



Tennessee Valley Chapter Executive Officers

President: Greg Turgeon, 256-645-1621, gregturegeon@gtsoftwareservices.com

President-Elect: Don Swallom, 256-842-8641, swallom@iss-tvc.org

Treasurer: Brandon Daugherty, 256-327-7536, Robert.Daugherty@sikorsky.com

Secretary: Pamela Kniess, 256-842-7001, kniess@iss.tvc.org

Past President: Jon Henshey, 256-876-9272, jonathan.henshey@us.army.mil

Special Events Coordinator: TBD

Webmaster: Don Swallom, 256-842-8641, swallom@iss-tvc.org

President's Corner

I would like to encourage you to get involved with the Tennessee Valley Chapter this year.

Secretary's Meeting Minutes

On **September 19th, 2012**, thirteen members and one guest attended the BBQ luncheon meeting hosted by Sikorsky Aircraft in Huntsville. ISSS TVC Vice President, Mr. Don Swallom introduced and welcomed our speaker, Mr. Drake Daggett from Wyle. His subject was Wandering W80s: A System of Systems Failure. His presentation covered is a recount of the incident in which six W80 nuclear weapons were flown from Minot AFB, ND, to Barksdale AFB, LA, against all policy and without knowledge of nuclear command authorities. He briefly looked at the reaction of the USAF and focused more on the 'holes in the Swiss cheese' systems-wise that lined up to allow such an incident to occur. He drew on his extensive knowledge of nuclear weapon system management during his service in the Air Force and his personal observations while assigned to the Blue Ribbon Review, an after-action fact finding committee that surveyed the nuclear enterprise in a cultural assessment manner. He summed up his presentation with three ways that a system of systems can fail: atrophy, cultural shifts, and lack of leadership.

The **October 17, 2012** meeting was held at PPT Solutions. Greg Turgeon thanked PPT Solutions for providing food and drink. Greg also encouraged everyone in the chapter to submit articles for the Journal of System Safety and think about putting in nominations for annual awards. Don Swallom stated that the next two meetings would be on the second Wednesday of the month so as not to conflict with Christmas plans. The meeting was attended by 12 members and 8 guests. Mr. Chris Trumble presented "The Safety Management System". The Safety Management System (SMS) is accepted throughout Aviation, Rail and Coast Guard and DOD will mandate SMS. The Safety Management System (SMS) is envisioned to holistically integrate safety within airborne and ground-based operations and systems. The benefit is increased efficiency, public confidence, and financial profit. Reducing losses due to personnel injuries and damaged equipment can yield tremendous savings, increase both system reliability and the public's confidence. The four pillars of what constitutes a SMS are; Policy, Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion. Five steps or



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phases have been recommended by the ICAO and the FAA to use in implementing SMS into your organization. The first step involves activities such as gathering information, evaluating your organization's goals and objectives, and determining the viability of committing resources to an SMS implementation effort. The second step requires top management to commit to providing the resources necessary for full implementation of SMS throughout the organization – conducting a gap analysis and creating an implementation plan. The third step is to develop and implement a basic safety risk management (SRM) process and plan, organize and prepare the organization for further SMS development. The fourth step is when Safety risk management (SRM) is applied to initial design of systems, processes, organizations, and products, development of operational procedures, and planned changes to operational processes. And the final step in SMS implementation is that processes are in place and the performance and effectiveness have been verified. The complete safety assurance (SA) process, including continuous monitoring and the remaining features of the other SRM and SA processes are functioning. A major objective of a successful SMS is to attain and maintain this continuous improvement status for the life of the organization. This has been exactly the objective of system safety engineering management process.

The **November 14, 2012** meeting was held at QinetiQ. Eight members and five guests attended the meeting. QinetiQ provided food and drink. Mr. Steve Hosner presented " Help Wanted: Military Rotorcraft System Safety Engineering Academic Program Designers! Mr. Hosner's presentation asked the questions - "What courses would YOU like Masters and PhD holders to have before they come to work for, or with, you? The presentation, shows possible interdisciplinary MS and PhD programs of study built on UAH courses from Computer Science, Computer Engineering, Industrial and System Engineering and Mechanical and Aeronautical Engineering departments and a handful of new classes that would have to be 'built from scratch'. Mr. Hosner envisioned a System Safety Engineer would be equally convincing to both civil authorities and military program managers. A typical MS degree would include 6 credits in statistics, 6 credits in process and analysis, 12 credits in core course and 6 credits for thesis. Mr. Hosner laid out several options that are being pursued.

The **December 12, 2012** meeting was held at SAIC and the TVC Chapter provided food and drink. Twenty one members and 5 guests enjoyed Dr. Treasa Turnbeaugh's presentation " Inception of BCSP - the alpha and omega of specialty CSP exams, certification and the need for current day Systems Safety specialty" Dr. Turnbeaugh was named Chief Executive Officer of the Board of Certified Safety Professionals in September, 2012 after serving as as the Chief Operating Officer of BCSP. BCSP is a global certification body with over 30,000 individuals currently certified who are engaged in the performance of safety related activities in the safety, health and environmental fields.

ISSC Conference

The 31st International System Safety Conference will be held in Boston, Massachusetts at the Boston Marriott Copley Place from Aug 12-16, 2013. The site is open and abstracts can be submitted.

<http://issc2013.system-safety.org/>



The System Safety Society

Organized 1962
Incorporated 1973

Professionals Dedicated to the Safety of Systems Products and Services

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Special Events Corner

Future City Competition will be held 19 January 2013 at UAH Shelby Center. This is the competition that junior high school children compete in the design of a future city. The Tennessee Valley Chapter of the System Safety Society sends judges to evaluate the city designs for safety considerations and awards a Special Award. This is one of the primary functions of this chapter is to reach out to future safety professionals and encourage them.