

Panel Template

1. **Panels should be structured using the Original Research or Education categories provided for individual abstracts.**
2. **Panels must be composed of a coordinated sequence of 5 abstracts (minimum 4/maximum 5) that follow a theme** and flow logically from one to another supporting the central theme. See the template below.
 - a. It is the responsibility of the Panel Chairs to ensure that the abstract authors include in the opening section (e.g., INTRODUCTION) or closing sections (e.g., DISCUSSION) how the abstract relates to the Panel theme.
 - b. Unrelated abstracts from a laboratory or organization do not constitute a Panel. [If the Panel theme is not clearly identified and/or the abstracts do not support a central theme, the individual abstracts may be unbundled and evaluated as separate slide or poster abstracts.]
3. **Panels will be structured to include 15 minutes for a focused moderated discussion by the Chairs.** Panel Chairs will be asked to prepare questions prior to the Scientific Meeting to facilitate a discussion with the audience. Individual presentations within Panels should be timed to allow for at least a 15 minute moderated discussion.
4. **Inform your Presenters! Each Panel speaker should cite or link directly to the panel theme** in their introduction and discussion and at the end of their talk should provide segues to the next abstract in the panel.

Example Template of a Session (Panel) Overview [from AMHP 86(3):311, 2015]:

TITLE: FULL SCALE HELICOPTER CRASH TESTING – PERFORMANCE OF CRASH INJURY MITIGATION TECHNOLOGIES

BODY: This panel presents the results from the first of two full-scale crash tests of transport helicopters conducted at the NASA Langley Research Center Landing and Impact Research Facility (LandIR). A multi-facility effort measured the efficacy of multiple protection concepts using a variety of fully instrumented anthropomorphic test devices, airframe sensors, video and mechanical data. The first presentation, from LandIR, describes the experimental setup and overall study goals. The second presentation describes the crash pulse in detail, which varies depending upon location within the aircraft. This has obvious implications for crashworthy concept designs. During crash, some of the most at risk occupants are those not seated. A presentation by the Naval Air Systems Command (NAVAIR) describes the performance of a mobile Aircrew Restraint System as compared to the current restraint. However, the most vulnerable occupants are patients during evacuation. The US Army Aeromedical Research Laboratory presents results of an effort to characterize the risks to patients transported in litters. Finally, the study also included measuring the response of civil aviation forward facing passenger seats as well as a comparison of sidewall-mounted troop seats and an investigation of a modification to the FAA Hybrid III ATD conducted by FAA CAMI.