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UNITED STATES AIR FORCE AUXILIARY

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2008

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The Commander's Lead — Relationships



The relationships you are able to develop can have a definite impact on the success of CAP, Southeast Region and your wing.

You should have an active and vibrant Wing Legislative Squadron. State legislators may have limited time to devote to CAP activities. However, the influences they can exert on our behalf are immense. The Tennessee Wing Legislative Squadron sponsored a bill to allow state employees up to 15 days per year of paid leave to participate with CAP in emergency response to an actual or training event. The bill passed both houses of the state legislature without a dissenting vote. The next step would be to extend the coverage to all employers in Tennessee. If your wing does not currently have a Legislative Squadron, talk with your Wing Commander and help develop

a plan to start one.

The next relationship that should be fostered is with your State Emergency Management Agency Director. Make sure the Director knows of your Wing's capabilities to respond to the types of emergencies the agency deals with. Volunteer to participate in the Agency sponsored exercises. Ensure that you only send seasoned CAP members to the State Emergency Operations Center (EOC) to represent CAP and our ability to respond. Network with the other agencies in the EOC. They will respond to you more positively in a real emergency if they know you personally. Be careful not to oversell our capabilities. Take advantage of every opportunity to talk about our CAPabilities.

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Iron Man Competition

Auburn - Cadets from across the nation are invited to the 2008 Civil Air Patrol Iron Man Competition, set for Nov. 21- 22 in Auburn, Ala. The Auburn Composite Squadron, which hosts the Iron Man Competition, has launched a web site (www.areyouanironman.com) to promote the event. The competition will be held from 7:30 a.m. until 5 p.m. Saturday, Nov. 21, at the Nichols Center (Air Force ROTC detachment) at Auburn University. The competition brings together the three core missions of the Civil Air Patrol-- emergency services, aerospace education, and cadet programs --into a single challenge that tests both the physical and mental capabilities of cadet and senior embers alike. Competition consists of five events - a "super" physical fitness test, a uniform and military knowledge inspection a compass navigation and direction-finding course and a drill event.

The capstone event, dubbed the "Iron Man Run" -- a two to four-mile run/walk with multiple "task objective" stops that will challenge each team's endurance, creativity, professional knowledge and cooperative skills. "We bring units from all over the state of Alabama and Mississippi," said Lt. Col. Brad Lynn, Alabama Wing deputy director of cadet programs for the 2007 event. "This competition touched every area of the cadet program. I thought all of the cadets were tremendously motivated and were all very team-oriented." Lynn said he hopes to see all Alabama Wing squadrons participate in the event this year and expand the event to include as many teams from other wings and regions as possible. "I feel like if we don't get a squadron to this event, it's because they didn't know how much fun it was," he said. Overall honors in the 2007 competition went to the Col. Berta A. Edge Composite Squadron of Biloxi, MS, which will defend its title this year.

- Capt. Jonathan Lartigue contributed this report.

Dates of Note

| | |
|-----------|---------------|
| Nov 21-22 | Iron Man |
| Dec 15 | ReCap Closing |



Safety—ERGONOMICS IS MORE THAN A CHAIR

Eyestrain means different things to different people. It can be experienced as burning, tightness, sharp pains, dull pains, watering, blurring, double vision, headaches, and other sensations, depending on the person. If you have any eye discomfort caused by viewing something, you can call it eyestrain.

In VDT computer workstations, the principal factors affecting the ability to see well are:

- glare
- the luminance (brightness) difference between what is being looked at and its immediate environment
- the amount of light
- the distance between the eye and the screen and document
- the readability of the screen and document
- the worker's vision and his or her corrective lenses

Watch out for direct glare. Direct glare involves a light source shining directly into the eyes --- ceiling lights, task lights, or bright windows. To determine the degree of direct glare, you can temporarily shield your eyes with a hand and notice whether you feel immediate relief.

Reflected glare, such as on computer screens, sometimes causes eyestrain. However, its worst effect may be causing you to change your posture to an uncomfortable one, in order to see well.

The most overlooked cause of eyestrain in offices is contrast --- usually, a dark screen surrounded by a bright background such as a window or a lit wall. The best solution is to find a way to darken the area around the screen. This problem occurs mainly on screens with light letters on a black background.

How much light is right? It depends on your age, the quality of the print you are reading, and other factors. There should be plenty of light for easy reading, but too much can, depending on the person, cause eyestrain.

Eyes are strained more by close viewing than by distant viewing. The "right" distance for computer monitors and documents depends entirely on how clearly they can be read at a given distance. The general rule is to keep viewed material as far away as possible, provided it can be read easily. If you gaze at something too long, your eyes can tire. Treatment: Eyes need to focus at different distances from time to time. It's a good idea to follow the "20/20 rule" --- every twenty minutes, look twenty feet away for twenty seconds.

If two objects are only a couple of inches different in their distance from the eyes, the eyes actually do NOT have to refocus to look from one to another. Greater distance differences, however, can overwork the eyes if you have to look from one object to another frequently --- as when typing from printed copy and looking at the screen. In general, keep viewed objects at about the same distance if you have to look back and forth a lot.

Can computer work cause nearsightedness? Rarely, according to optometrists. It's more likely that computer work makes you realize that you need glasses. Sometimes eyestrain is just a case of dry eyes. Lowering the monitor can help. Looking downward means more of the eye surface is covered by the eyelid, additionally two other things can occur:

- the eyes unconsciously blink more, and they produce more lubrication
- People who need bifocals should consider other options besides bifocals.

Two good options are:

- Computer glasses that focus at the right distance for the computer screen.
- Wearing contact lenses --- corrected for computer or reading distance in one eye, and for far distance (if needed) in the other eye.

Bifocal wearers often experience sore necks and shoulders because they have to tip their heads back to see the computer screen.

- Lower the screens as much as possible --- if it sits on the CPU, move the CPU.
- If necessary, remove the monitor's tilt-swivel base (consult a computer hardware person first) to gain a couple additional

Safety—ERGONOMICS IS MORE THAN A CHAIR (cont.)

- inches.
- Lower the work surface that the monitor sits on.

Performance

Bauer and Cavonius (1980) found a lower error rate, with dark letters on a white background. Snyder and his colleagues (1990) also compared black and white backgrounds. (8) Eight out of (10) Ten subjects increased their performance by using dark letters on a light background. The improvements ranged from a low of 2.0% to a high of 31.6%. The tasks were visual search and proofreading.

Guidelines for monitor placement and lighting

- ⇒ Eye-to-screen distance:
at least 25", preferably more.
- ⇒ Vertical location:
viewing area of the monitor between 15° and 50° below horizontal eye level.
- ⇒ Monitor tilt:
top of the monitor slightly farther from the eyes than the bottom of the monitor.
- ⇒ Lighting:
ceiling suspended indirect lighting. Use blinds and shades to control outside light.
- ⇒ Screen colors:
dark letters on a light background.

This article suggests guidelines for monitor placement and lighting. They are based on the latest scientific research. Demonstrations illustrate the principles behind the recommendations.

SUMMARY

Ergonomics seeks to adapt the work environment to the capabilities and limitations of the worker. The results should reduced risk of injury, increase productivity and user satisfaction. These guidelines are meant to be just that, guidelines. The final criteria for judging the effectiveness of a visual environment is not how well it conforms to a set of rules, but rather how well it facilitates the ability of the worker to perform his or her work effectively and without injury.

*Ben Bond, PA
NOAA SECO*

Alabama Member Celebrates 50th Year



In August 1858, Lt. Col. Johnny Ward joined Birmingham Squadron 34. Among his first assignments was Deputy Commander for Cadets. He has attended seven encampments and was the POC for IACE twelve times.

During his time as commander of the Shelby County Squadron that squadron earned the Squadron of the Year award and was active in many SAR activities, both practice and actual. He also headed up the Wing Glider program and also served as the Wing Recruiting and Retention Officer.

His flying career includes over 3000 hours in more than 50 types of aircraft and he is part owner in a 1946 ERCoupe. Congratulations to Lt. Col Ward for 50 years of service.



Training with the Best: A Week with Air Force Pilot



For the Cadets of SUPTFC (Specialized Undergraduate Pilot Training Familiarization Course) Class 08-02, a week filled with challenges, trials and memories has drawn to an end. The bags are packed, the rooms are left spotless and the cadets are left missing it already. For what a week it had been!

At check-in the tone had been set, a stack of papers, a poster and a T-shirt had been issued. The papers have become a bible...50 pages covering every aspect of the T-6 Texan II trainer aircraft, from oil pressure during acrobatics, to what to do in case of an engine fire (and it's not "pull the ejection handle"). The poster is a full mock up of the cockpit of the T-6. When cadets arrived at the simulator they were expected to know what to do! As for the T-shirt all I can say about that is its pretty cool looking with a T-6 and the slogan "The Dawn of a New Era" emblazoned across it. And it was a new era with Class 08-01 and 08-02 being the first to study the T-6, the replacement for the classic, the loved and hated T-37 "Tweet".

The day after check-in classes started. Some were class room lectures from our Air Force instructors, some were hands on classes in the flight simulators, G-simulators and pilot computer labs and one session was held by the Vice Wing commander! Along with the classes there were tests...just to make sure that you weren't sleeping during the classes, a tempting thought with only 4-6 hours of sleep every night. The tests were hard consisting of every operating limit, and every emergency procedure needing to be memorized and written down verbatim, with every comma, every dash and every set of parentheses in its exact spot. It wasn't all studying and tests. There was dinner in the officers club, pool parties, volleyball, crud and a cadet vs staff bowling tournament (the cadets, following the tradition that's been set for the last 18 years were beaten by the staff).

All in all it was an exciting week, with a tour of the tower and the planes. With every waking moment you could look up and see a formation of T-6s flying along, or a T-38 with afterburners screaming soar across the sky. Like all good things it had to come to an end. On the last night we had in MS, a banquet was held and awards were given out, along with, to every cadet who graduated (all of them) a set of Air Force pilot wings. For the last time the cadets of Specialized Undergraduate Pilot Training Familiarization Course, Columbus AFB, MS, Class 08-02, said our goodbyes to our new found friends, and left, a little more prepared for our futures.

Picture: C/2d Lt Lhota poses with a T-38 at Columbus AFB
Article written by: C/2d Lt Tim Lhota, Graduate SUPTFC 08-02

Medical News—Your FAA Medical

Your FAA medical examination must be done by a FAA designated Aviation Medical Examiner, (AME). The FAA has designated approximately 5,000 AME's for the U. S. Asking your fellow pilots for a recommendation is a good way to locate an AME in your area.

When you arrive for your FAA medical examination, you will be asked to fill out a FAA form 8500-8. You will also be asked to list all prescription and over the counter medication you currently use, so be prepared with a list. The questionnaire will ask you to indicate every medical issue, including alcohol and recreational drug use that has occurred in your life. If you answer "yes" to any of the questions you should have a copy of all medical records related to that issue. Those records should be typewritten and detail the issue and chronology. Also on those pages make sure you include your airman ID and date of birth. If the FAA has previously assigned you a (PI) Pathological Index include that number on the pages also. Always make copies of all your records and any correspondence with the FAA for your files.

The Federal Aviation Regulations (FARS) specify several conditions that may disqualify you from flying; such as heart conditions, diabetes, psychiatric issues, substance dependence or abuse and significant neurological disorders. However almost all of the previously mentioned conditions are waiverable under the Special Issuance regulation FAR 67.401, as long as you provide detailed medical documentation to demonstrate flight fitness. Of course there are some issues that absolutely disqualify you, such as major psychosis or personality disorder, double heart valve, complete heart replacement, implanted cardiac defibrillator and current seizure disorders.

If you are concerned about preparing your medical records and medical issues a good place to contact is Pilot Medical Solutions at www.leftseat.com. While there is a fee for this service, initially they will talk with you for free and can give you good advice.

Be aware, take care.

LtCol Patricia Faunt, CAP
SER Nurse Officer



Southeast Region Calendar

November 21-22

Iron Man Competition
Auburn University, Auburn, AL

December 15th

Closing Date for Jan-Feb Edition
ReCap Articles

The Best of the Best ... Leading All the Rest

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