publicity. Recently, the Aerospace Medical Association issued a statement on this topic as such events can be a serious issue for the commercial aviation industry. Even in the wider aspects of psychology, there are many misapprehensions and misunderstandings. Aircrew, both military and commercial, are aware that psychological assessment has formed part of their selection process and robust good health in all regards is important for their continued ability to exercise the privileges of flight. Thus this volume, *Aircrew Mental Health—Psychological Implications for Air Transportation*, is very timely. Moreover, it is a very good book.

Edited by well-established and recognized authorities in their field and augmented by contributions from a wide range of acknowledged experts in their respective disciplines, this textbook covers the mental health issues of not only pilots but also cabin crew and passengers. The accounts of mental illness and psychiatric evaluation in aircrew are clear and provide useful guides for the generalist. By explaining the particular psychological stresses associated with flight, this book provides insights into fear of flying, air-rage and alcohol consumption and its potential to exacerbate behavioural issues in passengers. It even highlights where those passengers are more likely to be sitting in the aircraft, and why!

The influence of physiological stresses of flight, such as hypoxia and jet-lag on mental states are discussed and general advice regarding medications given. The licensing implications of mental health issues are addressed in depth. However, the editors have gone further and included chapters on the legal aspects of mental health in aviation and the selection of astronauts. In the latter category, short-duration space flight could be considered as a progression from aircrew selection methods. However, the selection for long missions has driven the requirement for more thorough psychological evaluation. With missions to Mars planned the stresses associated with very prolonged incarceration with colleagues, selected by others, will be a severe test of psychological compatibility.

In summary, this is a very comprehensive but readable book. As well as being of value to all those interested in aviation, especially those with responsibility for crew duties and shift patterns, for psychiatrists and psychologists working with aircrew and cabin crew it should be required reading. At £65, it represents excellent value for money and is a book to buy and keep.

**Rating**
★★★☆ (Buy and keep)

David Gradwell

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**CORRIGENDUM**

Respiratory health effects of long-term exposure to different chromium species in stainless steel production

M. Huvinen, J. Uitti, P. Oksa, P. Palmroos and P. Laippala

*Occupational Medicine, 52*(4), 203–212, 2002

In this article there are unfortunate typing errors concerning units and a year in one particular paragraph on page 205.

The correct text should read: ‘In the steel melting shop (Cr⁶⁺ group), the median exposure to total dust was 1.8 mg/m³ (0.70 mg/m³ in 1999). The median Cr⁶⁺ concentration was 0.5 µg/m³ (0.3 µg/m³ in 1999). The highest values among personal samples were detected in the handling of molten metal by the arc furnace (6.6 µg/m³ in 1987 and 0.7 µg/m³ in 1999). Although, judged from the stationary samples (in which the amount of air collected was large), Cr⁶⁺ seemed to be present at low concentrations throughout the steel melting shop, it exceeded the detection limit of 0.5 µg/m³ in only some of the personal samples.’

The authors are very sorry for the confusion that their mistake may have caused.