

# Hindsight receives a prestigious award!



**Tzvetomir Blajev, Editor in Chief of Hindsight  
- Fellow of the Flight Safety Foundation and  
Bill Voss, President and CEO of the Flight  
Safety Foundation**

I am very happy to tell you that Hindsight has this year received an award for the best aviation safety publication – the Cecil Brownlow Publication Award.

This award was first presented in 1968 as the Flight Safety Foundation Publication Award and was renamed in 1988 in memory of Cecil A. Brownlow, an aviation journalist and a former FSF editor. It is awarded in recognition of significant

And especially at this time, there is a special place in this Editorial, a special place in the history of Hindsight and a special place in my heart for the person who first made Hindsight possible – Ian Wigmore. It was the beginning of 2004 and I had been working for just two years as Chairman of the EUROCONTROL Safety Improvement Sub-Group (SISG), where I had been tasked with fostering the "Safety Information Sharing and Safety Improvement". Various products emerged from this work – EUROCONTROL safety alerts, safety action plans and toolkits and, a little later, SKYbrary.

It was also proposed by the SISG that we should look for a way to regularly publish the accumulated knowledge in an easy-to-grasp style and language. I had been making several attempts to "prototype" such a publication, but it did not feel like we were getting anywhere. Then I talked to Ian, who was helping me with the Level Bust Toolkit at the time, and he said "I know what you mean – just give me the material and let me give it a try". Ian

"cooked up" the formula for Hindsight and remained behind the scenes to help out for several years, working on the preparation of every issue until Number 8, when he decided it was the

right time to 'retire' and spend more time at home with his family, where he now enjoys reading Hindsight!

In this issue you will read about level bust. You will see the level bust question from various angles. Is this really the issue to concentrate on? Is level bust only a concern for airlines since, by definition, it is the result of "pilot error"? Can ATC help to reduce the risk? What is the link between level bust and controlled flight into terrain? Can a TCAS RA response lead a pilot to bust his/her cleared level? What is our understanding of TCAS in this context? What are our options for issuing avoiding action if a level bust looks like it will lead to a loss of separation? Do we overestimate our ability to do more than one thing at a time? And how can new technologies like Mode 'S' help to reduce the level bust risk?

Enjoy the reading!

contributions to aviation safety awareness. Recipients may be individuals, publications or organisations and are presented the award in recognition of consistent achievement or outstanding articles, books or works in electronic media which have been published or broadcast over a 12-month period.

For 2009 the award goes to Hindsight as a magazine. But our magazine is a true collaboration between many people...dozens of authors, hundreds of experts giving feedback and suggestions and, most of all, thousands of readers.

You are all part of this magazine and the Award goes to you!

So I would like, on your behalf, to thank the Flight Safety Foundation for honouring us.