

行政院及所屬各機關出國報告  
(出國類別：進修)

參加美國運輸安全委員會失事調查訓練報告

服務機關：行政院飛航安全委員會  
出國人職稱：飛航安全官 飛航安全官  
姓名：周光燦 王興中  
出國地區：美國 華盛頓特區  
出國期間：民國九十年三月十三日至四月二日  
報告日期：民國九十年四月十日

H2/  
109002553  
ASC-TRF-01-04-001

行政院及所屬各機關出國報告提要 系統識別號  
出國報告名稱：參加美國運輸安全委員會失事調查訓練報告  
頁數： 頁含附件：是

出國計畫主辦機關：行政院飛航安全委員會  
聯絡人：鄧嵐嵐 電話：(02) 2547-5200 分機 175

出國人員姓名：周光燦 王興中  
服務機關：行政院飛航安全委員會  
單位：  
職稱：飛航安全官 電話：(02) 2547-5200

出國類別：1 考察 2 進修 3 研究 4 實習 5 其他

出國期間：民國九十年三月十三日至四月二日  
出國地區：美國華盛頓特區

報告日期：民國九十年四月十二日

關鍵詞：NTSB、ASC、失事調查訓練。

內容摘要：

美國運輸安全委員會(National Transportation Safety Board, NTSB)為美國獨立運作之運輸安全失事調查機關，負責全美國或和美國有關之運輸工具失事調查。調查範圍包括航空、海運、鐵路、及天然氣管線之事故。

此次訓練課程為基礎航空失事調查訓練(Basic Aircraft Accident Investigation Training)，訓練內容包括美國運輸安全委員會作業規則及法律授權、安全改善建議、重大國內外失事調查、危險物品調查、罹難乘客家屬處理、心理壓力管理、航空器空中解體及空中碰撞、天氣相關失事調查、飛航管制與航管雷達、人為因素、撰寫失事調查報告等。

授課的講師大部分為 NTSB 資深調查員，或具備豐富經驗的民航相關領域專家學者。

此次訓練目的在使受訓者在完成訓練後，能在失事或意外事件發生後，有效的蒐集調查相關資料，分辨各種因素對事件的影響，分析出失事原因，並提出飛安改善建議。

本文電子檔已上傳至出國報告資訊網

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## 壹、前言

美國運輸安全委員會(National Transportation Safety Board, NTSB)為美國獨立運作的運輸安全失事調查機關，負責全美國或和美國有關的運輸工具失事調查。調查範圍包括航空、海運、鐵路、及天然氣管線事故等。

此次訓練課程為基礎航空失事調查訓練(Basic Aircraft Accident Investigation Training)，訓練內容包括美國運輸安全委員會作業規則及法律授權、安全改善建議、重大國內外失事調查、危險物品調查、罹難乘客家屬處理、心理壓力管理、航空器空中解體及空中碰撞、天氣相關失事調查、飛航管制與航管雷達、人為因素、撰寫失事調查報告等。

授課的講師大部分為 NTSB 資深調查員，或具備豐富經驗之民航相關領域專家學者。

此次失事調查訓練在使受訓者在完成訓練後，能在失事或意外事件發生後，有效的蒐集調查相關資料，分辨各種因素對事件的影響，分析出失事原因，並提出飛安改善建議。

## 貳、行程紀要

### 一、行程說明

本次出國行程自民國九十年三月十三日至四月二日為期二十一日，詳細行程

如下表所示：

月	日	起 訖 地 點	行 程 紀 要
3	13	台北—洛杉磯	搭乘中華航空 CI006 班機前往美國洛杉磯
3	14	洛杉磯—華盛頓首府	搭乘聯合航空班機轉往華盛頓首府
3	15-30	華盛頓首府	受訓
3	31	華盛頓首府—洛杉磯	搭乘聯合航空班機往洛杉磯
4	1-2	洛杉磯—台北	搭乘中華航空 CI005 班機返回台北

## 二、受訓課程表

### 三月十五日(星期四)

0830 – 0900	課程簡介 教官:Barry Strauch
0900 - 1215	美國運輸安全委員會作業規則及法律授權 教官:Denis Jones, Chris Julias
1315 – 1415	美國運輸安全委員會作業規則及法律授權 教官: Denis Jones, Chris Julias
1425 - 1700	文書品保作業,委員會議,公聽會,證詞作業, 教官:Bob Benzou

### 三月十六日(星期五)

08:30 – 09:50	證詞,業務機密,資訊自由法案 教官:Bill Love
10:00 – 12:15	安全改善建議 教官:Rick Van Woerkem
13:15 – 17:00	重大國內外失事調查 教官:Bob MacIntosh

### 三月十九日(星期一)

08:30 – 17:00	航空器失事調查 教官:Jeff Guzzetti
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### 三月二十日(星期二)

08:30 – 09:45	危險物品調查 教官:Bob Trainor
0955 – 12:15	材料破壞認識 教官:Jim Wildey
13:15 – 15:35	螺旋槳引擎 教官:Roger Stallkamp
15:45 – 17:00	罹難乘客家屬處理 教官:Eric Grosoff

### 三月二十一日(星期三)

08:30 – 12:15	渦輪引擎 教官:Pete Baker
13:15 – 14:30	心理壓力管理 教官:Peter Lambrou
14:40 – 17:00	往復式引擎 教官:Gregg Erikson

### 三月二十二日(星期四)

08:30 – 17:00 航空器空中解體及空中碰撞  
教官:Keith McGuire

三月二十三日(星期五)

08:30 – 17:00 航空器性能  
教官:John Clark, Jim Ritter

三月二十六日(星期一)

08:30 – 12:15 訪談技巧  
教官:Barry Strauch

13:15 – 17:00 鑑識學,毒物學,生理傷害,  
教官:William Gormley

三月二十七日(星期二)

08:30 – 12:15 天氣相關失事調查  
教官:Georgia Snyder

13:15 – 17:00 火燒調查  
教官:Nancy McAtee, Joe Kolley

三月二十八日(星期三)

08:30 – 10:15 飛航管制與航管雷達  
教官:Scott Dunham

10:25 – 12:15 人為因素  
教官: Barry Strauch

13:15 – 17:00 人為因素  
教官: Barry Strauch

三月二十九日(星期四)

08:30 – 17:00 撰寫失事調查報告  
教官:Joanne Sanders

三月三十日(星期五)

08:30 – 10:15 媒體處理  
教官:Joe Trahan

10:25 – 12:15 法律、作證  
教官:Bruce Brandon

### 三、課程重點及心得

1. 本次訓練共有來自五個國家之卅二位學員，除了美國 NTSB 的調查人員佔了約一半的人數外，另外還有台灣、新加坡、菲律賓、德國及蓋亞那的調查員參加受訓。受訓期間，除了課堂上學習的各種不同的調查理論及方法外，更可利用兩週的相處時間，認識許多來自各種不同領域的失事調查員，互相交換經驗，是一個非常好的學習機會。
2. 美國是一個幅員廣大的國家，除了一般大家熟知的航空運輸用航空器外，更有大量的普通航空業（General Aviation）航空器飛航活動。在這種情形下，美國 NTSB 駐地調查員（Field Investigators）在從事失事調查時，經常是自己一個人負責調查整個普通航空的失事事件。因此，這些調查員必需對飛機系統、結構、航管、天氣等相關知識都有相當專業之瞭解，。但由於每年發生失事案件約二千件，NTSB 調查工作量非常大，因而有許多案件會因為在人力資源有限的情況下，往往無法作很深入的調查。
3. NTSB 的講師都具備豐富的失事調查經驗，授課時皆以各種不同的失事案例來輔助教學，非常生動。但亦有些講師列舉了太多案件，卻未能有條理的深入講解各個案件的失事肇因，使得教學效果大打折扣。
4. 將課程的簡要心得大綱列舉如下：
  - ◇ 美國運輸安全委員會作業規則（NTSB Operating Rules）
    - ◆ 瞭解失事、意外事件、民用航空、公用航空器之定義。



- ◆ 瞭解 NTSB 從事之調查工作。
- ◆ 瞭解參加失事調查的各單位的任務及責任。
- ◇ 航空器失事調查 (Accident Investigation)
  - ◆ 瞭解主任調查官 (Investigator-in-charge)、各分組組長 (Group Chairman)、調查員及其他參與調查人員 (Party Members) 的責任。
  - ◆ 失事調查組織會議的形成。
  - ◆ 瞭解國際民航組織第十三號附約 (ICAO Annex 13)。
  - ◆ 通知國外相關單位失事之事件。
  - ◆ 國際失事調查的程序及參與成員。
- ◇ 安全建議 (Safety Recommendation)
  - ◆ 用字謹慎的方式會影響建議被接受及執行的程度。
  - ◆ 改善建議為失事調查的最重要的結果，希望能由其改善飛航安全。
  - ◆ 改善建議必需實際，並需考慮所提之建議是否受建議者有能力去執行？是否能夠查核執行程度？
  - ◆ 改善建議提出後必需定期追蹤執行成效，一般而言，受建議單位在 90 天內必需對建議作出回覆。
- ◇ 美國的資訊自由法案 (Freedom of Information Act)
- ◇ 任何人皆可要求取得資料，包括非美國公民之其他國家的人，法人亦可

提出要求。

- ◆ FOIA 是提供資料，而非回答問題。如：提供調查報告，而非回答如何完成調查之類的問題。

#### ◇ 危險物品調查 (Hazardous Materials)

- ◆ 瞭解失事現場的潛在危險。
- ◆ 失事現場應採取的標準預防危險程序。
- ◆ 惡劣環境或地形下應採取的預防程序。
- ◆ NTSB 調查員對於保障自身及其他調查員安全上的責任。
- ◆ 如何辨識危險物品。

#### ◇ 材料破壞認識 (Fracture Recognition)

- ◆ 辨別不同種類的“斷裂”情形。
- ◆ 由斷裂的情形判斷起始點及斷裂方向。
- ◆ 瞭解造成斷裂的可能原因。
- ◆ 熟悉材料實驗室的功能及如何尋求實驗室的協助。

#### ◇ 螺旋槳引擎 (Propellers)

- ◆ 瞭解螺旋槳的種類。
- ◆ 影響螺旋槳效率的各種因素。
- ◆ 瞭解一般常見的螺旋槳故障原因。

- ◆ 螺旋槳所提供的相關資料對失事調查的影響。

- ◇ 罹難乘客家屬處理 (Family Member)

- ◆ 如何對待失事者的親屬及朋友。

- ◆ 瞭解何時應向專業輔導者尋求協助。

- ◇ 渦輪引擎 (Turbine Engine)

- ◆ 瞭解渦輪引擎的主要元件及其功能。

- ◆ 在失事調查時，調查員對於渦輪引擎所應注意的事項。

- ◇ 心理壓力管理 (Stress Management)

- ◆ 瞭解失事調查員可能遭遇的潛在壓力。

- ◆ 瞭解如何應付潛在壓力。

- ◇ 往復式引擎 (Reciprocating Engines)

- ◆ 瞭解失調查時可能遇到的不同種類的往復式引擎。

- ◆ 那些是在失事調查時必需搜集的資料。

- ◆ 瞭解往復式引擎故障的種類及故障原因。

- ◇ 航空器空中解體及空中碰撞 (In Flight Breakups and Mid-Air Collision)

- ◆ 判別航空器結構失效。

- ◆ 瞭解結構失效的種類。

- ◆ 瞭解失事事件航空器結構失效的順序。
- ◆ 如何利用資料判定航空器空中碰撞的角度。
- ◆ 判別航空器在空中碰撞時的速度。

#### ◇ 航空器性能 (Aircraft Performance)

- ◆ 瞭解如何記錄及計算航空器失事的撞擊資料。
- ◆ 記錄失事地點的經緯度。
- ◆ 記錄失事殘骸的資料以提供失事軌道分析研究之用。
- ◆ 自航空器轉彎的資料瞭解飛機的性能。
- ◆ 瞭解大氣的空氣密度高度和速度。
- ◆ 自航空器螺旋槳的失事刻痕 (prop slash) 計算飛機的地速
- ◆ 瞭解航空器機翼渦流 (wake vortex) 的資料

#### ◇ 訪談技巧 (Interviewing)

- ◆ 瞭解如何適當的作證人訪談。
- ◆ 瞭解會影響證人證辭的各種因素。
- ◆ 如何自飛機失事的參與者或目擊者處取得重要的失事相關資料。
- ◆ 瞭解在訪談歷經或目擊失事的證人、飛行組員、座艙組員、航管管制員或簽派員時所應注意的事項。

◇ 鑑識學,毒物學,生理傷害 (Forensic Pathology)

- ◆ 瞭解那些病理資料可提供失事調查員作為參考。
- ◆ 瞭解在航空器失事後應該自往生者取得何種資料,以利於改善日後飛航安全之用。

◇ 天氣相關失事調查 (Weather Related Accident)

- ◆ 瞭解在失事現場應取得的天氣相關資料。
- ◆ 瞭解取得天氣相關資料的各種方法。
- ◆ 解讀所取得的失事相關天氣資料並分析天氣狀況可能事件造成的影響。

◇ 火燒調查 (Fire Investigation)

- ◆ 瞭解值班失事調查員的責任。
- ◆ 瞭解那些資料是必需在失事現場搜集,而那些資料是必需在別處才能取得。
- ◆ 瞭解起火的種類、特性及各種失事調查方法。

◇ 飛航管制與航管雷達 (Air Traffic Control Investigations)

- ◆ 瞭解各種不同的航管資料來源,以供失事調查之協助。
- ◆ 瞭解航管雷達航跡圖所能提供給失事調查員之幫助與限制。
- ◆ 瞭解如何以最有效的方法去取得航管資料。

- ◆ 如何自行作飛航管制方面的失事調查。

#### ☆ 人為因素 (Human Factors)

- ◆ 瞭解在失事調查中人為因素所佔的主要部份。
- ◆ 瞭解在失事調查中，那些是人為因素方面必需搜集的資料。
- ◆ 如何運用所搜集到的人為因素資料從事失事調查的分析工作。

#### ☆ 媒體處理 (Media Handling)

- ◆ 瞭解在記者會時應提供媒體之些資料。
- ◆ 瞭解在記者會前應作之些準備。

參、 附件

附件一、講師資歷

附件二、學員名冊

附件三、國際失事調查組織聯絡資料

## 附件一、講師資歷



### RONALD S. BATTOCCHI

Mr. Battocchi is the Safety Board's General Counsel. He joined the Safety Board in 1974 as the Special Assistant to then Chairman John H. Reed. He went on to serve as Special Assistant and Counsel to Chairman James B. King and as Special Assistant to Acting Chairman Kay Bailey. He also served as an Attorney Advisor in the Safety Board's Office of General Counsel, eventually rising to the position of Deputy General Counsel in 1990. In 1994, he became the Deputy Managing Director, and served in that capacity until assuming his present position in 1999. Mr. Battocchi has provided legal guidance to investigators in all modes of transportation and has helped interpret NTSB policy with regard to regulations on the delegations of authority to various office heads, the Freedom of Information, Privacy and Sunshine Acts, the notification and reporting of aircraft and railroad accidents, accident investigation procedures, depositions of Board employees, and accident hearings.

Mr. Battocchi earned a B.A. from Amherst College and a J.D. from the University of Maine Law School.

### ROBERT P. BENZON

Mr. Benzon has been a senior air safety investigator with the Safety Board's Major Investigations Division for the past 13 years, having served as an investigator in the Safety Board's North Central Regional Office before that. Mr. Benzon has served as investigator-in-charge or United States Accredited Representative to some of the most significant aircraft accidents over the past decade, including the downing of the Pan American Boeing 747 over Lockerbie, Scotland.

Before joining the Safety Board Mr. Benzon was a pilot for the USAF, accruing over 3,000 hours of flight time in such aircraft as the Douglas EC-47 in the Republic of Vietnam and the Boeing KC-135. Mr. Benzon earned a B.A. degree in history from East Carolina University.

## **JOHN CLARK**

Mr. Clark is the Director of the Safety Board's Office of Aviation Safety. Before that he was the Deputy Director of the Office of Research and Engineering, Chief of the Vehicle Performance Division, and a National Resource Specialist-Performance Engineer. He has been with the Safety Board for over 20 years and has been involved in aircraft performance and accident investigation work for 25 years.

Before joined the Safety Board, Mr. Clark was employed by the Beech Aircraft Corporation for 13 years, initially on the production floor and rising to performing aircraft accident investigations and analyses of missile and airplane crashworthiness projects. He then joined Flight Safety International where for two years he designed airplane simulators. Mr. Clark obtained a B.S. in Aeronautical Engineering from Wichita State University.

## **SCOTT DUNHAM**

Mr. Dunham is an air traffic specialist in the Operational Factors Division of the Safety Board's Office of Aviation Safety. Before joining the Safety Board he served for over 10 years as an air traffic controller in the FAA's Oakland Air Route Traffic Control Center. He left the FAA and became a systems engineer for the Mitre Corporation where he provided air traffic expertise for its work with the United Kingdom's National Air Traffic Service at both London Centre and Heathrow Airport's Flow Management Unit.

Mr. Dunham attended the University of California, Berkeley, and earned a B.A. in Computer Studies and an M.A. in Computer Resources and Information Management from the London campus of Webster University.

### **MITCHELL A. GARBER**

Dr. Garber is the Safety Board's Medical Officer, based in its Washington, DC headquarters. In this position he advises the Board on biomedical aspects of investigations in all transportation modes, aspects that include pathology, toxicology, and biomechanics. Before the joining the Safety Board he served as a Flight Surgeon and as a Chief of Aeromedical Services in the Air Force.

Dr. Garber earned a B.A. in psychology/sociology, Magna Cum Lauda, from Duke University, an M.D. from Emory University School of Medicine, an M.P.H. from the Harvard University School of Public Health, and an M.S.M.E. from the Georgia Institute of Technology. Dr. Garber is certified by the American Board of Preventive Medicine, and is an FAA designated Aviation Medical Examiner, an FAA licensed private pilot as well as a certified scuba diver.

### **WILLIAM T. GORMLEY**

Colonel Gormley, is the chief medical examiner of the Commonwealth of Virginia's Medical Examiner's office in Richmond. Before that he was a Senior Flight Surgeon and Chief Deputy Armed Forces Medical Examiner of the Armed Forces Institute of Pathology. He has served as an aerospace pathology consultant to military and civilian mishap investigation boards for the last 15 years, participating in over 100 on-site aircraft accident investigations. In addition, he serves as a special consultant to the USAF Surgeon General for Aerospace Medicine and Forensic Pathology.

Dr. Gormley earned a B.S. in chemical engineering at the University of Colorado, a Ph.D in Chemical and Biomedical Engineering at the University of California and an M.D. from the Medical College of Ohio.

### JEFFREY B. GUZZETTI

Mr. Guzzetti has had a number of positions with the Safety Board. He currently is an investigator in charge with the Safety Board. Before that he was systems engineer in the Aviation Engineering Division in the Office of Aviation Safety, and before that an air safety investigator in the Safety Board's Northwest Regional Office, located in Seattle, Washington. He began his career in the Aircraft Safety Division of the Federal Aviation Administration's Technical Center, became an aircraft system safety engineer for the Naval Air Systems Command, then became a manufacturer's representative in the Aircraft Safety Division of the Cessna Aircraft Company of Wichita, Kansas, before joining the Safety Board.

Mr. Guzzetti received a B.S. in aeronautical engineering from Embry-Riddle Aeronautical University.

### DENNIS L. JONES

Mr. Jones has been the Chief, Regional Operations and General Aviation Division in the Safety Board's Office of Aviation Safety, since May 1998. He joined the NTSB since September 1979 as an air safety investigator in its New York Field Office. He assigned to the Washington, DC, field office in September 1986 and became the office chief in 1991. In late 1993 he was assigned to the NTSB Northeast Regional Office, Parsippany, NJ, as the Regional Director.

Mr. Jones is a graduate of Embry-Riddle Aeronautical University, Daytona Beach, Florida, where he received a bachelor degree in Aerospace Engineering. He is also an active pilot with commercial pilot with single/multi/instrument ratings. He is also a certificated airframe & powerplant mechanic, and certified avionics technician.

### **R. Christopher Julius**

Mr. Julius has been with the Safety Board since 1995 as a staff attorney in the Office of General Counsel, where he is involved in a wide range of investigation, legislative and policy issues. Mr. Julius earned a BA from Ohio State University, and a JD from American University. He holds a commercial pilot certificate with multi-engine/instrument ratings, and is a certified multi-engine/instrument flight instructor.

### **JOSEPH M. KOLLY**

Mr. Kolly is a Fire and Explosion Investigator in the NTSB's Office of Research and Engineering where he is responsible for fire and explosion accident investigation and research in all modes of transportation. He has worked in this position since he joined the Safety Board in 1998.

Before that Mr. Kolly worked as a Senior Research Scientist at Calspan-University at Buffalo Research Center (CUBRC), where he was responsible for conducting aerothermodynamic and aero-optic research in hypervelocity flowfields. He also held the position of Facility and Operations Manager of the Large Energy National Shock Tunnel at CUBRC.

Mr. Kolly earned a BS degree in Mechanical Engineering from the State University of New York at Binghamton, and a PhD degree in Mechanical Engineering from the State University of New York at Buffalo.

### PETER J. LAMBROU

Mr. Lambrou is an Assistant Professor of Medicine, Psychiatry, Emergency Medicine, Occupational and Environmental Medicine, and Director of the Institute of Aviation Medicine and Safety at the University of Pittsburgh School of Medicine. He is also a Senior Aviation Medical Examiner and a Medical Review Officer, serving as a civilian flight surgeon.

Mr. Lambrou has also been a pilot for over 25 years. In addition to his academic appointments and medical practice, he is a first officer and instructor pilot with US Airways, where he flies the B 757/767 in both domestic and international operations. Mr. Lambrou's FAA certificates include flight instructor and airline transport pilot, with ratings on the B 757/767. He has also served as a member of the investigative team of several major air transport accident investigations.

Mr. Lambrou earned a B.S. in psychology from the University of Pittsburgh and an M.D. from Hanemann University School of Medicine.

### WILLIAM C. LOVE

Mr. Love joined the Safety Board as an Attorney in the Office of General Counsel in January 1998. In addition to being the attorney with primary responsibility for cases and issues arising under the Freedom of Information and Privacy Acts, since December 1999 Mr. Love has been serving as the Designated Agency Ethics Official for the NTSB. Along with the other attorneys Mr. Love also advises investigators as necessary in the course of accident investigations.

Before joining the Board in 1998, Mr. Love retired as a Lieutenant Colonel from the United States Air Force after serving 20 years on active duty. While in the Air Force, he served first as a clinical psychologist then, after completing law school in the Armed Forces Funded Legal Education Program, he served as a Judge Advocate for 14 years. Mr. Love was the Staff Judge Advocate with two different Air Force wings or groups and served as the legal advisor on a number of aviation accident investigations. A native of Texas, he earned his BA from Texas Tech University, a MA and PhD in Clinical Psychology from the University of Alabama and a JD from the University of Texas School of Law.

**NANCY B. MCATEE:**

Ms McAtee is a Fire and Explosion Specialist/Chemist at the National Transportation Safety Board's Office of Research and Engineering since August 1997. Before joining the Safety Board she was employed as a research chemist at the Idaho National Engineering and Environmental Laboratory. She has completed fire investigation internships with the Fort Worth (TX) Fire Department-Arson/Bombs and the Henrico County (VA) Division of Fire-Office of the Fire Marshal.

Ms McAtee earned a B.S. in Chemistry from Texas Wesleyan University, and an M.S. in Criminal Justice/Forensic Science, with a specialty in fire investigation/trace evidence, from Virginia Commonwealth University.

**R. KEITH McGUIRE**

Mr. McGuire is the Director of the Safety Board's Northwest Regional Office, a position he has held since 1983. He joined the NTSB in 1977 as an air safety investigator in the Southwest Regional Office in Los Angeles. Before that Mr. McGuire was employed with the U.S. Consumer Product Safety Commission and before that, he served as a U.S. Air Force pilot and safety officer.

Mr. McGuire received a B.A. in Physics from the University of Northern Colorado and an M.A. in Counseling Psychology from Ball State University. In 1984 he attended the Senior Executive Fellows Program at Harvard University.

## **ROBERT M. MACINTOSH**

Mr. MacIntosh is the Assistant Director for International Affairs in the Safety Board's Office of Aviation Safety. Before that he was a Senior Air Safety Investigator in the Major Investigations Division since joining the Board in 1988. Mr. MacIntosh has a long and distinguished career in the aviation industry, including positions as the Director of Safety for both Saudia International Airlines and Alia Royal Jordanian Airlines. Before that he was a staff engineer and aircraft accident investigator with Beech Aircraft Corporation.

Mr. MacIntosh had a 22-year career as a U.S. Air Force pilot, flying a variety of aircraft from heavy transport aircraft, executive jet and turboprop, and serving as a production flight test pilot for the Sabreliner group. He held several flight safety positions with the Air Force, as a Flight Safety Officer, Director of Safety, Chief of Operations and Flight Safety. He earned a B.A. from the University of Nebraska and an MBA from Webster University in St. Louis.

## **BARRY STRAUCH**

Mr. Strauch oversees technical training at the Safety Board. Before that he was the Chief of the Human Performance Division of the Safety Board's Office of Aviation Safety. He joined the National Transportation Safety Board as a human performance investigator in 1983 and became an investigator-in-charge of major aviation accident investigations in 1986. In 1990 he became the Deputy Chief of the Major Investigations Division before assuming his present position in 1993. In 1992, he took on the additional responsibility of overseeing the Safety Board's training of its aviation accident investigators.

Before joining the Safety Board, Mr. Strauch was on the faculty of the University of Louisville where he taught Psychology, and at Embry-Riddle Aeronautical University, where he taught Psychology and conducted human factors research in aviation. He earned a B.A. in Psychology from New York University, an M.S. and a Ph.D degree in Educational Psychology from the Pennsylvania State University.



## JOANNE SANDERS-REIO

Joanne Sanders-Reio has been training professionals in communications skills and psychology for the past 15 years. She has worked in training centers and colleges, as well as in the workplace as a consultant with federal and local government agencies as well as private industry. Joanne has taught courses on writing in the workplace, grammar, report writing, technical writing, letter writing, constructing an analysis, meeting management, assertiveness, and speed reading. Joanne has also taught general psychology and developmental psychology, including research methods, to working adults at a junior college.

Ms. Sanders-Reio has more than 20 years of experience as a writer/editor in the federal sector and private industry, and as a freelance writer/editor for federal agencies, private corporations, associations and academic institutions. She has earned an MS from Virginia Tech in adult and continuing education and is working toward her doctorate in human development at the University of Maryland.

## JAMES H. RITTER

Mr. Ritter is the Chief of the Vehicle Performance Division in the Safety Board's Office of Research and Engineering, where he is responsible for the conduct of aeronautical and vehicle performance investigations in all of its investigations, a position he has held since 1996. He joined the NTSB in 1988 as an Aerospace Engineer, was promoted to Senior Engineer, and then promoted to National Resource Specialist before assuming his present position.

Before joining the Safety Board Mr. Ritter was an Airplane Performance Engineer at General Dynamics Corporation, where he was responsible for calculating mission performance data on the F-16 airplane. He then joined Missiles and Electronics Group of LTV Inc. where he served as a Flight Mechanics Engineer and then Senior Engineer before joining the Safety Board.

Mr. Ritter earned a B.S. degree in Aerospace Engineering from Mississippi State University.

JAMES T. SKEEN, Jr.

Mr. Skeen is a senior meteorologist in the Safety Board's Operational Factors Division. Before joining the Safety Board Mr. Skeen held various positions in the National Weather Service. Before that, he served as a meteorologist with the U. S. Air Force, where among his activities, he would occasionally fly through the eye of major hurricanes during hurricane reconnaissance flights.

Mr. Skeen earned a B.S. degree from the U. S. Air Force Academy. He has also pursued undergraduate and graduate level studies in meteorology at the North Carolina State University.

GEORGIA R. SNYDER

Ms. Snyder is the Regional Director of the Safety Board's South Central Regional Office, located in Arlington, Texas. Before joining the Safety Board in 1995 as an air safety investigator, Ms. Snyder served as a geophysicist with an energy company, then applied her interest in aviation to become a co-owner of a fixed based operation in Gainesville, Texas, which provided a variety of aviation services. Ms. Snyder's FAA ratings include ATP pilot and A & P mechanic.

Ms. Snyder earned a B.A. in physics from the University of Colorado and an M.S. in geophysics from the Colorado School of Mines.

### GENE L. SUNDEEN

Mr. Sundeen, is the Deputy Director, Regional Technical/Investigative Operations Safety Board's Office of Aviation Safety. He joined the Board in 1971 as an Air Safety Investigator. He became Chief of the Los Angeles Field Office, Deputy Director, Bureau of Field Operations and Chief, General Aviation Division before assuming his current position.

Mr. Sundeen served 28 years with the Air Force including time in Active Duty, the Reserves and the National Guard. He has accrued over 5000 hours in multi-engine and single engine jet aircraft, multi-engine and single engine reciprocating aircraft and 1100 hours of instructor time. He earned a B.A. in Geology, with minors in Mathematics and Psychology, from Arizona State College (now Arizona State University).

### ROBERT TRAINOR

Mr. Trainor is a National Resource Specialist-Hazardous Materials, in the Office of Pipeline and Hazardous Materials Safety. Before that he was a hazardous materials accident investigator and investigator-in-charge with the Safety Board for over 10 years. During this time he participated in accident investigations involving all modes of transportation in which hazardous materials have been released or involved. Before joining the Safety Board, he was a chemical engineer with the U.S. Coast Guard where he was involved with the development and implementation of safety standards for the marine transportation of hazardous materials.

Mr. Trainor is a 1971 graduate of the U.S. Coast Guard Academy, and served as a Coast Guard officer from 1971 to 1982. He holds a Masters of Science in Chemical Engineering from the University of Michigan, and is a registered professional engineer.

### **JAMES F. WILDEY II**

Mr. Wildey is the Chief of the Materials Laboratory in the Safety Board's Office of Research and Engineering. He joined the Safety Board in 1975 as a materials failure analyst and has been promoted several times to the position he held before assuming his present position, National Resource Specialist—Metallurgy. As a specialist in metallurgy Mr. Wildey has applied his expertise to such accident investigations as those involving Pan Am flight 103 that crashed over Lockerbie, Scotland, and Aloha Airlines that lost part of its fuselage on an inter-island flight.

Mr. Wildey was educated at the Virginia Polytechnic Institute and State University where he received a B.S. degree in metallurgical engineering.

### **J. RICHARD VAN WOERKOM**

Mr. Van Woerkom is the Deputy Director of the Safety Board's Office of Safety Recommendations. He joined the Safety Board in July 1977 as a Transportation Safety Specialist in the former Safety Recommendation Division. He has since served as Chief, Safety Recommendations Division before becoming Deputy Director, Office of Safety Recommendations.

Before joining the Safety Board Mr. Van Woerkom was employed as Junior Highway Engineer, Colorado Department of Highways and as Traffic Safety Engineer, District of Columbia, Department of Highways and Traffic. He received his B.S. in Civil Engineering at the University of Colorado, Boulder.

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### 附件三、國際失事調查組織聯絡資料

## Appendix 2 to Chapter 4

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1. Dependent territory
2. Non-Contracting State