



# David Spector

david.spector@slu.edu

ADVISOR/MENTOR: Dr. Belt  
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## BIOGRAPHY

David E. Spector is a retired U.S. Air Force Chief Master Sergeant. Prior to his retirement, he was the Senior Enlisted Advisor (Command Chief Master Sergeant) to the Commander, Air Mobility Command, Headquartered at Scott Air Force Base, Illinois. He served as principal advisor to the Commander and staff on all matters relating to the morale, welfare, quality of life, training, discipline, effective utilization, professional development, and force structure for 114,000 total force enlisted Airmen.

David began his service as an aircraft mechanic on C-5 and C-141 aircraft, later cross-training to become a Flight Engineer and subsequently flying over 6,800 hours in a span of 20 years on cargo, VIP and aerial refueling (tanker) aircraft including 8 years with the Presidential Support unit at Andrews AFB, MD. After being selected for Chief, Dave served thousands of Airmen of all ranks at two wings, a numbered Air Force and finally culminating at the Major Command (MAJCOM) level.

Along with starting his own business, David has consulted in Nuclear Powerplant Cyber Security Operations and as Executive Director of Business Development for SkyTexus International, a business development and political solutions firm. Additionally, he was the Vice President of Tanker Support for Seven Q Seven, a division of privately-owned Omega Air, providing commercial inflight refueling services on contract to the Department of Defense.

## RESEARCH

David's interests lie in Human Factors. Specifically, in both positive and negative effects of quality and quantity of sleep relative to human performance in and around aircraft operations and maintenance. Previous research has shown disrupted circadian rhythm impacts human performance at both group and individual levels in aviation professions.

Researching correlations and applications between sleep and human performance that solve airline safety or operational problems has long been an interest of aviation industry researchers. Further work in these areas may have far reaching benefits including crossing over into other aspects of aviation operations and support from Maintenance, to Air Traffic Control, to Emergency Responders and Shift Workers at large.



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