



# Vigilant

The Journal of the 143rd



143rd Composite Squadron, Waterbury, CT

OCTOBER 2012

## Squadron Schedule

- 04NOV12 Veteran's Day Parade**  
Hartford, CT  
Uniform: BDU/Polo
- 06NOV12 Women in Aviation Day**  
New England Air Museum  
Uniform: Blues/Corporate
- 06NOV12 Squadron Meeting**  
Open House  
Uniform: BDU/Polo
- 10NOV12 CTWG Conference**  
Cromwell, CT  
Uniform: Blues/Corporate
- 11NOV12 Squadron ES Exercise**  
Windsor Locks, CT  
Uniform: BDU/Polo
- 13NOV12 Squadron Meeting**  
AE  
Uniform: BDU/Polo
- 20NOV12 Squadron Meeting**  
CPFT/Fitness Activity  
Uniform: PT/BDU/Polo
- 27NOV12 Squadron Meeting**  
Leadership  
Uniform: Blues/Corporate
- 04DEC12 Squadron Meeting**  
ES/Safety/Character Dev.  
Uniform: BDU/Polo
- 11DEC12 Squadron Meeting**  
AE  
Uniform: BDU/Polo
- 18DEC12 Squadron Holiday Party**  
OXC Airport Restaurant  
Uniform: TBD
- 25DEC12 NO SQUADRON MEETING**  
Christmas Day
- 01JAN12 NO SQUADRON MEETING**  
New Year's Day
- 08JAN12 Squadron Meeting**  
ES/Safety/Character Dev.  
Uniform: BDU/Polo

## Northeast Region Conference

Nine cadets and four senior members from the 143rd attended the Northeast Region (NER) conference in Melville, NY. At the morning general session the 143rd's C/Lt Col Maggie Palys was presented the 2011 NER Cadet Brewer Award for Aerospace Education and Maj Joe Palys was presented the 2010 Safety Officer of the year award by Northeast Region Commander Col Chris Hayden and CAP National Commander Maj Gen Chuck Carr. Other Connecticut Wing members to be presented awards were 2011 Character Development Officer of the Year 1st Lt Jonathan kuysterborghs, 2011 NER Chaplain of the Year Lt Col Adma Ross, 2011 NER Senior Member of the Year Maj Jack Shapiro and CTWG Commander Col Cassandra Huchko accepted the 2012 NER Squadron of Distinction Award for the Stratford Eagles Composite Squadron.

After the general session senior members attended educational workshops and the cadets moved to the



*C/Lt Col Palys is awarded the 2011 NER Cadet Brewer Award for Aerospace Education by Col Chris Hayden (l.) and Maj Gen Chuck Carr (r.)*

Farmingdale Air Power Museum for an afternoon program that included a pizza lunch with famed Astronaut Story Musgrave, a question and answer session with CAP's National Commander Maj Gen Chuck Carr, a demonstration by the Farmingdale Airport Fire Department and free time to explore the Air Power Museum.



*Maj Joe Palys is presented the 2010 Safety Officer of the Year Award by Col Chris Hayden (l.) and Maj Gen Chuck Carr (r.)*



*The USAF Honor Guard Drill Team performed at the Awards Banquet.*

## The 143rd Composite Squadron

**Squadron Commander:** Maj Timothy McCandless  
**Deputy Commander for Seniors:** Maj Thomas Litwinczyk  
**Deputy Commander for Cadets:** Capt Sarah Lange  
**Cadet Commander:** C/Lt Col Matthew McCandless  
**Cadet First Sergeant:** C/CMSgt Rebecca Lange

**Regular Meetings every Tuesday 7-9pm**  
**Connecticut National Guard Armory**  
**64 Field Street, Waterbury, Connecticut**

[www.gocivilairpatrol.com](http://www.gocivilairpatrol.com)

## NER Conference (Cont.)

In the evening the NER Awards Banquet included an address by Astronaut Sory Musgrave, a performance by the USAF Honor Guard Drill Team and music provided by members of the 319th Army Band.

The next NER conference will be scheduled for the fall of 2014.



*C/Lt Col Matthew McCandless posts the Connecticut Wing flag during the opening ceremony.*



*Astronaut Story Musgrave addresses the cadets.*



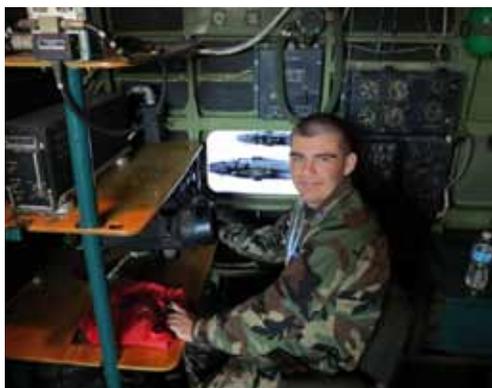
*(l/ to r.) C/CMSgt Rebecca Lange, C/Maj Kyle Johnson, C/CMSgt Devin Moore, C/MSgt Christain Tynan, Maj Gen Chuck Carr, C/2nd Lt Cameron Foster, C/Lt Col Maggie Palys, C/CMSgt Alec Beliveau.*



*143rd cadets had an opportunity to socialize with cadets from across the Northeast Region at the Air Power Museum.*



*CAP National Commander Maj Gen Chuck Carr spent more than an hour answering questions from the cadets.*



*C/2nd Lt Cameron Foster mans the communications station in a B-17.*



*C/MSgt Christain Tynan (l.) and C/CMSgt Alan Hinkson (r.) in the cockpit of a B-17.*



*Maj Joe Palys (l.) and Lt Col Rich Levit (r.) with Col Jack Ozer (c.), NYWG Commander at the awards banquet.*

## Warren Fall Festival

For the fourth year the 143rd participated in the Warren Fall Festival in support of the Warren, CT Volunteer Fire Department. The squadron camped on site for the weekend and took charge of the parking areas for this annual event.



*C/Amn Joshua Henriquez helps pedestrians at a parking area exit.*



*C/CMSgt Devin Moore reports in from the flower stand.*



*C/AIC Matthew Buonomo direct cars.*



Joshua Henriquez is promoted to C/Amn by Maj McCandless and C/Lt Col McCandless.



Jon Gaynor is promoted to C/Amn by Maj McCandless and C/Lt Col McCandless.



Francis Fahy is promoted to C/Amn by Maj McCandless and C/Lt Col McCandless.



David Maciel is promoted to C/A1C by his father, SM Maciel, and Maj McCandless.



Matthew Buonomo is promoted to C/A1C by his mother, SM Buonomo, and Maj McCandless.

## October Awards

The following members of the 143rd Composite Squadron were earned awards in October:



**Matthew McCandless** has been awarded the Red Service Ribbon for five years of service to CAP.



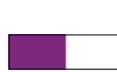
Xavier Jeffries is promoted to C/A1C by Maj McCandless and C/Lt Col McCandless.



Sarah Eriksson is promoted to C/TSgt by Maj McCandless and C/Lt Col McCandless.

## Senior Member Professional Development Awards

The following members of the 143rd Composite Squadron were awarded Senior Member Professional Development Achievements in October:



**James Keaney** has earned a Technician Rating in the Logistics Specialty Track.



**Gregory Delp** has completed Level I and is awarded the CAP Membership Award.

## October Promotions

The following members of the 143rd Composite Squadron were promoted in October:



**James Keaney** has been promoted to 1st Lt. This promotion requires a Technical Rating in a CAP Specialty Track and twelve months time in grade as a Senior Member.



**Timothy Sawyer** has been promoted to 2nd Lt. This promotion requires completion of Level I of the Senior Member program and six months time in grade as a Senior Member.



**Devin Moore** has completed the Dr Robert H Goddard Achievement and has been promoted to C/CMSgt.



**Sarah Eriksson** has completed the Capt Eddie Rickenbacker Achievement and has been promoted to C/TSgt.



**Karen Litwinczyk** has completed the Capt Eddie Rickenbacker Achievement and has been promoted to C/TSgt.



**Matthew Buonomo** has completed the Gen Hap Arnold Achievement and has been promoted to C/A1C.



**Xavier Jeffries** has completed the Gen Hap Arnold Achievement and has been promoted to C/A1C.



**David Maciel** has completed the Gen Hap Arnold Achievement and has been promoted to C/A1C.



**Adam Young** has completed the Gen Hap Arnold Achievement and has been promoted to C/A1C.



**Francis Fahy** has completed the Gen J F Curry Achievement and has been promoted to C/Amn.



**Jon Gaynor** has completed the Gen J F Curry Achievement and has been promoted to C/Amn.



**Joshua Henriquez** has completed the Gen J F Curry Achievement and has been promoted to C/Amn.

## 143rd Composite Squadron Holiday Party

The 143rd will sponsor a Holiday Party on Tuesday, December 18th, 2012, at the 121 Restaurant in Oxford, CT. The 121 Restaurant is located at the Waterbury-Oxford Airport. The evening will include a buffet dinner. Members and their families and friends are invited. Tickets are \$20 for adults and \$10 for cadets and will be available at squadron meetings.

# Logue Farm

143rd on Display at Local Farm

The 143rd was invited to set up a DDR and CAP Information Tent at the Logue Farm in Woodbury, CT during the busy pumpkin picking weekend before Halloween. Cadets also helped organize parking and helped people carry their pumpkins to their cars.

It was a busy weekend since most of the visitors had children and stopped by the tent to hear about CAP. Parents were especially interested in CAP's focus on Drug Demand Reduction.



C/Amn Matthew Garofalo directs traffic.

# Sikorsky Aircraft Family Day

Sikorsky Aircraft in Stratford, CT manufactures many of the helicopters in use by the US Military as well as civilian use helicopters. Sikorsky held its annual Family Day this month and invited employees to bring their families to tour the facility and view a number of the helicopters that Sikorsky manufactures.

SM George Garofalo, a Sikorsky employee and 143rd member, brought his son C/Amn Steven Garofalo to the event. Cadet Garofalo took the opportunity to wear his CAP uniform and talk to other attendees about CAP.



C/Amn Matthew Garofalo sits in the cockpit of a CH-53E Super Stallion.



Cadets man the squadron DDR and CAP Information tent.



Cadet Hannah Tynan helps a young man carry his pumpkin.

# C/Capt Eric Testman Graduates Army Basic Training



PFC Eric Testman at his Basic Training Graduation Ceremony.

PFC Eric Testman recently graduated US Army Basic Training at Fort Sill, Oklahoma. During Basic Training he was assigned to Charley Battery, 1-79 Field Artillery Basic Training Battalion. PFC Testman will move to Fort Huachuca, Arizona, to complete Advanced Training in his Military Intelligence Career Field.

# Former 143rd Cadet Commander Honored

Specialist Jacob McCandless Named CCO, 109 TH MI, November Hero Of The Month



SPC Jacob McCandless wears a beard in uniform due to his interaction with local Afgan leaders.

Specialist Jacob E. McCandless was born in Charleston, South Carolina and grew up on the east coast in Waterbury, Connecticut. Specialist McCandless entered the United States Army on 09 November 2010 as a Human Intelligence Collector. Specialist McCandless was assigned to Company C, 109th Military intelligence Battalion on 06 October 2011 and has been in the Army for 23 months. Specialist McCandless was selected as a Private First Class to serve as Team Sergeant for HCT 42, located in Combat Outpost Sar Howza, Paktika Province, Afghanistan. Specialist McCandless is the youngest Team Sergeant in the Task Force and was given the task to build a source network, create a solid working environment, and build relationships with the Afghan Security Forces within the district. Over the past five months Specialist McCandless has continued to develop his team and successfully integrate them into full spectrum combat operations. Specialist McCandless's team has been commended on several occasions by the 4th Brigade, 1st Infantry Division for their ability to operate outside the scope of their grade with minimal supervision. Specialist McCandless continues to display a steadfast attitude and the will to win.



# Vigilant Starts Second Year

Vigilant; The Journal of the 143rd Composite Squadron published its first issue in October of 2011. Over the last year the newsletter has grown in both scope and number of subscribers. While it was initially intended solely as an internal squadron publication it now enjoys a readership that includes many members of other Connecticut Squadrons, CTWG Staff, NER Staff, CAP National Staff members and non CAP members including members of the CT Army National Guard and local government officials. The 143rd is very proud of the accomplishments of our members and we are especially pleased that readers outside of our squadron take the time to read our monthly newsletter.



## Teamwork Exercises

From Air Force Doctrine Document 1-1: Leadership and Force Development:

**Personal Leadership:** This competency focuses on face-to-face, interpersonal relations that directly influence human behavior and values. Personal leadership is exercised at all levels—tactical, operational, and strategic. It is required to build cohesive units and to empower immediate subordinates. Skill sets required at the tactical level include knowing the technical and tactical competence of individual Airmen and having interpersonal skills, in addition to performing leader tasks, problem solving, performance counseling, and followership that implements policies and accomplishes missions.

Personal leadership at the tactical level focuses on short range planning and mission accomplishment. At the tactical level of leadership, a Security Forces fire team leader should focus on the needs and abilities of the personnel he or she is tasked to supervise; this should be his or her main focus. At the operational level a master sergeant at the major command (MAJCOM) or numbered air force (NAF) level should have superior interpersonal skills to lead the enlisted force. At the strategic level. MAJCOM or Headquarters USAF, senior officials apply their expertise in developing plans and programs to guide the Air Force toward achieving the Air Force mission.

Cadet Leadership Training at the 143rd includes regular activities that develop leadership skills in our Cadet Officers and NCOs and develop teamwork and followership skills in our Cadet Airmen. This month the cadets competed in activities that tested their ability to work as a team.



*Cadets compete in a "wheelbarrow" relay race.*



*Performing sit-ups with interlocked arms is no easy task.*



*Cadets cheer for their teams during a four person push up competition.*

## Cadet Orientation Flights

Six 143rd cadets completed Orientation Flight modules in October. C/Amn Ryan Brown, C/Amn Stephen Garofalo, C/Amn Jon Gaynor and C/Amn Joshua Henriquez completed their first Powered Orientation Flight Lesson. C/Amn David Maciel and C/Amn Adam Young completed their second Powered Orientation Flight Lesson. The squadron also logged twelve backseat cadet flights. 143rd cadets also logged six backseat cadet flights while at the Northeast Region Conference.



*1st Lt Dan Hanle explains pre-flight inspection procedures.*

### The Cadet Oath

The Cadet Oath symbolizes how serious cadets are about becoming leaders. Cadets are expected to be able to recite the Cadet Oath from memory. More importantly, cadets need strength of character to live up to its noble tenets.

**"I pledge that I will  
serve faithfully  
in the Civil Air Patrol  
Cadet Program,  
and that I will attend  
meetings regularly,  
participate actively in  
unit activities,  
obey my officers,  
wear my uniform properly,  
and advance my education  
and training rapidly  
to prepare myself to be  
of service to my community,  
state, and nation."**

## 2013 National Cadet Special Activities

National Cadet Special Activities for 2013 will be announced on December 1st, 2012. To see the list of activities you can apply to go to [www.ncsas.com](http://www.ncsas.com) and read the description of each activity and the requirements to apply. Some activities have an age or CAP Cadet Grade requirement. All activities require cadets to attend a summer encampment. Cadets can apply to summer 2013 activities if they plan to attend the Rhode Island encampment in April.

To apply go to E-Services and click the "Registration And Payment System" link on the left hand side of the screen. As you follow the instructions for entering your request, you will also get to check (and correct if necessary) your address, contact information, and personal characteristics that National Headquarters (NHQ) has on file.

**Applications are accepted for summer activities from 1 December - 15 January.**

**Applications are accepted for winter activities from 15 September - 15 October**

When you have completed, reviewed and printed (save as a PDF file on your computer) your application, it will automatically be transmitted to NHQ electronically.

**Do not wait until the last minute to submit your application;** do not even wait until the last weekend because if you need to make changes to your member record you need to contact the registrar at NHQ during business hours (M-F 730-430 Central Time).



# Down to Earth Future Aircraft

## New Ideas for Greener Aircraft

Leaner, greener flying machines for the year 2025 are on the drawing boards of three industry teams under contract to the NASA Aeronautics Research Mission Directorate's Environmentally Responsible Aviation Project.



The Boeing Company's advanced design concept is a variation on the extremely aerodynamic hybrid wing body. Image credit: NASA/Boeing.

Teams from The Boeing Company in Huntington Beach, Calif., Lockheed Martin in Palmdale, Calif., and Northrop Grumman in El Segundo, Calif., have spent the last year studying how to meet NASA goals to develop technology that would allow future aircraft to burn 50 percent less fuel than aircraft that entered service in 1998 (the baseline for the study), with 50 percent fewer harmful emissions; and to shrink the size of geographic areas affected by objectionable airport noise by 83 percent.

Boeing's advanced vehicle concept centers around the company's now familiar blended wing body design as seen in the sub-scale remotely piloted X-48, which has been wind tunnel tested at NASA's Langley Research Center and flown at NASA's Dryden Flight Research Center. One thing that makes this concept different from current airplanes is the placement of its Pratt & Whitney geared turbofan engines. The engines are on top of the plane's back end, flanked by two vertical tails to shield people on the ground from engine noise. The aircraft also would feature an advanced lightweight, damage tolerant, composite structure; technologies for reducing airframe noise; advanced flight controls; hybrid laminar flow control, which means surfaces designed to reduce drag; and long-span wings which improve fuel efficiency.

Lockheed Martin took an entirely different approach. Its engineers proposed a box wing design, in which a front



Lockheed Martin's concept uses a box wing design and other advanced technologies to achieve green aviation goals. Image credit: NASA/Lockheed Martin

wing mounted on the lower belly of the plane is joined at the tips to an aft wing mounted on top of the plane. The company has studied the box wing concept for three decades, but has been waiting for lightweight composite materials, landing gear technologies, hybrid laminar flow and other tools to make it a viable configuration. Lockheed's proposal combines the unique design with a Rolls Royce Liberty Works Ultra Fan Engine. This engine has a bypass ratio that is approximately five times greater than current engines, pushing the limits of turbofan technology.

Northrop Grumman chose to embrace a little of its company's history, going back to the 1930s and '40s, with its advanced vehicle concept. Its design is a flying wing, championed by Northrop founder Jack Northrop, and reminiscent of its B-2 aircraft. Four high-bypass engines, provided by Rolls Royce and embedded in the upper surface of the aerodynamically efficient wing would provide noise shielding. The company's expertise in building planes without the benefit of a stabilizing tail would be transferred to the commercial airline market. The Northrop proposal also incorporates advanced composite materials and engine and swept wing laminar flow control technologies.



Lockheed Martin's concept uses a box wing design and other advanced technologies to achieve green aviation goals. Image credit: NASA/Lockheed Martin

What the studies revealed is that NASA's goals to reduce fuel consumption, emissions and noise are indeed challenging. The preliminary designs all met the pollution goal of reducing landing and takeoff emissions of nitrogen oxides by 50 percent over engines flying today. All still have a little way to go to meet the other two challenges. All the designs were very close to a 50-percent fuel burn reduction, but noise reduction capabilities varied.

"All of the teams have done really great work during this conceptual design study," say Mark Mangelsdorf, ERA Project chief engineer. "Their results make me excited about how interesting and different the airplanes on the airport ramp could look in 20 years. Another great result of the study is that they have really helped us focus where to invest our research dollars over the next few years," he said.

-Taken from www.nasa.gov

# NORTH AMERICAN P-51 MUSTANG



North American P-51D prototype in flight (S/N 43-12102; Modified P-51B). (U.S. Air Force photo)

The P-51 was designed as the NA-73 in 1940 at Britain's request. The design showed promise, and AAF purchases of Allison-powered Mustangs began in 1941, primarily for photo recon and ground support use due to its limited high-altitude performance. But in 1942, tests of P-51s using the British Rolls-Royce "Merlin" engine revealed much improved speed and service ceiling, and in December 1943 Merlin-powered P-51Bs first entered combat over Europe. Providing high-altitude escort to B-17s and B-24s, they scored heavily over German interceptors, and by war's end, P-51s had destroyed 4,950 enemy aircraft in the air, more than any other fighter in Europe.

Mustangs served in nearly every combat zone, including the Pacific where they escorted B-29s to Japan from Iwo Jima. Between 1941 and 1945, the AAF ordered 14,855 Mustangs (including A-36A dive bomber and F-6 photo recon versions), of which 7,956 were P-51Ds. During the Korean War, P-51Ds were used primarily for close support of ground forces until withdrawn from combat in 1953.

-Taken from www.nationalmuseum.af.mil



Capt. Andrew D. Turner in P-51C, C.O. of the 322 Fighter Group of the Tuskegee Airmen. (U.S. Air Force photo)



North American P-51H in flight (S/N 44-64164). (U.S. Air Force photo)



## Underage Drinking

### Why Do Adolescents Drink?

As children move from adolescence to young adulthood, they encounter dramatic physical, emotional, and lifestyle changes. Developmental transitions, such as puberty and increasing independence, have been associated with alcohol use. So in a sense, just being an adolescent may be a key risk factor not only for starting to drink but also for drinking dangerously.



### Risk-Taking

Research shows the brain keeps developing well into the twenties, during which time it continues to establish important communication connections and further refines its function. Scientists believe that this lengthy developmental period may help explain some of the behavior which is characteristic of adolescence—such as their propensity to seek out new and potentially dangerous situations. For some teens, thrill-seeking might include experimenting with alcohol. Developmental changes also offer a possible physiological explanation for why teens act so impulsively, often not recognizing that their actions—such as drinking—have consequences.

Expectancies—How people view alcohol and its effects also influences their drinking behavior, including whether they begin to drink and how much. An adolescent who expects drinking to be a pleasurable experience is more likely to drink than one who does not. An important area of alcohol research is focusing on how expectancy influences drinking patterns from childhood through adolescence and into young adulthood. Beliefs about alcohol are established very early in life, even before the child begins elementary school. Before age 9, children generally view alcohol negatively and see drinking as bad, with adverse effects. By about age 13, however, their expectancies shift, becoming more positive. As would be expected, adolescents who drink the most also place the greatest emphasis on the positive and arousing effects of alcohol.

Sensitivity and Tolerance to Alcohol—Differences between the adult brain and the brain of the maturing adolescent also may help to explain why many young drinkers are able to consume much larger amounts of alcohol than adults before experiencing the negative consequences of drinking, such as drowsiness, lack of coordination, and withdrawal/hangover effects. This unusual tolerance may help to explain the high rates of binge drinking among young adults. At the same time, adolescents appear to be particularly sensitive to the positive effects of drinking, such as feeling more at ease in social situations, and young people may drink more than adults because of these positive social experiences.



### Personality Characteristics and Psychiatric Comorbidity

Children who begin to drink at a very early age (before age 12) often share similar personality characteristics that may make them more likely to start drinking. Young people who are disruptive, hyperactive, and aggressive—often referred to as having conduct problems or being antisocial—as well as those who are depressed, withdrawn, or anxious, may be at greatest risk for alcohol problems. Other behavior problems associated with alcohol use include rebelliousness, difficulty avoiding harm or harmful situations, and a host of other traits seen in young people who act out without regard for rules or the feelings of others (i.e., disinhibition).

### Hereditary Factors

Some of the behavioral and physiological factors that converge to increase or decrease a person's risk for alcohol problems, including tolerance to alcohol's effects, may be directly linked to genetics. For example, being a child of an alcoholic or having several alcoholic family members places a person at greater risk for alcohol problems. Children of alcoholics (COAs) are between 4 and 10 times more likely to become alcoholics themselves than are children who have no close relatives with alcoholism. COAs also are more likely to begin drinking at a young age and to progress to drinking problems more quickly.

Research shows that COAs may have subtle brain differences which could be markers for developing later alcohol problems. For example, using high-tech brain-imaging techniques, scientists have found that COAs have a distinctive feature in one brainwave pattern (called a P300 response) that could be a marker for later alcoholism risk. Researchers also are investigating other brainwave differences in COAs that may be present long before they begin to drink, including brainwave activity recorded during sleep as well as changes in brain structure and function.

Some studies suggest that these brain differences may be particularly evident in people who also have certain behavioral traits, such as signs of conduct disorder, antisocial personality disorder, sensation-seeking, or poor impulse control. Studying how the brain's structure and function translates to behavior will help researchers to better understand how predrinking risk factors shape later alcohol use. For example, does a person who is depressed drink to alleviate his or her depression, or does drinking lead to changes in his brain that result in feelings of depression?

Other hereditary factors likely will become evident as scientists work to identify the actual genes involved in addiction. By analyzing the genetic makeup of people and families with alcohol dependence, researchers have found specific regions on chromosomes that correlate with a risk for alcoholism. Candidate genes for alcoholism risk also have been associated with those regions. The goal now is to further refine regions for which a specific gene has not yet been identified and then determine how those genes interact with other genes and gene products as well as with the environment to result in alcohol dependence. Further research also should shed light on the extent to which the same or different genes contribute to alcohol problems, both in adults and in adolescents.



### Environmental Aspects

Pinpointing a genetic contribution will not tell the whole story, however, as drinking behavior reflects a complex interplay between inherited and environmental factors, the implications of which are only beginning to be explored in adolescents. And what influences drinking at one age may not have the same impact at another. As Rose and colleagues show, genetic factors appear to have more influence on adolescent drinking behavior in late adolescence than in mid-adolescence.

Environmental factors, such as the influence of parents and peers, also play a role in alcohol use. For example, parents who drink more and who view drinking favorably may have children who drink more, and an adolescent girl with an older or adult boyfriend is more likely to use alcohol and other drugs and to engage in delinquent behaviors.

Researchers are examining other environmental influences as well, such as the impact of the media. Today alcohol is widely available and aggressively promoted through television, radio, billboards, and the Internet. Researchers are studying how young people react to these advertisements. In a study of 3rd, 6th, and 9th graders, those who found alcohol ads desirable were more likely to view drinking positively and to want to purchase products with alcohol logos. Research is mixed, however, on whether these positive views of alcohol actually lead to underage drinking.



## Bus Occupant Safety

A National Transportation Safety Board (NTSB) advocacy priority.

### What is the issue?

Bus Occupant Safety Motorcoaches are among the safest vehicles on the road; they are rarely involved in highway accidents. However, motorcoaches transport 750 million passengers annually, with each bus carrying a substantial number of people. Therefore, when something does go wrong, more people are at risk of death or injury. As in any traffic crash, an occupant's chance of surviving and avoiding injury increases when the person is retained in the vehicle, and particularly in his or her seat-

ing position. Without standards for roof strength, window glazing, and a protected seating area, motorcoach accidents can be catastrophic. Consider two high-profile accidents—the 2008 motorcoach accident in Sherman, TX and the 2009 motorcoach rollover near Mexican Hat, Utah—where the vehicle structures were significantly compromised, resulting in numerous passenger fatalities and serious injuries. Even when the motorcoach remains relatively intact during an accident, passengers lacking a protective seating environment can be thrown from their seating area and killed or injured.



### What can be done . . .

Adequate standards for roof strength, window glazing, and occupant protection must be developed and implemented. These standards must ensure that the vehicles maintain survivable space for occupants during all types of crashes with significant crash forces, including rollovers. Manufacturers are moving ahead with various seating area safety options, such as seat belts, but the development and implementation of government standards is needed to ensure a consistent level of safety across the fleet. Motorcoach interiors should be more occupant friendly in order to prevent injury in the event of a crash. In addition, after a crash, occupants need to be able to identify exits and quickly leave the vehicle.

-Taken from [www.nts.gov](http://www.nts.gov)

## New 5-Star Safety Ratings for Cars

### What is the 5-Star Safety Ratings System?

Also called the New Car Assessment Program (NCAP), the 5-Star Safety Ratings System was created by the National Highway Traffic Safety Administration (NHTSA) to provide consumers with information about the crash protection and rollover safety of new vehicles beyond what is required by statute. One star is the lowest rating, five stars is the highest. More stars equal safer cars.



### How long has the 5-Star System been around?

The 5-Star Safety Ratings System was initiated in 1978 to measure the level of increased safety for vehicle occupants in frontal crashes. Side crash rating results were added with 1997 model year vehicles and rollover assessments with 2001 models. This is a program that encourages manufacturers to voluntarily design safer vehicles by giving them safety ratings that can be used by consumers to compare vehicles when shopping for a new car.

### Where can I find 5-Star Safety Ratings?

5-Star Safety Ratings can be found on [SaferCar.gov](http://SaferCar.gov) and are posted on the Monroney labels (window stickers) that are required to be displayed on all new vehicles.

### Do other organizations crash rate vehicles?

Yes, other organizations test crash vehicles, but NHTSA is the only organization that rates rollover resistance, in addition to frontal and side crashworthiness.

### Why has the 5-Star Safety Ratings System changed and what is the program's goal?

As the 5-Star Safety Ratings of vehicles improved, the agency looked for new ways to encourage the continuous advancement of vehicle safety. Also, the agency wanted to provide more comprehensive information about vehicles to consumers so they can make more educated purchasing decisions. The additional testing and data that is reflected in the new ratings will better discriminate between the relative safety of vehicle models.

NHTSA's ultimate goal is to continuously improve occupant protection and crash avoidance by enhancing the incentives for vehicle manufacturers to improve the crashworthiness aspects of vehicles and include new safety technologies.

### What are the changes in the new Safety Ratings?

New criteria for the ratings system include side pole testing, using different sized test dummies, collecting more crash data, offering a single Overall Vehicle Score per vehicle, and highlighting new crash avoidance technologies.

### Are crash avoidance technologies part the enhanced 5-Star System?

While not part of the 5-Star Ratings System, NHTSA identifies if rated vehicles are also equipped with advanced technology features like Electronic Stability Control (ESC), Lane Departure Warning (LDW), and Forward Collision Warning (FCW).

-Taken from [www.safercar.gov](http://www.safercar.gov)

