

Dr. Raymond (Ray) E. King is a distinguished aerospace clinical psychologist with over 37 years of experience and specialized expertise developing and implementing comprehensive assessment and selection programs for key roles in aerospace operations. His career spans both military and federal government sectors, leading initiatives to screen applicants for medical, cognitive, and psychiatric fitness, and ensure that personnel were optimally prepared for the specific demands of their positions.

From 1987 to 2001 and again from 2010 to 2015, Dr. King was on active duty in the US Air Force (USAF). He served initially as a flight psychologist for the Euro-NATO Joint Jet Pilot Training (ENJJPT) program. In this capacity, he provided performance coaching and support to student pilots, helping them manage the stressors of flight and combat airsickness. During his time in the USAF, Dr. King established a baseline cognitive testing program for all USAF pilot students and made significant contributions to the Controlled Flight into Terrain Joint Safety Analysis Team (CFIT JSAT). He also led various research projects, including an important study on the psychological profiles of male and female USAF pilots.

Dr. King played a key role at the Clinical Sciences Division of the Armstrong Laboratory, evaluating aviators with medically disqualifying conditions for their potential return to flying status. He also taught at the USAF School of Aerospace Medicine, training flight surgeons, physiologists, and clinical psychologists in witness interviewing and other facets of aircraft mishap investigation, and was assigned to the Air Force Safety Center, where he coordinated an all-service modification of the Human Factors Analysis and Classification System (HFACS) for the Department of Defense. Additionally, Dr. King was deployed to Guantanamo Bay, Cuba, in support of US counterterrorism efforts.

Between and after his periods of active duty, Dr. King worked at the Civil Aerospace Medical Institute (CAMI) of the Federal Aviation Administration (FAA). During his time there, he designed and implemented a program for screening applicants for the Federal Air Marshal program. He also served as the Principal Investigator for the selection of air traffic control specialists and led an initiative examining human factors in general aviation maintenance. Shortly after rejoining the FAA in 2015, Dr. King took on the role of Chief Clinical Psychologist at the Headquarters of the FAA, Washington, DC, where he served as a consultant to the Federal Air Surgeon, focusing primarily on psychiatric fitness issues. Dr. King retired from the FAA at the end of 2023 and moved into the private sector to continue his career-long commitment to enhancing the safety and effectiveness of aerospace operations.

Relevant Training

- University of Michigan, Human Factors Engineering I and II, Summers 1997 and 1998
- University of Southern California, Aircraft Mishap Investigation Course, December 1991

Raymond E. King
Senior Consultant

Email: reking@engsys.com

Phone: 470-719-1289

ESI GA - Atlanta

430 Technology Parkway NW
Peachtree Corners, GA 30092

Education

J.D., Concord Law School,
Kaplan University, 2010 (now part
of Purdue Global)

Psy.D, Illinois School of
Professional Psychology, 1987

M.A., Fairleigh Dickson University,
1983

B.A., Rutgers College, 1981

Areas of Specialization

Aviation

Biomechanics

Human Factors

Medical Investigation

Safety

Honors

- 1993 Air Force Materiel Command Psychologist of the Year
- 1995 Air Force Association Texas Clinician of the Year
- 2003 Aerospace Medical Association Raymond F. Longacre Award
- 2008 Dorothy Tharnish Customer Service Award (from FAA Administrator)
- 2009 William E. Collins Publication Award (from FAA Federal Air Surgeon)
- 2023 Aerospace Medical Association Harry G. Moseley Safety Award
- Air Force Achievement Medal
- Air Force Commendation Medal
- Joint Service Commendation Medal
- Meritorious Service Medal with Six Oak Leaf Clusters

Served on Active Duty in the United States Air Force from September 3, 1987 to August 31, 2001

- Captain (September 3, 1987 to April 30, 1995)
- Major (May 1, 1995 to August 31, 2001)
- Honorably Discharged

Served as Individually Mobilized Augmentee (Reservist), attached to Tinker AFB, OK, from 13 Nov 2003 to 14 Mar 2010

- Promoted to Lt Col on 1 Oct 2008

Returned to Active Duty on 15 March 2010

- Separated from Active Duty on 20 March 2015
- Honorably Discharged

Retired from Reserves on 21 March 2015

Military Flight Aviation Experience

- Flew as a non-rated aircrew member aboard C-5, C-12, C-21, and T-39 aircraft
- Flew aboard T-37 and T-38 aircraft
- USAF Safety Board Human Factors Consultant, C-130 aircraft accident 1996
- USAF Accident Board Senior Human Factors Consultant, re-investigation of mid-air collision between F-16 and C-130 aircraft

Professional Societies

- Aerospace Medical Association (Fellow)
- Aerospace Human Factors Association (Fellow and Past President)
- European Association for Aviation Psychology (Associate Member)
- Society for Personality Assessment (Fellow)



Positions Held

Engineering Systems Inc., Peachtree Corners, GA

- Senior Consultant, 2024-Present

Office of Aerospace Medicine; Headquarters, Federal Aviation Administration (FAA); Washington, DC

- Chief Clinical Psychologist, 2015-2023

Headquarters, Air Force Safety Center; Kirtland AFB, NM

- Chief, Human Factors Assessments Branch, 2013-2015

Joint Task Force, Guantanamo Bay, Cuba

- Deputy Chief, Behavioral Science Consultation Team (BSCT), 2011-2012 - Deployment

United States Air Force School of Aerospace Medicine (USAFSAM)

- Chief, Aircrew Selection Research Division, 2011-2013

United States Air Force School of Aerospace Medicine (USAFSAM); Human Performance Wing; Air Force Research Laboratory; Brooks City-Base, TX

- Deputy Chief, Aerospace Neuropsychiatry Branch, 2010

Travis AFB, CA (Western Region)

- Chief, Yellow Ribbon Reintegration Team, 2009- Deployment

Mike Monroney Aeronautical Center; Federal Aviation Administration, Oklahoma City, OK

- Personnel Research Psychologist, 2001-2010

HQ USAF Safety Center, Kirtland AFB, NM

- Chief, Operational Psychology Research, 1998-2001

Wright State University School of Medicine

- Adjunct Professor, Residency in Aerospace Medicine, 1996-1998

United States Air Force Research Laboratory; Wright-Patterson AFB, OH

- Chief, Collaborative Systems Technology Branch, 1996-1998

USAF School of Aerospace Medicine

- Associate Course Director, 1992-1995 and 2010-2015
- Witness Interviewing Director

Armstrong Laboratory; Brooks Air Force Base, TX

- Chief, Human Factors Research, 1993-1996
- Aerospace Psychologist and Director. 1991-1993

USAF Regional Hospital, Sheppard Air Force Base, TX

- Clinical Psychologist, 1987-1990

Consultantships

- Human factors Consultant, 1990-2001
- Evaluator, National Aeronautic and Space Administration (NASA), Medical Operations Branch, Johnson Space Center, Houston, TX., 1991-2008
- Scientific Reviewer: Aviation, Space, and Environmental Medicine, 1994-2018
- Associate Editor: Aerospace Medicine and Human Performance, 2018-Present
- Reviewer for the Annual Scientific Meeting of the Aerospace Medical Association, 1995-2019
- Voting Member, Advisory Committee on Human Experimentation, Armstrong Laboratory, Brooks AFB, TX., 1992-1996
- Focal contact: Visiting Summer Researcher program, Air Force Office of Scientific Research, 1994-1996
- Voting member, Human Utilization Review Committee, USAF Research Laboratory, Wright-Patterson AFB, OH., 1996-1998
- Member, Cultural Contexts of Flight Automation and Aviation Safety working group, Wayne State University, 1998
- Member, Aircraft Accident Investigation Handbook Task Force, Aerospace Medical Association, 1997-1999

Books

Bor, R., Eriksen, C., Hubbard, T.P., & King, R eds (2020). Pilot Selection. Psychological Principles and Practices. New York, NY: CRC Press (Taylor & Francis Group).

- Bor, R., Eriksen, C., Hubbard, T.P., & King, R Chapter 1 Introduction
- Carretta, T.R. & King, R. Chapter 2 History of Pilot Selection

King, R.E. (1999). Aerospace Clinical Psychology. Burlington, VT: Ashgate

Book Chapter

King, R.E. & Carretta, T.R. (2005), Neuropsychology role in personnel selection. In R. Bor, C. Erikson, R. Georgemiller, & A. L. Gray, *Handbook of Aviation Neuropsychology*, Hogrefe, Newburyport, MA.

Peer-Reviewed Published Articles

Barto, E., Chappelle, W., King, R.E., Ree, M.J., Teachout, M. (2011). The NEO PI-R as a Premorbid Baseline Measure, USAF Technical Report AFRL-SA-WP-TR-2011-0001.

Bates, M. J., Colwell, C.D., King, R.E., Siem, F.M., & Zelenski, W.E. (1997). Pilot performance variables (AL/CF-TR-1997-0059). Washington, DC: U.S. Government Printing Office.

Berg, J.S., Moore, J.L., Retzlaff, P.D., King, R.E. (2002). Assessment of personality and crew interaction skills in successful naval aviators. *Aviation, Space, and Environmental Medicine*, 73, 575-579.

Callister, J.D., King, R.E., Lanier, D.C., & Etterle, P. (April 1995). Neuropsychiatrically Enhanced Flight Screening (N-EFS): A Pilot Baseline and Validation Effort. Eighth International Symposium on Aviation Psychology, Columbus, OH.

Callister, J.D., King, R.E., & Retzlaff, P.D. (August 1995). Cognitive assessment of USAF pilot training candidates: Multidimensional Aptitude Battery and CogScreen-Aeromedical Edition (AL/AO-TR- 1995-0125). Washington, DC: U.S. Government Printing Office.

Callister, J.D., King, R.E., & Retzlaff, P.D. (1996). Cognitive assessment of USAF pilot training candidates. *Aviation, Space, and Environmental Medicine*, 67, 1124-1129.

Callister, J.D., King, R.E., Retzlaff, P.D., & Marsh, R.W. (1997). Using the NEO-PI-R to assess the personality of US Air Force pilots. (AL/AO-TR-1997-0097). Washington, DC: U.S. Government Printing Office.

Carr, B. & King, R.E. (2000). Top 10 misadventures. *Flying Safety*, Oct, 16-17.

Carretta, T.R. & King, R.E. (2007). USAF enlisted air traffic controller selection: Examination of the predictive validity of the FAA Air Traffic Selection and Training (AT-SAT) battery versus training performance. Wright-Patterson AFB, OH: Warfighter Interface Division Air Force Research Laboratory, 2007; AFRL-HE-WP-TR-2007-0067.

Carretta, T.R. & King, R.E. (2008). Improved military air traffic controller selection methods as measured by subsequent training performance. *Aviation, Space, and Environmental Medicine*, 79, 36-43.

Carretta, T.R., Retzlaff, P.D., Callister, J.D., & King, R.E. (1997). A tale of two test batteries: A comparison of the Air Force Officer Qualifying Test and the Multidimensional Aptitude Battery. (AFRL/HEA-TP 1997 0052). Washington, DC: U.S. Government Printing Office.

Callister, J.D., Retzlaff, P.D., Percival, G.L., & King, R.E. (1998). The effects of stress on individual and group problem solving. *Collaborative Crew Performance in Complex Operational Systems*, RTO-MP-4.

Carretta, T.R., Retzlaff, P.D., Callister, J.D., & King, R.E. (1997). A comparison of two U.S. Air Force Pilot Aptitude Tests. *Aviation, Space, and Environmental Medicine*, 69, 931-935.

Chappelle, W.L., McDonald, K. & King, R.E. (2010). Psychological attributes critical to the performance of MQ-1 Predator and MQ-9 Reaper U.S. Air Force sensor operators, USAF Technical Report AFRL-SA-BR-TR-2010-0007.

Dattel, A.R. & King, R.E. (2006). Reweighting AT-SAT to Mitigate Group Score Differences. (DOT/FAA/AM-06/16). Washington, DC: FAA Office of Aerospace Medicine.

Elliott, K. & King, R.E. (2001). The Aviation Safety Reporting System (ASRS). *Flying Safety*, Jun, 12-13.

Flynn, C.F., King, R.E., Bor, R. & Tvaryanas, A. (2022). Mental health implications for aviators from COVID-19. *REACH – Reviews in Human Space Exploration* 27-28 (2022) 100050.

Flynn, C.F. & King, R.E. (1994). Using computerized neuropsychological testing to assess aviator skills (AL/AO-TR-0174). Washington, DC: U.S. Government Printing Office.

Gnan, M., Flynn, C.F., & King, R.E. (1995). Psychological pilot selection in the U.S. Air Force, the Luftwaffe, and the German Aerospace Research Establishment (AL/AO-TR-1995-0003). Washington, DC: U.S. Government Printing Office.

Goldman, S.M., Fiedler, E.R., & King, R.E. (2002). General aviation maintenance-related accidents: A review of 10 years of NTSB data (DOT/FAA/AM-02-23). Washington, DC: FAA Office of Aerospace Medicine.

Heil, M.C., Detwiler, C.A., Agen, R.A., Williams, C.A., Agnew, B.O., & King, R.E. (2002). The effects of practice and coaching on the Air Traffic Selection and Training Battery (DOT/FAA/AM-02/24). Washington, DC: FAA Office of Aerospace Medicine.

Herrera, E., King, R., Tibbs, K., & Kuhlmann, E. (Winter 2013/2014). Wind turbines and safety. *The Mobility Forum*, 22, 16-17

King, R. E. & Lochridge, G. K. (1991). Flight psychology at Sheppard Air Force Base. *Aviation, Space, and Environmental Medicine*, 62, 1185-1188.

King, R. E. (1994). Assessing aviators for personality pathology with the Millon Clinical Multiaxial Inventory (MCMI). *Aviation, Space, and Environmental Medicine*, 65, 227-31.

King, R.E. (August 1994). Neuropsychiatrically Enhanced Flight Screening. AMEDD Behavioral Science Postgraduate Short Course (Sponsored by the Office of the Surgeon General, U.S. Army and the U.S. Army Medical Department Center and School), San Antonio, TX.

King, R.E. (April 1995). Developing selection and cockpit assignment criteria based on the experience of NASA (AIAA-95-LS-176), Life Sciences & Space Medicine Conference, Houston, TX.

King, R.E. (May 1996). Identifying superior potential for mission accomplishment. 41st Annual Joint Electronic Warfare Conference, Naval Postgraduate School, Monterey, CA. (Unclassified)

King, R.E. (1997). Aircraft mishap investigation: A role for human factors consultants. *CSERIAC Gateway*, VIII, 13 - 14.

King, R. (1998). Holiday cheer?, *Flying Safety*, December, 13.

King, R.E. (2000). Remote operators: Empirically validating a comprehensive screening program to help counter an increasingly hostile aerial environment. *Countering the Directed Energy Threat: Are Closed Cockpits the Ultimate Answer?*, RTO-MP-30.

King, R.E. (2001). What can health care learn from flight safety? *Flying Safety*, Jun, 15.

King, R.E. (2008). A half-century quest to improve US air traffic control specialist selection: Are we there yet? *Human Factors and Aerospace Safety*, 6, 283-289

King, R.E. (2014). Personality (and psychopathology) assessment in the selection of pilots. *The International Journal of Aviation Psychology*, 24, 1-13.

King, RE, Barto, E, Ree, MJ, & Teachout, MS (2011). Compilation of pilot personality norms. AFRL-SA-WP-TR-2011-0008

King, R.E., Callister, J.D., Patterson, J.D., & Sipes, W.E. (1997). A guide for human factors consultants to USAF safety investigation boards (AL/AO-SR-1997-0001). Washington, DC: U.S. Government Printing Office.

King, R.E., Callister, J.D., & Retzlaff, P.D. (1998). Assessing operators' potential for collaboration in complex systems. *Collaborative Crew Performance in Complex Operational Systems*, RTO-MP-4.

King, R.E., Callister, J.D., Retzlaff, P.D., & McGlohn, S.E. (1997). Pilot personality: Gender and career-level differences (AL/AO-TR-1997-0095). Washington, DC: U.S. Government Printing Office.

King, R.E., Carretta, T.R., Retzlaff, P.R., Barto, E., Ree, M.J., & Teachout, M.S. (2013). Standard cognitive psychological tests predict military pilot training outcomes. *Aviation Psychology and Applied Human Factors*, 3, 28-38

King, R.E., & Dattel, A.R. (2005). The air traffic selection and training battery: What it is and isn't (and how it has changed and hasn't). 13th International Symposium on Aviation Psychology, Oklahoma City, OK.

- King, R.E. & Flynn, C.F. (1996). Development of techniques to identify individuals with superior potential for situational awareness. *Situational Awareness: Limitations and Enhancements in the Aviation Environment*, AGARD-CP-575.
- King, R.E. & Flynn, C.F. (1995). Defining and measuring the "right stuff:" Neuropsychiatrically Enhanced Flight Screening (N-EFS). *Aviation, Space, and Environmental Medicine*, 66, 951-956.
- King, R.E., Manning, C.A., & Drechsler, G.K. (2006). Operational Use of the Air Traffic Selection and Training Battery. *International Journal of Applied Aviation Studies*, 6, 207-217.
- King, R.E., Manning, C.A., & Drechsler, G.K. (2007). Operational Use of the Air Traffic Selection and Training Battery. (DOT/FAA/AM-07/14). Washington, DC: FAA Office of Aerospace Medicine.
- King R.E., Manning, C.A., Schroeder, D.J., Carretta, T.R., Rathje, H. & Myhr, R.. (Apr 2007). A worldwide review of selection for air traffic control personnel. 14th International Symposium in Aviation Psychology, 328 - 332. Dayton, OH.
- King, R.E. & McGlohn, S.E. (November 1996). Characteristics of female and male USAF pilots: Selection and training implications. *Selection and Training Advances in Aviation*, AGARD-CP-588.
- King, R.E., McGlohn, S.E., & Retzlaff, P.D. (1997). Female United States Air Force pilot personality: The new right stuff. *Military Medicine*, 162, 695-697.
- King, R.E., Orme, D.R., & Retzlaff, P.D. (2001). US Air Force pilot psychological baseline information compared to safety outcomes. (AFSC-TR-2001-0001). Washington, DC: U.S. Government Printing Office.
- King, R.E., Retzlaff, P., Barto, E., Ree, M.J., & Teachout, M.S. (2012). Pilot Personality and Training Outcomes, USAF Technical Report AFRL-SA-WP-TR-2012-0013.
- King, R.E., Retzlaff, P.D., Detwiler, C.A., Schroeder, D.J., Broach, D. (2003). Use of personality assessment measures in the selection of air traffic control specialists. (DOT/FAA/AM-03/20). Washington, DC: FAA Office of Aerospace Medicine.
- King, R. E., Schofield, G. L., Patterson, J. C., Besich, W. J., & Jackson, W. G. (1994). Validation of MMPI scales for personality disorders: A "pilot" and other aviator study (AL/AO-TR-1994- 0030). Washington, DC: U.S. Government Printing Office.
- King, R.E., Schroeder, D.J., Manning, C.A., Retzlaff, P.D., & Williams, C.A. (2008). Screening air traffic control specialists for psychopathology using the Minnesota Multiphasic Personality Inventory-2 (DOT/FAA/AM-10/3). Washington, DC: FAA Office of Aerospace Medicine.
- King, R. & Staal, M (2000). Suicide ain't painless. *Road & Rec*, 12, 4-5.
- McCarthy, G. W. & King, R.E. (1997). Accidental emotions. *Flying Safety*, Jul, 6-8.
- McGlohn, S.E., Callister, J.D., King, R.E., & Retzlaff, P.D. (1997). Female and male Air Force student pilots: Attitudes toward mixed-gender squadrons, career issues, and combat flying. (AL/AO-TR- 1997-0096). Washington, DC: U.S. Government Printing Office.
- McGlohn, S.E., King, R.E., & Patterson, J.C. (1996). Outline of neuropsychiatry in aviation medicine, II (AL/AO TR-1996-0003). Washington, DC: U.S. Government Printing Office.
- McGlohn, S.E., King, R.E., Retzlaff, P.D., Flynn, C.F., & Butler, J.W. (1996). Psychological characteristics of United States Air Force pilots (AL/AO TR-1996-0097). Washington, DC: U.S. Government Printing Office.

- McGlohn, S.E., King, R.E., Butler, J.W., & Retzlaff, P.D. (1997). Female United States Air Force (USAF) pilots: Themes, challenges, and possible solutions. *Aviation, Space, and Environmental Medicine*, 68, 132-136.
- Retzlaff, P.D., Callister, J.D., & King, R.E. (1997). The Armstrong Laboratory Aviation Personality Survey (ALAPS): Norming and cross-validation (AL/AO-TR-1997-0099). Washington, DC: U.S. Government Printing Office.
- Retzlaff, P.D., Callister, J.D., & King, R.E. (1996). The computerized neuropsychological assessment of US Air Force pilots: Clinical procedures and data-based decisions (AL/AO TR-1996-0107) Washington, DC: U.S. Government Printing Office.
- Retzlaff, P.D., Callister, J.D., & King, R.E. (1998). Clinical procedures for the neuropsychological evaluation of USAF Pilots. *Military Medicine*, 164, 514 - 519.
- Retzlaff, P.D., King, R.E., Callister, J.D., Orme, D.R., & Marsh, R.W. (2002). The Armstrong Laboratory Aviation Personality Survey: Development, norming and validation. *Military Medicine*, 167, 1026 - 1032.
- Retzlaff, P.D., King, R.E., & Callister, J.D. (2003). United States Air Force personality assessment: The Armstrong Laboratory Aviation Personality Survey. *Australian Journal of Psychology*, 55, 206. (Abstract).
- Retzlaff, P.D., King, R.E., & Callister, J.D. (1995). Comparison of a computerized version of the paper/pencil Version of the Multidimensional Aptitude Battery (MAB) (AL/AO TR-1995-0121) Washington, DC: U.S. Government Printing Office.
- Retzlaff, P.D., King, R.E., & Callister, J.D. (1995). U.S. Air Force pilot training completion and retention: A ten year follow-up on psychological testing (AL/AO TR-1995-0124) Washington, DC: U.S. Government Printing Office.
- Retzlaff, P.D., King, R.E., Marsh, R.W., & French, J. (1997). The development of the Sustained Operations Assessment Profile (SOAP) (AL/AO-TR-1997-0094) Washington, DC: U.S. Government Printing Office.
- Retzlaff, P.D., King, R.E., McGlohn, S.E., & Callister, J.D. (1996). The Development of the Armstrong Laboratory Aviation Personality Survey (ALAPS) (AL/AO TR-1996-0108) Washington, DC: U.S. Government Printing Office.
- Sipes, W.E. & King, R.E. (April 1995). The United States Air Force psychologist's role in aircraft mishap prevention and investigation, Eighth International Symposium on Aviation Psychology, Columbus, OH.
- Staal, M.A. & King, R.E. (2000). Managing a dual relationship environment: The Ethics of military psychology. *Professional Psychology: Research and Practice*.
- Voge, V.M. & King, R.E. (1997). Interpersonal relationship and prisoner of war concerns of rated military male and female aircrew. *Aviation, Space, and Environmental Medicine*, 68, 879-885.
- Voge, V.M. & King, R.E. (1997). Women in combat: Concerns of U.S. Air Force and U.S. Army rated male and female aircrew. *Military Medicine*, 162, 79-81.
- Voge, V.M. & King, R.E. (1996). Self-reported aviation concerns of male and female US Air Force and Army rated aircrew (AL/AO TR-1996-0039) Washington, DC: U.S. Government Printing Office.
- Williams, C.A. & King, R.E. (2010). The effects of testing circumstance and education level on MMPI-2 correction scale scores (DOT/FAA/AM-10/3) Washington, DC: FAA Office of Aerospace Medicine.

Presentations

King, R. E. (May 1993). Assessing aviators for personality pathology: Beware of false positives. Aerospace Medical Association (AsMA) 64th Annual Scientific Meeting, Toronto, Ontario, Canada.

King, R. E. (April 1994). Supplementing MMPI Scale O with the NEO-PI Extraversion (E) facet scales. Society for Personality Assessment Midwinter Scientific Exchange, Chicago, IL.

King, R. E. (July 1994). Neuropsychiatrically Enhanced Flight Screening (N-EFS): For women and men. Women in the Cockpit: Females in the Dynamic Acceleration Environment (8th Interservice/Industry Acceleration Colloquium), Dayton, OH.

King, R.E. (August 1994). Neuropsychiatrically Enhanced Flight Screening. AMEDD Behavioral Science Postgraduate Short Course (Sponsored by the Office of the Surgeon

General, U.S. Army and the U.S. Army Medical Department Center and School), San Antonio, TX.

King, R.E. (March 1995). NEO-PI-R profiles of neophyte aviators. In R.E. King (Chair), Using five-factor inventories to determine job suitability and fitness. Symposium conducted at the Society for Personality Assessment Midwinter Scientific Exchange, Atlanta, GA.

King, R.E. (April 1995). Developing selection and cockpit assignment criteria based on the experience of NASA (AIAA-95-LS-176), Life Sciences & Space Medicine Conference, Houston, TX.

King, R.E. (May 1995). Neuropsychiatrically Enhanced Flight Screening. In D.L. Damos (Chair), Issues in pilot selection. Panel presented at the Aerospace Medical Association (AsMA) 66th Annual Scientific Meeting, Anaheim, CA.

King, R.E. (May 1996). Female USAF pilots: Similar to, or different from, male USAF pilots? (Overview). Panel presented at the Aerospace Medical Association (AsMA) 67th Annual Scientific Meeting, Atlanta, GA.

King, R.E. (May 1996). Identifying superior potential for mission accomplishment. 41st Annual Joint Electronic Warfare Conference, Naval Postgraduate School, Monterey, CA. (Unclassified)

King, R.E. (May 1996). Personality and management styles of female and male USAF pilots. In R.E. King (Chair). Female USAF pilots: Similar to, or different from, male USAF pilots? Aerospace Medical Association (AsMA) 67th Annual Scientific Meeting, Atlanta, GA.

King, R.E. (November 1997). Some Considerations of Human Individual Differences in Aircraft Mishap Prevention and Investigation. Fifth Air-to-Air Safety Conference, Tel Aviv, Israel.

King, R.E. (September 1998). Personality characteristics of aircraft mishap participants. Aviation Psychology: Enhancing Efficiency and Safety (The 23rd Conference of the European Association for Aviation Psychology), Vienna, Austria.

King, R.E. (October 1999). The Cost/Benefit of Aging on Safety and Mission Completion in Aviation Professions. Operational Issues of Aging Crew Members, Toulon, France

King, R.E. (May 2000). Attitudes toward safety of aviators in a South American air force. Aerospace Medical Association (AsMA) 71st Annual Scientific Meeting, Houston, TX.

King, R.E. (May 2002). Joint Safety Analysis Teams: A co-operative effort to improve worldwide aviation safety, Aerospace Medical Association (AsMA) 73rd Annual Scientific Meeting, Montreal, Canada.

King, R.E. (March 2004). Unlikely virtues and the selection of air traffic control specialists. Society for Personality Assessment Midwinter Meeting, Miami, FL.

King, R.E. (May 2005). Update on the selection of FAA air traffic control specialists. Aerospace Medical Association (AsMA) 76th Annual Scientific Meeting, Kansas City, MO.

King, R.E. (August 2006). Selection validity in air traffic services. Keepers of the Sky (Panel Discussant, 114th Annual Convention of the American Psychological Association, New Orleans, LA).

King, R.E. (September 2006). A half-century quest to improve US air traffic control specialist selection: Are we there yet? Accomplishments and Future Challenges in Aviation Psychology (The 27th Conference of the European Association for Aviation Psychology), Potsdam, Germany.

King, R.E. (Mar 2007). MMPI-2 Profiles of the Air Traffic Control Specialists. Society for Personality Assessment Midwinter Meeting, Arlington, VA.

King, R.E. (May 2007). Co-Operative Efforts to Develop an Alternate Form of the FAA's Air Traffic Selection Test, 78th Annual Scientific Meeting of the Aerospace Medical Association, New Orleans, LA.

King, R.E. (Mar 2018). "Faking good" or a belief in one's goodness? Society for Personality Assessment Midwinter Meeting, Washington, DC.

King, R.E. (May 2018). A first step on the path to improved aerospace mental health, 89th Annual Scientific Meeting of the Aerospace Medical Association, Dallas, TX. (Panel Chair)

King, R.E. (May 2019). Fam Flight: Introduction to Personnel Selection, 90th Annual Scientific Meeting of the Aerospace Medical Association, Las Vegas, NV. (Workshop Chair)

King, R.E. (Aug 2021). An Introduction to Aircrew Selection Test Development, Instrument Validation, Legal Issues, and Aeromedical Standards Workshop, 91st Annual Scientific Meeting of the Aerospace Medical Association, Denver, CO. (Workshop Chair)

King, R.E. (May 2022). Aircrew Personnel Selection, 92nd Annual Scientific Meeting of the Aerospace Medical Association, Reno, NV. (Workshop Chair)

King, R.E. (Oct 2022). Personality Assessment: What Value Does it Add? 92th Annual Aerospace Psychology Seminar, Crystal City, VA.

King, R.E. & Ben-Porath, Y.S. (April 2007). Potential Utility of the MMPI-2 in Screening Candidates for Air Traffic Control Specialist Positions. MMPI-2/MMPI-A Workshops and Symposia, Fort Lauderdale, FL.

King, R.E., Broach, D., & Detwiler, C.A. (March 2003). The Role of Personality Assessment in the Selection of Air Traffic Control Specialist. Society for Personality Assessment Midwinter Scientific Exchange, San Francisco, CA.

King, R.E., Callister, J.D., Retzlaff, P.D. & McGlohn, S.E. (May 1998). Aviator occupational interest and concern questionnaire: female and male UPT candidates' responses. Aerospace Medical Association (AsMA) 69th Annual Scientific Meeting, Seattle, WA.

King, R.E. & Carretta, T.R. (May 2103). Personnel selection: Yes, it really is part of human factors. 17th International Symposium on Aviation Psychology, Dayton, OH.

King, R., Chappelle, W., Barto, E., Ree, M., & Teachout, M. (May 2011). Operational Aeromedical Neuropsychiatry Research: USAF Pilot-Specific Norms for Cognitive Ability and Personality Testing for Manned Airframes, Aerospace Medical Association (AsMA) 82nd Annual Scientific Meeting, Anchorage, AK.

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King, R.E., Rowe, P.S., & Breeck, K.J. (May 2005). Female pilot personality and motivation to fly. In Gender Revisted (panel) at Aerospace Medical Association (AsMA) 76th Annual Scientific Meeting, Kansas City, MO.

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King, R.E. & Staal, M.A. (March 2000). The Commander, the personality-disordered airman, and the mental health provider: An At-times vicious triangle. Society for Personality Assessment Midwinter Scientific Exchange, Albuquerque, NM.

King, R.E. (June 2025). (A Very Brief) History of Flight/Aviation/Aerospace Aeromedical Psychology. In *The Necessity of an Aviation Psychology Specialty*, Aerospace Medical Association, Atlanta, GA

Upcoming Presentation

King, R.E. (August 2025). *The Role of Law and Psychology in Balancing Liberty and Aviation Safety*, Lawyer Pilot Bar Association, Philadelphia, PA.

Grand Rounds Presentations

Syncope in an Aviator, U. S. Air Force School of Aerospace Medicine, November 14, 1991.

Traumatic Vertebral Artery Occlusion in an Aviator, U. S. Air Force School of Aerospace Medicine, November 10, 1992.