From the President

It is impossible to work as close as many of us do with disabled persons and not develop both a strong empathy and sympathy toward these people. Whether it be a mental or physical disorder, we are keenly aware of the limitations the particular disability places upon the individual. The everyday normal activities of non-disabled people are not part of this person's life. Though we try to be objective, all of us in this profession frequently ask ourselves, "Why did this disability have to happen?"

It is an established fact that disabilities of many people, and particularly the young, are due to motor vehicle accidents. Many of these accidents could have been prevented, and the concomitant disability avoided. We labor fervently in helping the disabled to continue on in life, but as driver educators we also have an obligation to help make life more worthwhile by preventing disabilities.

Prevention has become a key concept. The medical community has recently been stressing health care as a means to combat disease and illness. In like manner we should help prevent traffic accidents as a viable method to avoid disabilities from such incidents. In addition to helping disabled persons adapt to modified vehicles, we should be involved in activities known to be critical in accident free driving.

As a driver educator, you should make your clients aware of the effects of alcohol and drugs on driving, the necessity of properly worn restraint systems, establishment of adequate visual patterns and hazard recognition. Are you teaching defensive driving using the Harold Smith System or the IPDE method, well established and proven procedures for safe driving? Have you taken a course in traffic safety education from an accredited institution? Are you a good role model by being a safe, legal and moral driver yourself? As driver educators our responsibilities go beyond engineering and designing adaptation to motor vehicles. We are in the people business! Our obligation is to be professional and show concern for our clientele, before, during and after rehabilitation.

You can add much to your professional growth as a driver educator by attending two conferences this summer and fall. The American Driver and Traffic Safety Education Association conference will be emphasizing Special Populations, with several ADED members making presentations. The date and location are announced elsewhere in this newsletter. Our own ADED conference will be held in Phoenix, September 17-19. Program Chairperson Susan Pierce and host chairperson Cindy Claus have organized one of the best programs in our history. It is designed for both the new instructor in this area and as an updating for the veteran. BE THERE!

Donald L. Smith
Dear Friends:

When deciding to become a regular contributor to the ADED Newsletter, I had no idea four issues a year would come around so often! I missed the last deadline, and was not exactly ahead of time for this one. My intention was always to include news items from various programs across "The Great White North", ..... maybe next time I will be better organized. Instead let me tell you of an interesting project we're involved with.

Bell Cellular Project

In March, 1986, we began participating in a six month pilot project to evaluate the need for cellular telephones in automobiles and vans driven by disabled persons. Representatives from the Secretariat for Disabled Persons (Ontario Government), The Canadian Paraplegic Association, and The Hugh MacMillan Medical Centre worked out the details with Bell Cellular whereby Bell would provide a total of 12 cellular telephones and six months of free service to 10 Ontario drivers with physical disabilities. The remaining two cellular telephones (different manufacturers) are located in the Driver Assessment room of our Centre.

The three organizational representatives suggested names for possible participants who were then evaluated by me as to which model of phone would be the easiest to physically access. Although both are hands free if microphone attachments are chosen, at least three touch pads must be pushed to access numbers in memory and to send/end the call. Each participant received some basic training on the telephone, and then installation sites were chosen on their own vehicle, and arrangements made with either G.E. or Motorolla for installation. Each call is logged on a sheet of paper under one of three categories - emergency, business or social, and mailed into me at the end of every month. Bell sends me the monthly phone bills as well. At our last meeting with the marketing supervisor of this project where log usage was reviewed, I was encouraged to convey the message that the participants should have more fun with the phones - not to just wait for the emergency which might never occur!

Five of our subjects are SCI quads who drive from their wheelchairs in adapted vans; an additional van driver is a quad from Muscular Dystrophy. Two paraplegics in cars, one of whose wife is also a para, 1 quadriplegic driver of a car, and one more with athetoid cerebral palsy round out our participants.

The primary goal of the project is to evaluate the use of cellular phones as an emergency tool for disabled drivers who may find themselves stranded or in an unsafe situation as the result of an accident or mechanical failure.
At the completion of the project, the cellular phones may be purchased or returned. If the pilot has proven successful, service clubs and other community groups will be encouraged to contribute toward future provision of cellular phones for disabled drivers.

The telephone provides a great sense of security to both the driver and his/her family. So far the biggest usage has been for the inconveniences of being disabled - letting someone know you're going to be late, phoning on arrival if picking someone up, etc. I will report on the results in a future Newsletter.

Driving Program

This is a busy time for everybody in driving programs, and we are no exception. With one instructor off for six weeks recovering from surgery, we are painfully aware of our lack of back-up support so are currently orienting a new instructor who will work part-time with us.

Have a good summer everyone!

Marg Young

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The Newsletter is the official publication of the Association of Driver Educators for the Disabled. It is published and distributed four times a year to all ADED members.
Noteworthy

The volunteer auxiliary at MONTEBELLO REHAB HOSPITAL recently purchased a modified 1986 Ford van for use by the OT Department in driver evaluations. This vehicle will supplement their driver training car which has been in service for over a year now.

HAZEL M. SIMIN, OTR of Santa Clara Valley Medical Center, in San Jose, California presented "Reporting Unsafe Drivers to Department of Motor Vehicles: Who's Responsibility Is It?" at the 9th Annual Head Trauma Conference.

AND WONDERS OF WONDERS. MARGE YOUNG has received her driver's license AND has purchased a shiny new red sports car. "Who says you can't teach an old dog new tricks?" Happy motoring, Marge!

Events Calendar

August 10-14, 1986

The American Driver and Traffic Safety Education Association (ADTSEA) will hold its annual conference in St. Paul, Minn. Several ADED members will be presenting in the Special Population Division.

For more information contact:

Dr. William Cushman
Executive Director
ADTSEA
Suite 509
123 N. Pitt Street
Alexandria, VA 22314
(703) 836-4748

Future Conferences

Conference site suggestions for 1988 and 1989 are needed. If you would like to volunteer your state you can do so at this year's business meeting. You may also do so by writing to:

Ms. Sue Pierce, OTR
Humana Hospital Lucerne
818 S. Main Lane
Orlando, Florida 32801

Newsletter Schedule

Articles are due by the 15th of the preceding month.

Winter Issue - January
Spring Issue - April
Summer Issue - July
Fall Issue - October
The following information was taken from articles which appeared in "Rehabilitation R&D Progress Reports, 1985". This journal is a compilation of ongoing work in the field of rehabilitation research & engineering in the USA & abroad.

DRIVING SIMULATOR FOR THE PHYSICALLY DISABLED PERSON

The Driver Simulator is a system designed to facilitate therapeutic evaluation of the hardware to be retrofitted to a disabled driver's vehicle. It consists of a full-scale mock-up of the necessary portion of a van interior including steering wheel, dashboard, seat and other items necessary for driving. In front of this dashboard is a large screen monitor driven by a modified Apple IIe microcomputer on which the simulation takes place. This system is so designed to allow easy changing of hardware configurations and thus allow an individual to be evaluated for many different retrofit systems.

To date construction on this unit has not been started. The software portion is also still under development. Gary Kelly and David Rose, VA Medical Center, Atlanta, GA 30033.

THE UNISTIK VEHICLE CONTROLLER:   
A UNIQUE APPROACH TO DRIVING   
FOR SEVERELY HANDICAPPED

The Unistik Vehicle Controller (UVC) was developed by Johnson Engineering Corporation in conjunction with and supported by the National Aeronautics and Space Administration and the VA. It consists of: 1) the driver interface, a complex joystick mechanism which converts the driver's control movements into electronic signals; 2) the signal controller, which processes and modifies the signals from the driver interface and sends them to the vehicle interface; 3) the vehicle interface, electromechanical actuators which move and position the steering shaft, brake pedal, and accelerator pedal in response to the electronic control signals; and 4) a self-diagnosis and monitoring system to warn the driver of malfunction and activate redundant mechanisms.

Characteristics of the joystick control including sensitivity, centering, feedback, or other qualities may be modified by altering software in the signal controller, thus providing reversible adaptation to individual patient needs. The UVC system is easy to control with one hand, lightweight, safe, reliable easy to install and can be adapted to a wide range of disabilities. Ongoing development in process includes secondary controls, reliability and safety testing, refinement of monitoring system, and adaptation of driver interface for a wide range of disabilities. The UVC is a unique system that represents a potentially highly functional and cost-effective solution to the problem of vehicle control for severely handicapped persons. C.W. Britell; D.J. Johnson & J. Ciciora, VA Medical Center, Seattle, WA 98108
NEW DESIGNS FOR PERSONAL LIFTS

The "PROTEUS Lift Chair" makes life easier for people who need lifts for wheelchair transfers. PROTEUS combines the functions of a powered wheelchair and a hydraulic lift into one, compact unit. The chassis of a powered wheelchair has been redesigned to provide a socket that can hold a detachable hydraulic lift. A person can be transferred from the wheelchair by placing him/her on a sling, attaching the lift to the sling and hoisting him/her clear of the wheelchair seat. Once the person is clear of the wheelchair seat, it can be swung out of the way, and he/she can be moved into the desired position and lowered into place.

When the lift is not needed, it can be easily removed and PROTEUS becomes a standard powered wheelchair that can be used either indoors or outdoors. Since PROTEUS chassis has a shorter wheelbase than most other powered wheelchairs, it is also very maneuverable.

A working prototype of PROTEUS is now available for evaluation, and we also have been in contact with wheelchair manufacturers regarding future plans for manufacturing it.

Lutz Kynast and John Trimble, VA Medical Center, Hines IL 60141

Chuckle, Chuckle

"JUST THE TICKET"

Donald Douglas explained in Mineola, N.Y. traffic court that the reason he went through a red light, forced 15 cars off the road, drove 100 yards down a railroad track and punched a cop was that he was afraid of getting a ticket for driving with a suspended license.

"NEW WRINKLE"

Sign in a Chicago parking garage:

"We park your car with fender loving care."

Resource Material

Paul Helm has been involved in driver education for close to 20 years. The last 4-5 years he has been employed by Gallaudet College's Model Secondary School for the Deaf as their Driver Education Specialist.

Mr. Helm has developed a series of hand commands entitled "Vital Signs" to communicate with his students during the behind-the-wheel phase of training.

Copies are available by writing to:

Mr. Paul Helm
Model Secondary School for the Deaf
Gallaudet College
800 Florida Ave, N.E.
Washington, D.C. 20002
Conference Update

By now you have all received this year's conference program and registration form. There is no doubt this is one of the most diversified conference agendas ADED has presented, with something for everyone. And sunshine to boot!

10th Annual ADED Conference
HOTELWEST COURT
Phoenix, Arizona
September 17, 18, 19 - 1986

***Western style cookout, Mexican Fiesta, plenty of fun, food, exhibits and information guaranteed!!
What are YOU doing?

I would like to know so it can be publicized in the newsletter. This is a good way of letting other ADED members know what is going on in the organization. It also provides information on where and what kind of expertise is available within ADED.

Just check the appropriate block/s, detach this page, fold and mail.

1. _______ Been promoted?
2. _______ Started a new program or expanded an old one?
3. _______ Been asked to speak or present a paper at a convention, workshop or convention?
4. _______ Received funds for a research project?

Brief Explanation: ____________________________________________
_________________________________________________________________
_________________________________________________________________
_________________________________________________________________

Look for your entry under "NOTEWORTHY" column

NAME: ____________________________

ORGANIZATION: ____________________________

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