Dependent Surveillance-Broadcast/Cockpit Display of Traffic Information: Innovations in aircraft navigation on the airport surface. ADA427908
- 04-12 McLean GA, Palmerton DA, Corbett CL, Larcher KG, McDown JR: Simulated evacuations into water. ADA427908
- 04-13 Johnson RD, Lewis RJ, Canfield DV, Dubowski KM, Blank CL: Accurate assignment of ethanol origin in postmortem urine: A case study. ADA427914
- 04-14 Milburn NJ, Mertens HW: Predictive validity of the aviation lights test for testing pilots with color vision deficiencies. ADA428358

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- 04-16 DeJohn CA, Wolbrink AM, Larcher JG: In-flight medical incapacitation and impairment of U.S. airline pilots: 1993 to 1998.
- 04-17 Xing J: Measures of information complexity and the implications for automation design. ADA428690
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- 04-21 Dollar CS, Schroeder DJ: A longitudinal study of Myers-Briggs personality types in air traffic controllers. PB2005103900
- 04-22 Hackworth CA, Cruz CE, Goldman S, Jack DG, King SJ, Twohig P: Employee attitudes within the Federal Aviation Administration. ADA460092
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- 05-4 Xing J, Manning CA: Complexity and automation displays of air traffic control: Literature review and analysis. ADA460107
- 05-5 Bailey L, Schroeder DJ, Pounds J: The Air Traffic Control Operational Errors Severity Index: An initial evaluation. ADA460573
- 05-6 Broach D: Review of the scientific basis for the mandatory separation of an ATCS at Age 56. ADA460056
- 05-7 Knecht WR, Harris H, Shappell S: The influence of visibility, cloud ceiling, financial incentive, and personality factors on general aviation pilots' willingness to take off into marginal weather: Part I. The data and preliminary conclusions. ADA460734
- 05-8 Wang SM, Lewis RJ, Canfield D, Lio TL, Liu RH: Enantiomeric analysis of ephedrine and norephedrine. ADA460874
- 05-9 Canfield DV, Chaturvedi AK, Dubowski KM: Interpretation of carboxyhemoglobin and cyanide concentrations in relation to aviation accidents. ADA460835
- 05-10 Johnson RD, Lewis RJ: Simultaneous quantitation of atenolol, metoprolol, and propranolol in biological matrices via LC/MS. ADA460843
- 05-11 Johnson RD, Lewis RJ, Hattrup RA: Poppy seed consumption or opiate use: The determination of thebaine and opiates of abuse in postmortem fluids and tissues. ADA460858
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- 05-13 King SJ, Cruz CE, Jack DG, Thomas S, Hackworth CA: 2003 Employee Attitude Survey: Analysis of employee comments. ADA460830
- 05-14 Copeland K, Sauer HH, Friedberg W: Solar radiation alert system. ADA460733
- 05-15 Knecht WR: Pilot willingness to take off into marginal weather, Part II: antecedent overfitting with forward stepwise logistic regression. ADA460841
- 05-16 Pfeleiderer EM: Relationship of the aircraft mix index with performance and objective workload evaluation research measures and controllers' subjective complexity ratings. ADA460790
- 05-17 Palmerton D: Fatality and injury rates for two types of rotorcraft accidents. ADA460769
- 05-18 Garner RP, Mandella JG Jr: Reliability of the gas supply in the air force emergency passenger oxygen system. ADA460831
- 05-19 Prinzo OV: Terminal radar approach control: Measures of voice communications system performance. ADA460833
- 05-20 Chaturvedi AK, Craft KJ, Canfield DV, Whinnery JE: Epidemiology of toxicological factors in civil aviation accident pilot fatalities, 1999-2003. ADA460798

Part I: Cumulative Index

- 05-21 Nakagawara VB, Montgomery RW, Good GW: Medical surveillance programs for aircraft maintenance personnel performing nondestructive inspection and testing. ADA460862
- 05-22 Broach D, Schroeder D: Relationship of air traffic control specialist age to en route operational errors. ADA460816
- 05-23 Beringer DB, Ball JD, Brennan K, Taite S: Comparison of a typical electronic attitude-direction indicator with terrain-depicting primary flight displays for performing recoveries from unknown attitudes: Using difference and equivalence tests. ADA460873
- 05-24 Wiegmann D, Faaborg T, Boquet A, Detwiler C, Holcomb K, Shappell S: Human error and general aviation accidents: A comprehensive, fine-grained analysis using HFACS. ADA460866
- 05-25 Scarborough A, Bailey LL, Pounds J: Examining ATC operational errors using the Human Factors Analysis and Classification System. ADA460879

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- 06-3 Johnson RD, Lewis RJ: Identification of Sildenafil (Viagra®) and Its metabolite (UK-103,320) in six aviation fatalities. ADA460880
- 06-4 Goldman SM, Manning C, Pfeleiderer E: Static sector characteristics and operational errors. ADA460882
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- 06-6 Xing J, Schroeder DJ: Reexamination of color vision standards, Part II. A computational method to assess the effect of color deficiencies in using ATC displays. ADA463063
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- 06-8 Williams KW: Human factors implications of unmanned aircraft accidents: Flight control problems. ADA460892
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- 06-13 Nesthus TE, Cruz C, Hackworth C, Boquet A: An assessment of commuting risk factors for air traffic control specialists. ADA460857
- 06-14 Kupfer DM, Huggins M, Cassidy B, Vu N, Burian D, Canfield D: A rapid and inexpensive PCR-based STR genotyping method for identifying forensic specimens. ADA460885
- 06-15 Xing J: Color and visual factors in ATC displays. ADA460886
- 06-16 Dattel AR, King RE: Reweighting AT-SAT to mitigate group score differences. ADA461242
- 06-17 Johnson RD, Lewis RJ, Angier MK: The LC/MS quantitation of Vardenafil (Levitra®) in postmortem biological specimens. ADA460865
- 06-18 Shappell SA, Detwiler CA, Holcomb KA, Hackworth CA, Boquet AJ, Wiegmann DA: Human error and commercial aviation accidents: A comprehensive, fine-grained analysis using HFACS. ADA463865
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- 06-23 Nakagawara VB, Wood KJ, Montgomery RW: A review of recent laser illumination events in the aviation environment. ADA461728
- 06-24 Shappell S, Wiegmann D: Developing a methodology for assessing safety programs targeting human error in aviation. ADA461400
- 06-25 Prinzo OV, Hendrix AM, Hendrix R: The outcome of ATC message complexity on pilot readback performance. ADA461355
- 06-26 Milburn NJ, Dobbins L, Pounds J, Goldman S: Mining for information in accident data. ADA464086
- 06-27 Baker AJ, Ericson SC, Orzechowski JA, Wong KL, Garner RP: Validation for CFD prediction of mass transport in an aircraft passenger cabin. ADA465914
- 06-28 Nakagawara VB, Montgomery RW, Wood KJ: Aircraft accidents and incidents associated with visual disturbances from bright lights during nighttime flight operations. ADA465917
- 06-29 Manning CM, Pfeiderer EM: Relationship of sector activity and sector complexity to air traffic controller workload. ADA463881
- 06-30 Dollar C, Broach D: Comparison of intent-to-leave with actual turnover within the FAA. ADA463866

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- 07-3 Williams K: Unmanned aircraft pilot medical certification requirements. ADA463867
- 07-4 Prinzo OV, Hendrix AM, Hendrix R: An analysis of preflight weather briefings. ADA463873
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- 07-6 Crutchfield J, Rosenberg CS: Predicting subjective workload ratings: A comparison and synthesis of operational and theoretical models. ADA465365
- 07-7 Chidester TR: Voluntary aviation safety information-sharing process: Preliminary audit of distributed FOQA and ASAP archives against industry statement of requirements. ADA465642
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- 07-11 Pfeiderer EM, Manning CA, Goldman SM: Relationship of complexity factor ratings with operational errors. ADA467731
- 07-12 Sen A, Akin A, Craft KJ, Canfield DV, Chaturvedi AK: First-generation H₁ antihistamines found in pilot fatalities of civil aviation accidents, 1990–2005. ADA467870
- 07-13 DeWeese R, Moorcroft D, Green T, Philippens MMGM: Assessment of injury potential in aircraft side-facing seats using the ES-2 anthropomorphic test dummy. ADA468006
- 07-14 King RE, Manning CA, Drechsler GK: Operational use of the Air Traffic Selection and Training Battery. ADA468134
- 07-15 Lewis RJ, Johnson RD, Angier MK: The Distribution of fluoxetine and norfluoxetine in postmortem fluids and tissues. ADA469744
- 07-16 Chidester T, Hackworth C, Knecht W: Participant Assessments of aviation safety inspector training for technically advanced aircraft. ADA469706
- 07-17 Hackworth CA, King SJ, Cruz C, Thomas S, Roberts C, Bates C, Moore R: The private pilot practical test: Survey results from designated pilot examiners and newly certificated private pilots. ADA469745
- 07-18 Pfeiderer EM, Manning CA: Prediction and classification of operational errors and routine operations using sector characteristics variables. ADA471597
- 07-19 Sen A, Akin A, Canfield DV, Chaturvedi AK: Selective serotonin reuptake inhibitors: medical history of fatally injured aviation accident pilots. ADA474522
- 07-20 Nakagawara VB, Montgomery RW, Marshall WJ: Optical radiation transmittance of aircraft windscreens and pilot vision. ADA471609

Part I: Cumulative Index

- 07-21 Nesthus T, Schroeder D, Connors M, Rentmeister-Bryant H, DeRoshina C: Flight attendant fatigue. ADA471470
- 07-22 Canfield DV, Brink JD, Johnson RD, Lewis RJ, Dubowski KM: Postmortem ethanol testing procedures available to accident investigators. ADA473197
- 07-23 Liu RH, Wu CH, Chen YJ, Chang CD, Linville JG, Canfield DV: Intensity of the internal standard response as the basis for reporting a test specimen as negative or inconclusive. ADA473200
- 07-24 Cummings ML, Tsosis C, Xing J: Investigating the use of color in timeline displays. ADA473201
- 07-25 Hackworth C, Holcomb K, Dennis M, Goldman S, Bates C, Schroeder D, Johnson W: An international survey of maintenance human factors programs. ADA475576
- 07-26 Xing J: Information complexity in air traffic control displays. ADA475598
- 07-27 Rogers RO, Boquet A, Howell C, DeJohn C: Preliminary results of an experiment to evaluate transfer of low-cost simulator-based airplane upset-recovery training. ADA475565
- 07-28 Pfeleiderer E, Goldman S, Chidester T: Time series analyses of integrated terminal weather system effects on system airport efficiency ratings. ADA475572
- 07-29 Botch SR, Johnson RD: Antiemetics with concomitant sedative use in civil aviation pilot fatalities: From 2000 to 2006. ADA475599
- 07-30 Nadler E, Yost A, Kendra A: Use of traffic displays for general aviation approach spacing: A human factors study. ADA475604

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- 08-5 Burian D: Functional genomics group—Program description. ADA481081
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- 08-8 Kupfer DM, Jenkins M, Burian D, Canfield DV: Use of alternative primers for gender discrimination in human forensic genotyping. ADA481070
- 08-9 Carretta TR, King RE: USAF enlisted air traffic controller selection: Examination of the predictive validity of the FAA air traffic selection and training battery versus training performance. ADA481110
- 08-10 Botch SR, Johnson RD: Drug usage in pilots involved in aviation accidents compared with drug usage in the general population: From 1990 to 2005. ADA481072
- 08-11 Botch SR, Chaturvedi AK, Canfield DV, Forster EM: Vitreous fluid and/or urine glucose concentrations in 1,335 civil aviation accident pilot fatalities. ADA482969
- 08-12 Detwiler C, Holcomb K, Hackworth C, Shappell S: Understanding the human factors associated with visual flight rules flight into instrument meteorological conditions. ADA482973
- 08-13 King RE, Schroeder DJ, Manning CA, Retzlaff PD, Williams CA: Screening air traffic control specialists for psychopathology using the Minnesota Multiphasic Personality Inventory-2. ADA482976
- 08-14 Nakagawara VB, Montgomery RW, Wood KJ: Laser illumination of aircraft by geographic location for a 3-year period (2004–2006). ADA482979
- 08-15 Nakagawara VB, Montgomery RW, Marshall WJ: Infrared radiation transmittance and pilot vision through civilian aircraft windscreens. ADA482971
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- 08-24 Chaturvedi AK, Craft KJ, Cardona PS, Rogers PB, Canfield DV: The second seven years of the FAA's postmortem forensic toxicology proficiency-testing program. ADA 490323

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- 09-6 Copeland K, Sauer HH, Friedberg W: Solar radiation alert system (revised 5/30/08). ADA500330
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- 09-15 Botch SR, Johnson RD: Toxicological findings of pilots involved in aviation accidents operated under Title 14 CFR part 135. ADA506749
- 09-16 Chou SF, Overfelt RA, Gale WF, Gale HS, Shannon CG, Buschle-Diller G, Watson J: Effects of hydrogen peroxide on common aviation textiles. ADA506677
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Part I: Cumulative Index

- 09-20 Avers KE, Hauck EL, Blackwell LV, Nesthus TE: Flight attendant fatigue, Part VI: Fatigue countermeasure training and potential benefits. ADA510458
- 09-21 Guzman L, Kupfer DM, Burian D: Testing miniSTR primers for addition to a PCR-based forensic specimen identification protocol. ADA510554
- 09-22 Banks JO, Avers KE, Nesthus TE, Hauck EL: Flight attendant fatigue, Part V: A comparative study of international flight attendant fatigue regulations and collective bargaining agreements. ADA510458
- 09-23 Chou SF, Sk MH, Sofyan NI, Overfelt RA, Gale WF, Gale JS, Shannon CG, Fergus JW, Watson J: Evaluation of the effects of hydrogen peroxide on common aviation structural materials. ADA518975
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- 09-25 Holcomb K, Avers K, Dobbins L, Banks J, Blackwell L, Nesthus T: Flight attendant fatigue, Part IV: Analysis of incident reports. ADA518945

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- 10-2 Kupfer DM, White VL, Jenkins MC, Burian D: Examining smoking-induced differential gene expression changes in buccal mucosa. ADA518964
- 10-3 Williams CA, King RE: The effects of testing circumstance and education level on MMPI-2 correction scale scores. ADA518969
- 10-4 Johnson RD, Lewis RJ, Angier MK: False carbamazepine positives due to 10,11-dihydro-10-hydroxycarbamazepine breakdown in the GC/MS injector port. ADA518989
- 10-5 Loo SM, Kiepert J, Klein D, Pook M, Chou SF, Overfelt T, Watson J: Evaluation of the effects of hydrogen peroxide on common aircraft electrical materials. ADA518975
- 10-6 Knecht WR, Ball J, Lenz M: Effects of video weather training products, Web-based preflight weather briefing, and local vs. non-local pilots on general aviation pilot weather knowledge and flight behavior, Phase 2. ADA519023
- 10-7 Prinzo OV, Campbell A, Hendrix A, Hendrix R: United States airline transport pilot international flight language experiences, Report 2: Word meaning and pronunciation. ADA531040
- 10-8 Johnson RD: General unknown screening by ion trap LC/MS/MS. ADA530985
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- 10-10 Botch SR, Davidson MS, Ricaurte EM, Chaturvedi AK: Toxicological findings in 889 fatally injured obese pilots involved in aviation accidents. ADA531003
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- 10-13 Knecht WR, Lenz M: Causes of general aviation weather-related, non-fatal incidents: Analysis using NASA aviation safety reporting system data. ADA530988
- 10-14 Peterson LS, Haworth LA, Jones RC, Newman RL, McGuire RJ, Lambregts AA, McCloy T, Chidester TR: An international survey of transport airplane pilots' experiences and perspectives of lateral/directional control events and rudder issues in transport airplanes (rudder survey). ADA531000
- 10-15 Antuñano MJ, Wade K: Index of international publications in aerospace medicine. ADA534691
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- 10-20 Self DA, Mandella J, Prinzo OV, Forster EM, Shaffstall RM: Physiological equivalence of normobaric and hypobaric exposures of humans to 25,000 feet. ADA534698
- 10-21 Nakagawara VB, Montgomery RW, Wood KJ: The illumination of aircraft at altitude by laser beams: A 5-year study period (2004-2008). ADA534694
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- 11-5 Knecht WR: Testing Web-based preflight weather self-briefing for general aviation pilots. ADA542737
- 11-6 Pfeleiderer EM, Chidester TR: Establishing the reliability and validity of the perceptions of flight operations quality assurance (PFOQA) questionnaire. ADA542898
- 11-7 Nakagawara VB, Montgomery RW, Wood KJ: Laser illumination of flight crew personnel by month, day of week, and time of day for a 5-year study period: 2004-2008. ADA542899
- 11-8 Chidester T, Milburn N, Lomangino N, Baxter N, Hughes S, Peterson L: Development, validation, and deployment of an occupational test of color vision for air traffic control specialists. ADA545928
- 11-9 Friedberg W, Copeland K: Ionizing radiation in Earth's atmosphere and in space near Earth. ADA546541
- 11-10 Hobbs A, Avers KB, Hiles JJ: Fatigue risk management in aviation maintenance: Current best practices and potential future countermeasures. ADA546744
- 11-11 Avers KB, Johnson WB, Banks JO, Nei D: Prioritizing maintenance human factors challenges and solutions: Workshop proceedings. ADA554044
- 11-12 Cannon MM, Broach D: Studies of next generation air traffic control specialists: Why be an air traffic controller?
- 11-13 Canfield DV, Dubowski KM, Chaturvedi AK, Whinnery JE: Drugs and alcohol in civil aviation accident pilot fatalities from 2004-2008. ADA554061
- 11-14 Nakagawara VB, Montgomery RW: Flying blind: Aeromedical certification and undiagnosed age-related macular degeneration. ADA554062
- 11-15 Ma J, Pedigo M, Blackwell L, Gildea K, Holcomb K, Hackworth C, Hiles J: The line operations safety audit program: Transitioning from flight operations to maintenance and ramp operations. ADA554042
- 11-16 Avers KB, Nei D, King JS, Thomas S, Roberts C, Banks JO, Nesthus TE: Flight attendant fatigue: A quantitative review of flight attendant comments. ADA554063
- 11-17 Lewis RJ, Angier MK, Johnson RD, Rains BM, Nepal S: Analysis of citalopram and desmethylcitalopram in postmortem fluids and tissues using liquid chromatography-mass spectrometry. ADA554189
- 11-18 Hauck EL, Avers KB, Banks JO, Blackwell LV: Evaluation of a fatigue countermeasures training program for flight attendants. ADA554190
- 11-19 Avers KB, Johnson WB, Banks JO, Nei D, Hensley E: Fatigue solutions for maintenance: from science to workplace reality. ADA554196
- 11-20 Williams KW: A human factors analysis of fatal and serious injury accidents in Alaska, 2004-2009. ADA554197
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- 12-4 Williams KW: An investigation of sensory information, levels of automation, and piloting experience on unmanned aircraft pilot performance. ADA566814
- 12-5 Chaturvedi AK, Sershon JL, Craft KJ, Cardona PS, Soper JW, Canfield DV, Dubowski KM, Whinnery JE, Leyva MJ, Aston CE, Blevins SM, Wright JE, Fraser AD, Kuntz DJ: Effects of fluid load on human urine characteristics related to workplace drug testing. ADA566817
- 12-6 Pierce LG, Williams CA, Byrne CL, McCauley D: Planning for organization development in operations control centers. ADA566820
- 12-7 Schvaneveldt RW, Branaghan RJ, Lamonica J, Beringer DB: Weather in the cockpit: priorities, sources, delivery, and needs in the Next Generation Air Transportation System. ADA566822
- 12-8 Broach D: Incremental validity of biographical data in the prediction of en route air traffic control specialist technical skills. ADA566825
- 12-9 Ma MJ, Rankin WL: Implementation guideline for Maintenance Line Operations Safety Assessment (M-LOSA) and Ramp LOSA (R-LOSA) programs. ADA566771
- 12-10 Branaghan RJ, Schvaneveldt RW, Beringer DB: Baseline assessment of the use of weather information in airline systems operations centers. ADA566695
- 12-11 Lanicci J, Halperin D, Shappell S, Hackworth C, Holcomb K, Bazargan M, Baron J, Iden R: General aviation weather encounter case studies. ADA571644
- 12-12 Roma PG, Hursh SR, Mead AM, Nesthus TE: Flight attendant work/rest patterns, alertness, and performance assessment: Field validation of biomathematical fatigue modeling. ADA571645
- 12-13 Thoren TM, Thompson KS, Cardona PS, Chaturvedi AK, Canfield DV: *In vitro* absorption of atmospheric carbon monoxide and hydrogen cyanide in undisturbed pooled blood. ADA571648
- 12-14 Roma PG, Hursh SR, Mead AM, Nesthus TE: Analysis of commute times and neurobehavioral performance capacity in aviation cabin crew. ADA571651
- 12-15 Knecht WR: Predicting general aviation accident frequency from pilot total flight hours. ADA571652
- 12-16 Avers KB, Johnson B, Banks J, Wenzel B: Technical documentation challenges in aviation maintenance: A proceedings report. ADA571379
- 12-17 Lewis RJ, Angier MK, Williamson KS, Johnson RD: Analysis of sertraline in postmortem fluids and tissues in 11 aviation accident victims. ADA571654
- 12-18 DeWeese R, Moorcroft D, Abramowitz A, Pelletiere J: Civil aircraft side-facing seat research summary. ADA571657
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- 13-4 Knecht WR, Smith J: Effects of training school type and examiner type on general aviation flight safety. ADA583659
- 13-5 Broach D: Selection of the next generation of air traffic control specialists: Aptitude requirements for the air traffic control tower cab in 2018. ADA579808
- 13-6 Copeland KA: Recent and planned developments in the CARI Program. ADA584549

- 13-7 Pierce LG, Williams CA, Broach D, Bleckley MK: Assessing prior experience in the selection of air traffic control specialists. ADA579810
- 13-8 Montgomery RW, Wood KJ: Laser illumination of helicopters: A comparative analysis with fixed-wing aircraft for the period 1980 – 2011. ADA577678
- 13-9 Banks JO, Wenzel B, Avers KB, Hauck E: An Evaluation of Aviation Maintenance Fatigue Countermeasures Training. ADA603521
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2014

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Part I: Cumulative Index

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PART II: AUTHOR INDEX

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
A			
Abbott JK.....	70-4, 70-13, 72-12, 77-9, 83-12, 85-4, 86-3, 86-5	Bain DL.....	97-22
Abramowitz A.....	12-18	Baisden DL.....	06-1
Adams HJ.....	98-5	Baker AJ.....	04-7, 06-27
Adams T.....	63-23, 63-25, 65-16, 65-28, 65-29, 65-30, 66-23	Baker SP.....	96-3
Agee FL Jr.....	66-24	Balke B.....	62-6, 63-6, 63-12, 63-18, 63-33, 63-34, 64-2, 64-3, 66-36
Agen RA.....	98-8, 02-24	Ball JD.....	03-17, 04-5, 04-20, 05-23, 08-3, 10-1, 10-6, 10-13, 10-17
Agnew BO.....	00-12, 02-24	Banks JO.....	09-22, 09-24, 09-25, 11-11, 11-16, 11-18, 11-19, 12-16, 13-9, 13-12, 14-5
Akin A.....	03-7, 07-12, 07-19	Bannister JR.....	78-4
Albright CA.....	96-5, 98-26	Barbur J.....	09-11
Allen ME.....	TechPub#1, 64-16, 65-17, 66-1, 66-2, 68-7	Barile AB.....	96-5
Allgood MA.....	70-16, 75-2, 75-13	Baron J.....	10-16, 12-11
Alluisi EA.....	78-34	Barnard C.....	66-16
Anderson JA.....	79-23, 80-12	Bartanowicz RS.....	86-2
Ang C.....	13-15	Bates C.....	07-17, 07-25
Angier MK.....	03-23, 04-4, 04-15, 06-17, 06-17, 07-15, 10-4, 11-17, 12-17	Battisic V.....	03-2
Antuñano MJ.....	93-3, 01-15, 06-1, 07-2, 10-15, 14-7	Baxter NE.....	84-6, 90-1, 11-8
Armenia-Cope R.....	93-14	Bazargan M.....	10-16, 12-11
Armstrong R.....	66-17	Bedell RHS.....	67-22
Arnell F.....	97-22	Behn LD.....	97-12, 99-19, 00-3
Ashby FK.....	67-8	Beiergrohslein D.....	78-26
Aston CE.....	12-5	Beneke J.....	09-18
Atocknie PA.....	89-10	Bergey KH.....	72-27
Aul JC.....	92-5	Bergin JM.....	73-5
Avers KE/KB.....	09-20, 09-22, 09-24, 09-25, 11-10, 11-11, 11-16, 11-18, 11-19, 12-16, 13-9, 13-12, 14-5	Beringer DB.....	96-15, 96-16, 97-24, 00-26, 02-7, 02-19, 04-5, 05-12, 05-23, 12-7, 12-10, 13-21
Aviation Medical Library, FAA.....	64-20	Berkley WJ.....	65-5, 65-6
B			
Badgley JM.....	69-22	Berninger D.....	91-16
Bailey JP.....	73-16, 74-9, 75-8, 77-18, 78-11	Berry M.....	13-14
Bailey LL.....	96-24, 98-24, 99-17, 99-24, 99-25, 99-27, 00-14, 00-17, 00-25, 00-28, 01-19, 01-20, 02-18, 06-21, 05-5, 05-25, 08-16, 08-17, 12-2	Besco RO.....	95-5
		Billings CE.....	72-4
		Billings SM.....	67-17
		Birkey M.....	95-28
		Biron WJ.....	84-1
		Bishop J.....	06-10
		Blackwell LV.....	09-20, 09-25, 11-15, 11-18
		Blanchard RE.....	93-9, 94-5, 95-6
		Blank CL.....	00-20, 03-18, 04-13

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Bleckley MK	97-22, 13-3, 13-7, 13-11, 13-13, 14-8	Busby DE.....	77-11
Blethrow JG	66-42, 70-19, 72-15, 77-11, 78-3, 79-22, 80-12	Buschle-Diller G	09-16
Blevins SM.....	12-5	Byrne CL	12-6, 13-3, 14-8, 14-10
Blossom CW	78-31		
Bolding FA.....	80-8		C
Bone RS	03-2		
Boone JO	78-10, 78-36, 79-14, 79-21, 80-5, 80-7, 80-15, 82-2, 82-11, 82-18, 83-6, 83-9	Caldwell DC.....	06-19
Booze CF Jr.....	68-5, 68-9, 69-11, 70-18, 72-13, 73-8, 73-10, 74-5, 75-5, 76-7, 77-10, 77-20, 78-21, 79-19, 80-8, 81-9, 81-14, 83-18, 84-3, 84-8, 85-6, 87-7, 89-2, 90-7	Caldwell L.....	00-10
Boquet A.....	02-8, 02-13, 02-20, 05-24, 06-7, 06-13, 06-18, 07-27, 09-5, 09-17	Cameron-Landis L ...	06-10
Boren HK	00-22	Campbell A.....	08-19, 10-7, 10-9, 10-12, 10-18, 11-4
Botch SR.....	07-29, 08-10, 08-11, 08-22, 09-15, 10-10, 10-11, 11-2	Canfield DV.....	91-12, 92-23, 92-24, 92-25, 94-14, 94-16, 95-26, 95-28, 96-14, 96-17, 98-5, 98-18, 98-21, 99-14, 99-15, 99-29, 00-9, 00-16, 00-21, 00-22, 00-29, 00-34, 01-12, 02-14, 02-15, 03-18, 03-22, 03-24, 04-1, 04-13, 04-15, 05-8, 05-9, 05-20, 06-12, 06-14, 07-9, 07-12, 07-19, 07-22, 07-23, 08-8, 08-11, 08-24, 09-12, 09-19, 11-13, 12-5, 12-13, 13-14
Bourdet NM	71-36	Canning JM.....	01-16, 02-1, 02-22
Boyer D	94-17, 94-26, 95-23, 96-9	Cannon MM.....	11-12
Braden GE	69-22, 73-1	Capps MJ.....	Tech.Pub.#1, 64-14, 65-1, 65-2
Bradshaw GL	03-3	Cardona PS	00-29, 03-22, 03-24, 08-24, 12-5, 12-13, 13-24
Brake CM	62-18, 63-1, 63-16, 63-22, 63-32, 65-27	Carretta TR.....	08-9
Branaghan RJ.....	12-7, 12-10	Carroll JJ.....	70-16
Branson DM.....	85-11	Cassidy B	06-14
Brecher GA	69-23, 70-2, 71-22, 72-8	Chamberlain RM ...	13-21
Brecher MH.....	69-23, 70-2, 71-22	Chandler RF	68-24, 72-27, 74-4, 76-9, 77-11, 78-6, 78-12, 78-23, 78-24, 79-17, 80-12, 82-8, 83-16
Brecht-Clark J	94-4	Chang CD	07-23
Brink JD	07-22	Chase RC.....	72-4
Britton TW	93-20, 95-15	Chaturvedi AK.....	91-17, 93-7, 93-8, 94-7, 94-18, 95-8, 95-26, 97-14, 98-10, 98-18, 98-21, 99-11, 99-14, 99-15, 99-29, 00-9, 00-16, 00-22, 00-34, 01-12, 02-14, 03-7, 03-22, 03-24, 04-1, 04-15, 05-9, 05-20, 07-12, 07-19, 08-11, 08-24, 09-8, 09-19, 10-10, 10-11, 11-13, 11-21, 12-5, 12-13, 13-24, 14-11
Broach DM.....	91-4, 91-11, 91-18, 92-26, 93-4, 94-4, 94-9, 96-6, 96-13, 97-4, 97-15, 97-19, 98-8, 98-22, 98-23, 99-16, 99-24, 00-15, 02-9, 03-14, 03-20, 04-8, 05-6, 05-22, 05-23, 11-12, 12-8, 12/19, 13-3, 13-5, 13-7, 14-8, 14-10	Chen YJ	07-23
Broadhurst JL.....	72-30	Chidester TR.....	07-7, 07-16, 07-28, 10-14, 11-6, 11-8, 12-1, 13-18
Bruni CB	69-6, 69-16	Chesterfield BP	80-13, 81-7
Bryant KD	89-6		
Burian BK.....	13-17, 14-1		
Burian D	06-14, 07-9, 08-5, 08-8, 09-19, 09-21, 10-2, 13-22,		

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Chiles WD	69-6, 69-9, 69-10, 69-14, 69-16, 71-17, 71-28, 72-5, 72-11, 72-19, 72-21, 74-10, 75-10, 75-14, 76-1, 76-11, 77-15, 77-17, 78-19, 78-33, 78-34, 79-7	Corbett CL	01-18, 02-16, 03-15, 04-2, 04-12, 05-2, 08-20, 14-3, 14-14
Chittum CB.....	89-14, 92-27, 95-22, 96-18, 98-2, 98-3, 99-10	Cosper DK.....	98-19, 04-19, 08-20
Chou SF.....	09-16, 09-23, 10-5	Cotton S	14-1
Christopher, B.....	13-17, 14-1	Court MC.....	97-20
Chubb GP	96-19, 97-6	Craft KJ	05-20, 07-12, 08-24, 09-19, 11-21, 12-5, 14-11
Cierebiej A	69-18, 71-9	Crain RA.....	65-17, 66-2 (see also Mertens RA)
Clark G	66-5, 66-26, 66-34, 69-19	Crane CR.....	63-27, 67-21, 70-4, 70-13, 72-12, 77-9, 78-26, 83-12, 85-4, 86-1, 86-3, 86-5, 86-8, 89-4, 90-15
Cliburn KD	14-11	Crayton L.....	13-11
Clough DL.....	88-5	Cremer RL	84-1
Cobb BB Jr	62-2, 62-3, 63-31, 65-19, 65-22, 67-1, 68-14, 71-30, 71-36, 71-40, 72-18, 72-22, 72-33, 73-7, 74-2, 74-7, 74-8, 75-3, 76-6	Crosby WM.....	68-6, 68-24, 69-3, 69-5
Coffey JD.....	96-12	Crump RW	10-19
Colangelo EJ	89-3	Crutchfield J	99-3, 07-6
Collins WE	62-17, 63-3, 63-13, 63-14, 63-29, Tech. Pub.#1, 64-14, 64-15, 64-16, 65-1, 65-2, 65-17, 65-18, 65-24, 66-37, 67-2, 67-6, 67-7, 67-12, 67-19, 68-2, 68-10, 68-28, 69-15, 69-20, 70-10, 70-17, 71-20, 71-30, 71-31, 71-34, 71-39, 72-34, 72-35, 73-17, 73-18, 74-2, 74-3, 74-7, 75-1, 75-3, 75-4, 76-12, 76-14, 77-24, 78-13, 79-7, 79-9, 79-26, 80-7, 81-15, 81-16, 82-19, 83-6, 84-6, 85-3, 85-5, 86-9, 87-4, 88-2, 88-3, 89-7, 90-1, 90-4, 91-8, 92-1, 93-2, 94-1, 95-1, 95-3, 95-7, 95-13, 96-1, 96-21, 96-22, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1, 05-1, 05-3, 07-1, 09-1, 11-1, 13-1	Cruz CE.....	95-12, 95-19, 96-23, 00-10, 02-8, 02-13, 02-20, 04-22, 04-23, 05-13, 06-13, 07-17
Coltman JW.....	83-3	Culver JF.....	62-12
Comerford DA.....	02-3, 03-5	Cummings ML	07-24
Connor CW.....	03-12, 04-9		
Connors M	07-21	<u>D</u>	
Constant GN.....	73-19, 76-4	Dailey JT	77-25, 78-35, 82-11, 84-2
Contempore C	00-10	Darden EB Jr	78-8
Convey JJ.....	83-11, 85-7, 86-6	Dark SJ	76-10, 78-25, 80-19, 83-5, 84-9, 85-9, 86-7, 90-5
Cook EA	72-30, 78-23	Dasari D	14-12
Copeland K.....	00-5, 03-16, 05-14, 09-6, 11-9, 13-6, 13-23, 14-13	Dattel AR.....	06-16
		Daugherty JW.....	62-10, 63-4
		Davidson MS	10-10
		Davis AW Jr.....	63-12, 68-15, 68-18, 70-8, 77-17, 78-20, 78-25, 80-8, 84-4, 85-12, 90-7
		Davis HV	71-41
		Davis J	06-1
		Dean MA	00-15, 12-19
		Deimler JD	94-21, 94-22, 94-23
		DeJohn CA	97-2, 97-21, 00-13, 04-16, 07-27, 09-5
		Delafield RH.....	69-12
		Della Rocco PS	89-6, 90-13, 92-30, 95-12, 95-19, 96-23, 99-2, 00-10, 00-32
		Delnegro RA.....	13-21
		Deloney JR.....	83-7

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Dennis M.....	07-25	Emanuel T	97-11
DeRoshia C.....	07-21	Emerson TE Jr	62-18, 63-1, 63-16, 63-22, 66-11
deSteiguer D	78-4, 80-18, 83-10, 83-14	Endecott BR.....	70-3, 77-9, 77-19, 83-12, 85-4 86-1 86-3 86-5 89-4, 90-15, 90-16, 91-17, 93-7, 93-8, 94-7, 94-18, 00-21
Detwiler C	02-8, 02-13, 02-20, 02-24, 03-20, 03-11, 05-24, 06-7, 06-18, 08-12	Endsley MR	94-27, 97-13
DeWeese R.....	92-20, 93-14, 94-19, 95-30, 98-11, 02-11, 03-9, 04-18, 07-13, 11-3, 12-18	England HM.....	89-10, 92-18, 92-22, 93-6, 94-10
Diehl AE.....	87-	Enos RJ.....	99-24
Dill DB.....	63-33	Ericson SC	04-7, 06-27
Dillard A.....	03-12, 04-9	Evans S.....	09-11
Dille JR.....	62-12, 63-2, 63-21, 63-24, 63-27, 66-14, 66-27, 68-8, 68-16, 72-1, 74-1, 76-7, 77-1, 77-20, 79-19, 80-11, 81-1, 81-14, 83-1, 83-18, 84-7, 87-1	<p style="text-align: center;">F</p>	
Dillon RD.....	81-7	Faaborg T.....	05-24
Ding L	14-12	Fairlie GW	91-6, 92-27
Dittmar MJ.....	97-3	Farmer WL.....	96-13, 97-4, 98-24, 99-16, 00-3, 01-4
Dobbins L.....	06-26, 09-25	Faulkner DN.....	78-8, 82-12, 92-2
Dodd RS.....	96-3	Feinberg R.....	65-9, 65-25
Dollar CS.....	87-4, 90-8, 94-13, 96-21, 97-17, 02- 9, 03-14, 04-21 (see also Lay CD)	Fergus JW	09-23
Domino D	03-2	Ferrante A	03-19
Donnelly SS	00-6	Ferraro DP	73-12, 75-6
Donovan M	13-15	Fiedler ER.....	00-32, 01-11, 02-23
Dougherty MRP	97-22, 98-16, 01-16, 02-1, 02-22	Fineg J.....	68-24
Downey LE.....	90-5	Fiorica V	66-6, 66-11, 66-14, 66-41, 68-4, 68-15, 68-23, 70-8, 70-18, 71-11, 71-15, 71-23, 71-41
Drechsler GK.....	93-1, 95-16, 07-14, 13-17, 14-1	First MW	09-7
Drilling HS	03-23	Fisher RG.....	74-4
Driskill WE.....	97-3, 97-23, 98-7	Flemig JW.....	94-14, 95-28
Druray CG.....	91-16	Flux M.....	77-3, 77-16, 82-5
Dubowski KM	04-13, 05-9, 07-22, 09-12, 11-13, 12-5, 13-14	Folk ED	70-18, 72-30, 73-10, 82-8, 92-27
Duke F.....	00-33	Forster EM.....	06-5, 08-11, 09-9, 10-20, 14-2
Dulkadir Z.....	14-11	Fotouhi CH	96-6
Duncan JC.....	63-30	Fowler PR	63-8, 67-5, 75-7, 77-17, 80-10, 83-2
Durso FT	98-26, 99-3, 00-5, 01-16	Fox CM	01-10, 02-4
<p style="text-align: center;">E</p>		Fraser AD.....	12-5
Emanuel TW Jr.....	03-3	Freud SL	64-9, 64-10, 64-17, 66-25
Earley JC.....	62-7	Friedberg W.....	71-26, 78-8, 80-2, 82-12, 92-2, 00-33, 03-16, 05-14, 09-6, 11-9
Eddington DL.....	06-10	Fromhagen C	71-18
Edwards MB	92-31, 94-3, 95-4, 95-9	Fulk GW.....	91-1
Elam GW.....	73-17, 81-16, 82-19	Fuller DK.....	94-3, 95-4

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Funkhouser GE.....	63-25, 66-14, 67-4, 67-17, 68-13, 68-15, 68-18, 70-5, 71-2, 71-17, 72-17, 73-22, 75-10, 75-14, 76-11, 77-8, 77-17, 78-19, 79-10, 80-10, 81-8, 82-10, 83-2, 83-14, 85-10, 87-2, 89-8, 89-11, 91-6, 92-27, 95-20, 95-22, 96-18, 98-3, 99-10	Gowdy RV	90-11, 92-20, 93-14, 94-19, 98-11, 99-5, 02-11, 03-9
		Grape PM	77-8, 78-13, 80-3, 81-15, 82-15, 85-8
		Greely HP	13-19
		Green T.....	07-13
		Grimm EJ	72-16, 73-19, 75-4, 76-4
		Grimm MH.....	72-1, 74-1, 87-1
		Gronlund SD.....	97-22, 98-16, 01-16, 02-1, 02-22
		Guedry FE Jr.....	67-6, 67-7, 71-20, 71-34, 72-34
		Guilkey JE.....	98-6
		Gurman EB.....	94-21
		Guzman L.....	09-21
G		H	
Galaxy SciCorp	93-5, 93-15, 94-12, 95-14, 96-2	Hackworth CA.....	98-26, 99-3, 03-10, 03-11, 04-22, 04-23, 05-13, 06-7, 06-13, 06-18, 07-16, 07-17, 07-25, 08-12, 10-16, 11-15, 12-11, 13-17
Gale HS	08-2, 08-4, 09-16, 09-23	Halperin D.....	10-16, 12-11
Gale WF	08-2, 08-4, 09-16, 09-23	Hand DK.....	97-3, 97-23, 98-7
Galerston EM.....	68-13, 68-18	Hanneman GD	70-3, 77-8, 78-8, 81-11, 84-5, 87-3, 87-8
Ganslen RV.....	63-12, 63-34	Hanson PG	68-6, 68-24, 69-5, 69-13
Garber M.....	00-29, 01-12	Hansrote RW	97-21
Garner JD	62-1, 62-9, 65-7, 66-42, 70-19, 72-30, 77-11, 78-3, 78-23, 79-22, 80-12, 94-10, 95-17, 95-29, 96-4, 97-7, 98-4, 98-27, 99-4, 00-6, 04-3, 04-7, 05-18, 06-10, 06-27	Haraway A	81-1, 83-1
		Harper CR.....	66-30
Garner R.....	94-10, 95-17, 95-29, 96-4, 97-7, 98-4, 98-27, 99-4, 00-6, 04-3, 04-7, 05-18, 06-10, 06-27	Harris HC Jr.....	95-3, 95-7, 96-16, 97-24, 99-22, 05-7, 05-12
Gay DJ.....	77-24	Harris JL	84-7
Geiwitz KL.....	00-6	Harris RM.....	94-22
George MH	91-2, 91-3, 95-20, 95-22, 95-25, 96-18, 98-3, 99-5, 99-10	Harrison HF	66-16, 70-21
Gerathewohl SJ	69-17, 69-24, 70-9, 71-10, 71-33, 75-5, 77-6, 78-16, 78-27	Hart IS.....	00-3
Gerke RJ	72-4	Hartel CEJ	95-21
Gibbons HL.....	68-8, 69-9, 69-10, 71-18	Hartel GF	95-21
Gilcher RO	84-4	Hartman S	79-2
Gildea K.....	11-15, 13-18, 14-1, 14-6, 14-9	Hasbrook AH.....	62-7, 62-9, 62-13, 65-14, 66-32, 68-12, 68-22, 70-7, 71-24, 72-9, 72-27, 73-9, 73-23, 75-12, 77-24
Giles E	79-2	Hastings J.....	06-1
Gilliland K.....	93-13, 97-5, 97-25, 99-20	Hattrup RA.....	05-11
Gilson RD.....	71-20, 71-34, 72-34	Hau G.....	06-10
Glaser S	09-17	Hauck EL	09-20, 09-22, 11-18, 13-9
Gogel WC.....	62-15, 63-10, 63-20, 63-28, 64-13, 65-11, 65-32, 66-22, 66-24, 67-18, 67-20	Hauty GT	65-5, 65-6, 65-16, 65-28, 65-29, 65-30
Goldman RF	62-5		
Goldman SM.....	02-23, 04-22, 04-23, 06-4, 06-26, 07-11, 07-25, 07-28		
Good GW.....	05-21		
Goulden DR.....	71-5, 72-16, 73-19, 76-4, 81-4, 83-17		

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Haworth LA	10-14	Hudson LS.....	90-7
Hawkes GR.....	62-11, 62-16	Huffine EF	92-24, 92-25, 99-15
Heers ST	13-21	Huffman HW	64-15
Heil MC	99-18, 99-23, 00-12, 01-5, 01-4, 01-6, 02-24	Hufnagel CA.....	64-7
Heil SKR.....	01-4	Huggins ME	04-1, 06-14, 07-9
Hellman CM.....	91-15, 92-13, 93-18	Hughes S.....	11-8
Hendrix AM	95-15, 03-13, 06-25, 07-4, 08-21, 09-2, 10-7, 10-9, 10-12, 10-18, 11-4	Hulin CL	97-11, 03-3
Hendrix R.....	06-25, 07-4, 08-21, 09-2, 10-7, 10-9, 10-12, 10-18, 11-4	Hunter CE.....	65-31
Hensley E.....	11-19	Hunter DR	95-27, 96-19, 97-3, 97-6, 97-16, 97-23, 98-6, 98-7, 99-7, 02-17
Hickerson JS	11-21, 14-11	Huntley MS Jr	91-7, 91-13
Higgins EA.....	63-23, 66-14, 66-39, 68-13, 68-15, 68-18, 69-10, 70-5, 70-8, 71-17, 71-41, 72-17, 73-22, 75-10, 75-14, 76-11, 77-8, 77-17, 78-5, 78-19, 79-10, 79-20, 80-9, 80-10, 81-8, 82-10, 83-2, 83-4, 83-14, 85-5, 85-10, 85-11, 87-2, 87-5, 89-5, 89-8, 89-10, 89-11, 89-12	Hursh EF	10-22
Hiles JJ.....	11-10, 11-15	Hursh SR.....	12-12, 12-14, 13-19
Hill RJ	71-39	Hurst MW	78-39
Hill TJ.....	93-19	Hutto GL.....	72-24, 77-21, 81-5
Hillman DJ.....	94-22	Hyde AS.....	63-30
Hilton Systems Inc..	94-20	Hyland DT	94-21, 94-22, 94-23
Hilton TF	97-8, 97-12, 99-19, 00-3	Hynes MK	99-30, 00-11
Hinshaw LB.....	62-18, 63-1, 63-16, 63-22, 63-26, 63-32, 66-11		
Hobbs A.....	11-10		
Hodges BE.....	03-10	I	
Hoffman SM.....	69-12, 72-17, 73-21, 73-22, 74-11, 75-7, 76-13, 77-5	Iampietro PF	62-5, 62-18, 63-1, 63-23, 66-14, 66-23, 68-15, 69-10, 70-8, 70-22, 71-2, 71-4, 71-17, 72-17, 72-35, 75-10, 75-14
Holcomb K.....	02-20, 05-24, 06-7, 06-18, 07-25, 08-12, 09-25, 10-16, 11-15, 12-11	Ice J.....	63-30
Holland J	02-21	Iden R.....	10-16, 12-11
Holloway FA.....	94-24	Irons FM.....	73-13, 73-20
Holmes DD	63-23, 63-26, 66-11	Isaac A.....	02-12, 03-21
Hordinsky JR.....	91-2, 91-3, 92-11, 92-19, 92-23, 94-14, 94-16, 95-28, 97-2, 98-10, 00-21		
Houk VN.....	64-7	J	
Houston ER.....	98-5	Jack DG	03-10, 04-22, 04-23, 05-13, 06-20
Hovis JK	13-20	Jahns DW	99-9, 00-4
Howell C.....	07-27, 09-5	Jeffress LA	63-7
Hudgins CB.....	98-4, 98-27	Jenkins CD	78-39
		Jenkins M.....	08-8, 10-2
		Jennings AE	69-10, 69-14, 72-5, 72-11, 72-21, 75-10, 75-14, 76-1, 76-11, 77-17, 78-19, 78-33, 78-34, 78-37
		Jennings R.....	06-1
		Jensen RS	96-19, 97-6, 98-6, 99-7
		Johansson J.....	02-1, 02-22
		Johnson R	11-2, 12-3, 13-2

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Johnson RD	00-20, 02-15, 03-18, 03-23, 04-4, 04-13, 05-11, 06-3, 06-5, 06-17, 06-19, 07-15, 07-22, 07-29, 08-10, 08-22, 09-3, 09-15, 10-4, 10-8, 10-11, 10-19, 11-17, 12-16, 12-17	Kochan JA.....	97-6
Johnson WB.....	07-25, 91-16, 11-11, 11-19, 12-16, 14-5	Korty P	62-10, 63-4
Jones B.....	09-18	Kot PA	64-11
Jones D	06-1	Kranz G	70-10
Jones JP.....	92-31	Krishnan VK.....	14-12
Jones KN.....	71-5, 71-7, 71-29, 72-14, 72-16, 72-25,73-14, 75-1	Kunz BR	13-15
Jones RC	10-14	Kuntz DJ.....	12-5
Jordan JL.....	82-14, 06-1	Kupfer DM.....	00-16, 06-14, 07-9, 08-8, 09-19, 09-21, 10-2
Josenhans WKT	65-8	Kupiec TC	92-24, 96-14, 96-17, 97-14
Joseph KM.....	99-9, 99-17, 99-25, 99-27, 00-4, 00-14, 03-2		
	<u>K</u>		<u>L</u>
Kanki BG.....	96-10	Lacefield DJ	78-31, 82-15, 85-8
Karim B	72-27	Lacey DE	62-10, 63-4
Karson S.....	70-14	Lacy CD	71-5
Kay EJ.....	94-21, 94-22, 94-23	LaJonchere CM.....	99-28
Keen FR.....	66-31	Lamb MW	96-3
Kegg PS.....	88-3	Lambregts AA	10-14
Kemp PM	13-24	Lambrou P	99-22
Kendall WW	63-25	Lamonica J.....	00-26, 12-7
Kendra A.....	07-30	Langston ED.....	72-6, 72-7
Key OR.....	97-21	Lanucci J.....	10-16, 12-11
Khaoly NE.....	13-15	Larcher JG	00-13, 04-16
Kidd GD Jr.....	79-5	Larcher KG	02-16, 04-12, 14-14
Kiepert J	09-18, 10-5	Lategola MT	63-11, 66-16, 66-17, 66-20, 66-21, 70-8, 70-18, 70-21, 71-8, 71-19, 72-20, 72-26, 73-10, 74-6, 77-3, 77-16, 78-5, 78-20, 79-8, 79-20, 80-9, 81-2, 82-3, 82-4, 82-5, 84-4
King JS.....	11-16	Lay CD	71-36, 72-22 (see also Dollar CS)
King RE.....	02-23, 02-24, 03-20, 06-16, 07-14, 08-9, 08-13, 10-3	Layne PJ.....	74-6
King SJ.....	03-11, 04-22, 04-23, 05-13, 07-17, 09-24, 13-10	Layton CF.....	95-31
Kinn JB.....	68-3	Leeper RC.....	73-23
Kirkbride LA.....	96-19	Leland R	09-17
Kirkham WR	78-13, 80-3, 80-6, 81-10, 81-15, 82-7, 82-13, 83-8	Lendrum L.....	03-3
Klein D.....	09-18, 10-5	Lennon AO.....	75-4, 77-24
Knecht W	02-20, 05-7, 05-15, 07-16, 08-6, 08-7, 10-1, 10-6, 10-13, 10-17, 11-5, 12-15, 13-4	Lentz JM.....	76-14
Knowlan DM.....	64-11	Lenz M	10-1, 10-6, 10-13, 10-17
		Lester LF.....	87-6
		Leverett S Jr	63-30
		Lewis MA.....	78-7, 78-36, 79-3, 79-14
		Lewis MF.....	67-8, 67-16, 67-24, 68-20, 68-27, 70-15, 71-27, 71-32, 71-42, 72-29, 73-6, 73-12, 73-18, 75-6, 79-4, 81-6, 82-6
		Lewis RA.....	69-6, 69-16

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Lewis RJ.....	99-15, 00-20, 00-29, 02-15, 03-18, 03-23, 04-4, 04-13, 04-15, 05-8, 05-10, 05-11, 06-3, 06-5, 06-12, 06-17, 06-19, 07-15, 07-22, 09-3, 09-12, 10-4, 10-11, 10-19, 11-17, 12-17, 13-14, 14-2, 14-4	Marcus JH	93-14, 94-11, 96-7, 96-11, 97-18, 97-20
Leyva MJ.....	12-5	Marsh DK II	98-9
Li G	96-3	Marshall WJ.....	07-20, 08-15
Lieberman P.....	98-20	Mastrullo AR	81-15
Linder MK.....	80-11	Masucci FD	63-22
Ling C	09-14	Mathews JJ.....	72-18, 72-22, 72-33, 73-7, 74-2, 74-7, 75-3
Lintern G.....	97-11	May ND	92-4
Linville JG.....	07-23	McCauley D	12-6, 13-3, 13-10
Lio TL.....	05-8	McCauley ME.....	01-17
Liu RH	07-23	McClenathan JE.....	64-7
Loewenfeld I	65-9	McCloy T.....	10-14
Lofberg MS.....	83-16	McConville JT	76-9
Lomangino N.....	11-8	McCoy J.....	66-17
Loo SM	09-18, 10-5	McDevitt JJ	09-7
Loochan FK.....	91-14, 92-14	McDown JR.....	02-16, 04-12
Lopez M	09-14	McFadden EB	62-13, 62-21, 63-9, 65-7, 66-7, 66-13, 66-20, 67-3, 67-4, 67-9, 70-20, 71-37, 72-10, 78-1, 78-4, 78-9, 79-13
Lowe SE.....	12-1	McGuire RJ	10-14
Lowenstein O.....	65-9	McKenzie JM.....	63-8, 66-41, 67-5, 71-2, 71-21, 73-21, 73-22, 74-11, 75-7, 75-10, 75-14, 76-11, 76-13, 76-15, 77-17, 77-23, 78-18, 78-19, 78-30, 78-40, 79-10, 79-20, 80-10, 81-8, 81-13, 82-10, 83-2, 83-4
Lowrey DL.....	72-6, 77-11, 78-3, 79-22, 80-12, 80-13, 82-7, 82-13, 83-8	McLean GA.....	89-8, 89-10, 89-11, 89-12, 91-12, 92-18, 92-22, 92-27, 93-6, 93-19, 95-22, 95-25, 96-18, 98-2, 98-3, 98-19, 99-5, 99-10, 01-2, 02-16, 03-15, 04-2, 04-12, 04-19, 08-20, 14-3, 14-14
Luchsinger PC.....	64-8	McLin L.....	03-12, 04-9
Lyne PJ	63-8, 73-10, 77-3, 77-16, 78-20, 81-2, 82-3, 82-4, 84-4, 85-10, 87-2, 89-8, 89-10, 89-11, 89-12	McPherson A	13-15
Lynn CA	73-10	Mead AM	10-22, 12-12, 12-14, 13-15, 13-17, 13-19
<u>M</u>			
Ma MJ	11-15, 12-9	Mehling KD.....	71-31
Maclin O	96-20	Mejdal S.....	01-17, 13-21
Madakasira S.....	92-11	Melton CE Jr	63-5, 64-18, 66-35, 66-39, 67-15, 68-26, 69-1, 69-12, 71-2, 71-21, 71-23, 72-17, 73-15, 73-21, 73-22, 74-11, 75-7, 76-2, 76-13, 77-5, 77-23, 78-5, 78-18, 78-40, 79-20, 80-9, 80-16, 81-13, 82-17, 85-2, 86-2, 89-13
Mallis MM	10-22, 13-19		
Mandella JG Jr.....	95-29, 98-4, 98-27, 05-18, 10-20, 13-22		
Manning CA.....	84-6, 88-3, 89-6, 90-4, 90-6, 90-13, 91-9, 92-5, 92-26, 92-31, 94-3, 94-9, 95-4, 95-9, 96-5 97-15, 97-22, 98-16, 98-26, 99-3, 00-2, 00-5, 01-5, 01-6, 01-10, 02-2, 02-4, 05-4, 06-4, 06-21, 07-11, 07-14, 07-18, 08-13, 09-4, 13-3		

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Melton RJ	79-23	Moser E.....	83-2
Mertens C.....	14-13	Moser KM	64-5, 64-7, 64-8
Mertens HW.....	65-32, 66-22, 66-38, 67-20, 67-24, 68-27, 70-15, 71-42, 72-29, 75-6, 77-12, 78-15, 79-4, 79-25, 81-6, 81-8, 82-6, 82-10, 83-4, 83-15, 85-3, 85-5, 88-2, 90-9, 92-6, 92-28, 92-29, 92-30, 93-16, 93-17, 95-13, 96-22, 97-10, 99-8, 04-14	Moses R.....	66-14, 68-4, 71-11, 71-15, 80-10
Mertens RA.....	67-2, 68-7, 70-10, 71-5 (see also Crain RA)	Mullen SR.....	77-17, 78-19, 79-10
Mielnik T.....	06-10	Murcko LE.....	76-4, 77-1
Milburn NJ.....	82-10, 92-28, 92-29, 92-30, 93-16, 93-17, 95-13, 96-22, 97-10, 99-8, 04-10, 04-14, 06-26, 09-11, 11-8, 13-15, 13-16, 13-18, 13-20, 14-6	Murphy RE.....	98-4, 98-27, 00-6
Milke RM	99-22	Myers JG.....	90-2, 91-5, 91-10, 92-15, 92-16, 95-10
Millett DP.....	00-21		
Mills SH	97-7, 98-15, 00-30, 01-10, 01-16, 02-1, 02-2, 02-4, 02-22	N	
Mills W.....	01-11	Nadler E.....	07-30
Moertl PM.....	00-5, 02-1, 02-22	Naff KC	00-27
Mogford LS.....	98-14	Nagle FJ	63-12, 63-34, 64-2, 66-36
Mogford RH.....	98-14	Nakagawara VB.....	90-10, 91-1, 91-14, 92-14, 93-11, 93-21, 94-10, 94-15, 95-11, 96-12, 96-27, 98-25, 99-6, 00-18, 00-19, 00-23, 01-7, 01-14, 02-6, 02-10, 03-6, 03-12, 04-6, 04-9, 05-21, 06-9, 06-23, 06-28, 07-20, 08-14, 08-15, 09-13, 10-21, 11-7, 11-14
Mogilka HJ.....	01-10, 02-4	Nance C.....	00-26
Mohler SR.....	62-4, 62-20, 63-2, 65-7, 65-13, 66-1, 66-3, 66-8, 66-25, 66-29, 66-30, 66-31, 66-32, 67-22, 68-8, 68-16, 69-2, 69-17, 69-18, 70-12, 71-9, 71-10, 71-33, 72-2, 72-28, 75-5, 80-4, 96-25, 06-1	Naughton J	64-2, 66-17, 66-21, 66-36
Moise S.....	92-11	Neal GL.....	65-31
Montgomery RW....	93-21, 94-15, 95-11, 96-12, 99-6, 00-19, 00-23, 01-7, 01-14, 02-6, 02-10, 03-6, 03-12, 04-6, 04-9, 05-21, 06-9, 06-23, 06-28, 07-20, 08-14, 08-15, 09-13, 10-21, 11-7, 11-14, 13-8	Neas BR.....	78-8, 80-2
Moorcroft D	04-18, 07-13, 11-3, 12-18	Neddick M.....	99-9
Moore CM.....	69-19	Nei D.....	11-11, 11-16, 11-19
Moore R.....	07-17	Nelson JM.....	71-26
Morgan JC.....	68-26	Nelson PL	72-33, 73-7, 74-8
Morris Edward W ...	66-27	Nepal S	11-17
Morris Everett W ...	70-9	Nesthus TE	95-5, 95-7, 97-7, 97-9, 97-25, 99-20, 02-8, 02-13, 02-20, 06-13, 07-21, 09-20, 09-22, 09-24, 09-25, 10-22, 11-16, 12-12, 12-14, 13-19, 13-20
Morrison JE.....	96-6	Newman RL	10-14
Morrow DG.....	99-21	Newton JL	63-33
		Newton NL.....	62-12
		Nguyen K	0032
		Nicholas J.....	00-33
		Nichols EA.....	72-2
		Nikolic D.....	99-3
		Norris A.....	12-3, 13-2, 13-25, 14-15
		Norwood GK.....	71-25, 71-38, 82-14
		Nye LG	89-7, 90-4, 90-8, 91-8, 92-7, 92-8, 92-9, 92-10, 94-13

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
<u>O</u>			
O'Brien K	00-33	Phillippens MMGM	07-13
O'Connor WF	65-10, 66-10, 66-15	Phillips EE	63-34
O'Dell JW.....	70-14	Phillips S	97-11
O'Doherty DS	65-4	Pickett E.....	98-20
Odom RS.....	02-16	Pickrel EW.....	77-25, 79-18, 82-11, 83-11, 84-2
O'Donnell RD.....	92-11, 95-24	Pidkowicz JK	80-8
Ohrt DD.....	97-22, 98-16	Pierce LG	12-6, 13-3, 13-7, 13-11, 14-8
Olmos BO	03-2	Pinkerson AL	64-11
Orme DR.....	01-11	Pinski MS	78-4, 78-14
Orzechowski JA.....	04-7, 06-27	Planting A	09-18
OU Vortac	92-31, 94-3, 95-4, 95-9, 96-5	Podolak E	65-25, 68-3
Overfelt RA	09-16, 09-23	Polis BD.....	71-2, 73-21, 73-22
Overfelt T	10-5	Pollard DW	78-3, 79-6, 79-23, 82-8, 84-1, 85-1
Owen M	09-18	Pook M	09-18, 10-5
Owuor ED.....	04-1	Porter KA	02-16
Ozur H.....	82-11	Pounds J.....	99-12, 02-12, 03-19, 03-21, 05-5, 05-25, 06-20, 06-21, 06-26, 08-16, 08-17
<u>P</u>			
Packingham KD	99-28	Price GT	69-3, 69-13, 74-4, 77-8
Page BB	63-22	Prinzo OV	93-20, 95-15, 96-10, 96-20, 96-26, 98-17, 98-20, 01-8, 01-9, 02-5, 03-13, 04-11, 05-19, 06-25, 07-4, 08-19, 08-21, 09-2, 09-10, 10-7, 10-9, 10-12, 10-18, 10-20, 11-4
Palmerton DA.....	98-3, 98-13, 02-16, 04-12, 05-17	Pruchnicki S	13-17, 14-1
Parker JF Jr	89-9, 90-14, 95-2	Purswell JL.....	72-27, 73-23
Paskoff LN.....	14-3	Puttmann J.....	13-15
Patterson JC	01-11	<u>Q</u>	
Pearson DW	68-17, 69-7, 69-19	Quebe J.....	97-3, 98-7
Pearson RG	63-35, 65-10, 65-31, 66-19	<u>R</u>	
Pedigo M.....	11-15	Raeke JW	62-21
Pellettiere J.....	12-18	Rains BM	11-17
Pendergrass GE.....	63-27, 66-10, 66-15	Ramos RA.....	01-5, 01-6
Penland T	85-1	Rana B.....	75-9
Pennybaker AL	96-25	Rankin WL	12-9
Perloff JK.....	64-19	Rantanen E	03-3
Perry DL	13-16, 13-18, 14-6	Rasmussen PG	70-7, 71-24, 72-9, 73-9, 75-12, 77-2, 77-7, 77-13, 77-14, 78-17, 78-22, 78-28, 78-29, 78-41, 79-22, 80-13, 81-7, 89-14, 92-12, 94-8
Perry JL.....	98-16	Reed W.....	72-6, 73-1
Perry RB.....	64-8		
Peterman CL	08-1, 09-9		
Peterson LM	00-28, 01-19, 01-20, 03-10, 11-8, 14-6		
Peterson LS	10-14, 13-10, 13-18		
Pfleiderer EM.....	00-24, 01-10, 02-2, 02-4, 03-8, 05-16, 06-4, 06-7, 07-11, 07-18, 07-28, 09-4, 11-6, 12-1		

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Reighard HL-----	65-3, 76-8, 78-35	Russell CJ-----	00-15
Reins DA-----	63-26, 65-27, 66-11	Russell JC-----	85-12, 89-3
Rentmeister-Bryant H	07-21	Ryan LC-----	70-3, 75-5, 80-4
Retzlaff PD-----	03-20, 08-13	Rylander R-----	73-11
Revzin AM-----	70-11, 73-3, 73-4, 77-22, 78-2, 79-15, 92-12, 94-8		
Reynolds HI-----	67-4	S	
Reynolds HM-----	75-2, 75-13, 76-9, 82-9	Sahiar F.....	96-25
Ricaurte EM-----	10-10, 11-2	Salazar GJ.....	97-21, 06-1, 06-12
Rice N-----	70-10	Saldivar JT.....	66-39, 68-26, 72-17, 73-21, 73-22, 74-11, 75-7, 76-13, 77-5, 77-23, 78-18, 78-40, 80-18, 81-13 83-10, 83-14, 85-10, 87-2
Rieger JA Jr-----	66-11	Santez D.....	13-15
Ritter RM-----	93-7, 93-8, 94-7, 98-18, 98-21, 03-23, 09-12, 10-19, 14-4	Sanders DC.....	67-21, 70-4, 70-13, 72-12, 77-9, 83-12, 85-4, 86-1, 86-3, 86-5, 86-8, 89-4, 90-15, 90-16, 91-17, 93-7, 93-8, 94-7, 94-18, 95-8, 98-10
Rizutti BL-----	76-6	Sangal SP.....	95-5
Roberts CA-----	07-17, 11-16, 13-16, 13-18, 14-6	Sauer HH.....	05-14, 09-6
Roberts PA-----	78-31, 82-15, 85-8	Scarborough A.....	05-25, 08-16, 08-17
Robinette KM-----	83-16	Scarborough WR....	64-12, 65-8, 65-15
Robinson CP-----	77-19, 78-26	Scarpa P.....	06-1
Robinson S-----	63-33	Schlegel RE.....	93-13, 97-5, 97-25, 98-13, 99-20
Rock DB-----	82-11	Schlegel TT.....	89-10
Rodgers MD-----	93-1, 93-9, 93-12, 93-22, 94-27, 95-16, 95-18, 97-13, 98-14, 06-20	Schroeder DJ.....	68-10, 70-10, 71-6, 71-16, 71-20, 71-31, 71-34, 71-39, 72-34, 73-17, 79-9, 81-16, 82-19, 83-7, 83-17, 87-4, 89-7, 90-6, 90-8, 92-7, 93-4, 94-6, 94-13, 94-17, 94-26, 95-3, 95-7, 95-32, 96-9, 97-17, 99-17, 99-22, 00-32, 03-14, 03-20, 04-21, 05-5, 05-22, 06-2, 06-6, 06-21, 07-21, 07-25, 08-13
Rodriguez-Carmona M	09-11	Schvaneveldt R.....	00-26, 12-7, 12-10
Rogers J-----	13-17, 14-1	Scow J.....	66-15
Rogers PB-----	08-1, 08-24, 09-9, 11-21	Scroggins CL.....	09-4
Rogers RO-----	07-27, 09-5, 09-17	Seipel JH.....	64-6, 65-4, 67-11
Roe BA-----	00-16	Selensky M.....	11-2
Rohrbaugh JW-----	99-28	Self DA.....	10-20, 13-22
Roma PG-----	10-22, 12-12, 12-14, 13-9	Sells SB.....	84-2
Rosa RR-----	95-32	Sen A.....	07-12, 07-19
Rose RM-----	78-39	Sershon JL.....	84-5, 87-3, 87-8, 12-5
Ross A-----	67-22	Shaffstall RM.....	02-16, 06-10, 06-19, 10-20
Rosenberg CS-----	07-6	Shanbour K.....	66-17, 66-21
Rotter AJ-----	92-31	Shannon CG.....	09-16, 09-23
Rowlan DE-----	72-15		
Rowland RC Jr-----	67-10		
Roy KM-----	02-19		
Rubenstein CJ-----	93-19		
Rudnick SN-----	09-7		
Ruehle C-----	06-1		
Rueschhoff BJ-----	85-11		
Runnels B-----	13-17		
Ruppel DJ-----	14-3, 14-14		
Rush L-----	97-9		

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Shappell SA.....	00-7, 01-3, 03-4, 05-7, 05-24, 06-7, 06-18, 06-24, 08-12, 10-16, 12-11	Staggs CM.....	85-6
Shaw RV	96-24	Stavinoha WB	66-11
Shehab RL.....	98-13	Stedman VG	71-9
Shepherd WT.....	89-9, 90-14, 91-16, 95-2, 95-14, 95-31, 96-2	Steen JA	71-27, 71-32, 72-29, 73-18, 75-1, 75-6, 80-5, 80-15, 84-1, 85-1
Siegel PV.....	67-25, 68-9, 69-2, 69-17, 69-18, 71-10	Stern JA.....	94-6, 94-17, 94-26, 96-9, 99-28
Silberman WS	06-1	Stoliarov N.....	94-6, 94-26, 96-9
Silverman E.....	13-17, 14-1	Stutzman TM.....	91-5
Simcox LS	84-3	Swearingen JJ	62-1, 62-4, 62-13, 62-14, 63-9, 65-7, 65-20, 65-23, 66-3, 66-12, 66-18, 66-40, 67-14, 69-22, 71-3, 71-12, 71-13, 72-6, 72-7, 72-15, 73-1
Simpson JM.....	66-13, 67-9, 78-13, 80-3		
Simpson LP.....	81-4	<u>T</u>	
Sirevaag EJ	99-28	Taite S.....	05-23
Sirkis JA	70-9, 72-3	Talleur DA.....	97-11, 03-3
Sk MH	09-23	Tang PC.....	63-21
Skaggs VJ	12-3, 13-2,13-25,14-15	Taylor AM.....	11-3
Skarzynski J.....	13-15	Taylor DK.....	75-9, 81-15, 83-6, 84-6
Smith DR.....	00-9, 00-21, 02-14, 00-34	Taylor HL	97-11, 03-3
Smith J.....	13-4	Taylor JC.....	91-16
Smith LT.....	93-19	Teague SM	92-19
Smith MD	98-5, 98-21	Thackray RI.....	68-17, 69-7, 69-8, 69-21, 71-7, 71-29, 72-14, 72-25, 73-11, 73-14, 73-16, 74-9, 75-8, 77-18, 78-11, 79-12, 79-24, 80-1, 80-17, 81-5, 81-12, 82-1, 82-16, 83-13, 85-13, 86-4, 88-1, 88-4, 89-1, 90-3, 92-3, 92-6, 94-6
Smith PW	62-8, 63-24, 69-9, 70-3, 77-9, 77-19, 78-26	Thomas AA	71-41
Smith RC.....	70-20, 71-14, 71-21, 71-28, 71-30, 71-35, 72-23, 72-24, 73-2, 73-15, 73-22, 74-12, 75-7, 75-9, 76-2, 76-13, 77-21, 77-23, 78-32, 79-11, 80-14, 81-5	Thomas JA	06-10
Snow CC	62-9, 65-14, 65-26, 68-6, 68-19, 68-24, 69-3, 69-4, 69-5, 69-13, 70-16, 72-27, 75-2, 79-2, 82-9	Thomas S	05-8, 07-17, 09-24, 11-16
Snyder L.....	77-8, 82-12, 92-2	Thomson GL.....	97-22
Snyder RG	62-13, 62-19, 63-15, 63-30, 65-12, 65-26, 68-6, 68-19, 68-24, 69-3, 69-4, 69-5, 69-13, 76-9	Thompson AC	09-10
Sofyan NI	09-23	Thompson D.....	06-20
Solomon LA.....	66-11	Thompson JJ	00-3
Soper JW.....	96-17, 99-29, 00-16, 02-14, 03-22, 03-24, 11-21, 12-5, 13-24	Thompson KE.....	00-6
Southern TL.....	00-29	Thompson KS	12-13, 14-4
Spengler JD	09-7	Thompson RC.....	97-8, 97-12, 98-8, 98-24, 99-17, 99-19, 99-24, 99-25, 99-27, 00-14, 00-17, 00-25, 00-27, 00-28, 01-4
Spera S	06-10	Thoren TM	12-13
Spieth W.....	64-4	Tilton FE	06-1
St George R.....	99-9		

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Tobias JV	63-7, 63-17, 63-19, Tech. Pub.#1, 64-16, 65-17, 66-4, 67-10, 68-21, 68-25, 70-6, 71-1, 72-31, 72-32, 73-13, 73-20, 75-11, 76-3, 79-5, 79-16	Ververs PM	98-28
Touchstone RM	69-21, 71-29, 72-14, 72-25, 73-11, 73-14, 73-16, 74-9, 75-8, 77-18, 78-11, 79-12, 79-24, 80-17, 81-12, 82-1, 82-16, 83-13, 85-13, 86-4, 88-1, 89-1, 90-3, 92-6, 94-6, 94-26, 96-9	Von Rosenberg CW.....	66-31
Trent CC.....	79-8	Voros RS	94-22
Trick J.....	13-15	Vu NT	94-7, 98-18, 99-14, 00-16, 04-1, 04-4, 06-14
Trites DK.....	61-1, 62-3, 63-31, 65-5, 65-6, 65-21, 65-22	<u>W</u>	
Trout EM.....	78-6, 78-12, 78-24, 79-17	Wade K.....	01-15, 05-1, 05-3, 07-2, 10-15, 14-7
Truitt TR	96-5, 98-26, 99-3, 00-5	Wallace TF.....	69-22, 72-15, 78-13, 80-3
Tsonis C.....	07-24	Wang SM.....	05-8
Tucker R	00-26	Warner D.....	92-11
Turner JW.....	91-7, 91-13	Watson J	08-2, 08-4, 09-16, 09-18, 09-23, 10-5
Twohig P.....	04-22	Wayda ME.....	90-1, 92-1, 94-1, 96-1, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1, 05-1, 07-1, 09-1, 11-1, 13-1
Tyler RR.....	02-21	Webster NL.....	14-2
<u>U</u>		Weed DB	14-3, 14-14
Uhlarik J	02-3, 03-5	Weigmann DA.....	00-7
Umberger EL	66-25	Weissmuller JJ.....	97-3, 97-23, 98-7
Updegraff BP	69-20	Welsh KW.....	76-5, 77-2, 77-7, 77-13, 77-14 78-17, 78-22, 78-28, 78-29, 78-41
Utrecht JS	04-3	Wenzel B.....	12-16, 13-9, 13-12, 14-5
<u>V</u>		Wentz AE.....	64-1, 64-6
Valdez CD.....	77-4, 90-12	Wernick JS	63-19
van Brummelen		West G.....	71-17, 72-5, 72-19, 72-21, 74-10, 75-14
AG.....	65-8	West RW.....	91-1
VanBuskirk LK.....	80-5, 80-15	Westura EE	68-3
Vance FP.....	68-26	Wheelright CD	62-1
VanDeventer AD.....	80-7, 83-6, 84-6	Whinnery JE.....	03-15, 04-1, 05-20, 06-1, 06-5, 06-12, 07-9, 08-1, 09-9, 09-12, 11-13, 12-5, 13-14, 14-2
Vant JHB	89-5	White MA.....	83-2
Vardaman JJ.....	94-5	White ME.....	82-10
Vaughan JA.....	68-13, 68-15, 68-18, 69-10, 70-5, 71-17, 72-17, 75-10, 75-14, 76-5, 76-11, 77-2, 77-7, 77-13, 77-14, 78-17, 78-22, 78-28, 78-29, 78-41, 79-20, 80-9	White VL.....	92-23, 94-16, 96-14, 96-17, 00-22, 01-12, 04-1, 07-9, 10-2, 13-22
Vedeniapiin AB	99-28	Wick RL Jr.....	72-4
Veregge JE.....	66-25, 67-22, 67-23	Wickens CD	98-28
Véronneau SJH	94-14, 95-5, 96-25, 97-2, 00-13, 00-18, 00-22, 08-1, 09-9	Wicks SM	66-35, 66-39, 67-15, 68-26, 69-1, 77-23, 78-18, 78-40, 80-10, 81-13, 82-7, 82-13, 83-8
		Wiegmann DA	01-3, 03-4, 05-24, 06-7, 06-18, 06-24

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Wilcox BC Jr.....	91-12, 92-18, 92-22, 93-6, 94-10, 96-25	X	
Willems BF	01-20, 02-18	Xing J.....	04-17, 05-4, 06-2, 06-6, 06-11, 06-15, 06-22, 07-5, 07-10, 07-24, 07-26, 08-18, 09-14
Williams CA	00-14, 02-24 03-10, 08-13, 10-3, 12-6, 13-7	Y	
Williams KW	94-25, 95-6, 96-8, 98-12, 99-13, 99-26, 00-8, 00-28, 00-31, 01-13, 02-21, 04-20, 04-24, 06-8, 07-3, 07-8, 08-23, 11-20, 12-4, 13-17, 14-1, 14-9	Yakopic C.....	13-15
Williamson KS.....	12-17	Yanowitch EA.....	73-5
Williams MJ.....	69-15	Yanowitch RE	72-2, 73-5
Williams SD.....	03-23	Yost A.....	02-21, 07-30
Willis DM.....	75-12	Young CL.....	76-6
Wing H.....	91-9	Young FA	79-2
Winget CM.....	75-10	Young JW.....	62-21, 65-23, 66-9, 66-33, 67-13, 69-3, 69-4, 69-5, 69-13, 71-37, 74-4, 76-9, 78-14, 82-9, 83-16, 89-8, 89-11, 93-10
Wise RA.....	97-7	Young PE	68-11, 68-12
Witt LA.....	91-10, 91-11, 91-15, 92-7, 92-8, 92-9, 92-10, 92-13, 92-17, 92-21, 93-18, 94-2, 95-32, 97-8	Young WC	93-4, 96-13, 97-4
Wittmers LE	65-27	Z	
Wolbrink AM.....	00-13, 04-16	Zehner GF	83-16
Wolf MB.....	98-4	Zeiner AR	72-8
Wong KL	04-7, 06-27	Zelenski JD.....	77-19
Wood DB.....	14-3	Zhu H.....	04-1
Wood KJ	91-14, 92-14, 93-11, 93-21, 94-15, 95-11, 96-27, 98-25, 99-6, 00-19, 01-14, 02-6, 02-10, 03-6, 04-6, 06-9, 06-23, 06-28, 08-14, 09-13, 10-21, 11-7, 13-8	Ziemnowicz SAR	65-4
Worley JA.....	99-17, 99-25, 99-27, 00-14		
Wreggit S	97-9, 98-9		
Wright JE.....	12-5		
Wu CH.....	07-23		

Part III: Subject Index

Contents

Acceleration, angular.....	61	Case reports.....	69
Acceleration, linear (see also Deceleration)	61	Center of gravity	69
Accidents (see also Toxicology).....	61	Certification, aeromedical.....	69
Aerial application	62	Charts	70
Aerobatics	62	Circadian periodicity.....	70
Aerospace (see also Cosmic Radiation)	62	Civil Aerospace Medical Institute (CAMI)	70
Age.....	62	Clothing.....	70
Air ambulance.....	62	Cold.....	70
Air bags.....	62	Color.....	70
Air loads.....	62	Color vision	70
Air piracy	62	Communication.....	70
Air traffic control.....	63	Contact lenses	71
Air traffic controllers	63	Cosmic radiation.....	71
Air transportation.....	65	Crashworthiness	71
Aircraft.....	65	Deceleration.....	71
Airport	66	Decision-making.....	71
Airway facilities personnel.....	66	Decompression.....	71
Airway Science Curriculum Demonstration Project	66	Depth perception	71
Airworthiness Inspectors	66	Diet.....	71
Alcohol.....	66	Disorientation	71
Altitude.....	67	Distraction	71
Animal transportation	67	Ditching.....	71
Anthropometry	67	DNA.....	71
Anthropomorphic dummies.....	67	Drugs (see also Alcohol)	72
Anticollision lights	67	Earphones	72
Aphakia.....	67	Earplugs.....	72
Arousal.....	67	Education.....	72
Attention.....	67	Electrocardiogram	72
Audiology.....	68	Energy.....	72
Automation.....	68	Environment.....	72
Aviation maintenance.....	68	Equipment.....	73
Aviation medical examiners	68	Evacuation, passenger emergency	73
Ballistocardiography.....	68	Exercise	74
Behavioral types	68	Eye	74
Benzodiazepines	68	Fatigue	74
Birds.....	68	Federal Air Surgeon.....	75
Blood	68	Fire.....	75
Cabin safety	68	Flight attendants	75
Caloric irrigation.....	69	Flotation devices	75
Canes	69	Forensics (see Toxicology).....	75
Carbon monoxide	69	Fuel.....	75
Cardiovascular.....	69	G forces.....	75

Part III: Subject Index (continued)

Contents

Galactic cosmic radiation	75	Protective breathing equipment.....	85
Global positioning system (GPS).....	75	Psychology	85
Handicapped persons	75	Pulmonary	86
Heat	75	Radiation	86
Hearing	76	Renal function.....	86
Hijacking	76	Research, aeromedical.....	86
History (CARI/CAMI)	76	Restraint.....	87
Human.....	76	Seat	87
Human factors (also see: Performance)	76	Seatbelts	87
Hypothermia.....	77	Shiftwork and shift rotations	87
Hypoxia	77	Shoulder harness	88
Identification.....	77	Sickle cell trait.....	88
In-flight health care	77	Simulation.....	88
Illusions.....	77	Skin.....	88
Injuries.....	77	Sleep	88
Instruments.....	78	Smoke	88
Job attitudes	78	Smoking.....	88
Judgment	78	Sonic booms.....	88
Kidney	78	Stalls.....	89
Lighting	78	Standards	89
Management	78	Stress	89
Medical kits.....	79	Suicide	89
Motion sickness.....	79	Supersonic transport.....	89
Motivation	79	Temperature	89
Neurology	79	Tests.....	89
Noise.....	79	Tobacco.....	90
Nystagmus	79	Tolerance.....	90
Orthostatic tolerance.....	79	Toxicology (see also Accidents).....	90
Oxygen	80	Training	91
Oxygen masks	80	Translations.....	92
Ozone	80	Turbulence	92
Passengers.....	80	Vertigo	92
Patients	80	Vestibular function.....	92
Perception	80	Vibration.....	92
Performance (also see: Human Factors)	80	Video games.....	92
Personnel, FAA (see also, Air Traffic Controllers).....	83	Vigilance	92
Pesticides.....	83	Vision	92
Physical fitness	83	Warning signals	93
Physiology.....	83	Water survival	93
Pilots.....	83	Weather.....	93
Pregnancy.....	85	Work.....	93
Propellers	85		

Subject and Report Number

Acceleration, angular

- ...Aeromedical Scientific Information System, 08-1
- ...adaptation, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20, 74-3
- ...antimotion sickness drugs effects, 81-16, 82-19
- ...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34, 95-3
- ...arousal effects on nystagmus, 62-17
 - accurate assignment of alcohol involvement, 04-13, 07-22
- ...arousal effects on vestibular response, 63-29
- ...dextroamphetamine effects on performance, 73-17, 76-12
- ...nystagmus after caloric habituation, 63-14, 64-14, 65-18, 67-2
- ...nystagmus after rotation habituation, 63-13, 65-24, 68-2
- ...rotation device, 64-15
- ...secobarbital effects on performance, 73-17
- ...sleep loss effects on performance, 76-12, 86-9

Acceleration, linear (see also Deceleration)

- ...bibliography, 63-30

Accidents (see also Toxicology)

- ...Aeromedical Scientific Information System, 08-1
- ...age of pilots, 77-10, 04-8
- ...agricultural aircraft, 66-27, 66-30, 72-15, 78-31, 80-3
- ...Alaskan CFIT, evaluated by HFACS, 00-28, 06-7
- ...Alaskan general aviation, 2004-2009, evaluated by HFACS, 11-20
- ...alcohol involved, 66-29, 68-16, 78-31, 80-4, 92-24, 98-5, 00-21, 03-18, 03-23, 04-13, 05-20, 08-22, 14-2
 - accurate assignment of alcohol involvement, 04-13, 07-22
- ...amateur-built aircraft, 11-21
- ...analyses of injuries, 70-16, 71-3, 72-15, 81-10, 82-7, 05-17
- ...analytic methodology of causal factors, 06-26
- ...bloodborne pathogens, 97-21
- ...cabin injuries, 79-23, 82-8
- ...cannaboid involvement, 09-12, 13-24
- ...carbon monoxide levels without fire, 80-11, 00-18, 00-34, 05-9
- ...causes, 66-8, 66-27, 66-29, 67-23, 68-16, 69-2, 70-18, 78-13, 82-15, 05-9, 05-20, 05-24, 06-24, 07-12, 07-22, 07-29, 08-11, 08-22, 09-15, 11-2, 11-14, 11-21
- ...certifying examiner type, relationship to, 13-4
- ...cocaine and associated metabolites, analytic method, 03-23, 03-24, 13-24
- ...cockpit delethalization, 66-3, 66-12, 71-3
- ...controlled flight into terrain, human error analysis, 03-4
- ...coronary atherosclerosis in pilot fatalities, 80-8, 85-6
- ...data collection methods, proactive for general aviation, 10-16
- ...diphenhydramine in pilot postmortem samples, 11-13
- ...DNA profiling in resolving forensic toxicology issues, 09-19

Subject and Report Number

- ...drugs and toxic chemicals as causes, 68-16, 78-31, 85-8, 95-28, 96-17, 00-9, 00-21, 00-29, 00-34, 03-7, 03-22, 03-23, 03-24, 05-20, 07-12, 07-19, 11-21
 - drug usage in pilots, illicit and prescription, 08-10, 10-10, 11-2, 11-13
- ...etomidate in postmortem samples, 09-3
- ...evacuation injuries, 79-6, 80-12, 99-30, 00-11
- ...evacuation patterns, 62-9, 65-7, 70-16, 96-18
- ...experience of pilots, 77-10, 08-12
- ...fatalities identification, 79-2, 98-18, 06-14, 08-5, 08-8
 - fluoxetine distribution in postmortem samples, 07-15
- ...fire, smoke protection, 67-4, 70-16, 70-20, 78-4, 83-10, 85-10
- ...genotyping, 09-21
- ...glare involvement, 03-6, 06-28
- ...glucose levels, abnormal, 00-22, 08-11
- ...HFACS, human factors analysis and classification system for human error, 00-7
 - applied to air carriers and commuter accidents, 06-18
 - applied to Alaskan CFIT accidents, 00-28
 - applied to general aviation CFIT accidents, 03-4
 - applied to general aviation accidents, 05-24, 08-12, 10-16
 - applied to general aviation accidents in Alaska, 06-7, 11-20
 - intervention programs, 06-24, 08-12
- ...in-flight incapacitation, 87-7, 04-16
- ...in-flight vertigo and unconsciousness, 63-21
- ...injuries, from seat impacts, 66-18
 - in extreme vertical impacts, 62-19
 - in rearward-facing seats, 62-7
- ...instructional flights, 96-3
- ...intervention programs, 06-24
- ...investigations, human factors findings, 63-35, 69-18, 72-2, 73-5, 80-6, 04-24, 05-24, 06-24
- ...lapbelt-restraint injuries to pregnant females, 68-24
- ...lost/disoriented, 95-1
- ...obese pilots, 10-10
- ...occupation of pilots, 77-10
- ...older pilots, 67-22, 70-18, 04-8
- ...padding for crash protection, 66-40
- ...Part 135 pilots, toxicological findings, 09-15
- ...physician pilots, 66-25, 71-9
- ...pilots with static physical defects, 76-7, 77-20, 79-19, 81-14, 83-18, 93-11, 11-14
 - prior alcohol offenses, 08-22
- ...post mortem findings, 69-18, 92-23, 92-24, 92-25, 94-14, 95-28, 97-14, 98-18, 00-9, 00-16, 00-29, 03-4, 03-22, 03-24, 04-13, 05-9, 05-10, 05-11, 05-20, 06-3, 06-14, 06-17, 07-12, 07-15, 07-19, 07-22, 08-8, 08-10, 08-11, 08-22, 09-3, 09-15, 09-21, 10-10, 10-11, 10-19, 11-2, 11-13, 11-21, 12-13, 13-24, 14-12

Part III: Subject Index

Subject and Report Number

- in relation to medical history, 06-12, 07-19
- quality assurance of forensic analyses, 99-11, 99-14, 99-15, 99-29, 03-18, 04-1, 04-4, 04-13, 04-15, 06-14, 07-23, 08-24, 09-19, 09-21, 10-4, 10-8, 10-11, 12-13, 13-24
- ...predicting GA frequency from pilot total flight hours, 12-15
- ...predisposition, 72-2, 73-5, 93-9
- ...prevention with blind flight instrument, 66-32
- ...private pilot instruction, school type and type of certifying examiner, 13-4
- ...propeller-to-person, 81-15, 93-2
- ...railroad, 73-1
- ...risk factors, for controlled flight into terrain (Alaska), 00-28
 - for marginal weather take-offs by general aviation pilots, 05-7, 05-15, 08-12, 10-16
- ...rotorcraft, rollover and injury/fatality rates, 05-17
- ...safety information for improved survival, 04-19
- ...seat cushions for flotation, 66-13, 98-19
- ...shoulder harnesses to increase survival, 72-3, 83-8, 89-3
- ...spatial disorientation, 78-13, 95-1, 96-21
- ...stall warning, 66-31
- ...suicide, 72-2, 73-5, 06-5, 14-2
- ...survivability, fire/smoke, 95-8, 05-17
 - free-fall impacts, 63-15
 - water impacts, 65-12, 68-19
- ...training school type, relationship to, 13-4
- ...triarterene in blood, identification of, 92-23
- ...tricyclic antidepressant involvement, 14-11
- ...unmanned aircraft, accidents and incidents, 04-24
 - flight-control problems, 06-8
- ...visual acuity of pilots, 75-5, 81-14, 83-18, 00-18, 11-14
- ...water spray systems, 98-4
- ...water survival, analysis of training programs, 98-19
 - frequency of occurrence, 98-19
- ...WinMine analytic tool applied to accident data, 06-26

Aerial application

- ...accidents, 66-27, 66-30, 68-16, 72-15, 78-31, 80-3
- ...biochemical effects of lindane and dieldrin, 62-10, 63-4
- ...chlordimeform toxicity, 77-19
- ...cholinesterase determination, 67-5
- ...comparison of serum cholinesterase methods, 70-13, 72-12
- ...dieldrin effects on liver, 66-5, 66-26
- ...endrin effects, 66-11, 66-26, 66-34, 70-11
- ...mechanisms of endrin action, 63-16, 63-26
- ...organophosphate insecticides effects, 63-24, 69-19, 70-3
- ...Phosdrin effects on performance, 72-29, 73-3
- ...Phosdrin effects on vision, 73-4
- ...storage stability of human blood cholinesterase, 70-4
- ...toxic hazards, 62-8, 68-16, 78-31
- ...treatment of methamidophos poisoning, 78-26

Subject and Report Number

Aerobatics

- ...blood donation effects, 84-4
- ...G effects on pilots, 72-28, 82-13

Aerospace (see also Cosmic Radiation)

- ...index of international publications, 93-3, 01-15, 07-2, 10-15, 14-7
- ...ionizing radiation, suborbital occupational exposure, 13-23
- ...medical certification statistical handbook, 13-2, 13-25, 14-15
- ...medical screening guidance for commercial aerospace passengers, 06-1
- ...toxicology, overview, 09-8

Age

- ...age 60 rule, 94-20, 94-21, 94-22, 94-23, 04-8
- ...air traffic controller, health, 65-6, 71-8, 71-19, 72-20
 - performance, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 84-6, 90-4
 - retirement age, 05-6, 05-22
- ...aircraft accident survival, 70-16
- ...aircraft accidents, pilots involved, 67-22, 70-18, 77-10, 95-11
- ...alcohol and altitude interaction, 88-2
- ...alcohol effects on performance, 95-3, 95-7
- ...aviation personnel, 64-1, 94-20, 94-21, 94-22, 94-23
- ...binocular fusion time effects, 66-35
- ...cardiovascular disease and performance, 64-4
- ...cardiovascular health changes in airmen, 72-26
- ...cockpit visual problems of senior pilots, 77-2, 77-7, 77-13, 77-14, 78-17
- ...complex monitoring performance effects, 81-12, 82-16, 83-15, 85-3, 88-2
- ...index for pilots, 77-6, 78-16, 78-27, 82-18
- ...pupillary reflex relationship, 65-25
- ...shiftwork, 95-19
- ...sonic boom effects during sleep, 72-19, 72-24, 72-35
- ...work capacity, 63-18, 63-33

Air ambulance

- ...cardiopulmonary factors in perinatal air transport, 82-5
- ...status of civilian air ambulance services, 71-18

Air bags

- ...restraint tests, 69-3, 69-4

Air loads

- ...effects on man, 63-9
- ...small-aircraft decompressions, 67-14

Air piracy

- ...deterrence, 78-35

Subject and Report Number

Air traffic control

- ...ability requirements, 92-26, 98-8, 98-16, 13-5
- ...Air Traffic Selection and Training (AT-SAT) project, 00-2, 06-16
 - AT-SAT utility for placement of new controllers by option, 14-10
- ...automation issues, 90-13, 92-31, 94-3, 95-4
- ...blink parameters and display highlighting, 99-8
- ...boredom with simulated radar control, 75-8, 80-1
- ...Cockpit Display of Traffic Information (CDTI), 00-30, 03-2, 03-13, 04-11
- ...cognitive style aspects, 99-12
- ...color highlighting and color deficiency, 92-6
- ...color use in ATC displays, 06-2, 06-6, 06-11, 06-15, 06-22, 07-5, 07-10, 07-24, 13-18
- ...communications, 96-10, 96-26, 98-17, 98-20, 99-21, 03-13, 05-19, 06-25, 08-19, 08-21, 09-2, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
 - language issues, 08-19, 08-21, 09-2, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
- ...conspicuity of colored and flashing targets, 90-3
 - target blink amplitudes, 97-10, 99-8
- ...density, warnings, and collision avoidance, 73-6
- ...flight progress strips, use of, 92-31, 94-3, 95-4, 95-9, 96-5, 00-5
- ...information complexity measures, implications for automation design, 04-17, 07-11, 07-18, 07-26, 08-18, 09-14
- ...information requirements, TRACON, 95-16
- ...job task taxonomy, 93-1
- ...memory, 97-22
- ...napping and night shift performance, 00-10
- ...NextGen systems, 13-5
- ...noise effects on performance of radar task, 79-24
- ...operational errors, evaluation of the Severity Index, 05-5
 - evaluation of HFACS and other models to describe causes, 05-25
 - review of human factors literature, 06-21
 - Safety Management System, 12-2
 - sector characteristics, effect on, 06-4, 07-11, 07-18, 09-4
- ...operational errors and incidences, causal factors and the JANUS technique, 03-21
 - development of temporal markers to profile, 06-20
 - shiftwork and fatigue role, 99-2
 - transfer of position responsibility, role of, 08-16
- ...ophthalmic requirements, 96-12
- ...Quick Reference Guide for front line managers, 13-10
- ...radar performance with and without a sweepline, 79-12
 - with and without computer aiding, 89-1
- ...radar training facility, 80-5, 80-15, 83-9

Subject and Report Number

- ...resource management, crew, 95-21
- ...recruitment, generational comparisons, 11-12
 - general public vs. College Training Initiative comparisons, 13-11
- ...runway incursions, vehicle operators, 08-17
- ...SATORI, 93-12, 97-13
- ...sector characteristics, activity and complexity, 06-29
 - static, and operational errors, 06-4, 07-11, 07-18, 09-4
- ...selection and supervisory training, 92-16
- ...shiftwork, 71-2, 73-21, 73-22, 74-11, 75-7, 76-13, 77-23, 82-17
- ...situation assessment through re-creation of incidents (SATORI), 93-12, 98-14
- ...situation awareness, 94-27, 95-16, 97-13, 98-16, 99-3, 03-2, 03-5, 03-13, 04-11, 04-20
- ...simulator for research, 65-31
- ...systematic air traffic operations research initiative (SATORI), 97-13, 98-14
- ...teamwork, performance feedback in simulation, 00-25
- ...Technical Operations Services Operations Control Centers, organization development survey and recommendations, 12-6
 - teamwork, training platform, 99-24
- ...vehicle operator deviations, runway incursions, 08-17
- ...vigilance at three radar display target densities, 77-18
- ...vigilance of men and women on simulated radar task, 78-11, 80-17
- ...visual displays, cognitive complexity, 05-4, 07-26, 08-18
- ...visual taskload effects, on CFF change during complex monitoring, 85-13
 - on complex monitoring, 88-1, 90-3
- ...voice communications from, 93-20, 98-17, 98-20, 05-19
- ...workload production models, 07-6

Air traffic controllers

- ...age and retirement, 05-6
- ...age effects on performance, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 81-12, 82-16, 84-6, 90-4, 96-23, 99-18, 99-23, 05-6, 05-22
- ...aircraft mix and complexity ratings, 05-16
- ...anthropometry, 65-26
- ...anxiety with training, 89-7, 91-8
- ...anxiety with workload, 73-15, 80-14, 81-5
- ...aptitude tests for selection, 65-19, 68-14, 71-28, 71-36, 71-40, 72-18, 89-6, 90-8, 97-15, 98-23, 99-16, 00-2, 06-16, 07-14, 08-9, 13-3, 13-13, 14-10
 - reweighting AT-SAT scores to reduce adverse impact, 06-16, 07-14
- ...attitudes, 74-7, 74-12, 75-3, 79-11, 91-10, 00-17, 04-23
- ...attrition, 72-33, 74-2, 74-7, 75-3

Part III: Subject Index

Subject and Report Number

...biochemical stress index, 74-11, 75-7, 77-23, 78-5, 78-40
...biodynamic evaluation, 71-8
...biographical factors, associated with training success, 83-6, 84-6, 90-4, 94-13, 13-7, 14-8
 –in predicting en route ATCS technical skills, 12-8, 12-19
 –in recruitment, 11-12, 12-8, 12-19, 13-7, 13-11, 14-8
...biomedical survey, 65-5, 65-6
...collegiate training initiative (CTI), 98-22
 –CTI comparison with general public recruitment, 13-11
...color deficiency in a workforce sample, 06-1
...color perception and job performance, 83-11, 90-9, 92-6, 92-28, 92-29, 96-22, 06-2, 06-6, 06-11, 06-15, 06-22, 07-10, 07-24
...color vision tests, 85-7, 90-9, 92-28, 92-29, 95-13, 96-22, 04-10, 04-14, 06-2, 06-6, 06-11, 13-16, 13-18
...communication, 93-20, 95-15, 96-10, 96-20, 96-26, 98-17, 98-20, 99-21, 01-8, 01-9, 05-19, 06-25, 08-19, 08-21, 09-2, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
...commuting (driving) risks before and after shifts, 06-13
...Composite Mood Adjective Check Lists to measure fatigue, 71-21
...disease incidence and prevalence, 78-21, 84-3
...education as selection factor, 76-6, 90-4, 14-8
...experience as selection criterion, 63-31, 71-36, 74-8, 00-12, 14-8
...fatigue and shiftwork, 99-2
 –and commuting risk factors before and after shifts, 06-13
...flight progress strips, use of, 92-31, 94-3, 95-4, 95-9, 96-5, 98-26, 00-5
...flight service station, training, 86-6, 91-4
 –organizational climate, 97-12
 –weather briefings, 07-4
...generational comparisons of reasons for choosing the ATC occupation, 11-12
...headset interference tones, 92-4
...health changes, 71-19, 72-20, 78-39, 84-3
...height and weight data, errors in, 73-10
...incident reporting, 65-10, 03-19
...memory, 97-22, 98-16
...military ATC students, performance on AT-SAT, 08-9
...military experience and selection, 92-5
...Minnesota Multiphasic Personality Inventory-2, for screening, 08-13, 10-3
...motivational factors, 71-30, 73-2, 11-12
...Multiple Task Performance Battery for selection, 72-5, 74-10
...Myers-Briggs personality types, 04-21
...napping and night shift performance, 00-10
...NEO Personality Inventory-Revised, compared with 16 PF test, 03-20

Subject and Report Number

...NextGen requirements, 13-5
...occupational vision, 96-12, 96-27
...operational errors, evaluation of the Severity Index, 05-5
 –HFACS and other models to describe causes, 05-25
 –static sector characteristics, influence on, 06-4, 07-11, 07-18, 09-4
 –time on position and transfer of position responsibility, 08-16
...operational errors/deviations, 99-2, 03-19, 03-21, 05-22, 06-21
...perceptions of aircraft performance, 00-24, 03-8, 05-16
...performance evaluation, 61-1, 65-22, 73-7, 93-12, 98-14, 00-2
...performance during CDTI evaluation, 00-30, 03-2, 03-13
...performance on radar monitoring tasks, 82-1, 83-13, 86-4, 88-1, 88-4, 90-3, 94-26, 95-23, 97-10, 98-16, 99-8
...personality factors, and disability retirement, 03-14
 –and performance, 70-14, 93-4, 94-13, 04-21
 –assessment of the Self-Description Inventory, 13-13
...physiological responses, 71-2, 73-21, 73-22, 74-11, 75-7, 76-13, 77-23, 82-17
...pilot satisfaction with services, 90-6
...presbyopic, 96-12, 96-27
...psychological testing, 61-1, 62-2, 80-14, 81-5, 92-30, 97-17, 98-23, 99-16, 99-23, 03-14, 03-20, 06-20, 08-13, 10-3
...recruitment, comparison of general population and College Initiative Training, 13-11
 –generational comparisons, 11-12
...selection, 62-2, 72-33, 74-8, 76-6, 77-25, 78-7, 78-36, 79-3, 79-14, 79-21, 80-7, 80-15, 80-17, 82-11, 83-6, 84-2, 84-6, 88-3, 89-6, 89-7, 90-4, 90-8, 90-13, 91-4, 91-8, 91-9, 91-18, 92-5, 92-26, 94-4, 94-8, 96-6, 96-13, 97-4, 97-15, 97-17, 97-19, 98-23, 99-16, 99-18, 99-23, 00-2, 00-12, 00-15, 03-20, 06-16, 07-14, 08-13, 10-3, 11-12, 12-8, 12-19, 13-3, 13-7, 13-18, 14-10
...sex differences in selection, training, and attrition, 72-22, 74-2, 74-7, 75-3, 96-13, 98-23
...shift rotation patterns, effects, 73-22, 75-7, 77-5, 85-2, 86-2, 95-12, 95-19, 96-23, 99-2, 00-10, 06-13
...situation awareness, 99-3, 03-2
...Sixteen Personality Factor test, air traffic controllers, 97-17, 03-20
...sleep patterns, 77-5, 95-12, 95-19, 00-10
...stress, 71-2, 73-21, 73-22, 74-11, 75-7, 76-13, 77-23, 80-14, 81-5, 82-17
...symptoms reported, 61-1
...taskload measures, 01-10, 02-2, 03-8, 05-16, 06-4, 06-29
...team work, performance feedback in simulation, 00-25

Subject and Report Number

...training, 78-10, 79-3, 79-18, 80-5, 80-15, 82-2, 83-9, 88-3, 89-6, 89-7, 90-4, 90-8, 91-4, 94-9, 94-13, 95-4, 96-6, 98-8, 98-22, 98-23, 99-16, 00-12, 14-8
 ...voice communications, 93-20, 95-15, 98-20, 99-21, 05-19, 08-19, 08-21, 09-10, 11-4
 ...weather briefings, 07-4

Air transportation

...animals, 77-8, 81-11, 84-5
 ...dry ice packaging in air cargo, sublimation rate, 06-19
 ...high risk pregnant women and neonates, 82-5, 00-33, 03-16
 ...human external loads, 98-13
 ...infectious disease substances, 95-29
 ...in-flight medical care, 00-13
 ...in-flight medical incapacitation and pilot impairment, 87-7, 04-16
 ...ionizing radiation, 71-26, 78-8, 80-2, 82-12, 92-2, 00-33, 03-16, 05-14, 09-6, 11-9, 13-6, 14-13
 –suborbital exposure calculations, 13-23
 ...life preserver retrieval, 03-9
 ...medical kits, 91-2, 91-3, 97-1, 00-13
 ...medical and psychological aspects, 71-10
 ...occupational exposure to ionizing radiation, 71-26, 78-8, 80-2, 82-12, 92-2, 00-33, 03-16, 05-14, 09-6, 11-9
 ...passenger safety information, availability, 04-19
 –comprehension of, 08-20, 14-3
 ...sports parachutists, restraint systems, 98-11
 ...standards for advanced systems, 71-33
 ...weather information used in airline systems operation centers, baseline assessment, 12-10
 ...wheel-well stowaways, 96-25

Aircraft

...accident causes, 66-8, 66-25, 66-27, 66-29, 66-30, 67-23, 68-16, 69-2, 69-18, 71-9, 72-2, 73-5, 78-13, 78-31, 80-4, 82-15, 89-3, 98-5, 99-14, 99-15, 03-4, 04-4, 04-13, 04-24, 05-8, 06-7, 06-24
 ...accident investigation, 62-7, 62-9, 63-21, 63-35, 67-22, 69-18, 72-2, 73-5, 79-2, 79-6, 80-3, 80-6, 80-11, 81-10, 82-7, 83-8, 85-8, 97-21, 98-10, 99-11, 00-7, 00-22, 10-16
 ...advanced aircraft and aviation safety inspector training, 07-15
 ...aging and maintenance, 92-3
 ...air flow and CFD prediction in a passenger cabin, 06-27
 ...anticollision lighting, effective intensity of steady and flashing LEDs, 13-15
 ...attitude indicators, 73-9, 05-23
 ...aural glide slope cues for instrument approaches, 71-24
 ...biocidal fuel additive, 67-21
 ...briefing information, safety, 04-19, 08-20
 ...cabin safety data bank, 79-23, 82-8

Subject and Report Number

...cabin safety subject index, 84-1, 85-1
 ...cabin ventilation flow fields, 04-7, 06-27
 –decontamination with vaporized hydrogen peroxide, 06-10, 08-2, 08-4, 09-7, 09-16, 09-23
 –of avionics, 10-5
 ...cargo compartment environment, 81-11
 ...checklists, 91-7
 ...cockpit delethalization, 66-3, 66-12, 71-3, 72-6, 72-7, 72-15
 ...cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17, 03-12, 07-20, 08-15
 –lasers, helicopter vs. fixed-wing aircraft, 13-8
 ...communication in light aircraft, 72-31
 ...computational fluid dynamics (CFD) in predicting pathogen distribution in a passenger cabin, 06-27
 ...contaminant distribution prediction in a passenger cabin, 06-27
 ...control forces and female pilots, 72-27, 73-23
 ...crew smoke-protective devices, 76-5, 78-4, 83-14, 89-5, 89-8, 89-11
 ...decompression hazards, 67-14, 70-12, 99-4
 ...decontamination, of passenger cabin, 06-10, 08-2, 08-4, 09-7, 09-16, 09-23
 –of avionics, 10-5
 ...design changes to reduce injuries, 71-3, 72-7, 83-8
 ...displays, 98-9, 98-12, 03-2, 03-5, 03-13, 04-5, 05-23, 07-30, 13-17
 ...ditching studies, 78-1, 91-6, 98-19, 04-12
 ...emergency signs, readability in smoke, 79-22, 80-13
 –using symbols, 14-3
 ...escape slides, studies of, 98-3, 99-10
 ...evacuation, 62-9, 65-7, 66-42, 70-16, 70-19, 72-30, 77-11, 78-3, 78-23, 79-5, 79-6, 80-12, 81-7, 89-5, 89-12, 92-27, 95-22, 95-25, 96-18, 98-19, 99-10, 99-30, 00-11, 01-18, 03-15, 04-2, 04-12, 05-2
 –donning tests for inflatable life preservers, 14-14
 ...exits, size of in evacuation, 99-10, 04-12
 ...evacuation models, 94-11, 97-20
 ...fire, smoke protection after accidents, 67-4, 70-16, 70-20, 78-4, 83-10, 85-10, 89-5, 89-8, 89-11, 89-12
 ...fire vs. no fire on rotorcraft accidents, 05-17
 ...fires, toxicity of combustion products, 71-41, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 91-17, 95-8
 ...flight inspection, evaluation, 95-18
 ...flight manuals, 91-7
 ...flight training devices, 94-25, 95-6
 ...floor proximity marking systems, 98-2
 ...guide for evaluating multi-function displays, 13-21
 ...GPS displays, 98-9, 98-12, 99-9, 99-13, 99-26, 00-4, 03-17
 ...head impact kinematics, 92-20

Part III: Subject Index

Subject and Report Number

...Highway-in-the Sky (HITS) display, 00-31
...influenza viruses on aircraft surfaces, inactivation of, 09-7
...information sharing, safety reports, 07-7
...inspection, 89-9, 94-12, 95-14
 –visual standards used for inspectors, 05-21
...instrument display, 75-12, 98-28, 00-8, 00-31
...interior wall padding and neck injury potential, 93-14
...landing, simulated night approaches, 77-12, 78-15, 79-4, 81-6
...lateral/directional control events, 10-14
...life preserver retrieval, 03-9
 –donning tests for inflatable life preservers, 14-14
...lighting, detectability of steady and flashing LEDs, 13-15
...maintenance, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-14, 95-31, 96-2, 05-21, 07-25
...multi-function displays, guide for evaluating, 13-21
...medical incidents inflight, 00-13
...neck injury potential, 93-14
...NEXRAD display, 04-5
...noise effects measurement, 71-1, 72-32
...noise effects on birds, 62-4
...noise levels, 68-21, 68-25, 70-6
 –and pilot hearing thresholds, 05-21
...nongyroscopic blind flight instrument, 66-32
...oxygen system design, 78-9, 04-3
...ozone concentrations and effects, 79-20, 80-9, 89-13
...padding for crash protection, 66-40
...passenger safety information, 04-19, 08-20, 14-3
...performance characteristics, perceived by ATCSs, 00-24, 03-8
...propeller paint schemes conspicuity, 78-29
...radioactive material shipments, 82-12
...readability of emergency signs in smoke, 79-22
...restraint installation, 66-33, 67-13, 72-15
...restraint system evaluation, 69-3, 69-4, 69-5, 71-12, 72-3, 72-6, 78-6, 78-12, 78-24, 79-17, 80-3, 81-10, 82-7, 94-19, 95-2, 95-30, 98-11, 99-5, 11-3
 –inflatable restraint, 07-13
 –rudder issues, 10-14
...seat cushion flotation, 66-13, 98-19
...seat evaluation, 78-6, 78-24, 79-17, 80-3, 81-10, 82-7, 83-3, 90-11
 –side facing, 69-13, 07-13, 12-18
...seat impact injuries, 66-18, 72-15, 89-3
...simulator operation using drugs, 64-18
...SST anticollision lights, 70-9, 70-15, 71-42
...stall warning device, 66-31
...standards for advanced aerospace systems, 71-33
...sunscreen-treated windows, 78-28
...toxicity of engine oil thermal degradation, 83-12

Subject and Report Number

...unmanned aircraft, 04-24, 06-8, 07-3, 07-8, 08-23, 12-4, 14-9
...Very Light Jet simulation studies, 13-17, 14-1
...warning signals and pilot hearing thresholds, 05-12
...water spray system, 98-4
...weather information systems, in cockpit for Next Gen environment, 12-7
 –use in airline systems operations centers, 12-10
...wheel-well passengers, 96-25
...windscreens, radiation transmission and pilot vision, 07-20, 08-15
...workload management in a Very Light Jet flight training device, 13-17

Airport

...cues for approach and landing, 79-4, 79-25, 81-6, 82-6
...medical services, 65-3, 71-10
...precautionary emergency evacuation data, 99-30
...weather information upgrades, (SAER and ITWS), 07-28

Airway facilities personnel

...human factors, 94-5
...job attitudes, 77-21, 79-11, 83-7

Airway Science Curriculum Demonstration Project

...air traffic control specialists, 91-18
...initial evaluation, 88-5

Airworthiness Inspectors

...assessment of job performance, 87-4

Alcohol

...accidents and pilots with prior alcohol offenses, 08-22
...alcoholic airline pilot rehabilitation, 85-12
...altitude effects, on blood levels, 70-5
 –on performance, 68-18, 79-26, 82-3, 85-5, 88-2
...ataxia test battery effects, 79-9
...complex performance effects, 66-29, 69-14, 72-4, 79-7, 85-5, 88-2, 94-24, 95-3, 95-7
...congener effects, 79-7, 79-9
...detection methods, 83-2, 91-12, 04-13, 07-22
...disorientation-related responses, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34
...findings in general aviation accidents, 66-27, 66-29, 68-16, 69-2, 78-31, 80-4, 95-28, 98-5, 00-21, 04-13, 05-20, 08-22, 11-13
 –in pilots of amateur-built aircraft, 11-21
 –in aircraft-assisted suicides, 14-2
...hangover effects, 79-7, 79-26
...instrument flight performance effects, 72-4
...low doses and performance, 94-24, 95-3, 95-7
...postmortem, in fatal accidents, 92-24, 98-5, 03-18, 04-4,

Subject and Report Number

04-13, 07-22, 08-22, 11-13, 11-21
 ...problem solving effects, 72-11
 ...readiness to perform testing, 93-13, 95-24
 ...sensitivity of tests for alcohol abuse, 83-2
 ...thalamic activity effects, 78-2
 ...visual functions effects, 78-2, 79-15

Altitude
 ...alcohol effects, 68-18, 79-26, 82-3, 85-5, 88-2
 ...antihistamine effects on performance, 68-15
 ...antihistamine-decongestant preparations effects, 78-19, 78-20
 ...blood alcohol levels effects, 70-5
 ...blood donation effects on tolerance, 84-4
 ...chamber reactions, 77-4, 90-12
 ...civilian training need, 91-13, 03-10
 ...color vision, chromatic thresholds for color deficient, and normal subjects at altitude, 13-20
 ...cosmic radiation, at SST altitudes, 71-26, 80-2
 ...cosmic radiation, crewmembers and passengers, 92-2, 00-33, 03-16, 05-14, 09-6, 13-22
 –SST altitudes, 71-26, 80-2
 ...decompression hazards, 67-14, 70-12, 99-4
 ...decompression, performance after, 66-10
 ...heat effects on performance, 71-17
 ...hemoglobin saturation and hypoxia tolerance, 13-22
 ...human tolerance, 62-6
 ...hypobaric and normobaric exposure compared, 10-20
 ...hypoxia and physiological tolerance, 13-22
 ...marihuana effects on performance, 75-6
 ...oxygen masks, efficiency of, 62-21, 66-7, 66-9, 66-20, 67-3, 67-9, 72-10, 79-13, 80-18, 85-10, 89-10, 93-6, 98-27
 ...oxygen need, 66-28, 78-9, 13-22
 ...ozone concentrations and effects, 79-20, 80-9
 ...penetrating eye injuries effects, 62-12
 ...performance effects, 66-15, 71-11, 82-3, 82-4, 82-10, 83-15, 85-3, 85-5, 88-2, 97-7, 97-9
 ...portable oxygen system, 98-27
 ...propranolol effects on tolerance, 79-10, 80-10
 ...smokers, effects on, 97-7
 ...tolerance after crash diet, 81-2, 81-8
 ...tolerance of beta blocked hypertensives, 92-19
 ...tolerance with pulmonary disease, 77-16
 ...tolerance with sickle cell trait, 76-15, 78-30
 ...visual fields effects on glaucoma patients and the elderly, 91-1
 ...work tolerance effects, 63-33, 82-3
 ...wheel-well stowaways, 96-25

Animal transportation

...freezing and subfreezing temperature effects on dogs, 87-3

Subject and Report Number

...heat and humidity effects on dogs, 77-8, 81-11, 84-5, 87-8

Anthropometry

...forensic, 79-2
 ...adult face, 78-14, 93-10
 ...adult female, 83-16
 ...air traffic controllers, 65-26
 ...center of gravity, 62-14, 65-23, 69-22
 ...faces of children for oxygen mask design, 66-9
 ...female crewmember facial anthropometry, 83-14
 ...flight attendants, 75-2, 75-13
 ...flight inspection pilots and technicians, 95-18
 ...head and face of adults, 93-10
 ...human pelvis, 82-9
 ...shoulder slope, 65-14
 ...weight distribution when sitting, 62-1

Anthropomorphic dummies

...criteria for crashworthiness, 96-11
 ...design, 82-9, 83-16
 ...evaluation, 78-6, 78-24, 79-17, 83-3
 ...3- and 6-year-old dummies, 76-9
 ...thoracic mass, determination, 96-7

Anticollision lights

...effects of backscatter, 72-8
 ...exposure effects under simulated IFR conditions, 66-39
 ...SST, 70-9, 70-15, 71-42

Aphakia

...accident risk assessment, 95-11
 ...incidence in airmen, 91-14, 92-14

Arousal

...by distracting stimuli, 71-7
 ...nystagmus effects, 62-17
 ...simulated radar control task, 75-8, 77-18, 81-12, 88-1
 ...vestibular responses effects, 63-29

Attention

...anticollision observing responses, 73-6
 ...auditory distraction effects, 72-14
 ...conspicuity of flashing and color targets, 90-3
 –target blink amplitude, 97-10, 99-8
 ...personality and physiological correlates, 73-14
 ...self-estimates of distractibility, 72-25
 ...psychophysiological indices, 99-28
 ...simulated radar task, 77-18, 78-11, 79-12, 80-17, 81-12, 82-1, 82-16, 86-4, 88-1, 89-1
 ...switching in readiness to perform, 95-24
 ...time-sharing ability, 76-1, 78-33
 ...visual taskload effects on CFF change during complex monitoring, 85-13

Part III: Subject Index

Subject and Report Number

...visual taskload effects on complex monitoring, 88-1, 90-3, 94-26, 95-23, 96-9, 99-28

Audiology

...advanced and ATC selection, 90-13

...auditory fatigue, 63-19, 65-1, 65-2

...binaural beat perception, 63-17

...cockpit noise intensities, 68-21, 68-25

...ear-protector ratings, 73-20, 75-11

...earphone transient response, 63-7

...hearing threshold, pilots vs. non-pilots, 05-12

...interaural intensity difference limen, 67-10

...noise audiometry, 71-1

...noise effects on aircrew personnel, 72-32

...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3

...table of intensity increments, 66-4

...temporary threshold shift, 79-16

Automation

...advanced, and ATCS selection, 90-13, 92-26, 97-19, 98-23

...boredom and monotony as stressors, 80-1

...complacency on radar monitoring task, 82-1

...complex monitoring performance predictors, 80-17, 86-4

...flight progress strips, 92-31, 94-3, 95-8, 96-5

...general aviation, pilot responses to autopilot malfunctions, 97-24

...information complexity measures and design implications, 04-17, 07-26, 08-18

...physiological stress in controllers, 82-17

...radar performance with and without computer aiding, 89-1

...recovery of radar monitoring performance following startle, 83-13

...visual taskload effects on CFF change during complex monitoring, 85-13

...visual taskload effects on complex monitoring, 88-1

Aviation maintenance

...fatigue countermeasures training, 13-9

...fatigue risk management, 11-10, 11-19

...fatigue solutions identified, 11-19

...human factors, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-31, 96-2, 07-25, 11-11

...implementation guidelines for safety assessment programs, 12-9

...maintenance documentation issues, 12-16

 –event reporting and analysis, 14-5

...visual standards and tests used for inspectors, 05-21

Aviation medical examiners

...demographics, 12-3, 12-20, 13-2, 13-25, 14-15

...and drug testing program, 92-15

...exams of first-class certificate holders by senior AMEs, 71-38

...performance, 84-7

Subject and Report Number

...program evaluation survey by CAMI, 13-12

Ballistocardiography

...bibliography, 65-15

...research and current status, 64-12

...stroke volume relationship, 65-8

Behavioral types

...coronary-prone Type A and complex monitoring performance, 86-4

...Type A and ATCS training performance, 94-13

Benzodiazepines

...analysis in forensic urine samples, 96-14

...use by pilots in fatal accidents, 11-2

Birds

...possible sonotropic effects of a commercial air transport, 62-4

Blood

...altitude effects on alcohol levels, 70-5

...autoregulation of renal flow, 63-32

...cerebrovascular disease detection, 65-4

...cholinesterase measurement, 67-5

...clot dissolution therapy, 64-5

...comparison of methods, serum cholinesterase 70-13, 72-12

 –globin-RNA reduction, 07-9

...cyanide, 94-7

...donation effects, 84-4

...erythrocyte volume spectra, 63-8

...gene expression profiles, maintenance after blood storage, 04-1

...hemoconcentration with endrin poisoning, 66-11

...oxygen saturation, 66-7, 66-15, 66-20, 67-3, 67-9

...phospholipids, 71-2, 73-21, 73-22

...plasma catecholamine determination, 66-6, 71-15

...pressure changes, in ATC population, 71-19, 72-20, 78-39, 84-3

 –in third-class certificate holders, 72-26

...pressure levels of active pilots, 84-3

...pressures by rapid indirect method, 70-21

...pulmonary flow with glyceryl trinitrate, 64-11

...pulmonary thromboembolism, 64-7

...sickle cell disease and trait, 76-15, 78-30, 80-20

...storage stability of human blood cholinesterases, 70-4

...tests for alcohol abuse, 83-2

Cabin safety

...cabin sensor system, wireless, 09-18

...cabin simulator, experimental, 97-18

...cabin ventilation flow fields, 04-7, 06-27

 –decontamination with vaporized hydrogen peroxide, 06-10, 08-2, 08-4, 09-7, 09-16, 09-23

Subject and Report Number

...computer evacuation models, 94-11, 97-20
 ...data bank, 79-23, 82-8
 ...passenger safety information, availability, 04-19
 –comprehension of, 08-20, 14-3
 ...subject index, 84-1, 85-1

Caloric irrigation

...after habituation to rotation, 63-13
 ...alcohol effect on response, 71-6
 ...arousal effects on nystagmus, 62-17
 ...elicitation of secondary nystagmus, 63-3
 ...nystagmus after habituation, 63-14, 64-14, 65-19, 67-2

Canes

...used by blind passengers, 80-12

Carbon monoxide

...carboxyhemoglobin standards, 98-21
 ...cause of aircraft accidents, 68-16, 69-2, 82-15, 00-9, 05-9
 ...levels in aircraft accident victims, 70-16, 80-11, 00-9, 12-13
 ...relative toxic hazards of materials, 77-9
 ...times to incapacitation of rats, 89-4, 93-7

Cardiovascular

...age and physical training effects, 63-18, 64-1
 ...antihistamine-decongestant preparations effects, 78-20
 ...ballistocardiographic research, 64-12, 65-8, 65-15
 ...blood donation effects, 84-4
 ...blood pressure measurement, 66-16, 66-36, 70-21, 84-3
 ...cerebrovascular disease detection, 65-4
 ...changes in ATC population, 71-19, 72-20, 78-39, 84-3
 ...changes in third-class certificate holders, 72-26
 ...coronary heart disease detection, 74-6, 78-38
 ...dextroamphetamine effects on heart rates, 75-14
 ...endrin effects, 63-16, 66-11
 ...evaluation with treadmill and step test, 64-3
 ...function in aviation stress protocol, 78-5
 ...glyceryl trinitrate effects on pulmonary vasculature, 64-11
 ...health, age, and performance, 64-4
 ...heart rates, in air tanker pilots, 68-26
 –in ATCSs, 71-2, 73-21, 73-22, 74-11
 –in student pilots, 67-15, 69-12
 –with complex vigilance tasks, 69-8, 75-8, 86-4
 –with instrument approaches, 70-7, 71-24, 75-12
 –with simulated sonic booms, 71-29
 ...incapacitation, in-flight, 87-7
 ...physiological responses on cross-country flights, 71-23
 ...post mortem findings after accidents, 69-18, 80-8, 85-6
 ...prediction of heart rates under stress, 69-7
 ...prevalence among civil airmen, 89-2
 ...problems associated with aviation safety, 78-38
 ...recognition of posterior infarction, 64-19

Subject and Report Number

...rehabilitation after infarction, 64-2, 66-17, 66-21
 ...responses to hyperpyrexia, 64-8
 ...rheoencephalography and cerebrovascular disease, 65-4,
 67-11
 ...risk factors, 90-7
 ...startle effects on heart rates, 69-21
 ...stress effects on heart rates, 68-17
 ...thromboembolic disease treatment, 64-5
 ...transducer for heart sounds, 68-3

Case reports

...ethanol origin in postmortem urine, 04-13, 07-22, 08-22
 ...in-flight loss of consciousness, 63-21
 ...insecticide exposure, 63-24
 ...macular degeneration in a pilot fatality, 11-14
 ...methamphetamine involvement in a pilot fatality, 03-22
 ...physical conditioning after infarction, 66-21
 ...pulmonary thromboembolism, 64-7
 ...quinine elimination, 94-16
 ...rheoencephalography in cerebrovascular disease detection,
 65-4
 ...seizures in-flight, 64-6

Center of gravity

...adults, 62-14
 ...children, 65-23
 ...infants, 69-22

Certification, aeromedical

...Aeromedical Scientific Information System, 08-1
 –and effects of regulatory change, 09-9
 ...airmen attrition, 72-13, 73-8
 ...alcoholic airline pilots rehabilitation, 85-12
 ...analysis of denial actions, 68-9, 74-5, 76-10, 78-25, 80-19,
 83-5, 84-9, 85-9, 86-7, 90-5
 ...aphakia, 91-14, 92-14, 93-11, 95-11
 ...aviation medical examiner, demographics, 12-3, 12-20,
 13-2, 13-25, 14-15
 –performance, 84-7
 –program evaluation survey by CAMI, 13-12
 ...color vision, tests, 67-8, 83-11, 85-7, 90-9, 93-17, 95-13,
 96-22, 09-11, 09-13, 11-8, 13-16, 13-19
 –X-Chrom lens, 78-22
 ...contact lens use, 90-10, 00-18
 ...diabetic conditions, glucose concentrations in transportation
 accidents, 00-22
 ...disease prevalence and incidence, 73-8, 81-9, 84-8, 89-2,
 90-7
 ...errors in height and weight data, 73-10
 ...estimate of active airmen, 68-5, 13-25, 14-15
 ...exams of first-class certificate holders by senior AMEs, 71-38
 ...gender differences in refractive surgery, 00-23

Part III: Subject Index

Subject and Report Number

...glare, 94-15
...glaucoma, 91-1
...intraocular implants, 92-14, 93-11
...macular degeneration, undiagnosed in pilot fatality, 11-14
...medications found in postmortem and medical history, 06-12
...neuropsychological screening of airmen, 92-11
...photorefractive keratectomy, 98-25
...pilot demographics, 12-3, 12-20, 13-2, 13-25, 14-15
...pilot medical conditions, 13-2, 13-25, 14-15
...procedures, 71-25, 82-14
...refractive surgery, 00-19, 00-23, 06-9
 –gender differences, 00-23
 –radial keratectomy, 98-25, 00-19, 06-9
 –radial keratotomy, 99-6, 00-19, 06-9
...rheoencephalography and cerebrovascular disease, 65-4, 67-11
...sickle cell disease and trait, 76-15, 80-20
...statistical handbook (2010), 12-3 (2011), 13-2, 13-25, 14-15
...suicides, aircraft-assisted in general aviation pilots, drug involvement, 06-5
...tests for alcohol abuse, 83-2
...unmanned aircraft pilots, 07-3
...vision restrictions and pilot demographics, 04-6
...vision standards and screening tests used with aircraft maintenance personnel, 05-21
...vision testers, next generation, evaluation of, 09-13

Charts

...readability, 77-13, 78-17

Circadian periodicity

...bibliography of shiftwork research, 83-17
...disruption of intercontinental flights, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17
...effects of shifts in wake-sleep cycle, 75-10, 76-11, 86-2
...excretion of magnesium and calcium, 68-4
...rotating shiftwork, 86-2, 99-2

Civil Aerospace Medical Institute (CAMI)

...Aeromedical Scientific Information System for Aviation Safety, 08-1
...historical vignettes, prefaces to 87-1, 97-1, 98-1, 01-1, 03-1, 05-1, 07-1
...history of aeromedical research contributions, 05-3

Clothing

...effects on drag forces, 63-9

Cold

...effect on dogs shipped by air transport, 87-3
...effect on manual performance, 68-13

Subject and Report Number

...exposure after water spray, 98-4
...skin temperature to predict tolerance, 71-4
...thermal balance, 66-23
...thermal protection by life preservers, 85-11

Color

...air traffic control displays, status of, 06-11, 07-5, 07-10, 07-24
...conspicuity of radar targets, 90-3
...highlighting targets, 92-6

Color vision

...air traffic control specialists performance, 83-11, 06-6, 06-11, 06-15, 06-22
...air traffic control workgroup sample, 06-2
...clinical tests as predictors of practical tests, 73-18, 75-1, 92-28, 92-29, 95-13, 96-22, 04-10, 13-16
...defective, and chromatic thresholds at altitude, 13-20
 –and color highlighting, 92-6
 –and radar displays, 06-22
 –and LEDs in PAPI systems, 14-6
 –and signal lights, recognition, 71-27, 71-32
...evaluation of the OPTEC-5000 for screening, 13-16
...impairment by sunscreen materials, 78-28
...light-emitting diodes in PAPI systems and pilots with marginal color vision, 14-6
...recommendation for new standards, 09-11
...tests, 67-8, 85-7, 90-9, 93-17, 95-13, 96-22, 09-11, 09-13, 11-8, 13-16, 13-18
 –tests used for maintenance inspectors, 05-21
...test illuminant, 93-16
...X-Chrom lens for improving, 78-22

Communication

...ATC/pilot, CDTI effects, 03-13, 04-11
 –voice, 93-20, 95-15, 96-26, 98-17, 98-20, 99-21, 05-19, 06-25, 09-2
...binaural beat perception, 63-17
...earphone response, 63-7
...English language proficiency, 08-19, 08-21, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
...interaural intensity difference limen, 67-10
...light aircraft, 72-31
...organizational, and technology change, 99-25
...predictor for empowerment, 98-24
...role in aircraft maintenance and inspection, 90-10
...role in promoting change within Airway Facilities Service, 83-7
...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3
...table of intensity increments, 66-4
...tactile, 62-11, 62-16
...voice, methods and metrics, 96-10, 96-20, 06-25

Subject and Report Number

...Voluntary Aviation Safety Information-Sharing Process (VASIP), 07-7

Contact lenses

...epidemiological study of certification, 90-10
...monovision and airline accident, 00-18

Cosmic radiation

...air carrier crew, exposure of, 80-2, 92-2, 00-33, 03-16, 05-14, 11-9
...developments in the CARI monitoring program, 13-6, 14-13
...solar radiation alert system, 05-14, 09-6
...suborbital crew exposures calculated, 13-23

Crashworthiness

...dummy criteria, 96-11
...energy-absorbing seat effectiveness, 83-3, 90-11
...head impact and interior walls, 92-20, 93-14
...occupant survival in general aviation accidents, 81-10, 82-7, 83-8, 98-3

Deceleration

...bibliography, 63-30
...cockpit delethalization, 66-3, 66-12, 72-6, 72-7, 72-15, 81-10
...head impacts while wearing restraint systems, 72-6
...human tolerance, 62-6, 83-3
...illumination effects during angular deceleration, 68-28
...impact injuries in pregnancy, 68-6, 68-24
...kinematics of human body, 62-13
...padding for crash protection, 66-40
...rearward-facing seats, 69-13
...restraint systems, 67-13, 69-3, 69-4, 69-5, 69-13, 72-3, 72-15, 80-3, 81-10, 82-7, 83-8, 99-5
...seat impact injuries, 66-18, 72-15, 81-10, 82-7
...side-facing seats, 69-13
...survival of extreme vertical impacts, 62-19
...survival of free-fall impacts, 63-15
...survival of water impacts, 65-12
...tolerances of face, 65-20

Decision-making

...employee participation in, 91-10, 92-13, 92-17
...“expert” pilot model, 97-6
...perceptions of aircraft performance characteristics by ATCSs, 00-24
...personal minimums tool, 96-19, 98-6
...skills in pilots, 98-7
...training in pilots, 87-6, 96-19, 98-6, 08-3
...weather information, use of, 97-3, 97-23, 04-5, 08-3, 08-6, 08-7, 08-12, 10-1, 10-6, 10-13, 10-17

Subject and Report Number

...willingness to take off into marginal weather, 05-7, 05-15, 07-4, 08-12, 10-13

Decompression

...altitude chamber experience, 77-4, 90-12, 10-20
...effects on performance, 66-10
...effects of propranolol on TUE, 79-10, 80-10
...need for civilian training, 91-13, 03-10
...oxygen mask evaluation, 66-20, 67-3, 72-10, 79-13, 80-18, 96-4, 98-27, 00-6
...pressurized small aircraft, 67-14
...supersonic transports, 99-4
...tolerable profiles for SST, 70-12

Depth perception

...general, 62-15, 63-10, 63-20, 63-28, 64-13, 65-11, 65-32, 66-22, 66-24, 67-18, 67-20
...light adaptation device, 66-38
...monovision contact lenses in airline accident, 00-18

Diet

...human tolerance, effects, 81-2
...performance, effects, 81-8

Disorientation

...accidents due to, 78-13, 95-1, 96-21
...adaptation, 65-18, 65-24, 66-37, 67-2, 67-6, 67-7, 67-12, 67-19, 68-2, 68-28, 69-20, 74-3
...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34
...familiarization techniques, 70-17, 77-24
...visually induced, 69-23, 70-2, 71-22

Distraction

...auditory distraction and performance, 72-14
...laser illumination, 03-12, 04-9, 06-23, 08-14, 10-21, 13-8
...susceptibility, measurement of, 72-25

Ditching

...flotation and survival equipment studies, 78-1, 85-11, 03-9, 04-12
...frequency of occurrence, 98-19
...infant flotation device, 71-37, 91-6
...seat cushion flotation, 66-13, 95-20
...water survival training programs, 98-19

DNA

...detection of postmortem alcohol-producing microorganisms, 00-16
...forensic genotyping, 09-21
 –gender discrimination, 08-8
...functional genomics, 08-5
...identification of forensic specimens, 06-14
...MiniSTR primers, testing, 09-21
...profiling for quality assurance, 98-18, 99-14
 –for resolving forensic toxicology issues, 09-19

Part III: Subject Index

Subject and Report Number

Drugs (see also Alcohol)

...aircraft accidents, role of, 68-16, 78-31, 85-8, 92-23, 94-14, 95-28, 96-14, 97-14, 98-10, 98-18, 99-29, 00-20, 00-21, 03-7, 05-20, 07-12, 08-10, 09-15, 11-2, 11-13, 11-21
–quality assurance of forensic findings, 99-14, 99-15, 03-18, 04-1, 04-4, 04-13, 04-15, 07-23, 08-24, 09-19, 09-21, 10-4, 10-8, 10-11, 12-13, 13-24
...antiemetics, interaction with sedatives, 07-29
...antihistamine effects, at altitude, 68-15, 78-19, 78-20
–on cognitive performance, 99-20
–on shiftwork performance, 97-25
...antimotion sickness, 81-16, 82-19
...atropine, and performance, 93-19
–and Phosdrin effects on vision, 73-4
...benzodiazepines, forensic analysis, 96-14, 11-2
...butalbital, forensic analysis, 00-29
...cannabinoids, presence in accidents, 09-12
...cocaine, forensic analysis, 03-23, 03-24
...chlordimeform toxicity, 77-19
...chlorpheniramine, forensic analysis, 99-29
...citalopram, distribution in postmortem tissues and fluids, 11-17
...complex performance effects, 69-9
...detection and identification, 92-25, 96-17, 97-14, 98-18, 04-15, 05-8, 05-10, 05-11, 05-20, 06-3, 06-12, 06-17, 09-3, 11-17, 12-17
...dextroamphetamine, effects during angular acceleration, 73-17, 76-12
–effects during sleep loss, 75-14
...diphenhydramine, in pilot fatalities, 11-13
...enantiomeric analysis of ephedrine and norephedrine, 05-8
...etomidate in postmortem samples, 09-3
...fatigue, and use, 63-12, 75-14
...fluoxetine (Prozac), distribution in postmortem samples, 07-15
...glyceryl trinitrate effects on pulmonary vasculature, 64-11
...internal standard intensity, negative vs. inconclusive specimen reports, 07-23
...lithium carbonate effects on performance, 77-17
...marihuana, 73-12, 85-8, 09-12, 13-24
...marihuana and altitude effects on performance, 75-6
...medications, half-life equations for return-to-duty decisions, 13-14
...melatonin, 98-10
...methamidophos poisoning, 78-26
...methamphetamine, forensic finding, 03-22
...opiate determination (vs. poppy seed use) in post-mortem sample, 05-11
...orthostatic tolerance effects, 63-34

Subject and Report Number

...performance effects in aircraft simulator, 64-18
...post-mortem findings and medical history, 06-12, 07-19
...propranolol, effects on altitude tolerance, 79-10, 80-10
–quantitation, 05-10
...readiness to perform testing, 93-13
...secobarbital effects during angular acceleration, 73-17
...selective serotonin reuptake inhibitors, postmortem, 03-7, 07-19
...selegiline metabolites, 97-14
...setraline (Zoloft) distribution in postmortem tissue and fluids, 12-17
...sildenafil (Viagra), method for detecting in postmortem samples, 00-20, 06-3
...testing programs and AMEs, 92-15
...tranquilizer, effects on body temperature, 63-23, 66-14
–use in flight training, 69-12
–use in pilots compared to general population, 08-10
...triamterene in fatal accident, 92-23
...Vardenafil (Levitra), method for detecting in post-mortem samples, 06-17
...visual reflexes effects, 79-15
...work capacity effects, 63-34
...zolpidem in postmortem fluids and tissues, 14-4

Earphones

...headset interference tones, 92-4
...transient response, 63-7

Earplugs

...ratings, 73-20, 75-11

Education

...aircraft passengers, safety briefing cards and pictorials, 08-20
...aviation medical examiners, 84-7
...factor, in air traffic controller selection, 76-6, 96-6, 14-8
–in air traffic controller success, 76-6, 83-6
...fatigue countermeasures training for flight attendants, 09-20, 11-18
...ionizing radiation exposure, sourcebook, 11-9

Electrocardiogram

...amplitude/frequency analysis, 74-6
...diagnosis of posterior infarction, 64-19

Energy

...cost of treadmill work, 62-5
...energy-absorbing seat effectiveness, 83-3, 90-11

Environment

...aerospace, commercial passengers, medical screening guidance, 06-1
...cabin sensor system, wireless, 09-18
...cabin ventilation, flow fields, 04-7
–computational fluid dynamics for predictions, 06-27

Subject and Report Number

–decontamination with vaporized hydrogen peroxide, 06-10, 08-2, 08-4, 09-7, 09-16, 09-23, 10-5
 ...cargo compartments, 81-11
 ...effects of mass air transportation, 71-10
Equipment
 ...air traffic control displays and color vision, 06-2, 06-6, 06-11, 06-15, 06-22, 07-5, 07-10, 07-24, 13-18
 –information complexity, 07-26
 ...air traffic situation assessment (SATORI), 93-12
 ...alcohol detection, 91-12
 ...anthropometry in design, 65-26, 75-2
 ...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8
 ...ARTS-III effects on controller stress, 76-13
 ...attitude indicators, equivalence tests, 05-23
 ...automation design, measures of information complexity, 04-17, 07-11, 08-16
 ...blood pressure measurement, 66-16, 70-21
 ...cabin sensor system to monitor environment, 09-18
 ...Cockpit Display of Traffic Information (CDTI), 00-30, 03-2, 03-5, 03-13, 04-11, 04-20, 07-30
 ...cockpit design, unmanned aircraft, 07-8
 ...compact instrument display, 75-12
 ...crew smoke-protective devices, 76-5, 78-4, 78-41, 83-14, 89-8, 89-11, 05-18
 ...disorientation familiarization, 70-17
 ...Emergency Escape Breathing Device, 92-18
 ...emergency lighting, 66-42, 79-22, 80-13, 81-7
 ...escape slides, strength, 98-3
 ...evaporative water loss, 67-17
 ...fire, smoke protection, 67-4, 70-20, 78-4, 83-10, 85-10, 89-5, 89-8, 89-11, 89-12, 05-18
 ...flotation and survival, 78-1, 85-11
 ...GPS displays, 98-8, 98-12, 99-9, 99-13, 99-26, 00-4, 03-17
 ...head injury criteria (HIC) test component test device, evaluation, 04-18
 ...head-up displays, 98-28
 ...Highway-in-the-Sky (HITS) display, 00-31
 ...infant flotation device, 71-37, 91-6
 ...instrument readability by senior pilots, 77-2, 77-7
 ...lapbelt restraint in pregnancy, 68-24
 ...lateral/directional control events, 10-14
 ...life preserver retrieval, 03-9
 –donning tests for inflatable life preservers, 14-14
 ...light adaptation device, 66-38
 ...medical kits, 91-2, 91-3, 00-13, 00-13
 ...NEXRAD display, 04-5
 ...nongyroscopic blind flight instrument, 66-32
 ...oxygen, 62-21, 66-7, 66-9, 66-10, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 89-5, 89-10, 93-6, 95-17, 96-4, 98-27, 00-6, 04-3

Subject and Report Number

...padding for crash protection, 66-40
 ...performance testing, 66-19
 ...personnel lifting devices, rotorcraft, 98-13
 ...protective, for aircraft accidents, 65-7, 66-3, 66-12
 ...restraint systems, 67-13, 69-3, 69-4, 69-5, 72-3, 72-6, 83-8, 94-19, 99-5
 –inflatable, 07-13
 ...rudder issues in transport aircraft, 10-14
 ...seat cushion flotation, 66-13
 ...secondary container alternative for transportation of infectious substances, 95-29
 ...stall warning, 66-31
 ...transducer, 68-3
 ...upper torso restraint acceptance, 71-12
 ...visual displays, methods to assess complexity in air traffic control, 05-4
Evacuation, passenger emergency
 ...acoustic signals for exit location, 79-5
 ...air carrier accidents, 62-9, 65-7, 70-16
 ...bibliography, 63-30
 ...blind passengers, 80-12
 ...briefing cards (safety) comprehension of, 08-20
 ...cabin simulator, experimental, 97-18
 ...children, 66-42, 01-18
 ...computer models, 94-11
 ...ditching (evacuation into water), simulated, 04-12
 ...Emergency Escape Breathing Device, 92-18
 ...emergency lighting, aisle seat arm rests, 81-7
 –exit signs, 79-22, 80-13, 81-7, 14-3
 –floor, 98-2
 ...escape slides and platforms, 96-18, 98-3
 ...handicapped passengers, 77-11
 ...history of smoke/fume protective breathing equipment, 87-5
 ...human external loads, 98-13
 ...infants, 66-42, 01-18, 05-2
 ...injuries, 79-6, 79-23, 82-8, 99-30, 03-15
 ...motivation of passengers, 96-18, 04-2
 ...passenger flow rates between compartments, 78-3
 ...passenger safety information, availability, 04-19
 –comprehension of, 08-20, 14-3
 ...passenger workload and protective breathing, 87-2, 89-5
 ...precautionary, 99-30, 00-11
 ...railroad accident, 73-1
 ...readability of emergency signs in smoke, 79-22, 80-13, 81-7
 –using symbols, 14-3
 ...seating configuration, 89-14, 92-27, 95-22, 03-15
 ...simulation by computer models, 72-30, 78-23, 94-11, 97-20
 –experimental cabin, 97-18

Part III: Subject Index

Subject and Report Number

...SST mockup tests, 70-19
...size of exits in evacuation, 99-10, 04-12
...tests using L-1649, 66-42
...tests using protective smoke hood, 70-20, 89-12, 05-18
...type III exits, 92-27, 95-22, 95-25, 03-15, 04-2
...water survival training programs analysis, 98-19

Exercise

...auscultatory and intra-aortic pressures, 66-36
...human tolerances, effects on, 82-4, 82-10
...magnesium and calcium excretion, effects on, 68-4
...myocardial infarction, before and after, 64-2
 –effects after, 66-17, 66-21
...tolerance at altitude, 63-33
...treadmill work, energy cost of, 62-5
...air traffic controller selection, 63-31, 74-8, 78-7, 83-6
...ATCS, correlation with age and performance, 67-1, 73-7
...pilots in general aviation accidents, 77-10
...relation to reported symptoms of ATCSs, 65-6

Eye

...age and binocular fusion time, 66-35
...airman visual acuity, midair collisions, 75-5
...alcohol effects on eye movements, 72-34
...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8
...aphakia, prevalence in civil airmen, 91-14, 92-14, 93-11
...approach and landing cues, 79-4, 81-6, 82-6
 –LEDs and pilots with marginal color vision, 14-6
...bifocal effects on radar monitoring, 82-16
...bright lights and visual disturbances during nighttime flight operations, 06-28
...contact lenses, 90-10, 00-18
...cockpit visual problems of senior pilots, 77-2, 77-7, 77-13, 77-14, 78-17
...color vision and signal lights, 71-27, 71-32, 73-18, 75-1, 78-22, 93-17, 04-14, 06-2
...color vision standards, recommendations for new, 09-11
...color vision tests, for ATCS, 83-11, 85-7, 90-9, 92-28, 92-29, 95-13, 96-22, 04-10, 04-14, 11-8, 13-18
 –for aviation maintenance inspectors, 05-21
...depth perception, 63-10, 63-28, 67-20, 00-18
...equidistance tendency, 65-11
...fatigue effects on binocular fusion time, 69-1
...glare tests, 94-15
...glaucoma, visual field and altitude, 91-1
...laser light illumination, effects on simulator performance, 03-12, 04-9
 –helicopter vs. fixed-wing aircraft, 13-8
 –incidence during flights, 06-23, 08-14, 10-21, 13-8
...lateral movements in student pilots, 67-15
...macular degeneration, pilot fatality case report, 11-14

Subject and Report Number

...movements during simulated air traffic control, 94-26, 95-23, 96-9
...neural control of ciliary muscle, 63-5
...next generation vision testers, evaluations of, 09-13
...occupational vision, en route centers, 96-12, 96-27
...optokinetic stimulation, 70-2, 70-10, 71-22
...pathology in accident airmen, 81-14, 83-18
...penetrating injuries, 62-12
...photostimulation, 66-39
...photorefractive keratectomy, 98-25
...pilot demographics and vision restrictions, 04-6
...propeller paint schemes conspicuity, 78-29
...pupillary movement with fatigue, 65-9
...pupillary reflex with age, 65-25
...radial keratectomy, 98-25, 00-19, 06-9
...radial keratotomy, 99-6, 00-19, 06-9
...reaction time, flash luminance and duration, 67-24
...refractive surgery and aeromedical certification, 00-19, 06-9
...senior pilots, cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17
...simulation of objects moving in depth, 65-32
...size and distance perception, 62-15, 64-13, 66-22, 66-24, 67-18
...spatial extent, perception of, 63-20
...spiral aftereffect test, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31
...target detection, highlighted, 97-10, 99-8
...tests for color vision, 67-8, 83-11, 93-16, 93-17, 06-2, 09-13, 13-16
 –tests for aviation maintenance inspectors, 05-21
...two-flash thresholds, 68-20, 70-15, 71-42
...vision testers, next generation, 09-13
...vision through sunscreen materials, 78-28
...visually induced disorientation, 69-23, 70-2, 71-22
...windscreens, optical radiation transmittance, 07-20, 08-15
...X-Chrom lens for improving color vision, 78-22

Fatigue

...air tanker pilots, 68-26
...antihistamine-decongestant preparations effects, 78-20
...auditory, 63-19, 65-1, 65-2
...aviation activities, 65-13, 81-13
...aviation maintenance, fatigue countermeasures training, 13-9
 –fatigue risk management, 11-10
 –proposed fatigue solutions, 11-19
...binocular fusion time effects, 69-1
...biomathematical modeling, 12-12
...Cepstrum Coefficient modeling in fatigue studies, 13-19

Subject and Report Number

- ...commute times for crewmembers and neurobehavioral performance, 12-14
- ...Composite Mood Adjective Check Lists to measure in ATCSs, 71-21
- ...countermeasures training for flight attendants, 09-20, 11-18
- ...8- vs. 10-hr. work schedules, 95-32
- ...eye blink-rate measures, 94-17, 94-26, 99-28
- ...flight attendants, 07-21, 09-20, 09-22, 09-24, 09-25, 10-22, 11-16, 11-18, 12-12
 - biomathematical fatigue modeling, 12-12
 - field survey comments analysis, 11-16
- ...intercontinental jet flights, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17
- ...mitigation with Spartase, 63-12
- ...plasma catecholamine determination, 66-6, 71-15
- ...pupillary movement with, 65-9
- ...readiness to perform testing, 93-13, 95-24
- ...reaction time and speech scores as indicators of fatigue, 13-19
- ...shiftwork, rotating, 86-2, 99-2
 - effects on commuting risk factors before and after shift, 06-13
 - effects on wake-sleep cycle, 75-10, 76-11, 85-2, 95-12, 95-19
- ...sleep deprivation effects, 70-8, 75-14, 85-3
- ...speech analysis and fatigue, 13-19
- ...tolerance after crash diet, 81-2
- ...tolerance after exercise, 82-4, 82-10
- ...visual, during vigilance task, 94-26, 96-9
- ...visual taskload effects on CFF change during complex monitoring, 85-13

Federal Air Surgeon

- ...review of 1966 program, 67-25
- ...review of 1976 program, 76-8

Fire

- ...crew smoke-protective devices, 76-5, 78-4, 78-14, 78-41, 83-14, 05-18
- ...effects in air carrier accidents, 62-9, 65-7, 70-16
- ...flammability of toiletries in oxygen, 63-27
- ...passenger protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5, 89-8, 89-11, 89-12, 05-18
- ...smoke effects on identifying emergency signs, 79-22, 80-13, 81-7
- ...toxicity of products in aircraft fires, 71-41, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 90-15, 90-16
- ...toxicity of seat fire-blocking materials, 86-1
- ...vs. non-fire, forensics, 00-9, 05-9
 - in rotorcraft accidents, 05-17

Subject and Report Number

Flight attendants

- ...anthropometry, 75-2
- ...commute times and neurobehavioral performance, 12-15
- ...fatigue, 07-21, 09-22, 09-24, 09-25, 10-22, 10-25, 11-16, 12-12
 - countermeasures training, 09-20, 11-18
- ...functional strength, 75-13
- ...injuries, cabin safety data bank, 79-23, 82-8
- ...ozone effects, 79-20
- ...survey of field operations (2008), 11-16
- ...water survival training programs, 98-19

Flotation devices

- ...infant, 91-6
- ...life preserver retrieval, 03-9
 - donning test for inflatable life preservers, 14-14
- ...methods of seat cushion use, 95-20
- ...personal devices, 98-19

Forensics (see Toxicology)**Fuel**

- ...biocidal additive, 67-21

G forces

- ...aerobatics effects, 72-28, 82-13
- ...simulation with lower body pressure box, 79-8, 82-3, 82-4
- ...tolerance after crash diet, 81-2
- ...tolerance effects of antihistamine-decongestant preparations, 78-20

Galactic cosmic radiation

- ...developments in the CARI monitoring program, 13-6, 14-13
- ...effect on air carrier crewmembers, 80-2, 80-12, 92-2, 00-33, 03-16, 05-14, 09-6
- ...source book on ionizing radiation exposure, 11-9

Global positioning system (GPS)

- ...design considerations, 98-9, 98-12, 99-13, 99-26, 00-4
- ...effectiveness, 03-17

Handicapped persons

- ...blind passengers, 80-12
- ...pilot positions in radar training, 80-5

Heat

- ...altitude effects on performance, 71-17
- ...complex performance effects, 69-10, 72-17
- ...dogs shipped by air transport, 77-8, 81-11, 84-5, 87-8
- ...human tolerances, 70-22, 71-4
- ...maintenance of thermal balance, 66-23
- ...manual performance effects, 68-13
- ...measurement of evaporative water loss, 63-25
- ...tolerance limits for rats and mice, 86-8

Part III: Subject Index

Subject and Report Number

...tranquilizer effects on loss and conservation, 63-23, 66-14

Hearing

...acoustic signals for emergency evacuation, 79-5
...auditory fatigue, 63-19, 65-1, 65-2
...binaural beat perception, 63-17
...cockpit noise intensities, 68-21, 68-25
...conservation with earplugs, 73-20, 75-11
...earphone transient response, 63-7
...engine noise effects, pilots vs. non-pilots, 05-12
...headset interference tones, 92-4
...interaural intensity difference limen, 67-10
...noise audiometry, 71-1
...noise effects on aircrew personnel, 72-32
...pilots vs. non-pilots, 95-12
...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3
...table of intensity increments, 66-4
...temporary threshold shift, 79-16, 92-4

Hijacking

...deterrence, 78-35

History (CARI/CAMI)

...historical vignettes, prefaces to 87-1, 97-1, 98-1, 01-1, 03-1, 05-1, 07-1
...history of aeromedical research contributions, 05-3

Human

...adult female anthropometry, 83-16
...angle of shoulder slope, 65-14
...body center of gravity, 62-14
...body kinematics on deceleration, 62-13
...center of gravity, 62-14, 65-23, 69-22
...child body models, 76-9
...DNA profiling, 98-18
...head injury criteria (HIC) component test device, evaluation, 04-18
...mass distribution of children, 76-9
...pelvis spatial geometry, 82-9
...physical fitness testing, 63-6
...responses to hyperpyrexia, 64-8
...survivability of free-fall impacts, 63-15, 65-12, 68-19
...thorax, determination of effective mass, 96-7
...tolerances, 62-6, 71-3, 71-4, 71-13, 81-2, 82-3, 82-4, 82-10
...tolerances to facial impact, 65-20, 66-12, 66-40
...tolerances to heat, 70-22, 71-4

Human factors (also see: Performance)

...accident reporting system — Human Factors Analysis and Classification System, 00-7, 00-28, 01-3, 03-4, 05-24, 05-25, 06-7, 06-24
...air traffic control Next Gen jobs/task analysis, 13-5

Subject and Report Number

...air traffic control operational errors/deviations, role of shiftwork and fatigue, 99-2
–development of temporal markers to profile, 06-20
–evaluation of HFACS and other models to describe causes 05-25
–review of human factors literature, 06-21
–role of age, 05-22
–safety management system, 12-2
–severity index, 05-5
–strategies for reducing causal factors, 03-19, 06-20
–time on position and transfer of position responsibility, 08-16
...air traffic control workload rating models, 07-6
...air traffic sector complexity, 00-24, 03-8, 05-16, 06-29, 07-11
–and operational errors, 98-14, 06-4, 07-18, 09-4
...Air Traffic Selection and Training (AT-SAT) simulation, 00-2, 00-12
–operational use, 06-16, 07-14
...anti-collision lighting, effective intensity of LEDs, 13-15
...assessment of complex performance, 69-6, 69-16
...attitude indicators, equivalence tests, 05-23
...auditory startle responses, 88-4
...aviation maintenance, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-14, 95-31, 96-2, 05-21, 07-25, 11-10, 11-11, 12-16
–and fatigue countermeasures training, 13-9
–and fatigue risk management, 11-10, 11-19
...aviation safety, 63-35, 66-8, 66-25, 66-27, 70-18, 71-9, 71-10, 72-2, 73-5, 80-6, 92-3, 94-5, 94-27, 99-7, 00-7, 00-28, 01-3, 03-4 04-24, 05-7, 05-15, 05-24, 05-25, 06-7, 06-8, 06-18, 06-26, 07-7, 07-16, 07-17, 08-12, 10-16, 11-11, 12-2
...biomathematical fatigue modeling, 12-12
...CDTI/ADS-B operational evaluation, 00-30, 03-2, 03-5, 03-13, 04-11, 04-20
...CDTI/Range Monitor/Autopilot operational evaluation for approach spacing, 07-30
...cognitive performance, mental fatigue and EEG, 14-12
...color displays, and color defect, 06-2, 06-6, 06-11, 06-15, 06-22, 13-18
–and color analysis, 07-5, 07-10, 07-24
–LEDs and marginally color defective pilots, 14-6
...computer training for airplane upset-recovery, 07-27, 09-5, 09-17
...crew resource management, FAA aircrews, 96-24
...decision making, preflight, 96-19, 97-3, 97-23, 98-7, 05-7, 05-15, 07-4, 08-6, 08-7, 08-12, 10-1, 10-6, 10-13, 10-17
...emergency evacuation, 65-7, 70-16, 95-25, 96-18, 94-11, 97-20, 98-19, 99-10, 99-30, 03-15, 14-3

Subject and Report Number

–FAIT analysis, applied to traffic awareness in free-flight, 03-5
 ...fatigue, speech analysis and reaction time in cabin crew personnel, 13-19
 ...flight attendant fatigue, 07-21, 09-22, 09-24, 09-25, 10-20, 10-25, 11-16, 12-12, 12-15
 ...flight-control problems in unmanned aircraft accident, 06-8
 ...flight progress strips, 95-4, 95-9, 96-5, 98-26, 00-5
 ...flight simulator research, 96-15, 96-16, 97-9, 97-24, 98-12, 98-28, 04-20
 ...GPS use, 98-9, 98-12, 99-9, 99-13, 99-26, 00-4, 03-17
 ...hearing thresholds of pilots and cockpit warning signals, 05-12
 ...Human Factors Analysis and Classification System (HFACS), 00-7, 00-28, 01-3, 03-4, 05-24, 06-24, 08-12, 10-16, 11-20
 ...human factors review, flight attendant fatigue, 07-21
 –operational error literature, 06-21
 ...index of international publications in aerospace medicine, 93-3, 01-15, 07-2, 10-15, 14-7
 ...information complexity, 04-17, 07-26, 09-14
 ...intervention strategies for aircraft accident prevention, 06-24, 08-17
 ...JANUS technique applied to ATC operational errors, 03-21, 06-21
 ...job task taxonomy, 93-1, 95-16
 ...mental fatigue, cognitive performance and EEG, 14-12
 ...multi-function displays, guide for evaluating, 13-21
 ...NEXRAD display use, 04-5
 ...operational demonstration of flight inspection aircraft, 95-18
 ...photic stimulation responses, 66-39
 ...rotorcraft personnel lifting devices, 98-13
 ...SATORI, 93-12, 97-13, 98-14
 ...safety data communication via Voluntary Aviation Safety Information-Sharing Process (VASIP), 07-7
 ...severe weather flying, 66-41, 97-3, 97-23, 04-5, 05-7, 05-15, 07-4, 08-12, 10-16
 ...situation awareness and performance in air traffic control, 99-3
 ...target blink amplitude, attention-getting value, 97-10, 99-8
 ...unmanned aircraft, accident/incident data, 04-24
 –automation and piloting experience effects on pilot performance, 12-4
 –flight-control problems, 06-8, 07-8
 –pilot medical certification, 07-3
 –reduced sensory information, 08-23
 ...visual observers research, 14-9
 ...workload management in single-pilot entry-level jets, 13-17, 14-1
 ...workstation design, flight inspection aircraft, 95-18

Subject and Report Number

...vehicle operator deviations and runway incursions, 08-17
 ...visual displays, methods to assess information and cognitive complexities, 05-4, 08-18
 ...WinMine analytic tool applied to accident data, 06-26
Hypothermia
 ...passengers, 94-10, 95-20
 ...wheel-well stowaways, 96-25
Hypoxia
 ...and beta-blocked hypertensives, 92-19
 ...blood donation effects, 84-4
 ...chromatic thresholds for normal and color defective subjects, 13-20
 ...civilian training need, 91-13, 03-10, 10-20
 ...human tolerance, 62-6, 63-33
 –physiological predictors, 13-22
 ...interaction with marihuana, 75-6
 ...normobaric and hypobaric exposure, physiological equivalence, 10-20
 ...oxygen need, 66-28, 04-3
 ...performance decrement, 66-10, 66-15, 71-11, 71-17, 97-9
 ...physiological predictors, 13-22
 ...propranolol effects, 79-10, 80-10
 ...sickle cell trait susceptibility, 76-15, 78-30, 80-20
 ...supersonic transport, decompression in, 99-4
 ...visual field and glaucoma, 91-1
 ...wheel-well stowaways, 96-25
Identification
 ...DNA, profiling of accident victims, 98-18, 99-14
 –identification of forensic postmortem specimens, 06-14
 –resolving forensic toxicology issues, 09-19
 ...enantiomeric compositions of compounds in cold remedies, 05-8
 ...forensic genotyping and gender, 08-8
 ...sex and race diagnosis from cranial measurements, 79-2
In-flight health care
 ...medical emergencies, 97-2, 00-13
 ...medical kits, 91-2, 91-3, 97-2, 00-13
Illusions
 ...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31
 ...visual, 70-2, 71-22, 77-12
Injuries
 ...agricultural aircraft accidents, 72-15, 80-3
 ...analysis in railroad accident, 73-1
 ...brain tolerances to concussion, 71-13, 74-4
 ...cabin safety data bank, 79-23, 82-8
 ...cockpit delethalization, 66-3, 66-12, 71-3, 72-7, 81-10, 82-7
 ...correlation with kinematic behavior, 62-13

Part III: Subject Index

Subject and Report Number

...criteria for aircraft crashworthiness, 96-11
...decompression of small aircraft, 67-14
...emergency and precautionary evacuations, 79-6, 79-23, 82-8, 99-30, 00-11, 03-15
...eye, 62-12
...facial tolerances to impacts, 65-20
...head impacts while wearing restraint systems, 72-6, 92-20
...head injury criteria (HIC) component test device, evaluation, 04-18
...impact in pregnancy, 68-6, 68-24
...in free falls, 63-15
...neck, 93-14
...padding for crash protection, 66-40
...precautionary evacuations, 99-30
...prevention in aircraft accidents, 71-3, 94-19, 11-3
...produced by restraint systems, 69-5, 89-3
...rearward-facing seats, 62-7, 69-13
...restraint systems to prevent, 67-13, 69-3, 69-4, 69-5, 69-13, 72-3, 82-7, 83-8, 98-11
...seat impacts, 66-18
...side-facing seats, 69-13, 07-13, 12-18
...smoke and fire, 62-9, 70-16
...vertical crash forces, 62-1
...vertical impact in seated position, 62-19
...water impacts, 65-12, 68-19

Instruments

...attitude indicators, 73-9, 05-23
...automation design, measures of information complexity, 04-17, 08-18
...cockpit displays of traffic information (CDTI), 00-30, 03-2, 03-5, 03-13, 04-11, 04-20, 07-30
...compact display, effects on performance, 75-12
...GPS, design considerations, 98-9, 98-12, 99-26, 00-4
 –effectiveness, 03-17
...head-up displays, 98-28
...Highway-in-the Sky (HITS) displays, 00-31
...NEXRAD weather display, 04-5
...information priorities, 00-26
...navigational display formats, 96-16, 00-8, 04-20
...radiation detection, 71-26
...readability by senior pilots, 77-2, 77-7

Job attitudes

...air traffic controllers, 74-7, 74-12, 75-3, 79-11, 91-10, 00-17, 04-23
...Airway Facilities Service, 77-21, 79-11, 83-7
...aviation business operators, 87-4
...burnout, 92-7
...choice of ATCS occupation, 11-12
...diversity training, 95-10

Subject and Report Number

...empowerment, perceptions of, 98-24
...exchange ideology, 91-11
...FAA survey 2000, process feedback, 03-11
...FAA survey 2003, agency-wide work attitudes, 04-22
 –Air Traffic Organization work attitudes, 04-23
 –analysis of employee comments, 05-13
...gender, equity, and satisfaction, 92-9
...goal congruence, 92-8
...intent to leave job, 91-15, 06-30
...neuropsychological screening of airmen, 92-11
...organizational change, and cynicism, 99-27, 00-14
...organizational communications, and trust, 99-25
...organizational politics, perceptions of, 92-10
...participation in decision-making, 92-17
...safety behavior, 97-8
...safety perceptions, 99-19
...turnover, and intent to leave job, 91-15, 06-30

Judgment

...decision-making in pilots, 97-3, 97-23, 98-7, 08-3, 08-6, 08-7
...preflight weather briefings, 07-4
...training in pilots, 87-6, 98-6, 08-3

Kidney

...autoregulation mechanism, 63-32
...effects of acute arterial occlusion, 63-22, 65-27
...effects of increased venous pressure, 62-18, 63-1
...effects of pesticides, 63-26, 66-11

Lighting

...cabin, 79-22, 80-13, 81-7, 98-2
...cockpit, 77-2, 77-13, 77-14, 78-17

Management

...air traffic control, Quick Reference Guide for front line managers, 13-10
 –Safety Management System, 12-2
...aviation maintenance, fatigue countermeasures training, 13-9
 –event reporting and analysis, 14-5
 –fatigue risk management, 11-10, 11-19
...crew resource, FAA flight crews, 96-24
...empowerment, predictors of perceived, 98-24
...ergonomic interventions to reduce worker stress, 99-17
...FAA employee attitude survey, year 2000, process feedback, 03-11
 –year 2003 agency-wide work attitudes, 04-22
 –year 2003 Air Traffic Organization work attitudes, 04-23
 –year 2003 analysis of employee comments, 05-13
...fatigue risk management systems (FRMS) in aviation maintenance, 11-15

Subject and Report Number

...health awareness, survey of FAA programs, 00-3
 ...job task analysis for supervisors, 91-5
 ...Line Operations Safety Audit (LOSA), description and tools, 11-15
 –implementation guidelines, 12-9
 ...organization development, survey and recommendations for technical operations services operations control centers, 12-6
 ...matrix teams, commitment, 93-18
 ...organizational change, and cynicism, 99-27, 00-14
 ...organizational commitment, 92-21
 ...organizational communication, and technology change, 99-25
 ...perceptions of Flight Operations Quality Assurance (POQA) questionnaire scales, 11-6, 12-1
 ...risk management, 07-7, 11-6, 11-10, 11-15
 ...technical documentation issues in aviation maintenance, 12-16
 ...training effectiveness, 75-9, 78-32
 ...training needs, 90-2
 ...turnover and intent to leave job, 91-15, 06-30
 ...Voluntary Aviation Safety Information-Sharing Process (VASIP), sharing of safety-related information, preliminary audit, 07-7
 ...voluntary safety programs, 07-7, 11-6, 11-15, 12-1, 12-9
 ...workplace safety behaviors, influence on, 97-8
 –employee safety perceptions, 99-19

Medical kits

...used in flight, 91-2, 91-3, 97-2, 00-13

Motion sickness

...susceptibility, 76-14
 ...treatment effects, 81-16, 82-19

Motivation

...airway facilities personnel, 77-21
 ...factors in ATC work, 71-30, 74-12
 ...passengers, in aircraft evacuations, 96-18, 03-15, 04-2

Neurology

...alcohol effects on ataxia test battery, 79-9
 ...alcohol effects on visual functions, 78-2, 79-15
 ...brain tolerances to concussion, 71-13, 74-4
 ...central factor in auditory fatigue, 63-19
 ...chlordimeform toxicity, 77-19
 ...conditions associated with aviation safety, 81-3
 ...drug effects on performance, 64-18
 ...endrin effects, 63-16, 70-11
 ...GCRI studies, 64-1
 ...in-flight vertigo and unconsciousness, 63-21
 ...neuropsychological test battery, 92-11, 95-7
 ...nucleus rotundus, 77-22

Subject and Report Number

...organophosphate insecticide effects, 63-24, 72-29, 73-3, 73-4, 79-15
 ...photic stimulation, 66-38
 ...pupillary movement, 65-9, 65-25
 ...rheoencephalography in cerebrovascular disease detection, 65-4, 67-11
 ...seizures in flight, 64-6
 ...spiral aftereffect test, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31
 ...vestibular tests, 75-4

Noise

...aircrew personnel effects, 72-32
 ...auditory fatigue, 63-19, 65-1, 65-2
 ...birds, effects on, 62-4
 ...ear-protector ratings, 73-20, 75-11
 ...engine, and pilot vs. non-pilot hearing thresholds, 05-12
 ...intensity in aircraft cockpits, 68-21, 68-25, 95-18
 ...performance effects of simulated radar task, 79-24, 83-13
 ...performance impairment, 72-14
 ...simulated sonic boom effects, 71-29, 72-19, 72-24, 72-35, 73-16, 74-9
 ...sonic boom startle effects in field study, 73-11
 ...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3
 ...temporary threshold shift, 79-16

Nystagmus

...adaptation effects, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20
 ...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34
 ...antimotion sickness drug effects, 81-16
 ...arousal effects, 62-17, 63-29
 ...caloric habituation, 63-14, 64-14, 65-18, 67-2
 ...dextroamphetamine and secobarbital effects, 73-17
 ...habituation to rotation, 63-13, 65-24, 68-2
 ...illumination effects during angular deceleration, 68-28
 ...optokinetic stimulation, 70-2, 70-10, 71-22
 ...secondary, elicitation by irrigation, 63-3
 ...sleep deprivation, during, 86-9
 ...translations of reports, Tech. Pub. #1, 64-16, 65-17, 66-2
 ...vertical, 68-2

Orthostatic tolerance

...alcohol effects at altitude, 82-3
 ...and beta blocked hypertensives, 92-19
 ...physical exertion effects, 82-4

Oxygen

...equipment studies, 79-13, 80-18, 89-10, 92-18, 92-22, 95-17, 98-27, 00-6, 04-3, 05-18
 ...flammability of toiletries, 63-27
 ...need at altitude, 66-28, 97-9
 ...need for training among civilians, 91-13, 03-10, 10-20

Part III: Subject Index

Subject and Report Number

...normobaric and hypobaric exposures, physiological equivalence, 10-20
...system design, 78-9

Oxygen masks

...crew smoke-protective devices, 76-5, 78-4, 78-14, 78-41, 83-14, 89-8, 89-11, 05-18
...design for children, 66-9
...disposable, 66-7
...donning time after decompression, 66-10
...evaluation, 62-21, 66-7, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 87-5, 89-5, 93-6, 96-4, 98-27, 00-6, 04-3, 05-18

Ozone

...chronic effects, 80-16
...effects under simulated flight conditions, 79-20, 80-9
...review of effects, 89-13

Passengers

...aerospace, commercial, guidance for medical screening, 06-1
...blind, cane use in emergency evacuation, 80-12
...briefing presentations, comprehension of safety briefing cards, 08-20
...child restraints, 94-19, 95-30, 11-3
...cold/wet exposure, 94-10, 98-4
...commercial aerospace, guidance for medical screening, 06-1
...emergency evacuation, computer model, 72-30, 78-23, 94-11, 97-20
 –experimental cabin, 97-18, 03-15, 04-2
 –infants, 01-18, 05-2
 –precautionary, 99-30, 00-11
 –seating configurations, 89-14, 03-15
 –size of exits, 99-10
...emergency lighting, floor, 98-2
...flow rates between compartments, 78-3
...galactic radiation levels, 80-2, 82-12, 92-2, 00-33, 03-16, 05-14, 09-6, 11-9, 13-6, 13-23
...handicapped emergency evacuation, 77-11, 80-12
...head injury analysis, 92-20
...human external loads, rotorcraft, 98-13
...illness and injuries, cabin safety data bank, 79-23
...injuries, during emergency evacuation, 79-6, 79-23, 03-15
 –during precautionary evacuation, 99-30
...medical kits, use of, 91-2, 91-3
...neck injury analysis, 93-14
...oxygen masks, 79-13, 80-18, 95-17, 96-4
...ozone effects, 80-9, 89-13
...protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5, 05-18
...safety information, availability, 04-19
 –comprehension of, 08-20, 14-3

Subject and Report Number

...sport parachutists, 98-11
...water spray exposure, 98-4
...wheel-well stowaways, 96-25

Patients

...air transport with eye injuries, 62-12
...civilian air ambulance services, 71-18, 82-5
...human external loads, 98-13
...supplemental oxygen from Molecular Sieve oxygen concentrators, 92-22

Perception

...anticollision lights, 66-39, 70-9, 70-15, 71-42, 13-15
...approach angle in simulated night landings, 81-6, 82-6
...auditory fatigue, 63-19
...binaural beat, 63-17
...Broca-Sulzer phenomenon, 68-27
...color, 67-8, 83-11, 90-9, 06-2, 06-6, 06-11, 06-15, 06-22, 13-18
...depth, 63-10, 63-28, 65-11, 65-32, 67-20, 00-18
...highlighted targets on displays, 97-10, 99-8
...induced decrements, 93-19
...interaural intensity difference limen, 67-10
...matching loudness to flash brightness, 67-16
...peripheral visual cues, 68-11, 68-12, 68-22
...propeller paint schemes, 78-29
...reaction time, flash luminance and brightness, 67-24
...size and distance, 62-15, 64-13, 66-22, 66-24, 67-18
...spatial extent, 63-20
...spiral aftereffect, 64-9, 64-10, 68-10, 69-15, 71-31
...tactile, 62-11, 62-16
...two-flash thresholds, 68-20, 70-15
...vision through sunscreen materials, 78-28

Performance (also see: Human Factors)

...accident experience, physical defects, 76-7, 77-20, 79-19, 81-14, 83-18
...accident frequency in GA pilots, predicting from total pilot flight hours, 12-15
...age effects, 95-3, 95-7, 99-20, 99-22
...age index for pilots, 77-6, 78-16, 78-27, 83-15, 85-3
...age 60 rule, 94-20, 94-21, 94-22, 94-23, 04-8
...airspace complexity, 05-16
 –and operational errors, 06-4
...air traffic controllers
 –age and retirement, 05-6, 05-22
 –age effects, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 81-12, 84-6, 99-18, 99-23, 05-22
 –approach spacing using CDTI versions, 07-30
 –aptitude tests for prediction, 65-19, 68-14, 71-28, 71-36, 71-40, 72-18, 79-3, 84-2, 84-6, 88-3, 89-6, 94-4, 97-15, 98-23, 99-16, 00-2, 00-12, 06-16, 07-14, 08-9, 13-2

Subject and Report Number

–biodata as predictor, 12-8, 12-19, 13-7, 14-8
 –Collegiate Training Initiative and performance on AT Selection and Training Test Battery, 13-11
 –color displays and color defect, 06-2, 06-6, 06-11, 06-15, 06-22, 13-18, 14-6
 –color perception effects, 83-11, 90-3, 07-5, 07-10, 07-24, 13-16
 –communication, ATC/pilot, 93-20, 95-15, 96-10, 96-20, 96-26, 98-17, 98-20, 99-21, 01-8, 01-9, 05-19, 06-25, 07-4, 08-19, 08-21, 09-2, 09-10, 11-4
 –commuter (driving) risk factor before and after shifts, 06-13
 –computer experience and AT-SAT performance, 00-2
 –development of temporal markers to profile, 06-20
 –English language issues, 08-19, 08-21, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
 –evaluation, 61-1, 65-22, 98-23
 –experience as predictor, 63-31, 13-7
 –flight service station training, 86-6
 –flashing target effects, 90-3, 97-10, 99-8
 –human factors literature review, operational errors, 06-21
 –incident reporting, 65-10
 –information complexity, measures in automation design, 04-17, 07-26, 08-18, 09-14
 –job/task analysis for NextGen System, 13-5
 –information and cognitive complexity assessment methods, 05-4
 –job task taxonomy for en route, 93-1
 –measurement in air traffic selection and training (AT-SAT) simulation, 00-2, 00-12
 –memory in air traffic control, 97-22, 98-16
 –military ATC students and AT-SAT performance, 08-9
 –navigation displays, 00-8, 04-20
 –Multiple Task Performance Battery for selection, 72-5, 74-10
 –napping and night shift performance, 00-10
 –operational errors, development of temporal markers to profile, 06-20
 –operational errors, en route, no relation to age, 05-22
 –operational errors, human factors literature review, 06-21
 –operational errors, JANUS technique applied to causal factors, 03-21, 08-17
 –operational errors/deviations, role of shiftwork and fatigue, 99-2
 –operational errors, sector characteristics, 87-15, 06-4, 07-11, 07-18
 –operational errors, time on position/transfer of position responsibility, 08-16
 –pass-fail in FSS training program, 79-18

Subject and Report Number

–personality factors, relation to, 70-14, 89-7, 03-20, 04-21
 –quick reference guide for ATC front line managers, 13-10
 –radar simulator, 65-31, 75-8, 77-18, 78-11, 80-15, 80-17, 82-1, 82-16, 83-9, 83-13, 86-4, 88-4, 89-1, 90-3, 95-23
 –sector characteristics, activity and complexity, 06-29
 –sector characteristics and operational errors, 87-15, 06-4, 07-11, 07-18, 09-4
 –sex differences, 72-22
 –situation awareness, 94-27, 98-16, 99-3
 –strategies for reducing causal factors, 03-19
 –video game experience as a predictor, 97-4
 –workload ratings, subjective, 07-6
 ...airworthiness inspectors, 87-4
 ...alcohol effects, 66-29, 69-14, 71-20, 71-34, 72-4, 72-11, 72-34, 78-2, 79-7, 79-26, 82-3, 83-2, 85-5, 88-2, 94-24, 95-3, 95-7, 95-24
 ...antihistamine effects, at altitude, 68-15, 78-19
 –on performance, 97-25, 99-20
 ...attitude indicators (flight instrument), 73-9, 05-23
 ...attitude questionnaires to predict under stress, 69-7
 ...aural glide slope cues for instrument approaches, 71-24
 ...aviation maintenance, fatigue risk management, 11-10
 –technical documentation issues, 12-16
 ...aviation medical examiners, 84-7
 ...aviation safety inspectors, 07-16
 ...biomathematical fatigue modeling, 12-12
 ...chronic disulfoton poisoning effects, 69-19
 ...cockpit instrument display, compact, 75-12
 –Cockpit Display of Traffic Information (CDTI), 03-2, 03-5, 03-13, 04-11, 04-20
 –Electronic Attitude Direction Indicator (EADI), equivalence tests, 05-23
 –GPS, 98-9, 98-12, 99-9, 99-13, 00-4, 03-19
 –head-up, 98-28
 –Highway-in-the-Sky (HITS), 00-31
 –NEXRAD weather, 04-5
 ...cognitive appraisal of stress effects, 68-17
 ...cognitive performance, mental fatigue and EEG, 14-12
 ...cognitive style and learning, 99-12
 ...commuting times and performance, 06-13, 12-4
 ...computer-based training for airplane upset-recovery, 07-27, 09-5, 09-17
 ...crash diet effects, 81-8
 ...decompression effects, 66-10
 ...Designated Pilot Examiners, 07-17
 ...dextroamphetamine effects during sleep loss, 75-14
 ...distractibility effects, 72-25
 ...distracting stimuli effects, 71-7, 72-14, 06-28, 13-8
 ...drug effects, during angular acceleration, 73-17, 82-19
 –in aircraft simulator, 64-18

Part III: Subject Index

Subject and Report Number

–on complex performance, 69-9, 75-14, 77-17, 78-19, 97-25, 99-20

...eye blink-rate measures, 94-17, 94-26, 96-9, 99-28

...fatigue monitoring, biomathematical, 12-12

–and speech analysis, 13-19

...flight attendant fatigue, 07-21, 09-20, 09-22, 09-24, 09-25, 10-22, 10-25, 11-16, 11-18, 12-12, 12-15

...flight instructors and accidents, 96-3

...flight simulation, 96-16, 97-9, 97-24, 98-12, 04-5, 05-23, 07-27, 08-3

...forest fire retardant missions, effects of, 68-26

...gender effects and antihistamine, 99-20

...heart disease and age effects, 64-4

...heat and altitude effects, 71-17

...heat effects on complex performance, 69-10, 72-17

...Human Factors Analysis and Classification System (HFACS), 00-7, 00-28, 01-3, 03-4, 05-24, 05-25, 06-7, 06-18, 06-24, 10-16

...hypoxia, decrement due to, 66-15, 71-11, 82-10, 83-15, 85-3, 85-5, 97-9

...impairment by alcohol, 66-29, 69-14, 71-20, 71-34, 72-4, 72-11, 72-34, 78-2, 79-7, 79-26, 82-3, 83-2, 85-5, 88-2, 94-24, 95-3, 95-7, 95-24

...instrument flying using peripheral visual cues, 68-11, 68-12, 68-22

...intercontinental flight effects, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17

...laser illumination effects on flight simulator performance, 03-12, 04-9

–fixed-wing vs. helicopter events, 13-8

...marihuana effects, 73-12, 75-6, 85-8

...measurement, 77-15, 78-33, 78-34, 84-2, 98-23, 99-22, 00-2, 00-5, 05-23

...mental fatigue, cognitive performance and EEG, 14-12

...mental task effects on auditory fatigue, 65-1, 65-2

...monotonous task correlates, 73-14, 75-8

...noise effects on simulated radar task, 79-24

...operational errors, human factors literature review, 06-21

...Phosdrin effects, 72-29, 73-3

...physical conditioning program effects, 66-17, 66-21

...physical exercise effects, 82-4, 82-10

...physiological measures, on perceptual-motor tasks, 69-8

–in severe weather flying, 66-41

...pilot practical test, ratings by new pilots and designated pilot examiners, 07-21

...pilot tracking during successive approaches, 72-9

...pseudopilots in radar training, 80-5

...psychophysiological indices, 99-28

...readiness to perform, 93-13, 95-24, 97-5

...reliability of individual subjects, 78-37

Subject and Report Number

...rotating shifts, 96-23, 99-2

–and commuting risk factors before and after shifts, 06-13

...shifts in wake-sleep cycle, effects, 75-10, 76-11

...signal rate effects on monitoring, 69-6, 69-16, 97-10

...simulated autopilot malfunctions, 97-24

...simulated glidepath indicators, 79-4, 79-25, 81-6, 82-6

...simulators, in upset-recovery training, 07-27, 09-5, 09-17

...situation assessment through re-creation of incidents (SATORI), 93-12, 97-13, 98-14

...situation awareness, effects, 99-3, 00-31

–FAIT analysis for free-flight environment, 03-5

...sleep deprivation, effects, 70-8, 85-3

–quality and ATC performance, 00-10

...smoking effects, 80-11, 83-4, 97-7

...sonic boom effects, 71-29, 72-19, 74-9

...startle effects, 69-21, 73-11, 73-16, 79-24, 83-13, 88-4

...stress-related decrements, 93-19

...student pilots, 67-15, 69-12

...tasks for operator-skills research, 66-19

...teamwork training, 99-24

...time-sharing ability, 76-1, 99-22

...tracking and complex performance, 72-21

...tracking, dextroamphetamine, sleep loss, 76-12

...transport airplane pilots, rudder use and lateral/directional control events, 10-14

...unmanned aircraft, 04-24, 06-8, 07-3, 07-8, 08-23, 12-4, 14-9

...upset recovery training, 07-27, 09-5, 09-17

...vehicle operator deviations, runway incursions, 08-17

...video game experience, on ATC selection tests, 97-4

...visual search with and without radar sweepline, 79-12

...visual taskload effects on CFF change during complex monitoring, 85-13

...visual taskload effects on complex monitoring, 88-1, 90-3, 95-23

...weather information, (NEXRAD) and simulator performance, 04-5

–preflight, 07-4, 08-3, 08-6, 08-7, 08-12, 10-1, 10-6, 10-13, 10-17, 11-5

...work in heat and cold, 66-23, 68-13

...workload management in single-pilot entry-level jets, 13-17, 14-1

Personnel, FAA (see also, Air Traffic Controllers)

...airway facilities personnel, job attitudes, 77-21, 79-11, 83-7

...Airway Science Curriculum Demonstration Project, evaluation of, 88-5

...airworthiness inspectors, job performance ratings of, 87-4

...aviation safety inspectors training, 07-16

...biological rhythms and rotating shiftwork considerations, 86-2

Subject and Report Number

- ...correlates of satisfaction with training, 91-9
- ...decision making, equity, and job satisfaction, 91-10
- ...effectiveness of management training, 75-9, 78-32, 92-16, 13-9
- ...electronics technicians, 97-19
- ...employee attitude survey, year 2000, process feedback, 03-11
 - year 2003 agency-wide work attitudes, 04-22
 - year 2003 Air Traffic Organization work attitudes, 04-23
 - year 2003 analysis of employee comments, 05-12
- ...empowerment, predictors of perceived, 98-24
- ...ergonomic interventions to reduce work stress, 99-17
- ...flight inspection aircrews, crew resource management, 96-24
- ...flight service station, organizational climate, 97-12
- ...health awareness programs, survey evaluation, 00-3
- ...intent to leave job, and active turnover, 06-30
 - job satisfaction, 91-15
- ...identification of management training needs, 90-2, 92-16
- ...identification with occupation, 92-21
- ...job task analysis for FAA supervisors, 91-5
- ...job task taxonomy, en route, 93-1
- ...matrix teams, 93-18
- ...organizational change, and cynicism, 99-27, 00-14
- ...organizational commitment, 92-21
- ...organizational communication, and technology change, 99-25
- ...organizational support, perceptions of, 92-13
- ...safety perceptions following safety awareness program, 99-19
- ...team implementation and diversity climate, 00-27
- ...technical operations services operations control center, organizational development survey and analyses, 12-6
- ...test fairness for selection, 79-3, 96-13, 99-16

Pesticides

- ...aerial application aircraft accidents, 66-27, 66-30, 68-16, 78-31, 80-3
- ...biochemical effects of lindane and dieldrin, 62-10, 63-4
- ...chlordimeform toxicity, 77-19
- ...cholinesterase determination, 67-5
- ...CNS, effects of organophosphates, 63-24, 69-19, 79-15
- ...comparison of serum cholinesterase methods, 70-13, 72-12
- ...dieldrin effects on liver, 66-5, 66-26
- ...endrin effects, 66-11, 66-26, 66-34, 70-11
- ...endrin, mechanisms of action, 63-16, 63-26
- ...methamidophos toxicity, 78-26
- ...organophosphates effects on reproduction, 70-3
- ...Phosdrin effects on performance, 72-29, 73-3
- ...Phosdrin effects on vision, 73-4
- ...storage stability of human blood cholinesterase, 70-4
- ...symptoms and treatment of poisoning, 62-8

Subject and Report Number

Physical fitness

- ...aerospace, commercial passengers, guidance for medical screening, 06-1
- ...age relationship, 63-18
- ...ATC students, 71-8
- ...field test for, 63-6
- ...myocardial infarction, 64-2, 66-17, 66-21
- ...neuropsychological screening, 92-11

Physiology

- ...autonomic and performance, 93-19
- ...backscatter, responses to, 72-8
- ...blood donation effects, 84-4
- ...cabin water spray, effects on thermal behavior, 98-4
- ...crash diet effects, 81-2, 81-8
- ...evaporative water loss device, 67-17
- ...gas pressure in tissue, 63-11
- ...high altitude training, need for, 91-13
- ...hydrogen ion concentration, conversion table from pH, 68-23
- ...index of international publications in aerospace medicine, 93-3, 07-2, 10-15
- ...measures during complex task performance, 69-8, 82-10
- ...neural control of the ciliary muscle, 63-5
- ...normobaric and hypobaric exposures to 25,000 feet, 10-20
- ...protection at high altitude, 99-4
- ...sleep deprivation responses, 70-8, 75-14
- ...smoking withdrawal responses, 83-4
- ...thermal balance, 66-23
- ...tolerances to heat, 70-22, 71-4
- ...wheel-well stowaways, 96-25

Pilots

- ...accident experience, physical defects, 76-7, 77-20, 79-19, 81-14, 83-18
 - predicting GA pilot accident frequency from total flight hours, 12-15
 - prior alcohol offenses, 08-22
- ...accident predisposition, 72-2, 73-5
 - organizational factors, 00-28
- ...active population, estimate of, 68-5, 09-9, 13-2, 13-25, 14-15
- ...aerial applicator protection, 66-30, 72-15, 80-3
- ...age index, 77-6, 78-16, 78-27, 82-18
- ...age 60 rule, 94-20, 94-21, 94-22, 94-23, 04-8
- ...ages of those in aircraft accidents, 67-22, 70-18, 77-10, 94-22
- ...alcohol effects on performance, 66-29, 72-4, 79-7, 79-26
- ...alcoholic airline pilots rehabilitation, 85-12
- ...altitude tolerance with pulmonary disease, 77-16
- ...anticollision observing responses, 73-6
- ...attitudes toward safety, 95-27, 05-7

Part III: Subject Index

Subject and Report Number

–toward safety training, 97-16, 98-6, 99-7, 03-10, 07-17
...attrition, 72-13, 73-8
...blood donation effects, 84-4
...blood pressure levels, 84-3
...cardiovascular health changes in third-class certificate holders, 72-26
...certification denial actions, 68-9, 74-5, 76-10, 78-25, 80-19, 83-5, 84-9, 85-9, 86-7, 90-5, 90-7
...Cockpit Display of Traffic Information (CDTI), FIAT, 03-5, 03-13, 04-11, 04-20
...cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17, 03-12, 04-9, 06-23, 08-14, 10-21, 11-7, 13-8
...color vision, and signal lights, 71-27, 71-32, 73-18, 75-1, 93-17
–and LEDs in precision approach systems, 14-6
...communication, 96-10, 96-20, 96-26, 98-17, 98-20, 99-21, 06-25, 08-19, 08-21, 09-10
–English-language proficiency, 08-19, 08-21, 09-10, 10-7, 10-9, 10-12, 10-18, 11-4
...computer-based flight simulator, 96-15
...computer use, in accessing weather information, 11-5
–in flight training, 94-25, 95-6, 96-8, 97-11, 07-27
–in meeting recency of experience flight requirements, 03-3
...control force capabilities of females, 72-27, 73-23
...coronary atherosclerosis in fatal accidents, 80-8, 85-6
...crew resource management, flight inspection aircrew, 96-24
...decision-making skills, 98-7
...decision-making training, 87-6, 96-19, 98-6, 08-3
–“expert” pilot training model, 97-6
–use of weather information, 97-3, 97-23, 04-5, 05-7, 05-15, 07-4, 08-3, 08-6, 08-7, 08-12, 10-1, 10-6, 10-13, 10-17, 11-5, 12-7, 12-11
...demographics, 09-9, 13-2, 13-25, 14-15
–and vision restrictions, 04-6
...Designated Pilot Examiners, evaluations of, 07-17
...disease prevalence and incidence, 73-8, 81-9, 84-8, 89-2
...drug effects in aircraft simulator, 64-18
...drug usage compared to general population, 08-10
...engine noise and hearing thresholds, 05-12
...exams of first-class certificate holders by senior AMEs, 71-38
...experience in controller selection, 74-8
...fatigue, 81-13
...flight information accessed by pilots, 00-26
...flight operations, quality assurance, 11-6
...flight physiology training, need for, 91-13, 03-10
...G effects of aerobatics, 72-28, 82-13
...glare exposure and accidents, 03-6, 06-28
...hearing, vs. non-pilots, 05-12
...heart rates during instrument approaches, 70-7, 71-24, 75-12

Subject and Report Number

...heat effects on performance in a flight simulator, 72-17
...judgment training, 87-6
...laser light illumination incidents, 06-23, 08-14, 10-21, 11-7, 13-8
...longevity and survival of retired airline pilots, 95-5
...marginal weather and willingness to take off, 05-7, 05-15, 08-6, 08-7, 08-12
...marijuana in general aviation fatal accidents, 85-8, 09-12
...medical standards, 71-25, 82-14
...medications, found postmortem and in medical history, 06-12, 07-19
–safe wait time calculations before returning to duty, 13-14
...navigation displays, moving map, 04-20
–using text and graphics, 00-8
...neuropsychological screening, 92-11
...noise effects on hearing, 72-32, 05-12
...obese pilots, toxicological findings, 10-10
...occupations, 69-11, 77-10
...ozone effects, 80-9, 89-13
...Part 135 pilots and drug use, forensics, 09-15
...perceptions of flight operations quality assurance programs, 11-6, 12-1
...performance, on glidepath indicator systems, 79-4, 79-25, 81-6, 82-6
–electronic attitude-direction indicator (EADI), 05-23
–GPS displays, 98-9, 98-12, 99-9, 99-13, 99-26, 03-17
–head-up displays, 98-28
–Highway-in-the Sky (HITS) display, 00-31
–NEXRAD weather display, 04-5
–simulated autopilot malfunctions, 97-24
–two attitude indicators, 73-9
–workload management in single-pilot entry-level jets, 13-17, 14-1
...peripheral visual cue response, 68-11, 68-12, 68-22
...physician accidents, 66-25, 71-9
...physiological responses on cross-country flights, 71-23
...physiological studies in air tankers, 68-26
...prior alcohol offenses and aviation accidents, 08-22
...pulmonary function, 77-3
...risk factors for cardiac events, 90-7
...safety climate, pilot perception of, 00-28
...safety programs, voluntary, 11-6, 12-1
...safety training, evaluation, 97-16, 98-6, 99-7, 03-10, 07-17
...satisfaction with ATC services, 90-6
...severe weather flying, 66-41, 05-7, 05-15, 08-3, 08-6, 08-7, 08-12, 11-5, 12-7, 12-11
...shoulder harness, use of, 95-2
...smoking effects on performance, 80-11, 83-4
...status variables with accidents, 70-18
... stress, domestic-based and perceived performance, 00-32

Subject and Report Number

...stress in student pilots, 67-15, 69-12, 76-2
 ...suicide, 72-2, 73-5, 06-5, 14-2
 ...tracking performance during successive approaches, 72-9
 ...transport airplane pilots, rudder use and lateral/directional control events, 10-14
 ...type airman certificate related to accidents, 67-23
 ...unmanned aircraft, 04-24, 06-8, 07-3, 07-8, 08-23, 14-9
 ...upset recovery training, 07-27, 09-5, 09-17, 10-14
 ...vertigo, 67-19
 ...vision and optical radiation transmission of windscreens, 07-20
 ...visual acuity, midair collisions, 75-5
 ...voice communication, 93-20, 06-25
 ...weather encounters, case studies, 12-11
 ...workload, 77-15, 81-13, 13-17

Pregnancy

...crewmember radiation exposure, 92-2, 00-33, 03-16
 ...emergency air transport, 82-5
 ...impact injuries, 68-6, 68-24
 ...organophosphate pesticide effects in rats, 70-3

Propellers

...paint schemes conspicuity, 78-29
 ...propeller-to-person accidents, 81-15, 93-2

Protective breathing equipment

...evaluation, 62-21, 66-7, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 87-5, 89-5, 93-6, 96-4, 98-27, 00-6, 04-3, 05-18

Psychology

...accident frequency prediction modeled from GA pilot total flight hours, 12-15
 ...accident proneness, 93-9
 ...aircraft mix and traffic complexity ratings, 05-16
 ...AME feedback survey to CAMI, 13-12
 ...automation and pilot performance, 97-24, 00-8
 ...aviation maintenance survey, 07-25
 ...biodata in ATCS selection, 12-8, 12-19, 13-7, 14-8
 ...biomathematical fatigue modeling, 12-12
 ...CogScreen, neuropsychological test, age effects, 99-22
 ...cognitive complexity in an air traffic control displays, 05-4, 07-26, 08-18, 09-14
 ...cognitive performance, mental fatigue and EEG, 14-12
 ...cognitive style and learning, 99-12
 ...commuting times and neurobehavioral performance, 12-14
 ...Composite Mood Adjective Check List to measure stress effects, 71-14, 71-21, 73-22
 ...cultural diversity awareness training, 95-10
 ...Designated Pilot Examiners, evaluations, 07-17
 ...disability retirement, and ATC personality factors, 03-14

Subject and Report Number

...diversity climate, 00-26
 ...empowerment, predictors of perceived, 98-24
 ...expertise method in aeronautical decision-making, 97-6
 ...FAA employee attitude survey, year 2000, process feedback, 03-11
 –year 2003 agency-wide work attitudes, 04-22
 –year 2003 Air Traffic Organization work attitudes, 04-23
 –year 2003 analysis of employee comments, 05-12
 ...fatigue, Cepstrum Coefficient for speech analysis, 13-19
 ...flight attendant field operations survey and analysis, 09-24, 09-25, 11-16
 ...flight inspection aircraft, preferences, 95-18
 ...generational comparisons of reasons for choosing the air traffic controller occupation, 11-12
 ...Human Factors Analysis and Classification System (HFACS) applications, 00-7, 00-28, 01-3, 03-4, 05-24, 05-25, 06-7, 06-18, 06-24, 08-12, 10-16, 11-20
 ...human factors literature review, flight attendant fatigue, 07-21
 –operational errors, 06-21
 ...information complexity in ATC, 07-11, 07-26, 09-14
 ...information sharing, safety reports Voluntary Aviation Safety Information-Sharing Process (VASIP), Flight Operational Quality Assurance (FOQA), and ASAP, 07-7
 –validity and reliability of Flight Operational Quality Assurance (FOQA), 11-6
 ...JANUS technique, and causal factors in ATC operational errors, 03-21
 –and runway incursions, 08-17
 ...job attitudes, airway facilities personnel, 77-21, 79-11, 83-7
 ...job/task analysis for ATC in NextGen System, 13-5
 ...memory in air traffic control, 97-22, 98-16
 ...Minnesota Multiphasic Personality Inventory-2, with ATCSs, 08-13, 10-3
 ...motivation in aircraft evacuation, 96-18, 03-15, 04-2
 ...Myers-Briggs personality test with ATCSs, 04-21
 ...organizational factors, 90-2, 91-5, 92-8, 92-9, 92-10, 92-13, 92-17, 92-21, 05-1294-2, 98-23, 99-25, 99-27, 00-14, 00-27, 03-11, 04-22, 04-23, 05-12
 ...organization development, survey and recommendations, 12-6
 ...PC-based training devices, 94-25, 95-6, 96-8, 96-15, 96-16, 97-11, 03-3, 07-27
 ...perceptions, of Flight Operations Quality Assurance (FOQA) reliability and validity, 11-6
 –perceptions and efficiency among small-scale operators, 12-1
 ...personality assessment, 71-35, 91-8, 93-4, 03-14, 03-20, 04-21, 08-13, 13-13
 ...pilot attitudes toward safety, 95-27, 98-7, 99-7, 05-7, 05-15, 07-17, 08-3

Part III: Subject Index

Subject and Report Number

- ...psychological autopsy, 72-2, 73-5
- ...psychophysiological indices of alertness, 99-28
- ...questionnaires validating information complexity, 09-14
- ...retirement age and air traffic controllers, 05-6, 05-22
- ...safety behaviors on the job, management influence, 97-8, 99-19
- ...safety information, sharing of via Voluntary Aviation Safety Information-Sharing Process Flight Operational Quality Assurance, and ASAP, 07-7
 - validity and reliability of Perceptions of FOQA, 11-6
- ...Shipley Institute of Living Scale with ATCSs, 92-30
- ...situational awareness, 94-27, 97-13, 97-22, 98-16, 99-3, 00-31, 03-5, 03-13
- ...Sixteen Personality Factors test with ATCSs, 97-17, 03-14
- ...stress and anxiety in air traffic controllers, 80-14, 81-5, 89-7
- ...stress, domestic-based and perceived pilot performance, 00-32
 - physical symptoms in employees, 99-17
- ...Type A behavior, 86-4, 94-13
- ...validity coefficients in ATCS selection, 00-15, 13-3
- ...vehicle operator deviations, runway incursions analyses, 08-17
- ...voluntary safety programs, 11-6, 12-1
- ...workload, ATC, subjective ratings and models, 07-6
 - flight attendant survey comments, 11-16
 - management by single pilots in entry-level jets, 13-17

Pulmonary

- ...disease, altitude tolerance, 77-16
- ...function testing, 64-1, 71-8, 77-3
- ...glyceryl trinitrate, vascular effects of, 64-11
- ...hyperpyrexia, responses to, 64-8
- ...ozone effects on function, 79-20, 80-9, 89-13
- ...protection from smoke, fire, 67-4, 78-4, 83-10, 83-14, 85-10
- ...thromboembolism, 64-7

Radiation

- ...calibration of Concorde detection instrument, 71-26
- ...CARI program, recent development in dose calculation software, 13-6, 14-13
- ...cosmic, and air carrier crewmembers, 80-2, 82-12, 92-2, 00-33, 03-16, 05-14, 09-6
- ...measurements at SST altitudes, 71-26, 80-2
- ...optical, transmittance through aircraft windscreens, 07-20, 08-15
- ...suborbital and calculated exposure levels, 13-23
- ...RBE of fast neutrons, 78-8
- ...suborbital and calculated exposure levels, 13-13
- ...transport limits for radioactive material, 82-12

Subject and Report Number

Renal function

- ...acute arterial occlusion effects, 63-22, 65-27
- ...autoregulation mechanism, 63-32
- ...insecticide effects, 63-26
- ...venous pressure effects, increase of, 62-18, 63-1

Research, aeromedical

- ...aerospace toxicology overview, 09-8
- ...Aeromedical Scientific Information System, 08-1
 - and effects of regulatory change, 09-9
- ...aging studies at GCRI, 64-1
- ...aims and accomplishments, 62-20, 67-25
- ...alcohol effects review, low dose, 94-24
- ...ballistocardiography, 64-12, 65-8, 65-15
- ...beta blockers, analysis and differentiation, 04-15, 05-10
- ...bibliography of acceleration studies, 63-30
- ...bibliography of shiftwork research, 83-17
- ...butalbital, distribution of fluids and tissues, 00-29
- ...carboxyhemoglobin standard, 98-21
- ...color vision, 67-8, 71-27, 71-32, 73-18, 75-1, 83-11, 85-7, 92-6, 92-28, 92-29, 93-16, 93-17, 95-13, 96-22, 04-10, 04-14, 06-2, 06-6, 06-11, 06-15, 06-22, 11-8, 13-16, 13-18, 13-20, 14-16
- ...commuting risk factors, before and after work shifts, 06-13
- ...decontamination of aircraft, narrow-body aircraft, 08-2
 - with hydrogen peroxide, 09-7, 09-16, 09-23, 10-5
- ...DNA, detection of postmortem ethanol-producing microorganisms, 00-16
 - identification of forensic samples, 06-14
- ...DNA profiling, 98-18, 99-14, 06-14, 09-19, 09-21
- ...enantiomeric analysis of ephedrine and norephedrine, 05-8
- ...exercise, 64-2, 66-36
- ...fatigue, evaluation of Cepstrum Coefficient speech analysis, 13-19
- ...forensic genotyping, gender discrimination, 08-8
- ...functional genomics, 08-5
- ...galactic radiation exposure, 92-2, 00-33, 03-16, 05-14, 09-6, 13-6, 14-13
- ...glucose concentration in pilot fatalities, 08-11
- ...hearing, conservation with earplugs, 73-20, 75-11
- ...history, CAMI, prefaces to 87-1, 97-1, 98-1, 01-1, 03-1, 05-1, 07-1
 - CAMI research contributions from 1,000 technical reports, 05-3
- ...hypoxia, physiological determinants, 13-22
- ...index of international publications, 93-3, 01-5, 07-2, 10-15, 14-7
- ...index of OAM reports, 63-2, 64-20, 66-1, 68-1, 70-1, 72-1, 74-1, 77-1, 79-1, 81-1, 83-1, 87-1, 90-1, 92-1, 94-1, 96-1, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1, 05-1, 07-1, 09-1, 11-1, 13-1

Subject and Report Number

- ...interpretation of carboxyhemoglobin and cyanide concentrations, 05-9
- ...ionizing radiation exposure, see Radiation
- ...medical care, inflight, 00-13
- ...medical incapacitation and impairment of pilots inflight, 04-16
- ...medical incidents inflight, 00-13
- ...medications, impairing and expectations for returning to duty, 13-14
- ...needs, 63-35, 71-10
- ...noise effects on aircrew personnel, 72-32
- ...obese pilots, toxicological findings, 10-10
- ...opiates vs. poppy seed use, postmortem determinations, 05-11
- ...postmortem, cocaine analysis, 03-23, 03-24
 - accurate assignment of ethanol origin, 04-13, 07-22
 - distribution of fluoxetine, 07-25
 - ethanol analysis, internal standard, 98-5
 - H1 amphetamines, first generation, 07-12
 - identification of forensic specimens, 06-14
- ...plans, for NAS operator selection, 97-19
- ...quality assurance, forensic toxicology proficiency testing program, 99-11, 08-24, 09-19
- ...radiation, galactic, 92-2, 00-33, 03-16, 05-14, 09-6, 11-9, 13-6, 14-13
- ...RNA, isolation from peripheral blood cells, protocol validation, 04-1
 - globin-RNA reduction protocol, comparison of methods, 07-9
- ...quinine elimination, 94-16
- ...stain test for dieldrin and endrin, 66-26
- ...standard for reporting test specimens as negative or inconclusive, 07-23
- ...translated material, Tech. Pub. #1, 64-16, 65-17, 66-2, 68-7, 71-5, 76-4, 81-4
- ...vision testers, next generation, evaluation of, 09-13
- ...visual standards and tests used with aircraft maintenance personnel, 05-21

Restraint

- ...acceptance of upper torso restraint, 71-12
- ...bibliography, 63-30
- ...center of gravity, 62-14, 65-23, 69-22
- ...child, 94-19, 95-30
- ...cockpit delethalization, 66-3, 71-3, 72-6, 81-10
- ...comparison of systems, 67-13, 69-3, 69-4, 69-5, 69-13
- ...effectiveness in agricultural aircraft accidents, 72-15, 80-3
- ...evaluation, 78-6, 78-24, 79-17
- ...head impacts while wearing, 72-6
- ...infant and child systems, 78-12, 11-3

Subject and Report Number

- ...inflatable, 07-13, 12-18
- ...kinematics with seatbelt restraint, 62-13, 92-20
- ...lapbelt effects on pregnant female, 68-24
- ...push-button buckles, 99-6
- ...shoulder harness benefits, 72-3, 82-7, 83-8
- ...shoulder harness design, 65-14
- ...sport parachutists, 98-11
- ...upper body restraint installation, 66-33

Seat

- ...child and infant seat evaluation, 78-12, 94-19, 95-30, 11-3
- ...comfort, 62-1
- ...cushion flotation, 66-13, 95-20
- ...energy-absorbing, 83-3, 90-11
- ...evaluation, 78-6, 78-24, 79-17, 80-3, 81-10, 82-7, 83-3, 07-13
- ...fire-blocking materials toxicity, 86-1
- ...head injury criteria (HIC) component test device, evaluation, 04-18
- ...injury potential, 66-18, 71-3, 72-15, 82-7, 83-8, 89-3, 07-13, 12-18
- ...pitch and evacuation, 92-27
- ...placement and Type III exits, 95-22
- ...pressure distribution, 62-1
- ...rearward-facing, injuries, 62-7, 69-13
- ...side-facing, impact injuries, 69-13
 - injury potential, 07-13, 12-18

Seatbelts

- ...center of gravity in design, 62-14, 65-23
- ...cockpit delethalization, 66-3, 71-3
- ...evaluation of different systems, 67-13, 69-3, 69-13
- ...impact injuries due to, 69-5
- ...impact injuries to pregnant females, 68-24
- ...kinematics of restrained subjects, 62-13
- ...push-button buckles, 99-6

Shiftwork and shift rotations

- ...attitudes of ATCSs, 73-2
- ...bibliography of shiftwork research, 83-17
- ...commuting risk factors before and after shifts, 06-13
- ...8- vs. 10-hour work schedules, 95-32
- ...5-day and 2-2-1 pattern, 73-22, 75-7, 95-12, 95-19, 96-23
- ...flight attendants, 07-21, 09-20, 09-22, 09-24, 09-25, 10-22, 10-25, 11-16, 12-12
- ...performance effects, shifts and antihistamines, 97-25
 - shifts and fatigue, 99-2
- ...review, 86-2
- ...sleep in air traffic controllers, 77-5, 95-12, 95-19, 99-2, 00-10
- ...steady and 2-2-1 shifts, 85-2
- ...symptoms reported for ATCSs, 65-5, 65-6

Part III: Subject Index

Subject and Report Number

...translations of reports, 81-4

Shoulder harness

...acceptance tests, 71-12

...angle of shoulder slope in design, 65-14

...benefits, 72-3, 82-7, 83-8

...cockpit dealthalization, 66-3, 72-6, 81-10

...comparison of types, 67-13, 69-3, 69-4, 69-5

...effectiveness in agricultural aircraft accidents, 72-15, 80-3

...failures, 81-10

...head impacts while wearing, 72-6

...installation in general aviation aircraft, 66-33

...use of, 95-2

Sickle cell trait

...aeromedical significance, 76-15, 80-20

...research protocol, 78-30

Simulation

...advanced general aviation cockpit displays for visual flight procedures, 04-20, 05-23

...air traffic controller radar task, 65-31, 75-8, 77-18, 78-11, 79-12, 79-24, 80-15, 81-12, 82-1, 82-16, 83-9, 83-13, 90-3, 94-17, 94-26, 96-9, 99-3, 00-2, 00-5

...air traffic controller color perception and job performance, 83-11, 90-9, 92-6

...Air Traffic Selection and Training (AT-SAT), 00-2

 –and personality test scores, 03-20

 –and utility for placement of new controllers by option, 14-10

...aircraft passenger emergency evacuation, 72-30, 77-11, 78-23, 96-18, 97-18, 00-15, 04-2, 04-12

...approach control and communication, 98-17

...autopilot malfunctions and pilot responses, 97-24

...aviation stress protocol, 78-5

...electronic attitude direction indicator, PFD equivalency, 05-23

...flight, PC-based, 96-15, 96-16

 –and performance, 97-9, 07-27

...GPS displays, 98-9, 98-12

...+Gz, 79-8

...head-up displays, 98-28

...Highway-in-the Sky display, 00-31

...laser illumination effects on pilot responses, 03-12, 04-9

...movement of objects in depth, 65-32

...navigation display formats, 96-16

...NEXRAD weather displays and flight performance, 04-5

...night approaches to landing, 77-12, 78-15, 79-4, 81-6, 82-6

...operator skills research, 66-19

...pilot workload, 77-15, 82-10, 83-15, 13-17, 14-1

...sonic booms, 71-29, 72-19, 72-24, 72-35, 73-16

...stress in ground trainer use, 76-2

Subject and Report Number

...transfer of training, 69-24, 09-5

...upset-recovery training, 07-27, 09-5, 09-17

...visual glidepath indicator systems, 79-4, 79-25, 81-6, 82-6

Skin

...conductance with sonic booms, 71-29

...evaporative water loss, 63-25

...flammability of toiletries, 63-27

...galvanic skin response, 64-18

...tactile communication, 62-11, 62-16

...temperature to predict tolerances to heat and cold, 71-4

...thermal stress following cabin water spray, 98-4

Sleep

...air traffic controllers, 77-5, 95-12, 95-19, 00-10, 06-13

...deprivation, 70-8, 85-3

...dextroamphetamine effects during sleep loss, 75-14

...flight attendants, 07-21

...loss, and performance, 93-19

 –and vestibular response, 86-9

...shiftwork effects in sleep-wake cycle, 75-10, 76-11

...sonic boom effects, 72-19, 72-24, 72-35

...work schedule effects, 95-32, 99-2, 00-10

Smoke

...air carrier accidents, 62-9, 65-7, 70-16

...crew protective devices, 76-5, 78-4, 78-14, 78-41, 83-14, 89-8, 89-11

...emergency signs, effects on reading, 79-22, 80-13, 81-7

...passenger protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5, 89-12, 05-18

...toxicity, 95-8

...toxicity of thermal degradation products of engine oils, 83-12

Smoking

...aviation safety, effects on, 80-11, 97-7

...smoking/withdrawal effects, 83-4

Sonic booms

...autonomic responses, 71-29, 72-35, 73-16, 74-9

...sleep, effects during, 72-19, 72-24, 72-35

...startle effects, 73-11, 73-16, 74-9

...tracking performance effects, 71-29

Stalls

...warning device, 66-31

Standards

...advanced aerospace systems, 71-33

...aeromedical, 71-25, 71-33, 82-14, 00-19

...carboxyhemoglobin, 98-21

...color vision for air traffic controllers, 83-11, 90-9, 04-10, 04-14, 06-2, 06-6, 06-11, 06-15, 06-22, 11-8

Subject and Report Number

...color vision requirements, recommendations for, 09-11
 ...escape slides, inflatable, 98-3
 ...floor proximity marking systems, 98-2
 ...head injury criteria (HIC) component test device, evaluation, 04-18
 ...internal standard in toxicology for negative vs. inconclusive findings, 07-23
 ...neurological and neurosurgical conditions, 81-3
 ...postmortem ethanol analysis, internal standard, 98-5
 –accurate assignment of ethanol origin, 04-13
 ...quality assurance in forensic toxicology, 99-11, 99-15, 03-18, 04-15, 08-24

Stress

...air tanker pilots, 68-26
 ...air traffic controllers, 71-2, 71-21, 73-15, 73-21, 73-22, 74-11, 75-7, 76-13, 77-23, 78-5, 78-18, 78-40, 80-14, 82-17, 05-7
 ...assessment with State-Trait Anxiety Inventory, 72-23, 81-5, 91-8
 ...aviation stress protocol—simulation, 78-5
 ...Composite Mood Adjective Check List, to measure, 71-14, 71-21
 ...domestic-based and pilots' perceived performance, 00-32
 ...ergonomic interventions, 99-17
 ...evaporative water loss device, 67-17
 ...flight inspection crews, 81-13
 ...+Gz, 79-8
 ...heart rate and performance effects, 68-17, 69-21
 ...heart rates during instrument approaches, 70-7, 71-24, 75-12
 ...job and burnout, 92-7
 ...measurement of evaporative water loss, 63-25
 ...monotony with automation as a stressor, 80-1
 ...performance prediction by attitudes, 69-7
 ...performance under auditory distraction, 72-14
 ...physiological responses on cross-country flights, 71-23
 ...plasma catecholamine determination, 66-6, 71-15
 ...severe weather flying, 66-41
 ...situational in accident causation, 72-2, 73-5
 ...student pilots, 67-15, 69-12, 76-2
 ...symptoms reported by air traffic controllers, 65-5, 65-6
 ...urinary metabolites, 78-18, 78-40, 85-2
 ...wake-sleep cycle shifts, 75-10, 76-11

Suicide

...aircraft accident cause, 72-2, 73-5, 06-5, 14-2

Supersonic transport

...anticollision lights, 70-9, 70-15, 71-42
 ...decompression profiles, 70-12, 99-4
 ...evacuation tests, 70-19

Subject and Report Number

...radiation at SST altitudes, 71-26, 80-2
 ...sonic boom effects, 71-29, 72-19, 72-24, 72-35, 73-11, 73-16, 74-9

Temperature

...cabin, control in decontamination evaluations, 08-2, 08-4
 ...cold effects on shipped dogs, 87-2
 ...control in cabin decontamination evaluations, 08-2, 08-4
 ...changes in cold water with prototype life preserver, 85-11
 ...complex performance effects, 69-10, 71-17, 72-17
 ...dogs, heat effects during shipments, 77-8, 81-11, 84-5, 87-8
 ...evaporative water loss, 63-25, 67-17
 ...heat tolerance limits of rats and mice, 86-8
 ...human tolerance, 62-6, 70-22
 ...hyperpyrexia, 64-8
 ...liver damage effects by dieldrin, 66-5
 ...maintenance of thermal balance, 66-23
 ...manual performance effects, 68-13
 ...tranquilizer effects on body temperature, 63-23, 66-14

Tests

...air traffic controller selection, 61-1, 62-2, 65-19, 65-21, 68-14, 71-28, 71-36, 72-5, 72-18, 74-10, 77-25, 78-7, 79-3, 79-14, 79-21, 80-7, 82-11, 84-2, 84-6, 90-4, 90-8, 90-13, 91-9, 94-4, 94-9, 96-13, 97-4, 97-15, 98-23, 99-16, 99-23, 00-2, 00-12, 03-20, 06-16, 07-14, 08-9, 13-11, 14-8
 ...alcohol abuse, 83-2
 ...aptitude measures, of female ATCS trainees, 72-22
 –of military ATCS trainees, 71-40, 08-9
 ...Armstrong Laboratory Aviation Personality Survey, with ATCS students, 03-20
 ...ataxia, alcohol effects, 79-9
 ...ballistocardiography, 64-12, 65-8, 65-15
 ...cholinesterase activity, 67-5
 ...color vision, 67-8, 71-27, 71-32, 73-18, 75-1, 83-11, 85-7, 90-9, 92-29, 93-16, 93-17, 95-13, 04-10, 04-14, 06-2, 09-11, 09-13, 11-8, 13-16, 13-18, 14-6
 ...complex human performance, 69-6, 69-16, 72-5, 72-21
 ...CogScreen, age effects, 99-22
 ...Composite Mood Adjective Check List, 71-14, 71-21, 73-22
 ...correlation with experience in ATCS selection, 63-31
 ...directional headings, 72-18, 90-8
 ...distraction susceptibility, 71-7
 ...emergency evacuation, 65-7, 66-42, 70-19, 70-20, 77-11, 78-3, 79-5, 89-5, 89-14, 92-27, 95-22, 95-25, 96-18, 99-10, 01-18 03-15, 04-2, 05-2
 ...energy-absorbing seat effectiveness, 83-3, 90-11
 ...equivalence tests, EADI and PFD displays, 05-23
 ...escape slides, inflatable, 98-3
 ...fairness, 79-3, 96-13, 98-23, 99-16
 ...flight service station training, 79-18, 86-6

Part III: Subject Index

Subject and Report Number

...head injury criteria (HIC) component test device, evaluation, 04-18
...injury potential in side-facing seats, 07-13, 12-18
...interpretation of carboxyhemoglobin and cyanide concentration in aviation accidents, 05-9
...Minnesota Multiphasic Personality Inventory-2, with ATCSs, 08-13, 10-3
...Myers-Briggs personality test, with ATCSs, 04-21
...NEO Personality Inventory-Revised, with ATCS students, 03-20
...neuropsychological battery, 92-11, 99-22
...performance, 66-19, 97-5, 00-2
 –age and disease, 64-4
 –and age, 65-21, 71-36, 81-12, 99-23
 –and personality factors, 70-14
 –post decompression, 66-10
 –with hypoxia, 66-15, 71-11, 82-10, 83-15
...personality assessment, 71-35, 93-4, 03-20, 04-21, 08-13
...physical fitness, 63-6, 63-18, 63-33, 64-3, 66-17
...practical flight test, evaluations, 07-17
...proficiency in post mortem forensic toxicology, 99-11, 08-24
...pupillary movement, 65-9, 65-25
...readiness to perform, 93-13, 95-24
...scanning and monitoring, 92-12, 94-8
...Shipley Institute of Living Scale, 92-30
...Sixteen Personality Factors test, with ATCSs, 97-17, 03-14, 03-20
...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31
...stain for dieldrin and endrin, 66-26
...State Trait Anxiety Inventory, 72-23, 76-13, 80-14, 81-5, 89-7, 91-8
...Stroop test, 71-7, 72-14
...supervisory, air traffic control, 92-16
...system for combustion toxicology, 77-9
...urine tests, specimen validity, 12-5
...vestibular during physical exams, 75-4
...video game experience, 97-4
...visual display complexity, questionnaire assessment, 08-18

Tobacco

...effects on aviation safety, 80-11, 83-4

Tolerance

...brain, to concussion, 71-13, 74-4
...cold stress in dogs, 87-8
...decompression for SST, 70-12
...face, to impact, 65-20, 66-12, 66-40
...flight stresses, 62-6, 81-2
...free-fall impacts, 63-15
...heat for rats and mice, 86-8

Subject and Report Number

...heat stress in dogs, 77-8, 81-11, 84-5, 87-8
...hot environments, 70-22
...hypoxia, physiological determinants, 13-22
 –propranolol effects, 79-10, 80-10
...impacts in water, 65-12, 68-19
...intercontinental flights, 65-16, 65-28, 65-29, 65-30
...orthostatic, 63-34, 82-3, 82-4., 92-19
...+Gz, 79-8, 81-2
...prediction for thermal environments, 71-4
...vertical impact, 62-19
...work at altitudes, 82-3

Toxicology (see also Accidents)

...aerospace toxicology overview, 09-8
...Aeromedical Scientific Information System, 08-1
...antiemetics and sedatives, interactions, 07-29
...atmospheric carbon monoxide and hydrogen cyanide in pooled blood, 12-13
...beta blocker, forensic analyses and differentiation, 04-15, 05-10
...butalbital, forensic analysis, 00-29
...citalopram and desmethylcitalopram distribution in postmortem fluids and tissues, 11-17
...cocaine and its metabolites, post mortem analyses, 03-23, 03-24
...carbon monoxide, 89-4, 93-7, 94-7, 94-18, 98-21, 00-9, 05-9, 12-13
...combustion products of cabin materials, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 90-15, 90-16, 91-17, 93-7, 93-8
...comparison 2004 vs. 2008 drugs and alcohol in civil pilot fatalities, 11-13
...decontamination of cabin, 06-10, 08-2, 08-4, 09-7, 09-16, 09-23
...diphenhydramine in pilot fatal accidents, 11-13
...DNA, detection of ethanol-producing microorganisms in postmortem samples, 00-16
 –forensic genotyping, gender discrimination, 08-8
 –functional genomics, 08-5, 09-21
 –identification of forensic specimens, 06-14
 –profiling, quality assurance in forensic, 98-18, 99-14, 09-19
...drug usage in pilots, prescription and illicit, 08-10
...enantiomeric analysis of ephedrines and norephedrines, 05-8
...etomidate concentration, postmortem, 09-3
...fatal aircraft accident findings, 78-31, 80-11, 82-15, 92-23, 92-24, 94-14, 97-14, 98-5, 99-29, 03-7, 03-22, 03-23, 05-9, 05-20, 06-3, 06-5, 06-12, 07-12, 07-22, 07-29, 08-22, 09-3, 09-12, 10-10, 10-19, 11-13, 11-21, 13-24, 14-11
...fluoxetine (Prozac) distribution in postmortem samples, 07-15
...forensic urine drug testing, effects of subject's height, weight, body fat, and resting metabolic rate on dilution, 12-5

Subject and Report Number

...gene expression profiles, maintenance after blood storage, 04-1
 ...glucose levels, abnormal, 00-22, 08-11
 ...hydrogen cyanide, 93-8, 94-7, 94-18, 05-9, 12-13
 ...hydrogen sulfide, 00-34
 ...internal standard for reporting test specimens as negative or inconclusive, 07-23
 ...interpretation of carboxyhemoglobin and cyanide concentrations, 05-9
 ...marijuana, in postmortem biological fluids and tissues from pilots in fatal accidents, 13-24
 ...medications, impairing and criteria for returning to pilot duty, 13-14
 ...melatonin, 98-10
 ...metabolites, 95-26, 97-14
 ...methamphetamines, 03-22
 ...methodology, single extraction urine screening, 96-17
 –buccal mucosa and smoking-induced differential gene expression changes, 10-2
 –detection of compounds with a combination of GC/MS with LC/MS/MS, 10-8
 –detection of false carbamazepine positives, 10-4
 –determination of poppy seed consumption vs. poppy seed use, 05-11
 –enantiomeric analysis of ephedrines and norephedrines, 05-8
 –interpretation of carboxyhemoglobin and cyanide concentrations, 05-9
 –simultaneous quantification of atenolol, metoprolol, and propranolol, 05-10
 –tissue use in cannabinoid testing, 13-24
 ...MiniSTR primers, 09-21
 ...norfluoxetine distribution in postmortem samples, 07-15
 ...opiate use, postmortem determination, 05-11
 ...ozone toxicity, 80-16, 89-13
 ...prescription and illicit drugs in pilots vs. general population, 08-10
 ...postmortem ethanol analysis, internal standard, 98-5
 –accurate assignment of ethanol origin postmortem, 04-4
 –preservation of tissue samples, 04-4
 ...postmortem medication findings and pilot medical history, 06-12, 07-19
 ...proficiency testing, 99-11, 08-24
 ...quality assurance and quality control, 99-11, 99-14, 99-15, 99-29, 03-18, 04-1, 04-4, 04-13, 04-15, 06-14, 99-11, 07-23, 08-24, 09-19, 09-21, 10-4, 10-8, 10-11
 ...RNA isolation from peripheral blood cells, protocol validation, 04-1
 –globin-RNA reduction, comparison of methods, 07-9
 ...selective serotonin reuptake inhibitors (SSRIs) in pilot fatalities, 03-7, 07-19

Subject and Report Number

...sertraline (Zoloft), distribution in postmortem fluids and tissues, 12-17
 ...sildenafil (Viagra), method for detecting in postmortem samples, 00-20, 06-3
 ...thermal degradation of engine oils, 83-12
 ...time to incapacitation, 89-4, 93-7, 93-8, 94-7
 ...tricyclic antidepressants in postmortem samples, 14-11
 ...urine drug testing, specimen validity, 12-5
 ...Vardenafil (Levitra), method for detecting in postmortem samples, 06-17
 ...Zolpiden, forensic analysis, 14-4

Training

...air traffic controllers, 78-10, 79-3, 79-18, 80-5, 80-15, 82-2, 83-9, 84-6, 88-3, 89-6, 89-7, 91-9, 91-18, 94-8, 95-16, 97-15, 98-8, 98-22, 98-23, 99-16, 00-12, 04-21
 ...aviation maintenance fatigue countermeasures, 13-9
 ...aviation medical examiners, 84-7
 ...aviation safety inspectors, 07-16
 ...biographical factors in ATCS success, 83-6, 84-6
 ...correlates of satisfaction with, 91-9
 ...crew resource management, flight inspector aircrew, 96-24
 ...devices, 96-6
 ...disorientation familiarization, 70-17, 77-24
 ...diversity awareness, 95-10
 ...fatigue, countermeasures in aviation maintenance, 13-9
 ...flight, PC-based training, 94-25, 95-6, 96-8, 97-11, 03-3
 ...flight instructors, 96-3
 ...flight physiology, need for, 91-13, 03-10
 ...flight service station, 86-6, 91-4
 ...judgment training for pilots, 87-6, 98-6, 08-3, 10-1, 10-6, 10-17
 ...maintenance personnel, 91-16, 93-5, 95-14, 95-31, 96-2, 12-16, 13-9
 ...management training, effectiveness of, 75-9, 78-32
 ...needs for managers, 90-2
 ...normobaric and hypobaric exposures compared, 10-20
 ...personality factor in ATC, 93-4
 ...physiological, 10-year chamber experience, 77-4
 ...pilots, and training school type, 13-4
 ...reception of distorted speech, 73-13
 –and certifying examiner type, 13-4
 ...resource management, controller/crew, 95-21
 ...safety seminars for pilots, evaluation, 97-16, 99-7
 ...situation awareness, 94-27
 ...stress in pilot training, 67-15, 69-12, 76-2
 ...supervisory, air traffic control, 92-16
 ...teamwork, 99-24, 00-24
 ...test fairness, 79-3, 96-8, 99-16
 ...tracking performance during successive approaches, 72-9
 ...transfer from simulation, 69-24, 94-25, 95-6, 09-5
 ...upset recovery training, 07-27, 09-5, 09-17

Part III: Subject Index

Subject and Report Number

...water survival programs, analysis, 98-19
...weather, for general aviation pilots, 10-16

Translations

...aviation medicine, general, 64-16, 65-17, 66-2, 68-7, 71-5, 72-16, 73-19, 76-4, 81-4
...color vision tests, 67-8
...nystagmus and vestibular function, Tech. Pub. #1, 1963

Turbulence

...effects of severe weather flying, 66-41
...injuries, cabin safety data bank, 79-23, 82-8

Vertigo

...Coriolis stimulation, 67-19
...flicker, 66-39
...illumination during angular deceleration, 68-28
...in-flight case with unconsciousness, 63-21
...production by spiral aftereffect, 64-9, 64-10, 64-17

Vestibular function

...adaptation, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20, 74-3
...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34, 79-9
...arousal effects, 62-17, 63-29
...caloric habituation, 63-14, 64-14, 65-18, 67-2
...dextroamphetamine and secobarbital effects, 73-17
...habituation to rotation, 63-13, 65-24, 68-2
...motion sickness susceptibility, 76-14
...rotation device, 64-15
...secondary, tertiary, and inverted primary nystagmus, 63-3
...sleep loss effects, 86-9
...tests during physical examinations, 75-4
...translation of reports, Tech. Pub. #1, 64-16, 65-17, 66-2, 72-16, 73-19

Vibration

...bibliography, 63-30

Video games

...experience and air traffic scenario test score, 97-4

Vigilance

...eye blink rate and fatigue, 94-17, 94-26, 96-9, 99-28
...hypoxia effects, 71-11
...napping and ATC performance, 00-10
...psychophysiological indices, 99-28
...simulated ATC tasks, 77-18, 78-11, 80-17, 94-6, 94-26, 95-23

Vision

...acuity, pilots in midair collisions, 75-5
...age and binocular fusion time, 66-35
...aircraft maintenance inspectors, visual standards and tests, 05-21

Subject and Report Number

...alcohol effects, 78-2, 79-15
...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8
 –effective intensity of steady and flashing LEDs, 13-15
...aphakia, accident risk assessment, 95-11
 –incidence in airmen, 91-14, 92-14, 93-11
...artificial lens implants, 92-14, 93-11
...atropine and Phosdrin effects, 73-4
...bifocal effects on radar monitoring, 82-16
...bright lights and visual disturbances during nighttime flight operations, 06-28
...Broca-Sulzer phenomenon, 68-27
...chart readability, 77-13, 78-17
...chromatic thresholds at altitude, 13-20
...color, diagnostic tests, 67-8, 71-27, 71-32, 73-18, 75-1, 93-16, 93-17, 95-13, 96-22, 04-10, 04-14, 09-13, 11-8, 13-16, 13-18, 14-6
...color perception and ATCS job performance, 83-11, 85-7, 90-3, 92-6, 92-28, 92-29, 04-10, 04-14, 06-2, 06-6, 06-11, 06-15, 06-22, 07-5, 07-10, 07-24
...contact lenses in an airline accident, 00-18
 –in certification, 90-10, 00-18
...cues for approach and landing, 79-4, 79-25, 81-6, 82-6
...deficiencies in accident airmen, 81-14, 83-18, 93-11
...disorientation, 69-23, 70-2
...drug and pesticide effects on visual reflexes, 79-15
...evaluation of Optec 5000 and Titmus i400 testers, 09-13, 13-16
...fatigue effects on binocular fusion time, 69-1
...fixation effects on nystagmus, 67-12
...gender differences in refractive surgery, 00-23
...glare, 94-15, 03-6, 07-20
...glaucoma, visual field and altitude, 91-1
...illusions, 70-2, 71-22, 77-12, 78-15
...instrument readability by senior pilots, 77-2, 77-7
...laser illumination effects, 03-12, 04-9, 06-23, 08-14, 10-21, 11-7
 –helicopter vs. fixed-wing, 13-6
...LEDs, effectiveness of steady and flashing for anti-collision lighting, 13-15
...light adaptation device, 66-38
...macular degeneration, case report, 11-14
...matching flash loudness and brightness, 67-16
...monitoring performance on simulated radar task, 80-17, 81-12, 82-16, 90-3, 94-17, 94-26, 96-9
...occupational vision, 96-12, 96-27
...ophthalmic lenses for air traffic controllers, 96-12, 96-27
...perception of depth, 63-10, 63-28, 67-20
...perception of size and distance, 62-15, 64-13, 65-11, 66-22, 66-24, 67-18
...perception of spatial extent, 63-20

Subject and Report Number

...peripheral visual cues, 68-11, 68-12, 68-22
 ...photorefractive keratectomy, 98-25
 ...presbyopic individuals, 77-14
 ...propeller paint schemes conspicuity, 78-29
 ...reaction time, flash luminance and brightness, 67-24
 ...radial keratectomy, 98-25, 06-9
 ...radial keratotomy, 99-6, 00-19, 06-9
 ...radiation, optical, transmittance through aircraft wind-screens, 07-20, 08-15
 ...readability of emergency signs in smoke, 79-22, 80-13, 81-7
 ...refractive surgery, 99-6, 00-19, 00-23, 06-9
 ...restrictions and pilot demographics, 04-6
 ...search performance with radar sweepline, 79-12
 ...smoke-protective goggles, 76-5, 78-41, 83-14
 ...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31
 ...stimulation during angular deceleration, 68-28
 ...sunscreen materials effects, 78-28
 ...test for monitoring and scanning, 92-12, 94-8
 ...two-flash thresholds, 68-20, 70-15, 71-42
 ...unmanned aircraft system visual observers, review of research, 14-9
 ...windscreens, optical radiation and pilot vision, 07-20
 ...X-Chrom lens to improve color vision, 78-22

Warning signals

...blink amplitudes and attention, 97-10, 99-8
 ...color and flashing radar targets, 90-3
 ...pilot hearing thresholds, 05-12

Water survival

...ditching, factors in passenger flow rates, 04-12
 ...flotation, use of seat cushion, 95-20
 ...life preserver evaluations, 85-11, 03-9
 ...training programs, analysis, 98-19

Weather

...information, use by pilots, 97-3, 97-23, 04-5, 08-3, 08-6, 08-7, 08-12, 10-1, 10-6, 10-13, 10-17, 11-5, 12-7, 12-11
 –use in online systems operation centers, 12-10
 ...integrated terminal weather systems, effects on the System Airport Efficiency Ratings, 07-28
 ...pilot willingness to take off into marginal weather, 05-7, 05-15, 07-4, 08-12, 10-17
 ...weather encounter case studies, 12-11
 ...weather information systems needed for general aviation aircraft, in Next Gen environment, 12-7

*Subject and Report Number***Weight**

...accident rate relation to body weight, 70-18
 ...ATCS population, changes in, 71-19, 72-20
 ...errors in stated estimates, 73-10
 ...third-class certificate holders, changes in, 72-26

Work

...age and retirement of air traffic controllers, 05-6, 05-22
 ...age effects on tolerance, 63-33
 ...alcohol effects, 82-3
 ...altitude effects on tolerance, 63-33, 82-3
 ...anxiety, relation to workload in ATCSs, 73-15, 77-23, 80-14, 81-5
 ...blood pressure effects, 66-36
 ...capacity, after myocardial infarction, 64-2, 66-17, 66-21
 –of ATCS students, 71-8
 –related to age, 63-18
 –with step test, 64-3
 ...communication, and controller workload, 01-8
 ...commuting times and neurobehavioral performance, 12-14
 –and driving risks, 06-13
 ...distractibility with monotony, 72-25
 ...domestic-based stress, effects on work environment, 00-32
 ...drug effects on performance, 63-12, 63-34
 ...energy cost on treadmill, 62-5
 ...fitness, field test for, 63-6
 ...flight attendants, 07-21, 09-20, 09-22, 09-24, 09-25, 10-22, 10-25, 11-16, 12-12, 12-15
 ...human tolerance, 62-6
 ...measurement, of air traffic controller workload, 98-15, 05-16, 06-29, 07-6
 –of information complexity in automation design, 04-17, 07-11
 –of pilot workload, 77-15, 81-13, 13-18
 ...monotonous task performance correlates, 73-14
 ...motivation of ATCS, 73-2
 ...organizational climate, ATC, 04-23,
 –FAA, 98-24, 03-11, 04-22, 04-23, 05-13, 06-30
 –FSS, 97-12
 ...passenger workload and protective breathing requirements, 87-2
 ...safety climate, 97-8, 99-19, 11-10, 11-11, 11-19
 ...shift rotation effects, 65-5, 65-6, 81-4, 82-17, 83-17, 85-2, 86-2, 06-13

Part III: Subject Index

Subject and Report Number

Subject and Report Number

- ...shiftwork and performance, 97-25, 99-2, 00-10
- ...sickle cell trait effects, 80-20
- ...strength and endurance of female pilots, 72-27, 73-23
- ...strength of flight attendants, 75-13
- ...thermal balance in heat and cold, 66-23, 68-13
- ...workload effects, on complex performance, 83-15
 - flight progress strips, 98-26
- ...workload subjective ratings, models, 07-6