

50

years

EAAP

1956 – 2006

Highlighted by
André Droog

50 years EAAP 1956 - 2006

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Published : September 2006

Cover design : Martin de Lange

Advice : John Hindley

50 Years of EAAP



Manfred Barbarino,
President of EAAP

Aviation Psychology is an applied science that focuses on human activity in civil and military aviation. It builds on sound academic knowledge and fundamental research in psychology and other related sciences, which are necessary prerequisites for practitioners in this rather specialised field of psychology.

Agostino Gemelli, an Italian psychologist, is regarded as the founding father of Aviation Psychology in Europe. Already before the First World War he started various studies in Munich, Germany for the psychological assessment, evaluation and selection of pilots. Similar studies and approaches followed soon in most of the European countries and in the United States of America.

Those nine colleagues who 50 years ago in 1956 founded the Western European Association for Aviation Psychology (WEAAP) were clearly aware of the fact that only a joint effort and the creation of a professional network would allow this rather specific area of psychology to develop and to become a fully recognised domain in aviation. Luckily the end of the Cold War in 1989 allowed the association to account for the whole of Europe and the letter 'W' for 'Western' could be left behind.

The past 50 years have clearly demonstrated that EAAP fulfils its role as the professional platform and forum for Aviation Psychologists and Human Factors Specialists working in European aviation. More and more members have joined our Association and today EAAP has more than 250 members from 36 European and non-European countries.

There is no doubt that the need for enhanced safety levels, advanced technology, increasing cost pressure and drastic changes in roles and working structures will constitute the major challenges for employees on all levels within the world of aviation. Consequently Aviation Psychology continuously has to challenge and adapt its own scope, role, and methodology, to ensure early and consistent integration of human factors in all areas and phases of the overall aviation system.

I am convinced and confident that EAAP will continue to play an important role in the future development and application of Aviation Psychology in Europe. This will always require voluntary effort and commitment of some EAAP members and I like to express my special thanks to all former and current board members for their great motivation and dedication to our association.

Manfred Barbarino,
President of EAAP

The Beginning

On the 13th of July 1956
Drs. A.F. Baars, Chief of the
Social-Psychological Bureau
of KLM Royal Dutch Airlines,
social psychologist for the flight
personnel of KLM, proposed
bringing together European
aviation psychologists.

His idea met with the approval
of many colleagues. He
discussed the plan to start a
Western European Society of
Flight Psychology with
Dr. S.D. (Sipke) Fokkema,
psychologist and Head of the
Office of Selection Affairs of the
Royal Netherlands Air Force.
They decided to hold the first
meeting in the period when
the European Congress of
Aviation Medicine would be
held at Scheveningen, The
Netherlands, from 29. October
– 1. November 1956. Subjects
of psychological importance
would also be coming up for
discussion at that congress.

**“This will of course not
involve the incorporation of
our Society in the medical
association.”**



KLM - ROYAL DUTCH AIRLINES

KONINKLIJKE LUCHTVAART MAATSCHAPPIJ N.V.

Your ref. :

Date :

Our ref. : SPL/OCR/AFB/AFB/AO

Subject :

Schiphol, 18 July 1956

Dear Colleague,

In the last few years the importance and value of psychology in flying are more and more realized. In civilian aviation as well as in the Air Force many psychologists are working on the same projects or on the same subjects.

During the meeting of the Aero Medical Association in the U.S.A. I learned of what great value the contact with other aviation-psychologists may be for the discussion of problems and research. It seems to me that it is worth considering if the moment has not come for psychologists, who are interested in European aviation, to contact each other.

If you are of the same opinion please be so kind as to fill in the enclosed questionnaire and send it back to me - if possible - within a fortnight.

Yours sincerely,
KLM ROYAL DUTCH AIRLINES
Chief Social-Psychological Bureau


A.F. Baars, psych.drs.

Enclosure

The invitation letter was sent out on the 31st of August and the programme and agendas on the 15th of October 1956.



KLM - ROYAL DUTCH AIRLINES

KONINKLUKE LUCHTVAART MAATSCHAPPIJ N.V.

Mr.F. Miret y Alsina
Your ref.: Section Psychologique de la Sabena
SABENA - Belgium World Airlines
Date : Air Terminus
Brussels
Our ref.: SPL/OCR/IO90/AFB/ER
Subject : Flight-psychology Schiphol, 15th of October

Dear Mr. Miret y Alsina

Enclosed I send you the program and the agenda's for the meetings to be held for the purpose of founding a West-European Association for Aviation Psychology at Scheveningen, Kurhaus Hotel, on October 30th and 31st.

At the meeting on Tuesday, October 30th, drafts of the Articles of Association and Rules of Procedure will be distributed.

Your hotel reservation is made in the Kurhaus Hotel. The expense is f.9,50 for bed and breakfast, + service 15%.

I'll be very pleased to welcome you at our meetings,

yours sincerely,
KLM - ROYAL DUTCH AIRLINES
Social Psychologist Flying Staff KLM

E. Baars
p/o A.F. Baars, psych.drs.

Public transportation from the Hague to Kurhaus, Gevers Deynootplein, Scheveningen is by streetcars n°. 8 and 9

Enclosures :



Constituent Assembly



Cassie



Fokkema



van Lennep



Modderaar



Miret y Alsina

Photographs of Baars, Bossard, Delys and Trankell are not available.

Prior to the constituent assembly an informal meeting was held on the 30th of October at 4 pm when the participating psychologists became acquainted with each other.

The constituent assembly of the Western European Association for Aviation Psychology took place on Wednesday the 31st of October 1956 at the Kurhaus Hotel in Scheveningen, the seaside resort of The Hague, The Netherlands.

Present were:

- **Drs. A. F. Baars, The Netherlands**, Social Psychologist of the Flight Operations Department of KLM
- **Robert Bossard, Switzerland**, Chief of the Applied Psychology Department of Swissair
- **Alexander Cassie, United Kingdom**, Department Head at Science 4 of the Air Ministry,
- **Louis Delys, Belgium**, Director of the Centre of Social Research of the Belgian Forces and Professor of Applied Psychology at the University of Brussels and the Belgian Royal Military School
- **Sipke Fokkema, The Netherlands**, Head of the Psychological Research Laboratory of the Free University of Amsterdam and psychologist with the Royal Netherlands Air Force
- **David van Lennep, The Netherlands**, Professor of Industrial and Clinical Psychology at the University of Utrecht and consulting psychologist of KLM
- **François-Joaquin Miret y Alsina, Belgium**, Chief of the Psychological Department of SABENA Belgian World Airlines
- **Jaap Modderaar, The Netherlands**, psychologist with the Nederlandse Stichting voor Psychotechniek (Dutch Foundation for Applied Psychology).
- **Arne Trankell, Sweden**, assistant professor at the University of Stockholm and consulting psychologist to SAS Scandinavian Airlines System

The morning programme consisted of the opening address by Baars; the introduction by Fokkema to the draft Articles of Association and Rules of Procedure; the discussion of the Articles; the foundation of the association; and the election of the first board.

The founders reached agreement on the name of the association to be Western European Association for Aviation Psychology. "Western" because most of the aviation psychologists were employed in NATO countries and it was "cold war" in 1956. David van Lennep did not like the word "Western" very much. With his characteristic little smile he said: "Western, it's too American" associating the word with cowboy movies. However, most of the assembled psychologists agreed on the prefix "Western".

It was decided that the association would use two languages for communication, English and French (German as the third official language was adopted in 1967).

The main concerns of the assembly were the aims of the Association and the requirements for membership. With regard to the aims the members agreed that scientific progress should be stipulated and that support of the members should be taken into consideration but not be the primary goal

From the records of the Constituent Assembly:

“The questionnaires received from absent adherers were read. It was explained that the possibility of making the psychological association part of an Aeromedical Ass. (European Branch) had been considered because of practical reasons and because of the fact that good relations with the medical association will be necessary anyhow. This matter was brought up in the questionnaire as an alternative answer to the question about the most desirable form of cooperation. The situation of the Aeromedical Ass. (Eur. Branch) however had turned out to be different from what was anticipated.

One of the purposes of the European Aeromedical Congress (Scheveningen 1956) was founding a European Aeromedical Ass. independent from the existing Aeromedical Ass. of the U.S.A. So the matter of being eventually a subdivision could not be considered in our constituent assembly.

Besides that, a slight majority of the psychologists had indicated that they did not want to associate as a sub-division of an Aeromed. Ass. (Note: the 1956 European Aerom. Congress decided that a Eur. Aeromed. Ass. would not be founded; only annual congresses would be organised.)”

(1)
Baars mainly played the role of facilitator in the foundation of WEAAP. He did not play an active role in the Association afterwards. According to Miret he left all further initiatives to Fokkema and did not participate anymore. The only time his name is mentioned in the records of the Association after the Constituent Assembly is when he resigned from WEAAP in 1965.

With regard to membership it was decided that Full and Associate Membership should be an individual matter, Associate Membership being open to those workers in aviation not meeting the requirements for full membership, and that the Association should have Corporate Members. The basic assumption behind the idea of Corporate Members was that, if the Association succeeded in establishing good relations with employers, these would be willing to have their psychologists participate in the Association. Corporate Members could also serve to create a market for scientific production and recommendations and they could be, of course, a financial asset.

After the lunch, at 2.30 pm, “Mr. Baars opened the session and brought the foundation of the Association in discussion. It was felt, that during the morning session a good agreement had been reached about basic issues for the existence of the Association. Also the members unanimously agreed that the proposed Association would be valuable and helpful for the specialty of aviation psychology. Then Mr. Baars (1) founded the Western European Association for Aviation Psychology.”

The assembly considered it not desirable to elect a board from the small group present at the meeting. A temporary steering committee was elected consisting of John Parry, president (UK, Head of Science 4, but not present at the Constituent Assembly), Sipke Fokkema, secretary-treasurer, David van Lennep, member, and François-Joaquin Miret y Alsina, member.



The Steering Committee. The photograph dates from Brussels, 1957.
From left to right: Miret y Alsina, Fokkema, van Lennep, Parry

The Constituent Assembly was followed in the afternoon by a Working Meeting. Van Lennep and Fokkema introduced the scientific subject for the session, being “Methodology in current Aviation Psychology” and the subject was discussed. There was not enough time, however, to discuss the agenda topic of “The Identification of Scientific and Practical problems, more or less general amongst Aviation Psychologists”.

An account of what happened that afternoon can be found in the open letter that François-Joaquin Miret y Alsina (in the board communications mostly addressed simply as “Frank”) in what he called a “coup de coeur” has written to the members of EAAP when the secretary contacted him about the 50th anniversary of EAAP. This open letter (translated from French and slightly abbreviated) can be found in the next chapter.

The Articles of Association were approved by the Dutch Ministry of Justice and received Royal Assent on the 4th of March 1958. From that moment on WEAAP was a legal entity registered in Amsterdam, The Netherlands.

WEAAP was made public in the Dutch Government Gazette of May 30 1958.

Open letter from Miret y Alsina

Mister President,
Ladies and Gentlemen Members of the Board,
Dear Colleagues, Professional Sisters and Brothers,

In the autumn of 1956, in response to the appeal by Mr. BAARS who was social psychologist with Flight Operations of KLM, nine of us met in the Kurhaus Hotel, a beautiful XIXth century style building at the seaside of The Hague.

We were in The Netherlands, with a view over the North Sea, separated from it by only an enormous, deserted beach.

At the same time this venourable building of Scheveningen was hosting the Second European Aeromedical Congress. We knew at that time that the topics dealt with at that congress would not be interesting enough for us to participate in it. We were convinced that psychology is not medicine and that medicine is not psychology. Especially where our problems were concerned.



François-Joaquin Miret y Alsina was one of the founding fathers of WEAAP, member of the board from 1957 – 1963, secretary of WEAAP from 1967 - 1981, and again member of the board from 1981-1983. A total period of steering committee and board membership of 23 years. He was elected Honorary Member of WEAAP in 1981 and handed over his secretarial duties to Frank Fehler in the summer of 1982. He lives in the Ardennes in Belgium.



Kurhaus Scheveningen in Autumn in about 1956

(2)

Miret y Alsina remembers that on arrival in the room where the Constituent Assembly took place, the BBC announced that the English and French armed forces had landed at the Suez Canal.

The second half of 1956 marked a turning point in the Cold War and the balance of power in the Middle East. On July 26, 1956, Gamel Abd al-Nasser defied the West and nationalized the Suez Canal. This act eventually led to an Israeli-British-French attack. On October 29 Israeli troops invaded Egypt's Sinai Peninsula and quickly overcame opposition as they raced for Suez. The next day, Britain and France offered temporarily to occupy the Canal Zone and suggested a 10 mile buffer on either side which would separate the Egyptian forces from the Israelis. Nasser of course refused, and on October 31, Egypt was attacked and invaded by the military forces of Britain and France.

The somewhat desolate Autumn atmosphere of Scheveningen was startled by the news of the landing of English and French troops at the Suez Canal in Egypt! (2) However, this international conflict could not prevent us from starting our meeting, during which we learned to know each other better and we laid the foundation for our future cooperation.

We spoke about our future association and discussed the articles of the association, not an easy exercise for us, neither being lawyers nor having much experience with administration. But we drafted them anyhow - it appeared not such a complex task after all. But then came the real job: aviation psychology. The moment had arrived for all of us to show each other what aviation psychology luggage we had brought.

The Fifties witnessed important developments in applied psychology in all areas of human activity. One set of reasons for that were the extraordinary psychological experiences inherited from World War II. Selection, education, training, and psychological follow-up for crews returning from their missions, have all contributed immensely to the knowledge of human factors in aviation.

But I must admit that in that period calling oneself an aviation psychologist and describing one's activities to others did not always feel comfortable. Reactions would vary from scepticism to sarcasm, from amazement to unbelief. People could look at you as if you were an extra terrestrial. I am not only talking of the public in general here. It could be the same with medical doctors (especially those from the military), chief pilots, flight instructors, and airline captains "not believing in psychology". "What do they know" was their common defence of their own profession. "They have no understanding of what we are doing on board".

What many of them did not realize was, that many of us ourselves had been war pilots, converted to psychology in our civilian lives after the war.

It was clear though, that by some people considered us to be intruders. Therefore not only did it seem important to present research done with appropriate scientific methods, but especially to win the trust of the aviation circles. Indeed many of us succeeded in being taken seriously by remaining patient and after a long time. Actually my own strategy was "not to take myself too seriously".

But what did we gain by those two days in Scheveningen regarding the exchange of ideas about methodology of applied psychology in aviation?

The most experienced among us was VAN LENNEP, Professor of Industrial and Clinical Psychology of the University of Utrecht and practicing applied psychology at the Dutch Institute of Applied Psychology (Nederlandse Stichting voor Psychotechniek), also in Utrecht. Before World War II Van Lennep already applied psychological tests in the selection of pilots who applied for European airlines. He was also experienced with the psychological selection of pilot candidates for the Dutch Civil Aviation Flying School (which in 1991 became the KLM Flight Academy; author's note). His approach of selecting tests with regard to the problems that interested us was original, non-conformistic and personal.

Jaap MODDERAAR who accompanied Van Lennep was psychologist of the Dutch Institute of Applied Psychology. He was very modest by nature but distinguished himself by a comparative study among European airlines.

Alex CASSIE represented the United Kingdom. Working in the psychological division of the Royal Air Force, he represented Dr. John PARRY, who became our first President. The development of pilot selection in the R.A.F. goes back to 1940. Cassie presented the results of a lot of research done on traditional tests used by the R.A.F. Not only had great effort been put into the very complicated validation of these tests. The research presented also included the drop out during training and the attitudes of trainees during the basic and advanced training phases.

Professor Louis DELYS of the Free University of Brussels and advisory psychologist of the Belgian Armed Forces explained the selection of pilots of the Belgian Air Force. He advises the staff of the armed forces on applied methods and best practices.

Dr. Sipke FOKKEMA - who was pivotal in the constitution of the Association – was Head of the Psychological Research Laboratory of the Free University of Amsterdam and in that capacity had also been advisor to the Royal Netherlands Air Force (R.N.A.F.). Not only had he done research on the psychological tests of the RAAF that were in common use, but he had also done experiments with the application of the Rorschach test to a group. Studies like these had been conducted in the USA before, but Fokkema's results cast a new light on the method of selection with this test.

Finally there were three of us working as psychologists with European airlines - SAS, SWISSAIR and SABENA - to present the results of their research. Selection of pilots was our main concern. The first priority was the selection of graduated pilots who had a certain degree of experience and who applied for a job with our airlines. The management wanted to know which applicants could meet the criteria for the function of captain within a reasonable time. Moreover, SABENA also used psychological selection for candidates for "ab initio" pilot training.

Professor Arne TRANKELL of the University of Stockholm and advisor to S.A.S. had developed a selection programme of well known psychological tests, the results of which were judged by several assessors. Deep and extensive statistical analysis of both the test results and the judgements of the assessors was the essence of his approach. Seemingly indefatigable, Trankell conducted his statistical analysis year after year.

Dr. Robert BOSSARD of SWISSAIR reported on the Swiss selection of pilots. This selection heavily relied on the Swiss psychological tradition of Rorschach, Jung and other clinical psychologists. Clinical psychology was dominant in the selection programme. This last strand was dominant in the selection programme for pilots of SWISSAIR. It was unsurprising that Bossard described the application of the Rorschach, the judgements by several assessors, and the observations of the behaviour of pilots during the psychomotoric tests.

Then it was my turn to present my approach and results. SABENA selected both "ab initio" candidates for the Belgian flying school (owned by the government and managed by SABENA) and already trained pilots who wanted to become captain.

Depending on their scores in psychological tests and the results of clinical judgements the "ab initio" candidates were divided into three categories: suitable, doubtful, and unsuitable. The numbers of candidates were small however, not more than 25 a year, and we could afford to start training all three categories and thus validate our selection. Throughout the years the results of this method were very encouraging, resulting in a system in which the

(3)

Author's Note:

Fokkema died very recently in July 2006 at the age of 80. Miret has been informed by the EAAP secretary.

Baars and Bossard resigned from WEAAP in 1965.

Van Lennep, after retiring, resigned from WEAAP in 1972.

Alex Cassie lives in Walton on Thames, Surrey, United Kingdom.

instructor's decisions to stop or continue training were supported by the results of the psychological evaluation. That is how the trust between psychologists and instructors developed.

Our cards then lay on the table, although we realized that selection was certainly not all of aviation psychology. But it was our main vehicle and actually it also served as a Trojan Horse, because it enabled us to enter a much larger area and thus enable expansion of our activities. The education and training following selection came into our scope, and also the psychological problems of aviation personnel rising in the course of their career, workload, the aging pilot, pilot error, fear of flying. In the meantime the pace of technological advancement gave rise to all sorts of ergonomic problems. So from the beginning the first scientific conferences of our Association had their focus on three main areas: selection and training, clinical psychology, and ergonomics.

What remains of this after 50 years?

The memory of following the loss of four of us who were in Scheveningen: D.J.van Lennep (1982), J. Modderaar (1971), A. Trankell (1984) and L. Delys (1962). (3)

Three of us who founded the Association left aviation psychology for other areas. And two of us are retired!

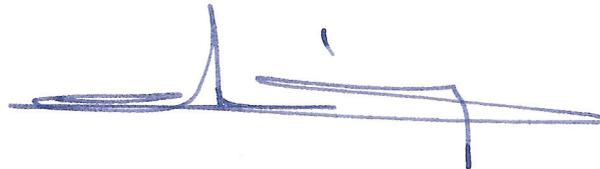
I would not be offended or surprised if you, younger generations of aviation psychologists, after what I have told you think that we founders from now on belong to the "Jurassic Park of Aviation Psychology"!

However, when I look at the developments, the organization, and the results to which all of you have contributed year after year and by which we have accomplished that our Association of nine persons has become not only a European but a worldwide organization, I think that all of us can be proud to be part of it.

I thank you, my colleagues, for your patient reading of my words.

I finish by saying "I love you all as colleagues".

September 2005

A handwritten signature in blue ink, appearing to read 'François-Joaquin Miret y ALSINA'. The signature is stylized with a prominent vertical stroke and a horizontal line extending to the right.

François-Joaquin MIRET y ALSINA
Honorary Member

Conferences and Business Meetings

WEAAP and later EAAP has held a scientific conference every two years since 1957, when the second meeting took place in Brussels. With only one exception: the conference in Hamburg in 1992 followed the conference in Nice within a year.

The Business Meeting is the official general assembly of full members of the Association. In the early years of the Association it was already determined that the business meetings would be held during the conferences.

	Conference	Location	Full Members present at Business Meeting
1	1956 Oct	Scheveningen, The Netherlands	Constituent Assembly
2	1957 July	Brussels, Belgium	Bossard Fokkema van Lennep Miret Parry Pentti Riis Steininge Stevenson Strubbe Ungricht Björklund
3	1959 June	London, United Kingdom	Bossard Cassie Deramaux Fokkema Helbing James Miret y Alsina Modderaar Parry Riis Seifert Steininge Stevenson Strubbe Termøhlen Ungricht Wächter
4	1961 Aug	Copenhagen, Denmark	Agrell Bossard Cassie Cruise Flik Fokkema Gerbert Helbing Levy Miret y Alsina Modderaar Parry Riis Seifert Steininge Stevenson Strubbe Teerink Termøhlen Wächter
5	1963 Sept	Bad Godesberg, Germany	Carlstedt Cartellieri Cassie Elsom Flik Fruin Gerbert Hammerstingl Helbing Jessup Miret y Alsina Modderaar Parry Rauch Ronden Seifert Steininge Strubbe Teerink Termøhlen Wächter Welz
6	1965 Sept	The Hague, The Netherlands	Anderson Carlstedt Cartellieri Cassie Deramaux Fokkema Gerbert Gubser Haward Helbing Jessup Miret Ronden Seifert Stockfelt Teerink Termøhlen
7	1967 Sept	Brussels, Belgium	25
8	1969 Sept	Zürich-Horgen, Switzerland	19
9	1971 Sept	Cambridge, United Kingdom	20
10	1973 Sept	Paris, France	26
11	1975 Sept	Gällöfsta (Stockholm), Sweden	22
12	1977 Sept	Tegernsee (Munich), Germany	23
13	1979 Sept	Kollekølle, Denmark	27
14	1981 Sept	Bürgenstock, Switzerland	24
15	1983 Sept	Noordwijkerhout, The Netherlands	33
16	1985 June	Helsinki, Finland	23
17	1987 Sept	Baden bei Wien, Austria	28
18	1989 Sept	Brighton, United Kingdom	26
19	1991 Oct	Nice, France	40
20	1992 Sept	Hamburg, Germany	Business Meeting postponed to Spring 1994
21	1994 March	Dublin, Ireland	32
22	1996 Sept	Sabaudia (Rome), Italy	60
23	1998 Sept	Vienna, Austria	41
24	2000 Sept	Crieff, Scotland	39
25	2002 Sept	Zegrze (Warsaw), Poland	26
26	2004 Oct	Sesimbra, Portugal	41
27	2006 Sept	Potsdam, Germany	

- 1957 Second Conference in Brussels. SABENA becomes the first Corporate member
- 1958 First issue of the volume *Aviation Psychological Research: 'Aviation Psychology in Western Europe, and a report on studies of pilot-proficiency measurement'*, Swets and Zeitlinger, Amsterdam.
- 1963 Bad Godesberg Conference. 73 participants from 12 countries and 49 aeronautical or academic organizations. Sessions on Air Traffic Control, Flight Safety, Human Engineering, Selection, Training, and Personality Assessment.
- 1964 Second issue of the volume *Aviation Psychological Research* is published. It is called "*Aviation Psychology*", Ed. Cassie, Fokkema, and Parry; Mouton, The Hague. It contains a selection of papers of the 1959 and 1961 conferences.
- 1965 The first conference with translators, held in the Rolzaal, Houses of Parliament, in The Hague, The Netherlands. In the Business Meeting Mr. Deramaux submits a proposal to create the Honorary Membership. Qantas becomes Corporate Member and is represented by Mrs. Wilson, Director of the Australian Institute of Industrial Psychology, Sydney.
- 1967 German is accepted as the third official language of WEAAP. From then on until Members Bulletin 67 of June 1987 all Members Bulletins were published in three languages. The proposal to create an Honorary Membership is accepted. John Parry and Sipke Fokkema are elected Honorary Members.
- 1969 Zürich-Horgen, 27 papers, 5 main subjects: Selection -Training, Ergonomics, Stress, Information Processing, Personality Assessment. Alex Cassie is elected Honorary Member.
- 1971 First residential conference, Churchill College, Cambridge.
- 1973 First design of a logo is used on the brochure of the 10th Conference, Paris.



The 10th WEAAP Conference in Paris.



- 1974 Proceedings of the 10th Conference are published in France in the "*Revue de Médecine Aéronautique et Spatiale*", Volume 13, No. 49
- 1975 Second full residential Conference in Gällöfsta, Sweden. The conventional form of paper sessions is abandoned. Working groups are organized on Selection (two sub-groups: "Tests" and "Criteria and Process"), Training, and Clinical Work.
- 1977 Tegernsee Conference near Munich. Four working groups: Selection, Training, Clinical Aviation Psychology, and Ergonomics. The Business Meeting decides that Turkey and Iceland are to be considered countries from which Full Members may be elected. Due to a change in the Dutch Civil Code the Articles of the Association must be revised and executed by a notary-public.
- 1979 Revised Articles of Association come into force on 15 February 1979. However, the board discusses Art. 5.2, which says that non-psychologists holding leading positions in psychological organizations or departments working for aviation, can become Full Member of WEAAP. The board decides that this article has to be deleted from the Articles, following a trend in Germany to protect the profession of psychologist.
- 1979 Conference in Kolkolle, Denmark. 12 introductory papers and 4 working groups. The first official WEAAP logo is presented. It has been designed by a colleague of Jørgen Termøhlen of the Danish Military Psychology Institute. The Business Meeting decides that Art. 5.2 has to be deleted from the Articles, Goeters raises the issue of the role WEAAP should play in safeguarding the interests of the professional aviation psychologist.



The 13th WEAAP Conference in Kollokole.



The first WEAAP logo

- 1981 The revised Articles of February 1979 (without Art. 5.2) come into force on 23 February 1981.
- 1981 Bürgenstock Conference, Switzerland. 25 years EAAP. Until then WEAAP had organized 14 conferences, published two books and 13 congress papers, so called "Aviation Psychological Research", and composed a Bibliography on aviation psychology in Western Europe with seven supplements. 56 Members Bulletins in three languages have been published. The workshops during the conference are open not only to the psychological profession but also to line pilots and training managers. François-Joquin Miret y Alsina resigns as Secretary-Treasurer and is elected Honorary Member. Frank Fehler becomes the Secretary-Treasurer.
- 1983 Noordwijkerhout Conference, The Netherlands. 69 participants, 8 plenum papers, 6 working groups: Training, The Old Pilot, Psychological Fitness, Selection, Computerized Selection, and Human Factors in Aircraft Accident Investigation and Prevention.
- 1985 Helsinki Conference, Finland. The conference is concluded with two excursions, one to Finnair and one by Fokker F27 to the Finnish Air Force Base of Tampere. There the participants saw the Mig-21 in full action. On the way back to Helsinki they also enjoyed the (rather low) flying by F27 over the lakes. Frank Fehler writes afterwards: "The working groups have become the deciding factor at our Conferences." The conference proceedings are published with extreme promptness.
- 1987 Four EAAP members attend the conference of the International Society of Air Safety Investigators in New Zealand. In a letter to the secretary, published in the Members Bulletin of February, Associate Member Robert Lee from Australia writes "It was most gratifying to see the strong representation of aviation psychology at this meeting, which indicates the growing importance and recognition of our profession in the practical field of aircraft accident investigation." In June of 1987 eighteen WEAAP members attended the Aviation Psychological Symposium in Columbus, Ohio, organized by Richard Jensen of the Ohio State University.
- 1987 Baden bei Wien Conference, Austria. The conference main theme is "Terror in the Air". The Business Meeting decides to enlarge the WEAAP Board by two members to a total of nine to allow for a French speaking member and a Scandinavian speaking member. The idea of organizing the WEAAP Conferences in even years in order to avoid the coincidence of the WEAAP Conference and the Columbus conference in the same year is not yet acceptable to the members. Konrad Steininger is elected Honorary Member.
- 1989 Brighton Conference, United Kingdom. In Members' Bulletin 71 of March 1991 Frank Fehler writes "Making up conference proceedings for publication has always been a nightmare for the person incumbent of the conference secretaryship: the hassle to meet the press deadlines and settle the printing costs is almost negligible in comparison with the nerves needed to persist for months after a conference in the attempt to squeeze a manuscript out of some belated speaker, whose contribution will then prove unfit for the printing press."

"But then it will be more than a compensation to hold the first copy, still wet from the press, in one's hands. In this respect our British colleagues have done a very good job on the report of the Brighton Conference: since the beginning of this year (Author's Note:1991!) the proceedings have been available in the form of a professional two volume hardcovered edition:

Volume 1: Stress and Error in Aviation; Volume 2: Human resource Management. Following the long tradition of excellent conference reports, our British colleagues have set a new standard and rewarded our patience with these two books." (Aldershot/Brookfield, VT: Avebury Technical)

In the Business Meeting of 1989 Frank Fehler announces that Richard Jensen of Ohio State University intends to publish a Journal on Aviation Psychology and has invited all WEAAP members to make their contributions to this project. The members prefer a similar publication for Western Europe to be created by WEAAP.

- 1991 Goeters wants to start a discussion on a European standard for the psychological evaluation of applicants for or holder of a Class 1 Medical Licence.
- 1991 Nice Conference, France. The theme: "Aviation psychology – Its Role in Pilot Training". An amazing number of participants, indicating the importance of and the need for these conferences.
In the Business meeting Goeters calls attention to the urgent professional and technical problems resulting from the establishment of European licensing requirements by the European Civil Aviation Conference. This will directly influence the work of aviation psychologists engaged in psychological evaluation/selection as well as training. He suggests to meet in 1992 and hold the 20th Conference in Hamburg, focussing on all aspects of European standardization of psychological evaluation and training of pilots.
Fehler raises the question whether the Association's confining geographical denomination (i.e. "Western European") should be retained despite the political transformation of Europe. The majority of the members present feel that, for the time being, this is not an issue worthy of discussion.
- 1992 Hamburg Conference, Germany. Theme: "European Standardization of Psychological Evaluation and Training Methods".
A proposal to ECAC is drafted as to how aviation psychological expertise can be included in the intended new European regulations.
After the conference the Board composes a final version of a letter to ECAC and the members are urgently requested to send this letter to their authorities. "For the first time we as a professional group have made ourselves heard."
With approval of the members the Business Meeting is postponed to 1994. A side-effect of the date of the Hamburg Conference is that WEAAP has disentangled the dates of its Conferences from those of the Columbus Ohio symposium.
The members task the WEAAP Board with formulating proposals for a registration procedure for Aviation Psychologists. The Board installs a Preliminary Registration Board.
- 1994 Dublin Conference, Ireland. "WEAAP is dead – long live EAAP!". Three nice volumes resulted: 'Human Factors in Aviation Operations', 'Aviation Psychology: Training and Selection', and 'Applications of Psychology to the Aviation System', all three edited by Johnston, MacDonald and Fuller (Aldershot/Brookfield, VT: Avebury Technical).
During the Business Meeting the members decide that WEAAP should become a body providing professional recognition, and not just a conference provider.
The second important decision taken is, that WEAAP will drop the W and open the Association for Eastern Europe colleagues. This decision implies a change of the Articles of the Association, to be decided upon during the next conference in 1996.
The Business Meeting also decides that there will be the opportunity for EAAP members to register to become accredited Aviation Psychologist or Human Factors Specialist. By the EAAP accreditation the professional aviation psychologist or human factors specialist is certified by a professional body as to his professional standard.
A task force meets in Hamburg after the Dublin Conference and decides that successful participation in a course on aviation psychology will be a requirement for accreditation. The first course will be held in conjunction with the next conference.
- 1996 Sabaudia Conference, Italy. The conference is structured as a course programme offering basic information with regard to the essentials of aviation psychology. Five areas are addressed: Human Engineering; Selection, Training; Psychological Counseling and Intervention; and Human Factors and Accident Investigation and Prevention. The participants receive a certificate of successful attendance. A volume with the title 'Aviation Psychology: a Science and a Profession' resulted, edited by Klaus-Martin Goeters (Ashgate Publishing).
The amended Articles of Association with the new name EAAP are accepted by the Business Meeting.
Frank Fehler is elected Honorary Member.
Cooperation is started with the Joint Research Centre (Ispra, Italy) of the European Commission for the organization of EAAP courses.
The new secretary Werner Naef launches EAAP into the world of e-mail communication.
- 1997 The first EAAP/JRC course on Human Factors in Aviation is run in Ispra with 33 participants. It is a course on selection of aviation personnel, directly followed by a course on training of aviation personnel. The trainers are members of the EAAP Crew Professionalism Training (CPT) Group. In the following years JRC also hosts courses on human error management, accident investigation / prevention and application of clinical psychology in aviation. In 2001 the course location moves to the EUROCONTROL Training Institute for Air Navigation Services in Luxemburg.
The new Articles of Association come into force on 30 may 1997.
- 1998 Vienna Conference, Austria. The conference theme is "Aviation Psychology: Enhancing Efficiency and Safety".
The first printed Newsletter (No. 80), replacing the Members' Bulletin, is published.

- 2000 Crieff Conference, Scotland. The conference theme is “The Challenges of Civil and Military Aviation Systems to Aviation Psychology”. A part of the proceedings is published in the volume ‘Aviation Psychology: Practice and Research’, edited by Klaus-Martin Goeters (Ashgate Publishing).
- 2002 Zegrze Conference, Poland. The 25th conference and the first conference in an Eastern European country. The conference theme is “Safety, Systems and People in Aviation”. The proceedings are published on CD-ROM. Ferdinand Rameckers is elected Honorary Member.
- 2004 Sesimbra Conference, Portugal. The conference theme is “Aviation Psychology - Costs and Benefits”. 140 participants. The proceedings are published on the EAAP website. The first EAAP Award for outstanding contribution to Aviation Psychology is granted to Ashgate Publishing, represented by John Hindley.
- 2005 The EAAP CPT group comes to a close after almost 20 years of activity. The CPT group was composed of EAAP members who were Human Factors Training developers and managers from the airline/aviation industry, plus scientists working with either a research institute or an air force. In Newsletter No. 80 Werner Naef, one of the driving forces of the group, reports about the influence of the group on the CRM regulations of the JAA. Members of the CPT group participated in JAA’s Human Factors Steering Group on behalf of EAAP. Sponsored subscription to the Human Factors and Aerospace Safety Journal (Ashgate) becomes part of the EAAP membership.
- 2006 Launch of the new EAAP website and a new EAAP logo.
- 2006 50 years EAAP. Potsdam Conference, Germany. The conference theme is “50 Years Aviation Psychology – Achievements and Future Challenges”.

Members

The number of members of EAAP has made a steady growth since 1956.

		Membership						
		Full	Associate	Corporate	Honorary	Retired	Student	
In 2006 EAAP has members in 35 countries:								
Argentina (1),	1956	9					9	
Australia (5), Austria (23),	1961	40	3	9			52	
Belgium (10), Brazil (1),	1963	50	4	11			65	
Bulgaria (2), Canada (1), Czech	1965	47	5	16			68	
Republic (1), Denmark (4),	1967	44	4	21	2		71	
Estonia (2), Finland (4), France	1969	51	5	19	3		78	
(8), Germany (54), Hong Kong	1971	54	7	20	3		84	
(2), Hungary (2), Iceland (2),	1973	60	11	19	3		93	
Italy (17), Luxemburg (1), New	1975	65	12	18	3		98	
Zealand (1), Norway (10), Poland	1977	61	10	19	3		93	
(1), Portugal (12), Rumania (1),	1979	62	15	19	3		99	
Scotland (1), Slovakia (1), Spain	1981	66	15	17	4		102	
(11), Sultanate of Oman (1),	1983	66	18	19	4		107	
Sweden (11), Switzerland (14),	1984	76	19	19	4		118	
Taiwan (1), The Netherlands	1985	82	17	20	4		123	
(22), Turkey (2), United Arab	1987	84	30	20	5		139	
Emirates (3), United Kingdom	1989	92	37	21	5		155	
(19), United States of America	1991	107	39	23	5		174	
(4).	1994	118	45	23	5		191	
	1997	127	37	19	6		189	
In 2006 EAAP has 31 registered	1998	129	38	17	6		190	
Aviation Psychologists,	2000	134	41	14	6		195	
12 registered Human Factors	2002	130	53	14	7	3	2	209
Specialists, and 6 Junior	2004	135	63	15	6	8	13	240
Aviation Psychologists.	2006	134	77	13	5	8	18	255

Board and Presidents

The Boards of EAAP thank all those members very much who, during the past 50 years through their efforts in working groups and the organization of conferences and courses, have contributed to the development and influence of EAAP.

The Boards also thank all Corporate Members very much for their financial support throughout these years.

1957 – 1959

President	Parry	UK
Secretary-Treasurer	Fokkema	NL
Member	van Lennep	NL
Member	Miret y Alsina	BE
Member	Bossard	FR

1959 - 1961

President	Parry	UK
Secretary-Treasurer	Fokkema	NL
Member	van Lennep	NL
Member	Miret y Alsina	BE
Member	Bossard	FR

1961 - 1963

President	Parry	UK
Secretary-Treasurer	Helbing	NL
Member	Fokkema	NL
Member	Miret y Alsina	BE
Member	Wächter	SE

1963 - 1965

President	Cassie	UK
Secretary-Treasurer	Seifert	DE
Member	Fokkema	NL
Member	Helbing	NL
Member	Wächter	SE

1965 - 1967

President	Cassie	UK
Secretary-Treasurer	Seifert	DE
Member	Helbing	NL
Member	Teerink	NL
Member	Termøhlen	DK

1967 - 1969

President	Cassie	UK
Secretary-Treasurer	Miret y Alsina	BE
Member	Teerink	NL
Member	Termøhlen	DK
Member	Modderaar	NL

1969 - 1971

President	Termøhlen	DK
Secretary-Treasurer	Miret y Alsina	BE
Member	Modderaar	NL
Member	Anderson	UK
Member	Gubser	CH

1971 - 1973

President	Termøhlen	DK
Secretary-Treasurer	Miret y Alsina	BE
Member	Anderson	UK
Member	Gubser	CH
Member	Teerink	NL

1973 - 1975

President	Termøhlen	DK
Secretary-Treasurer	Miret y Alsina	BE
Member	Teerink	NL
Member	Duffaut (Mrs)	FR
Member	Steinger	DE

1975 - 1977

President	Teerink	NL
Secretary-Treasurer	Miret y Alsina	BE
Member	Duffaut	FR
Member	Steinger	DE
Member	Termøhlen	DK

1977 - 1979

President	Teerink	NL
Secretary-Treasurer	Miret y Alsina	BE
Member	Steinger	DE
Member	Fehler	DE
Member	Macey	UK

1979 - 1981

President	Teerink	NL
Secretary-Treasurer	Miret y Alsina	BE
Member	Steinger	DE
Member	Fehler	DE
Member	Macey	UK



Noordwijkerhout 1983

Konrad Steinger
Board 1973 - 1985
Honorary Member

Freek Teerink
President
1975 - 1983

Kurt Brändli
President
1983 - 1989

1981 - 1983

President	Teerink	NL
Secretary-Treasurer	Fehler	DE
Member	Miret y Alsina	BE
Member	Steinger	DE
Member	Brändli	CH

1983 - 1985

President	Kurt Brändli	CH
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Member	Konrad Steinger	DE
Member	Amanda Feggetter	UK
Member	Ferdinand Rameckers	NL

1985 - 1987

President	Kurt Brändli	CH
Secretary-Treasurer	Frank Fehler	DE
Member	Amanda Feggetter	UK
Member	Ferdinand Rameckers	NL
Member	Matti Sorsa	FI



1987 - 1989

President	Kurt Brändli	CH
Secretary-Treasurer	Frank Fehler	DE
Member	Amanda Feggetter	UK
Member	Ferdinand Rameckers	NL
Member	Matti Sorsa	FI
Member	Per Byrdorf	DK
Member	Marie-Claude Dentan	FR

1989 - 1991

President	Amanda Feggetter	UK
Secretary-Treasurer	Frank Fehler	DE
Member	Ferdinand Rameckers	NL
Member	Kurt Brändli	CH
Member	Per Byrdorf	DK
Member	Marie-Claude Dentan	FR
Member	Michael Stonehewer	UK

1991 - 1994

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Member	Ferdinand Rameckers	NL
Member	Per Byrdorf	DK
Member	Marie-Claude Dentan	FR
Member	Michael Stonehewer	UK
Member	Klaus-Martin Goeters	DE

1994 - 1996

President	Michael Stonehewer	UK
Secretary	Frank Fehler	DE
Treasurer (1995)	Ferdinand Rameckers	NL
Member	Marie-Claude Dentan	FR
Member	Per Byrdorf	DK
Member	Klaus-Martin Goeters	DE
Member	Walter Bein	AT
Member	Werner Naef	CH
Member	Kristina Pollack	SE

1996 - 1998

President	Kristina Pollack	SE
Secretary	Werner Naef	CH
Treasurer	Ferdinand Rameckers	NL
Member	Walter Bein	AT
Member	Per Byrdorf	DK
Member	Klaus-Martin Goeters	DE
Member	René Amalberti	FR



1998 - 2000

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Treasurer	Ferdinand Rameckers	NL
Member	René Amalberti	FR
Member	Klaus-Martin Goeters	DE
Member	Günther Fleck	AT
Member	Helen Muir	UK

2000 - 2002

President	Kristina Pollack	SE
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Treasurer	Ferdinand Rameckers	NL
Member	René Amalberti	FR
Member	Klaus-Martin Goeters	DE
Member	Manfred Barbarino	DE
Member	Lucio Polo	IT



Lucio Polo
Board
2000 - 2006

Peter Jorna
Board
2004 - present

Manfred Barbarino
President
2002 - present

Teresa D'Oliveira
Board
2004 - present

Sesimbra 2004

2002 - 2004

President	Manfred Barbarino	DE
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Treasurer	Veerle Tibax	BE
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Member	Klaus-Martin Goeters	DE
Member	Kristina Pollack	SE
Member	Lucio Polo	IT

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Treasurer	Veerle Tibax	BE
Member	Klaus-Martin Goeters	DE
Member	Lucio Polo	IT
Member	Teresa D'Oliveira	PT
Member	Peter Jorna	NL



John Hindley
who contributed
to this book

Olaf Trusczyński
Conference Organizer

Zegrze 2002

East and West meet



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