SUSNAP JOURNAL

Society of United States Naval Aerospace Physiologists

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Editor: LT Matt Hebert, MSC ,USN

Inside this Issue…

President's CORNER

By: LCDR Brian Swan

Happy Birthday SUSNAP!

As we have a truly giant issue this quarter, I am not going to take up a lot of space and time with a lengthy letter. I would like to start by thanking all of the membership who have helped the Society get this far; those who volunteered to serve as Board and Committee members, those who have contributed to this journal (which, I might add has attracted interest at various levels, including BUMED), and those who took the time to vote for our current Board of Governors. This Society will only be as strong as its membership, and so far we have gotten off to a good start.

NEW "OFFICIAL" SUSNAP LOGO

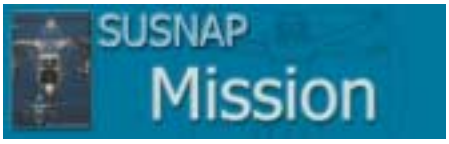
What are we looking forward to in the upcoming year? The first item will be the completion of the contract with Hank Caruso for our Society's "unofficial" artwork. Initial drafts have been completed, and now it is in the back-and-forth review stage between Mr. Caruso and the "Art Committee". We are hoping to have the final version ready for unveiling at the May meeting of the Aerospace Medical Association. Once completed, our plans are to have it available on prints, shirts, coffee mugs, and any other items that you might want.

Speaking of AsMA, for the first time, SUSNAP will co-host the "Navy Luncheon" with SUSNFS. I am a member of the planning committee, and I can tell you that the program will be rather different than you have seen in the past. I hope to see many of you there.

Another project, initially proposed by CDR Tom Wheaton, is to try to be recognized by the National Museum of Naval Aviation, and see if there is any way that the history of our program can be documented in an exhibit there. At least at the rumor stage, there has been talk of a Dilbert Dunker being put on display. If that is the case, a more complete exhibit of our program may be able to be included. If anyone (preferably stationed in Pensacola for logistic reasons) is interested in working on a committee to advance this project, please let me know. Also along the lines of "history", very soon we will be scanning CDR Little's magnum opus onto CD ROM, and will make it available to anyone who would like it (at a modest cost). There is also some talk of doing the same thing with the classic "Gold Book". Perhaps the old Ejection Summaries as well…

I promised to keep this short this time, so I will stop here. In closing, I would again like to thank you all for your support. Our membership is currently at approximately 75; I would REALLY like to see it reach the 100 mark by the end of this year. OICs, talk to your DHs, DHs, talk to your Preceptors. MAW AMSOs, talk to your MAG AMSOs. Let's get EVERYONE involved!

SUSNAP Mission



By: SUSNAP BOG's

The mission of the Society of U.S. Naval Aerospace Physiologists is to:

- Advance the science, art, and practice of Aerospace Physiology and its application to Naval Aviation and the mission of the U.S. Navy.
- Foster professional development of its members and enhance the practice of Aerospace Physiology within the Navy.
- Strengthen professional and fraternal ties.
- Optimize solidarity and the professional standing of U.S. Naval Aerospace Physiologists.

SUSNAP Milestones, Minutes and News

By: LT Mike Prevost

There was a meeting of the SUSNAP general membership on 05 February 01 in conjunction with the 2001 FAILSAFE meeting in Jacksonville, Florida. Several items were up for vote.

LCDR Swan moved that the bylaws be approved as written. It was seconded by CDR Clark and approved by unanimous vote.

CAPT Pheeny asked about eligibility for membership. LCDR Swan responded that he thought that the bylaws were clear on the issue. Membership is reserved for current or former Naval Aerospace Physiologists only and a newsletter only membership could be offered to others but no voting privileges would be included.

LCDR Swan mentioned that Hank Caruso had been commissioned to create a society logo to be used on t-shirts, mugs, patches etc. The society would have unlimited rights to use the logo, royalty free, in the future.

LCDR Swan moved that the current dues structure be adopted and that the calendar year 2000 dues be applied to 2001. He was seconded by CAPT Johanson and was approved by unanimous vote.

LT Bohrer reported that the society currently has 74 members and a net worth of $1682.01.

The society agreed to send flowers to CDR Dukovich on the death of his father.

A society election was held with the following results:

President Elect: CDR Dave Service
Vice President: LT Dave Hanley
Secretary: LT Matt Hebert
Treasurer: LT Brian Bohrer
Historian: CAPT Armstrong
Emeritus Member: CAPT Hal Pheeny
2-Year Members at Large:
CDR Little
CDR Norton
CDR Clark

1-Year Members at Large:
CAPT Cooper
LT Artino

Respectfully submitted, LT Mike Prevost, as his final act as Secretary of SUSNAP, 2001

SUSNAP Treasurer's Report

By: Brian Bohrer

- Currently there are 74 paid members.
- 5 Lifetime Emeritus members: Capt's Pheeny, Kelly, Armstrong, Patee and LCDR Skaggs.
- 3 Active Duty Lifetime: CAPT's Dickey, Johanson, and Musashe.
- As of 27 Feb 01, Current Funds total $1,700
- Spent total of $383.00. Includes money for:
  - Stationary and mailing Newsletter to those without e-mail
  - Initial retainer for Hank Caruso logo artwork of $150
  - $50 for logo set up for shirt demos at FAILSAFE as well as $67 for the three shirts
  - $65 for CAPT Armstrong's mother's passing for flowers

There were only 13 shirt orders total from the FAILSAFE meeting, however some did order two or more different styles so there were more shirts sold than the original number of orders.

For those interested in ordering SUSNAP paraphernalia the following rates apply below. SUSNAP Members should place their orders direct to LCDR Swan bdswan@nomi.med.navy.mil or LT Bohrer at: code81e@nomi.med.navy.mil

Any of these items can be ordered in different colors…

Shipping will be determined by location and amount ordered. Please check with the aforementioned persons to get exact amount(s).

Navy T-shirts- $13.50 (see below left side)

Navy Polo solid color- $26.50 (see below)

Navy Rugby with Khaki collar- $31.50 (see below)

Navy Golf Windshirt pullover- $27.00 (not pictured)

Training Opportunities:

By: LT Meredith Yeager

DESIGNING EDUCATIONAL PROGRAMS (DEP)

Designing Educational Programs is offered through NSHS Bethesda in a Video-Tele Training (VTT) format. The VTT format is utilized to present DEP sessions simultaneously to multiple sites via closed circuit TV. DR. Joseph Greenberg of the George Washington University is the course instructor. He originates the sessions from the NSHS Bethesda VTT Studio. The following is a list of the various sites (check the NSHS web site for class dates and VTT site availability):

FTC San Diego
Bethesda
Portsmouth
FT Sam
Great Lakes
Balboa
Groton
Pensacola
Camp Lejeune
Bangor, WA
NH Camp Pendleton

The DEP course is designed for those who seek to increase their skills, knowledge, and abilities in training and course design. The course uses the principles and practices of adult learning (andragogy) as the conceptual framework, and incorporates both theory and practice; with emphasis on practical use of course design techniques and elements of "stand up training". Participants will be able to design climate setting techniques, conduct an audience analysis and a full needs assessment, write program and course goals and objectives, design experiential learning exercises and use methods of design and course delivery. Course participants will engage in a project throughout the course that allows them to apply each of the news skills learned. This project focuses on designing a course and incorporating instructional recommendations for trainers.

The course length is 5 days and course hours are 1000-1700 EST/EDT. Classes cover the following topics: Characteristics of Adult Learning, Superior Conditions of Adult Learning, Communication, Needs Assessment/Audience Analysis, Writing Objectives, Lesson Plans, Instructional Methods/Activities/Media and Evaluation techniques. The course concludes with a group presentation.

If you have never taken a class as a VTT, be prepared to have a lot of down time with loss of communication between the different sites participating. This is a great class, but have an open mind going into it. It's a different experience to be learning through VTT, having to key in to talk and not have the instructor right there in front of you. I highly recommend this class to anyone who is interested in learning more about adult learning and developing education programs. For more information visit the NSHS web site:
http://www-nshs.med.navy.mil

AMSO NBC Lessons Learned

By: LT David Peterson

One of the first big projects that I started working on once I took over as the Aeromedical Safety Officer for MAG-36 was that of NBC readiness. Because of our close proximity to North Korea and China, the threat of Nuclear, Biological, and/or Chemical agents being used against our forces, however unlikely, is possible. Although our relations at present are somewhat good, this potential threat is always lurking, making NBC readiness very important to the CO of MAG-36.

I initially attacked this task by inventorying our current supply. I started by going to my five squadrons (three PCS and two UDP) and asking the NCOICs of each shop what they had and what they needed in NBC gear. What I found surprised me. Every squadron said they had all the pieces and parts, needed nothing, and were in good shape. Just to make sure I did a complete NBC inventory on all five squadrons. It turned out every squadron was deficient. For MAG-36 to be 100% mission capable in NBC readiness, we needed to order $37,634 worth of gear. Some squadrons did not even have all the necessary pieces/parts to use the NBC ensemble. **Lesson learned:** Just because your FE shop tells you they have what they need, sometimes it does not hurt to double check. It is better to find out you are deficient in mission essential gear while you do not need it, rather than not having it when you do.

I turned in all the discrepancies from each squadron to MALS-36 so that it could be added to the 1st MAW mid-year budget review. Hopefully, this will allow additional funding at the end of the Fiscal Year for MAG-36 to purchase NBC equipment. **Lesson learned:** Just because the squadrons have run out of 7F funds does not mean funding can't be found to purchase ALSS equipment. There are several innovative ways to receive additional funding, inputs to the mid-year budget review is just one of them.

This solved the problem of deficient gear, however, that was just the beginning. I went to each squadron, with the help of the NAVAIR NBC engineers and LT Buzzetti, to brief them on the complete NBC ensemble and the proper donning procedures. In each squadron's T&R manual, each pilot is required to receive 1 hour of flight time a year while wearing the NBC hood assembly. However, while briefing the squadrons, close to 50% of the pilots and aircrew had never donned the NBC hood or ever seen the BTN (Below-The-NECK) ensemble. Even after I briefed all the squadrons, it was evident that more frequent and thorough training needed to be done. **Lesson Learned:** Even though certain ALSS gear has been out in the fleet for several years, it does not guarantee that the aircrew are familiar with it. Frequent refresher training on seldom-used ALSS gear is a must!

I met with the MAG-36 NBC Officer and LT Buzzetti to develop a MAG-36 Quarterly NBC Training Plan to eventually be signed off by the MAG-36 CO. During the first quarter, every squadron has to be initially fitted for the complete NBC ensemble. I used the CBR sizing chart that LT Buzzetti developed and presented at FAILSAFE to document their sizing requirements. I then placed the charts in the aircrew's NATOPS jackets under Flight Equipment Issue. That way they will have all their sizing information with them where ever they go. Good idea, Buzz! During the second quarter, I have all the aircrew from each squadron come to the NITE Lab for a NBC ensemble familiarization and NVG incorporation brief. The first half of the brief I cover the capabilities and limitations of the NBC ensemble, all the emergencies procedures while donning the NBC hood, and the integration and limitations when using with NVGs. In the second half of the brief, I then have the aircrew focus their goggles while wearing the three sets of gloves (cotton inserts, chemical protective gloves, and flyer's gloves) and using the 20/20 box to annotate the loss of finger dexterity. Then, I give a short terrain board presentation to demonstrate the degraded peripheral vision experienced while utilizing NVGs in conjunction with the NBC hood. Throughout the entire brief, the aircrew wear the NBC hood; even though this is uncomfortable, it gets them thoroughly familiar, and, hopefully, comfortable with the gear.

The third quarter consists of an hour flight per quarter with the NBC hood on. I initially recommended only 1 additional flight per year for the aircrew. This flight was to have the pilot not at controls and/or aircrew not performing normal duties to fly with NVGs while wearing the NBC hood. This flight could also be done in the simulator for pilots. However, the CO wanted a quarterly flight done in conjunction with one flight per year on NVGs. **Lesson Learned:** Work closely with other AMSOs/Physiologists on different projects. Use programs they developed to benefit your aircrew.

I am currently still in the first quarter of this training plan. So far, it has taken 3 hours to totally outfit 20 aircrew, and this was with the help of HM1 Grumling, HM1 Oliver, LT Hebert, and HMM-262's FE shop. Getting MAG-36 100% mission ready in NBC is going to be a slow and painful process; not one I am sure I can completely accomplish during my tour. The biggest obstacle I face is resistance from the aircrew. None of the aircrew enjoys wearing the NBC ensemble, or hearing about its capabilities and limitations, or how it integrates with NVGs, and they sure do not want to fly with it. Nobody wants to think about fighting a war in a NBC arena. Too many other things are on the front burner, plus there has never been a situation, yet, in Okinawa where NBC was a real threat. However, it is potential threat and our aircrew need to be ready in a moment's notice in case the flag goes up. It is our job as the AMSOs to fully prepare our warfighters for all the threats they may or may not face. Unfortunately, we do not get to pick what weapons they use against us.

Billet Highlight

By: LT Matt Hebert

Position: 1st Marine Aircraft Wing Aeromedical Safety Officer (AMSO)

Data:
(UIC/BSC/Grade/Code)
UIC: 57079/BSC: 01110/Grade: 941001/Code: 25

Location:
(City/State/Area/Building/Room)
Unit 37101, MARFORPAC, FPO, AP, 96603-7101/Bldg 1/Rm 232A/ Camp Foster, Okinawa, Japan, 1st Marine Aircraft Wing Headquarters

Responsibilities: (Duties of the billet)
(1) Serve as safety program advisor on matters pertaining to ALSS, emergency escape systems, physiological threats and survival training.
(2) Assist Aviation Safety Officer in monitoring initiatives designed to promote safe operation of aircraft and monitor safety compliance.
(3) Implement local FAILSAFE program by establishing liaison with squadrons, monitoring usage of ALSS, identifying ALSS problems, serving as coordinator and point of contact for ALSS fleet assessments, developing operational requirements, providing feedback to NAVAIR via FAILSAFE Tiger Team interactions.
(4) Develop and maintain an effective Aeromedical Brief Program by establishing a liaison with intelligence and operations personnel in conjunction with safety and NATOPS personnel to ensure state-of-the-art, mission-specific and relevant physiological threat briefs.
(5) Serve as instructors/supervisors for Instrument Ground School, Night Imaging and Threat Evaluation (NITE) Labs, LASER Safety, and other applicable training evolutions.
(6) Support aircraft mishap investigations as required. This support is provided as either a full member or as a technical advisor to Aircraft Mishap Boards.
(7) Organize and coordinate local Aircrew Systems mini-Operator Advisory Group (OAG) meetings. Provide feedback to NAVAIRSYSCOM via TYCOM representatives.
(8) Provide technical expertise and training for operator and maintenance indoctrination of new and modified Aircrew Systems. Additionally, maintain official Technical Data Indoctrination Packages (TDIPs) for aircrew and maintainer training.
(9) Administer local anthropometrical program: conduct cockpit fit checks and manage the custom fitted flight equipment issues.
(10) Deploy when it is necessary to provide specialized aeromedical support during actual shipboard or contingency/combat operations.
(11) Provide activity reports as directed by FAILSAFE program directives.

The USMC AMSO Program provides specialized consultants on matters pertaining to Aeromedical Safety by assigning these uniquely trained individuals at the Group, Wing and HQMC level. The AMSO/AMSC is specifically trained to combine knowledge of aviation safety, human factors, human performance, physiological threat, aviation life support systems, and survival training to enhance aviation safety programs.

The Aeromedical Safety Officer (AMSO) is a Navy Aerospace Physiologist who possesses a wide range of diversified knowledge that directly applies to USMC operations. Trained in Aviation Physiology, survival, aviation life support equipment, and a graduate of the Aviation Safety Officer's School, the AMSO is well equipped to develop and execute a comprehensive training program that emphasizes education, safety, and operational preparedness, as well as become a pivotal member in the mishap investigation team.

The AMSO works closely with the DOSS and ASO in all matters pertaining to Aviation Safety. The AMSO is assigned to the DOSS.

The purpose of the Aeromedical Safety Program is to provide aeromedical consultation and to identify and counter aeromedical threats facing aircrew. An aeromedical threat is defined as any condition, environmental or self-imposed, which would diminish capability, thereby reducing operational effectiveness. OPNAVINST 3750.6 (Aviation Safety) and OPNAVINST 3710.7 (General NATOPS) identify areas in which AMSOs can provide expertise countering medical/psychological/ physiological threats and managing operational risk.

Flight Time Availability:
(Location/Type AC)
MCAS Futenma, Okinawa, Japan is located 10-15 minutes away by car. Available flight time in CH-53E (UDP squadron), UH-1N/AH-1W (UDP squadron), CH-46E, and KC-130F/R aircraft exists plus an occasional UC-12F/T-39 when transporting PAX isn't a priority. MCAS Iwakuni (approximately a 2-hour KC-130 flight to mainland Japan) has available F/A-18D possibilities. KC-130's from Okinawa frequently fly to MCAS Iwakuni for F/W AR missions, so transportation to the mainland usually isn't a problem.

Locale: (Information for the area)

Okinawa Prefecture, Japan's southwestern most prefecture, consists of 50 inhabited and 110 uninhabited islands scattered over an area 1,000 km from east to west and 400 km from north to south. The islands are divided into three major groups: the Okinawa island group, the Miyako island group, and the Yaeyama island group. Okinawa Island is by far the largest, followed in turn by Iriomote Island, Ishigaki Island and Miyako Island.

Okinawa Prefecture is located between Kyusyu and Taiwan. Major Asian cities such as Taipei, Shanghai, Hong Kong, Seoul, Manila and Tokyo are all located within a 1,500 km radius of Okinawa. Due to Okinawa's close proximity to the major Asian cities, Okinawa represents the southern gate to China, Southeast Asia and Oceania.

Okinawa is the largest of more than 140 islands in Okinawa Prefecture (of which only 47 are populated). Measuring 67 miles long by 2 to 17 miles wide, and covering a total area of 454 sq. miles, Okinawa's highest point is Mt.Yonaha at 1494 feet.

Okinawa Prefecture comprises only 0.6% of the whole Japanese territory. In that small island, 75% of the Military installations still remain and are used by U.S. Forces.

Often referred to as "Japan's Hawaii," The average temperature ranges from 60 degrees F (16.0 C) in early January to 83 F (28.3 C) in mid-July. The record high temperature for Okinawa is 96 F (35.6 C), with humidity exceeding 80%. The record low temperature is around 40 F (4.4 C). Okinawa receives around 90 inches (230 cm) of rain a year. It rains an average of 125 days a year. June to October is typhoon season; the rainy season lasts only from May to June. Topography and lack of natural dams can lead to periodic water rationing.

Population: Okinawa Island: 857,000: Okinawa Prefecture: 1,246,000. The most populated city is Naha, the capital, at around 375,000; Okinawa City, with a population of over 100,000 is second.

Many Okinawans can get by speaking a little broken English, but for the most part speak the Ryukyu subdialect of Japanese or the Japanese of the mainland. Many Japanese (Okinawans) speak English well and are used to integrating into the DoD working system.

Buddhism is the major Japanese religion, but you will find both Shinto shrines and Buddhist temples scattered about Okinawa.

Meet Your Preceptors!

By: LTJG Tom Sather

Greetings and salutations to my fellow physiologists. I am extremely pleased to be making my introduction to you today and am excited to be a part of such a fine professional community. It is a great honor and privilege to make my introduction to you today and before any more people throw up some flags, I will proceed with my introduction.

My name is LTJG Thomas Sather and I was designated Aerospace Physiologist #254. My academic background is rather diverse. I have a Bachelor of Arts degree from Elon College in Psychology with a minor in Philosophy. I earned a double Master of Sport Science degree in Exercise Physiology and Sports Medicine from the United States Sports Academy (USSA) where I concentrated my focus on human performance and cardiology. During my time at USSA, I completed an internship in cardiac rehabilitation and as an athletic trainer and conditioning coach in collegiate athletics.

I am nationally certified by the National Strength and Conditioning Association as a Certified Strength and Conditioning Specialist (CSCS).

As if all that was not enough to fry your melon, I went on to receive another Master of Science degree in Psychology from Radford University. While there, I worked in the Center For Brain Research & Informational Sciences with Stanford Professor Emeritus Dr. Carl H. Pribram M.D., Ph.D. who was researching neurophysiological and neurobehavioral Holonomic Brain Theory and Motor Gestalts (complex cognitive mapping and information processing).

Although I have been a “professional student” for a good portion of my career, I have held a number of exciting jobs in my time. I have worked as an armed security agent and have transported up to $200 million in cash to banks and Federal Reserves.

From 1995 through the 1996 Atlanta Olympic Games, I was one of the Exercise Physiologists and Strength and Conditioning Coaches who worked with a number of amateur Olympic organizations in testing and training athletes for participation in the XXVI Olympiad. In keeping with my medical interests, I have also worked as a Clinical Exercise Physiologist in a major metropolitan hospital (The Christ Hospital of Greater Cincinnati) where I worked in critical care post-surgical telemetry units with cardiovascular, pulmonary and vascular patients.

It is my hope that by bringing my diverse background to our field, I can contribute some useful information. I am excited by the future and hope to meet everyone. If there is any part of my experiences or background that you find intriguing or could be helpful to you, please don’t hesitate to call upon me.

V/R,
LTJG. Thomas E. Sather MSC, USNR
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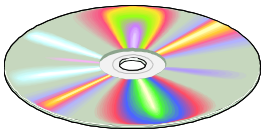
Gouge

By: LT Mike Prevost

The Navy's annual "Owner's and Operator's Manual," the January "All Hands" magazine, contains a special twist this year: a CD-ROM packed with rights and benefits information.

The "manual," also known as the All Hands Navy almanac, debuted in late January. It customarily contains facts and figures such as listings of surface ships, submarines, aircraft and weapons, Navy rank insignia, and pay tables.



The new, limited-edition compact disc replaces the Rights and Benefits Issue previously published by the magazine every few years. The disk contains a small program, allhands.exe, that details sailors' and Marines' many benefits, including pay and allowances, overseas duty, advancement opportunities and medical care.

The Rights and Benefits disk is in a plastic sleeve stuck to the inside back cover of the magazine. Anyone with a computer and CD-ROM drive can access the program, and best of all, Navy officials added, it links to the Navy Lifelines Services Network Web site with a single mouse click.

In the past, the officials said, some information in the printed Rights and Benefits issue was outdated when it hit the street. To solve that problem, the Naval Media Center, Lifelines2000 and the Bureau of Naval Personnel teamed up to couple technology, content for the disk and a "living" Web site.

The home page of the Lifelines multimedia site, www.lifelines2000.org, links to a bevy of tools and information for the entire Navy department family, from active duty sailors and Marines, to civilian employees, family members, veterans and retirees.

The disk, intended to help sailors and Marines make the right career choices, hyperlinks to the Navy Quality of Life Web site at http://www.LIFELines2000.org/rights. No matter how old the CD-ROM gets, it links to the live Web site and the regularly updated online rights and benefits handbook, the officials said.

With the current "war for talent" to retain the best personnel, they said, the Navy is committed to keeping sailors and Marines well-informed about their rights and benefits, thereby maintaining readiness. They called the CD the latest in a series of steps the Navy has taken to help sailors "accelerate their lives."

Many key personnel quality-of-life and quality-of-service programs and policies have changed, they said, so a review of rights and benefits is more important than ever.

For the first time, the "All Hands" Web site, www.mediacen.navy.mil will also allow users to download and print high-resolution copies of the almanac charts containing commissioned and enlisted rank insignia and ratings.

Requests for copies of the All Hands almanac edition with CD-ROM can be made via e-mail to All Hands distribution manager Garland Powell at powell@mediacen.navy.mil. Include name, command, telephone number, e-mail and mailing addresses, and the number of copies desired. Inquiries related to magazine content should be directed to "All Hands" magazine at allhands@mediacen.navy.mil. (From the Navy News Service)

(Editor's technical note: Persons with the CD can easily share the Rights and Benefits program by copying the 1.3-megabyte file, allhands.exe, to a high-density diskette, Zip or other high-capacity disk, writable compact disc or a hard drive. The program requires no setup or installation and so can be played directly from storage media.)

Aerospace Physiology

By: LT Mike Prevost & LT Matt Hebert

Nutritional Supplementation

There is a common belief among many athletes and military personnel (including our aviators) that nutritional supplements enhance physical performance.

Several studies have reported a high frequency of nutritional supplement use among athletes, and some nutritional supplements have been shown to increase various components of fitness and athletic performance under certain limited conditions. Unfortunately, there is little scientific evidence that many of the currently popular nutritional supplements do enhance physical performance, and, as with nearly any substance, misuse of these products can have deleterious effects. In many cases, the long-term effects of nutritional supplement use are unknown.

We've talked to this issue before in our SUSNAP journal. In light of recent events and events yet to occur, it probably wouldn't hurt to reprint some of this information again.

According to the Dietary Supplement, Health and Education Act (DSHEA), dietary supplements are products (other than tobacco) intended to supplement the diet. They are products that bear or contain one or more of the following dietary ingredients: a vitamin, a mineral, an herb or other botanical, an amino acid, a dietary substance for use by man to supplement the diet by increasing the total daily intake, or a concentrate, metabolite, constituent, extract, or combinations of these ingredients. In addition the product must also be labeled "dietary supplement".

The intent of the DSHEA was to make a wide variety of safe and effectively labeled products readily available to consumers.

But according to official definition almost any substance can be considered a dietary supplement by simply marketing it as a supplement (if it is not already marketed as a drug).

Under the DSHEA it is a manufacturer's responsibility to ensure that its products are safe and properly labeled prior to marketing.

The FDA does not approve or disapprove new supplements, which

allows manufacturers to bypass the extensive studies required to establish effectiveness and safety prior to the release of a new drug.

Clinicians, health care providers and health care educators are presented with a considerable dilemma when providing advice and guidance on the use of dietary supplements. Even if there is ample convincing evidence to suggest that a product is effective and safe, there is no way to guarantee the purity or accuracy of dose of the product. This makes it difficult to recommend any product.

This also creates another dilemma: if the health care system takes a negative view of dietary supplements, the patient may dismiss the health care system as a valuable source of information on dietary supplements. Instead they may choose more biased, misleading or inaccurate source(s) of information. It is difficult for health care professionals to compete against slick advertisements promising very attractive benefits.

The problem is compounded by the fact that the "quick fix" promised by supplement manufacturers is often much more attractive than the alternatives provided by health care professionals (i.e. exercise, diet, surgery, medications, lifestyle modifications).

Health care professionals must be willing to talk to patients about dietary supplements so they will not seek out alternate sources to gather information, which may be biased, misleading and inaccurate.

A proactive approach will be more successful than a reactive

approach. Discussing the effectiveness and safety of some of the more popular products pertaining to the patients' particular situation, for example obesity and weight loss. The health care professional might also discuss common advertising gimmicks and perhaps point out some examples of misleading advertisements so that the patient is made fully aware of products.

There are four major negative consequences that health care professionals should consider before providing guidance or advice on the use of dietary supplements:

- Almost any substance can be marketed as a dietary supplement.
- The FDA does not test dietary supplements for safety prior to sale.
- The FDA does not routinely test dietary supplements for purity or accuracy of dose prior to sale.
- Manufacturers can make nutritional support claims without substantial scientific evidence.

Let's also remember one key fact when dealing with our aviator's and aircrew. According to OPNAVINST 3710.7R, "self-medication" (insert "nutritional supplement" here) is strongly discouraged. Just how many aviator's/aircrew do YOU personally know that engage in this activity?

Wise Words From Our Specialty Leader

By: CAPT Bob Matthews

Personnel involved in survival training, and the Aerospace Physiology program; have simple objectives. We strive to ***improve the operational capability and survivability*** of those who choose to fly in naval aircraft. Throughout my 20 years as an aerospace physiologist, I have seen improvement after improvement in training curricula, training facilities, training technologies and program organizational structure. This quality improvement 'parade' is not by chance. Professionals, like CDR Clark and CDR Wheaton, lead the way. They identify needs for improvement, propose solutions AND are willing to address roadblocks that stand in the way. Roadblocks, like competing with medical treatment facilities for funding new construction projects or supplies specific to our survival training mission. (Imagine if you can, CDR Clark convincing a Hospital Commanding Officer that HELMETS, for water survival training, are just as important as drugs for the pharmacy, or x-ray film for radiology.)

Roadblocks like manning shortfalls. Roadblocks like resource and training device inadequacies. Challenges like training requirements from the Marine Corps and Army that are not accompanied by resources to complete the mission. The Aerospace Physiology Program is very **"resourceful"** in meeting mission requirements no matter what roadblocks stand in the way.

While reviewing program accomplishments, I have identified two traits that facilitate our successes. First, the willingness to take a chance, to think "out of the box" and then and defend and re-define ideas. This "pro-active' approach keeps the Aerospace Physiology community looking forward instead of being mired down in the "Status Quo". Professionals in our community are never satisfied. Once one process is improved, another is targeted and the cycle is repeated over and over. This **"rambunctious initiative",** as I call it**,** does have a downside. It has taken us down dead ends like the infamous Videoshow software that was almost immediately "out of date" when Microsoft and Corel visual presentation technologies became industry standards. (I must admit I was one of the flag bearers on this ill-fated journey down a technology appendix). Another example is the floating Shallow Water Egress Trainer that looked good on paper, but did not meet NAVY training requirements. Although these examples could be considered failures, the false starts are indicative of the initiative that is a characteristic of our program. The failures are dwarfed by the successes that have propelled our program forward. Notably, in training technologies. Examples include the numerous survival-training devices and most recently the Virtual Reality Parachute Trainers. Improved training techniques like the 'station concept' and 'scenario-based' training are also examples of IDEAS that evolved, were massaged and implemented. On the horizon, I anticipate computer assisted and directed training as well as incorporation of survival training objectives in a simulation-based training environment. There are EXCITING times coming for those who see and embrace the future.

A second trait and in my mind, the most important, is PERSISTENCE. Many of our program's accomplishments would have been "shelved" if the first "NO" or "IT CAN'T BE DONE" was taken as FACT. Every idea rejected, is taken as a challenge, an opportunity to review, redefine the proposal. An opportunity to gather support and repackage, to address the roadblock and start designing **tunnels and bridges**.

Now, that DOES present some problems. When "I" disapprove a request, I am assured a 'refined', repackaged and better-justified proposal will be forthcoming. (MORE WORK) PERSISTENCE has played a role in almost every aspect of our program. An aerospace physiologist on a MISSION is your worst nightmare. Without PERSISTENCE, we might not have Multi-place underwater egress trainers, we might not have a centrifuge at Lemoore, we might not have NEW facilities and new MILCONS at most of our training sites, and I know we wouldn't have Virtual Reality Parachute trainers. (I think it took 7-8 years from concept to implementation). Ask anyone who deals with Naval Aerospace Physiologists; WE don't give up!

This ceremony is a single moment in an evolutionary process of continued quality improvement. It is but an instant in time that is founded in great PROGRAM history and tradition. Last year the Surgeon General officially sanctioned our Naval Aerospace Physiology Program Planning Committee, our Preceptorship/Mentorship and Awards programs by signing the updated "Special Activities" CH 14 section of the Manual of the Medical Department. This year, I expect the establishment of the Naval Survival Training Institute, a Center of Excellence for Naval Aviation Survival Training. I can only speculate on what the next decade will bring, but I am sure it will be superior to the present.

So, to all of you here today; I appreciate your indulgence of a Program Manager who is so very, very proud of the accomplishments of the community he has the privilege to represent. For CDR Wheaton, a challenge and opportunity. Good luck, have fun, and never take "NO" as a final word, but PLEASE, consider the source. (It might be ME)

For CDR Clark, I thank you for your stewardship of NOMI DETACHMENT East and I also want to publicly thank you for ALL you have done in support of our program. I know we can expect continued support for now and forevermore ….AMEN.

Class A Update

By: United States Naval Safety Center (http://www.safetycenter.navy.mil)

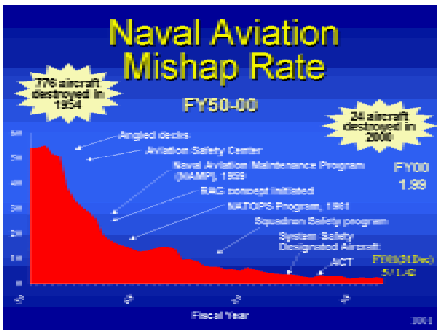
FY01 Aviation in Reveiw Through 21 Mar 01

Navy/Marine:

The mishap rate through 21 Mar was 1.21 with 8 mishaps, the 2nd best rate in history through this date. At this pace FY01 would end the year as the best year ever and with a lower rate than the FY96-00 rate of 1.96 (150 mishaps). The yearly rates from FY96 to FY00 were 2.18, 1.77, 2.37, 1.45 and 1.99. The yearly mishaps from FY96 to FY00 were 36, 27, 36, 22 and 29.

Navy:

The mishap rate through 21 Mar was 0.99 with 5 mishaps, the 2nd best rate in history through this date. At this pace FY01 would end the year as the 2nd best year ever and with a lower rate than the FY96-00 rate of 1.58 (92 mishaps). The yearly rates from FY96 to FY00 were 1.69, 1.29, 2.32, 0.78 and 1.79. The yearly mishaps from FY96 to FY00 were 21, 15, 27, 9 and 20.



Marine Corps:

The mishap rate through 21 Mar was 1.93 with 3 mishaps, the 2nd best rate in history through this date. At this pace FY01 would end the year as the best year ever and with a lower rate than the FY96-00 rate of 3.18 (58 mishaps). The yearly rates from FY96 to FY00 were 3.66, 3.33, 2.52, 3.63 and 2.64. The yearly mishaps from FY96 to FY00 were 15, 12, 9, 13 and 9.

Did You Know?

By: LT Matt Hebert

WILEY POST 1898 - 1935

First To Fly Solo Around The World, 1933

Between July 15 and 22, 1933, Wiley Post made the first successful solo flight around the world in an airplane named the "Winnie Mae". The single engine Lockheed Vega was equipped with a Sperry automatic pilot, a radio direction finder, and other new devices. The flight covered 15,596 miles in seven days, eighteen hours forty-nine minutes and was perhaps the most remarkable display of flying endurance of the decade.

Earlier in 1931, ex-barnstormer Post and navigator Harold Gatty had thrilled the nation by dashing around the world in the Winnie Mae. The flight was not only a great technical achievement, but also one that demanded extraordinary fortitude. For over one hundred and six hours, neither Post nor Gatty had an opportunity to sleep. The flight's elapsed time of eight days, fifteen hours and fifty-one minutes far surpassed the previous record of twenty-one days set in 1929 by the airship "Graf Zeppelin."

Post was considered one of the most colorful figures of early aviation. He set many records before being tragically killed near Point Barrow, Alaska in 1935 in a crash that also took the life of his flying companion, humorist Will Rogers. His aerial achievements proved that shrinking the globe was as much a test of human endurance as a display of technological progress.

Funny Stuff

By: LT Matt Hebert

This legend, the truth of which is not necessarily related to its value, concerns a question in a physics degree exam at the University of Copenhagen:

"Describe how to determine the height of a skyscraper with a barometer."

One student replied: "You tie a long piece of string to the neck of the barometer, then lower the barometer

from the roof of the skyscraper to the ground. The length of the string plus the length of the barometer will equal the height of the building."

This highly original answer so incensed the examiner that the student was failed immediately.

He appealed on the grounds that his answer was indisputably correct, and the university appointed an independent arbiter to decide the case.

The arbiter judged that the answer was indeed correct, but did not display any noticeable knowledge of physics.

To resolve the problem it was decided to call the student in and allow him six minutes in which to provide a verbal answer that showed at least a minimal familiarity with the basic principles of physics.

For five minutes the student sat in silence, forehead creased in thought.

The arbiter reminded him that time was running out, to which the student replied that he had several extremely relevant answers, but couldn't make up his mind which to use.

On being advised to hurry up the student replied as follows:

"Firstly, you could take the barometer up to the roof of the skyscraper, drop it over the edge, and measure the time it takes to reach the ground. The height of the building can then be worked out from the formula H = 0.5g x t squared. But bad luck on the barometer.

"Or if the sun is shining you could measure the height of the barometer, then set it on end and measure the length of its shadow.

"Then you measure the length of the skyscraper's shadow, and thereafter it is simple matter of proportional arithmetic to work out the height of the skyscraper."

"But if you wanted to be highly scientific about it, you could tie a short piece of string to the barometer and swing it like a pendulum, first at ground level and then on the roof of the skyscraper. The height is worked out by the difference in the gravitational restoring force $T = 2\pi \sqrt{(l / g)}$.

"Or if the skyscraper has an outside emergency staircase, it would be easier to walk up it and mark off the height of the skyscraper in barometer lengths, then add them up.

"If you merely wanted to be boring and orthodox about it, of course, you could use the barometer to measure the air pressure on the roof of the skyscraper and on the ground, and convert the difference in millibars into feet to give the height of the building.

"But since we are constantly being exhorted to exercise independence of mind and apply scientific methods, undoubtedly the best way would be to knock on the janitor's door and say to him 'If you would like a nice new barometer, I will give you this one if you tell me the height of this skyscraper'."

The student was Niels Bohr, the only Dane to win the Nobel Prize for Physics.

Contributions Needed!

The success of this journal depends largely upon member contributions. If you haven't submitted a Billet Highlight for your job please do so. We hope to have one for each of our billets. Also, if you are involved in a special project, have any interesting experiences, find any useful gouge, know of any good training opportunities or just have something to say, write it up and send it in. It will benefit us all. Also, if you have pictures to share send them in as well.

VR
LT Matt "Ratboy" Hebert
SUSNAP Editor

Evolution of the FAILSAFE AIRTASK

By: CAPT (ret) Hal Pheeny

Fleet Air Introduction/Liaison of Survival Aircrew Flight Equipment (FAILSAFE) Program AIRTASK

References:

(a) CHBUMED ltr 3710 ser 02T/0098 of 19 Dec 95
(b) PMA202 AIRTASK No. A202202J/0535/1202000002 of 20 October 2000, Title: Fleet Air Introduction/Liaison of Survival Aircrew Flight Equipment (FAILSAFE) Program-OPN Production Support Services
(c) PMA202 AIRTASK No. A202202J/0534/1202000001 of 29 September 2000, Title: Fleet Air Introduction/Liaison of Survival Aircrew Flight Equipment (FAILSAFE) Program
(d) Manual of the Medical Department (NAVMED P-117), Chapter 14: Special Activities: Naval Aviation Physiology Program
(e) OPNAVINST 4790.2G
(f) OPNAVINST 3710.7R
(g) NAVAIRINST 5400.147A of 5 July 2000

The SUSNAP Board asked me to write an article on the history and program description of the AIRTASK covering the FAILSAFE Program. My goal is to present a brief discussion of the evolution and history of the FAILSAFE program and then to discuss the purpose, goals, and guidelines of the AIRTASK itself. Hopefully, you are already aware of the detailed information in the above references that institutionalize the FAILSAFE program, as it exists today. If not, I urge you to read them thoroughly, especially reference (g) which outlines the Aircrew

Systems Program mission and functions.

Most of you are aware of the symbiotic relationship between NAVAIR's Crew Systems Division, Air-531, [now known as the Aircrew Systems Program (PMA-202) and the Naval Aviation Physiology Program [the NAPP as you know it today did not exist as the distinct program with its then four and now five major components until 1981]. In fact, it took until 1995 to formalize the NAVAIR-BUMED mutually supportive relationship with an official MOU. Prior to 1981, the NAPP consisted mostly of APTUs and their staffs, some of which conducted Water Survival Training for their respective TYCOMs, a small number of officers assigned to R, D, T and E and management billets, and a few AMSOs who were assigned ADDU to Fleet activities.

From the beginning of FAILSAFE, NAVAIR's Aviation Life Support Community had both the financial resources not available within the Navy's medical community (BUMED) and also a need to know how well the personal/survival equipment it was issuing to the Fleet was performing and was accepted by the Aircrew and Maintainer communities. On the other hand, BUMED managed the Aviation Physiologist community who, collectively, were training all USN/USMC/USCG aircrew on the Physiological principles of flight as well as on their life support, ejection seat, and survival equipment. The marriage of these commands for a common purpose was consummated in the early-60's. While I'm unable to document who were the first NAP's assigned to the NAVAIR Crew Systems Division, I do know that some of the early officers included Captain Roland Bosee, LT Ray Whitten, LCDR Ken Dickerson, and LT W. 'MAC' McIntosh.

Specific APTU's (e.g. Miramar, Norfolk, Cecil Field) were tasked with implementing the Full Pressure Suit program for the F-4, F-8, and A-5 aircrafts. Additionally, in this time frame, the APTU's were the focal point for "Project White Gear" – a program to outfit aircrew who might be exposed to nuclear flash effects. In a similar fashion, in the early 60's, NAVAIRPAC set up the Aviator's Protective and Survival Equipment (APSET) forum as a means to collect information and forward recommendations on personal/survival equipment to NAVAIRSYSCOM. Captain Walt Goldenrath MSC USN, Head of the APTU at NAS North Island (it moved to NAS Miramar in early '68) with ADDU to NAVAIRPAC, was one of the mainstays of the APSET program and, in fact, authored a late 60's report describing the Aviator's Life Support Equipment used in Southeast Asia (This published report has proven invaluable to the teams who are recovering and identifying remains in SEA).

NAVAIR (then named BUWEPS) made these assignments through WEPTASKS to the local commanding officer. WEPTASKS, now called AIRTASKS, are the principal Naval Air Systems Command Headquarters document for assigning work to field activities. The AIRTASK formalizes agreements between NAVAIRHQ and the field activity on the technical work to be performed and funded in a given fiscal year. AIRTASK's, however, do not provide funding itself; rather, they describe the tasks and the maximum amount of dollars the field activity can expect. Funding documents are provided separately and may identify less funds than are noted in the AIRTASK. The bottom line being that the local commander may not obligate more funds than are provided, even if this means not doing all the work asked for in the AIRTASK. In other words, the funding document drives what work will be done. Funding documents are forwarded at any time throughout the fiscal year up to the maximum noted in the AIRTASK.

The first FAILSAFE AIRTASK that I can document was a 1965 BUWEPS WEPTASK under the cognizance of Captain Roland Bosee (a Naval Aviator who became Aviation Physiologist Number 2 with a designation date of 20 Sept 4). This WEPTASK allocated $1000.00 dollars of R, D, T&E funds for the APTU (note: At that time, APTUs were TYCOM controlled units under the local medical department who reported to the base commander – not within BUMED (claimancy 18 chain of command) to accomplish the following tasks:

"1. To provide Fleet introduction and indoctrination of aircrew personal and survival flight equipment through the Fleet Aviation Physiology Training Units.
2. To conduct liaison with Fleet Squadrons to maintain constant physiological monitoring of aircrew personal and survival flight equipment.
3. To provide information feedback to the Chief, Bureau of Naval Weapons (RA-15) with reference equipment deficiencies and provide consultation through corrective recommendations.

4. To conduct liaison trips to aerospace scientific meetings to maintain current background for assessment of aircrew personal equipment requirements."

Keep in mind that in 1965, there were less than 35 active duty Naval Aviation Physiologists.

Some of the NAPs worked these FAILSAFE program tasks very productively. For example, in the late 60's, LT Greear conducted ALSS inspections aboard each carrier as it deployed to SEA. In 1970, COMFAIRWHIDBEY set up an Aviator's Personal Protective Equipment Committee chaired by the Aviation Physiologist (who was assigned to the NAVHOSP AND ADDU to the Wing) to make recommendations on design, use, and support of Life Support Equipment.

Over the following decade, the FAILSAFE program evolved but was not considered as responsive to AIR-531 as originally planned. In fact, the Director of the Crew Systems Division stated he would cancel the FAILSAFE Program based on lack of value for the funds invested. Then, as Naval Aviation opened its doors to the female population, a whole new set of Life Support Equipment issues arose and needed to be addressed. The NAP's were asked to work on these issues as a specific task element of the FAILSAFE AIRTASK. This was followed by the first official TDIP's on the 4-line Release, the SPH-3 Chin/Nape Strap, and remedial slides on new/changed LSS equipment and, most notably, the set up of the Tiger Teams. The NAP community, especially the AMSO's and the Tiger Teams, then provided such valuable feedback to NAVAIR that the FAILSAFE Program not only continued but also expanded across the full life cycle of Aircrew Systems Programs. This success was further enhanced by the support that FAILSAFE gave to the aircrew flying in the Gulf War.

Consider that today there are about 90 NAP's - a third of these officers are AMSO's, the number of ASTC's/APTU's has decreased from a high of 13 to the present 8, and 3 FAILSAFE Tiger Teams who are supporting the FAILSAFE mission.

From my point of view, little has changed with the mission of the FAILSAFE program. Now, however, with the diminishing funding available to PMA-202, I see the potential for loss of some of the resources that FAILSAFE has enjoyed. My feelings are based, in part, on the lack of feedback the NAP community provides to the Crew Systems Department (AIR-4.6) and to PMA-202. While some officers are already actively involved in fulfilling the goals and objectives of FAILSAFE, I recommend that the other officers and enlisted personnel assigned to the NAPP more proactively involve themselves in working with the TYCOM/ Wing ALSS Class Desks. I assure you that participation in the Life Cycle Management of Aircrew Systems Products is both professionally rewarding and personally satisfying.

FAILSAFE is a definitive part of the NAPP as noted in the new change to the MANMED. PMA-202 still has a need for feedback on the Aircrew Systems Products (ALSS, Escape Systems, and Night Vision Systems) that it provides to the Fleet. The routine monthly reports and special reports on surveys, questionnaires, quick assessments, and user/maintainer perceptions that the NAP's/Tiger Teams should be forwarding to PMA-202 via the Regional Coordinators are critical to successful man-equipment-airframe integration. PMA-202 now tasks and funds the FAILSAFE Program with the understanding that the NAP's and Tiger Teams will keep their side of the agreement.

I would appreciate any constructive feedback on these comments. My email address is hpheeny@krsystems.com.

Please don't use the "ORM" Word….

By: Becky Bates

The Borg, Huckin' the Cornice and the Art of Aviation Safety

Many people have great aspirations for life after military service. I am one of them. One day, I hope to be the ultimate ski bum. My goal is to be the oldest active Ski Patrol - 85 years old and huckin' the cornice and rippin' freshies, rescue sled in tow! With my future in mind, I did some professional reading in a *SKIING Magazine* dedicated to answering the question: "How safe is skiing?"

In a section on preventing knee injuries (around 24,000 skiing related anterior cruciate ligament tears are reported each year) I came across the following quote:

> "There is no concerted effort on the part of the ski industry to alert skiers about the risks to their knees and the means of reducing those risks."

There was a time when a statement like this wouldn't bother me, but now that I have been assimilated into the Navy Safety Collective, it torques me. Ski-related knee injuries are a known problem with a known set of countermeasures, but the "risk reduction" information is not disseminated to the end user. Researchers have found ways for skiers to reduce knee injuries through ski design changes and skier training, but manufacturers and ski areas have successfully thwarted those efforts.

What does this mean for the Naval Aviator, particularly the non-skiing (heathen) type? Naval aviation is filled with hazards. Unlike our ski industry brethren, we have procedures in place to report hazards, and ongoing efforts to minimizing hazards by implementing countermeasures. Here's a quick rundown on how it works.

Reporting. The first step in the process requires that some one take the "public relations" hit and admits there is a problem. If you discover something hazardous, tell the Safety Department about it pronto.

Sharing the report. A common problem that is "reported" is sure to get attention. In today's military funding environment, engineers can't solve a problem until it is recognized as something other than a statistical anomaly. Report ***every*** incident and info the world.

Dissemination of corrective actions. This is a tough one, especially if people need to modify their behavior. New procedures have to be published, old manuals must be updated, and old habits need to be broken. Even if the fix is mechanical, someone has to install it. They say that change is the mother of all risk. Therefore, a fix can bring risk. But a good fix eliminates more risk than it introduces. A good fix has gone through adequate testing, evaluation, and introductory training. Don't settle for anything less than complete understanding and compliance throughout the squadron.

Supervision. Entropy rules. If energy is not applied to the corrective actions, they will tend toward randomness. We are all accountable for keeping the "train on the right track."

The process doesn't work unless it is poked, prodded and pushed every step of the way. It may sound trite, but this is everyone's job.

Whether you are strapped to skis or to a jet, take an active role in preserving your own safety. Skiers, if you are interested some practical safety training, check out http://www.vermontskisafety.com Aviators, if you are interested in aviation safety, prove it! Resistance isn't futile, but it can be deadly.

Certification in Aerospace Physiology

By: CDR Jeff Clark

The question frequently asked is why should anyone consider becoming board certified in Aerospace Physiology. To simply say it is important to obtain a professional certification is not a complete answer. Board Certification is required for several Naval Aerospace Physiologists billets, but not currently for the USAF or in most civilian jobs. So why should you pursue board certification? To begin to answer that question, you need to understand why the Aerospace Medical Association established board certification in Aerospace Physiology.

The first reason given is to encourage the study improve, the practice, and elevate the standards of excellence in Aerospace Physiology. Make no mistake, studying for an examination like the one in aerospace physiology will require your dedication and commitment. It will also take you

back to your roots as a scientist and remind you why you love this field so much. It will force you to review areas you do not use on a daily basis and may have never studied, thereby expanding your knowledge and understanding. It

will make you a better physiologist.

The second reason is to provide an avenue for professional and peer recognition. As Aerospace Physiologists, our professional organizations are AsMA and the Aerospace Physiology Society (AsPS). AsMA grants this certification, and successful completion is recognized every year during the AsPS luncheon at the AsMA annual scientific meeting. To date, 107 of our colleagues have successfully achieved board certification since it first was offered in 1977. To be able to wear the gold pO_2 pin says you have met the challenges and are a true professional in your chosen field. It says you have earned the aspect of your peers and your professional organization.

The third reason is to serve as a goal which members can strive to attain through dedicated self-study and personal and professional contributions to the AsMA and the AsPS. Eligibility is not limited to just those with the educational background, but also requires significant contribution to the field of aerospace physiology over a period of at least 5 years. Education, experience, and contribution are all required. It says you are a professional and take your profession seriously**.**

The above three paragraphs are my answer to why you should actively pursue board certification in any field in which you are working. I would hope they are sufficient to encourage anyone considering board certification in Aerospace Physiology to continue his or her efforts.

The Council of the AsMA, acting upon the recommendation of the Certification Board, grants the certification in Aerospace Physiology. The board consists of nine members plus a chairperson (all of whom are board certified) and a representative from the AsMA Council. Activities of the Board are governed by the bylaws as approved by the AsMA Council in November 1989 (published in the February 1991 issue of *Aviation, Space, and Environmental Medicine,* Aerospace Physiology Report).

Eligibility to sit for the examination requires a baccalaureate degree in physiology or in a closely related life science with significant training in physiology. The requirement for professional productivity includes five years of professional experience and, training in aerospace physiology. Other factors which may be considered include positions held, research, flying experience, awards, membership in AsMA and AsPS, etc. Finally, two letters of recommendation are required from persons knowledgeable of your background.

Applicants who have satisfied all of the eligibility requirements as evaluated by the Admissions Committee are admitted to sit for the certification examination. The Chairperson of the Admissions Committee will notify candidates of their admission to the examination and provide them with information on the examination process, including references, subject areas, and sample questions. Preparation for the examination, preferably through group study, should begin at an early date.

The Aerospace Physiology Certification Board will administer the certification examination at the 72nd Annual Scientific Meeting of the Aerospace Medical Association in Reno, NV, on Sunday, 6 May 2001. The examination (offered in English only) will contain questions covering various areas relevant to aerospace physiology including, but not limited to, physiology, space physiology, exercise physiology, spatial orientation, acceleration physiology, hyperbaric physiology decompression sickness, human factors engineering night vision, lasers, operational problems (e.g., altitude/hypoxia, oxygen requirements, sensory illusions, low pressure operations, parachutes, survival), and relevant areas of basic physics, and atmospheric science. The weighting of these subject areas are not equal and the distribution of the emphasis is reviewed periodically. All examination questions will be of the written objective type (multiple choice, true/false, completion, and short answer).

Individuals interested in taking the examination should first establish their eligibility by obtaining an application form and more complete information about certification requirements from the Chairperson of the Admissions Committee. Applications from candidates who wish to take the examination in 2001 must be received by 1March 2001.

Applications received after that date cannot be guaranteed consideration for the 2001 examination. Any late applications not considered for 2000 examination will automatically be held in abeyance for consideration for the 2002 examination.

For questions or other communication, please call (757) 836-1698, DSN 836-1698**,** or e**-**mail: clarkjl@marforlant.usmc.mil

Operational Physiology

By: CDR Jeff Clark

The terms “operational”” and “aerospace physiology” are synonymous in the U.S. Navy. The major reasoning for this claim is two-fold: the curricula taught in the Aviation

Survival Training Centers are platform scenario-based and the Aeromedical Safety Officer (AMSO) and Aeromedical Safety Corpsman (AMSC) billets attached to the Line commands are part of the operational forces.

The curricula have encased the essence of the operational environment with the development of the hands-on-training (HOT) station practical

application, an environmental scenario, and the concept of simulator-based physiology problem-solving profiles.

The physiology curricula formalized the HOT stations concept to ensure standardization for the egress, aviation life support systems (ALSS), and survival first aid segments of training.

The incorporation of physiology training objectives into operational flight trainer (OFT) evolutions will improve visual problems training in some simulators. Obstacles to this proposal are adequate simulator time and instructor availability; in addition providing training for non-pilot crewmembers separate from the pilots and flight officers. “Proof of Concept” in rotary wing refresher training has been completed and approval for official incorporation has been granted. “Proof of Concept'” or ejection seat and multi-place fixed wing is progressing.

The Special Operation Physiology Training curriculum provides the necessary physiology training for Navy and Marine Corps special operation personnel to conduct high altitude low opening (HALO) and high altitude high opening (HAHO) operations. This training is required for Navy/Marine Corps personnel to perform parachute jump missions from Air Force aircraft and is presently only available at U. S. Air Force physiology training sites. Coordination between BUMED/USAF Headquarters and NASTP Model Manager/ USAF curriculum developers has occurred. The USN curriculum will directly parallel the USAF curriculum for standardization.

The U. S. Navy began training aircrew on an operational training centrifuge (Device 9A16) designed to provide anti-G straining maneuver with a G tolerance improvement curriculum in 1993.

The topic of stress and stress management has been addressed in the curricula for many years. A deficiency in stress coping has been documented in many aircraft mishap reports. The approach involves student selection of a strike/flight leader. Students are provided numerous 72-hour histories, like those developed after an aircraft mishap, and a seminar-style discussion format is used to select the individual most qualified, from a life stress view, to lead the mission,

A new graduate level seminar format approach for Sensory Physiology is under development. The seminar discussions will be based on actual aviation sensory related mishap reports and hazard reports normally involving high-time pilots and flight officers. The discussions will be lead by an aerospace physiologist, but the expectations are that the students will significantly enhance the learning by bringing their real-world experiences into the discussions. The question the seminar students will be challenged to answer is: Why did this experienced pilot, doing what he had done many times before, have a mishap - and what would the student do differently to prevent future occurrences within Naval Aviation.

The scenario-based Refresher Water Survival Training curricula changed to adapt the HOT stations approach, which involves learning-while-doing task based training and is the fleet preferred method of training where ALSS and survival procedures are involved.

The success of the deployed AMSO concept gave rise to the USMC establishing AMSC billets at each of the USMC AMSO locations to assist in the Performance Enhancement Program (PEP) and Night Vision Device Training in 1993. A USN AMSC billet was added in 1996.

The AMSO/AMSC program is continuing to meet the needs of the fleet. The establishment of the Night Imaging and Threat Evaluation (NITE) labs to conduct Night Vision Goggle training at local Air Stations has been extremely successful.

The Fleet Air Introduction and Liaison of Survival Aircrew Flight Equipment (FAILSAFE) Program utilizes Physiologists, Aerospace Physiology Technicians and Survival Equipmentmen to introduce new or modified items of Aviation Life Support Systems to fleet activities either ashore or afloat. In addition to the briefings, a conduit exists between these folks and the survival equipment engineers and Naval Air Systems Command personnel.

Many AMSO’s deploy with their activities to ensure the aircrew receive appropriate training and briefings. The incumbents are entrenched in the readiness planning and deployment work-up schedules for their respective squadrons and the Aviation Combat Element segment of the Marine Expeditionary Units. In many cases the AMSO was an active participant in the deployment's operations.

The AMSO attached to the Fourth Marine Aircraft Wing is responsible for all reserve activities within the United States. The role of training and preparing the aircrews for deployment and Combat Readiness is very demanding because it involves a great deal of traveling to the many reserve sites across the country. Additionally, AMSO’s have been directly involved in the investigation of Aircraft Mishaps. They all complete the Navy's Aviation Safety Officer's course prior to reporting for duty and with their knowledge of flight equipment have become invaluable to the Mishap Boards.

Moreover, physiologists have been members of aircraft mishap boards. Other physiologists have been called upon to provide expert consultative services during legal proceedings.

On the Horizon: To assist the AMSO/AMSC in providing a comprehensive training package to the aircrew regardless of platform, mission or deployed environment, a "just in time training" program is being developed to meet those needs. This training package will be formally introduced during the normal work-up cycle for all deploying aviation activities.

A need for a best visual/sensory system-training device has been discussed, after reviewing aircraft mishaps. One proposal is to incorporate spatial orientation and situational awareness training into the centrifuge training profiles.

AMSO "isms"

By: LT Matt Hebert

The last two issues of the SUSNAP Journal discussed elements critical to the success of performing an AMSO job…*at least* according to the RATBOY. These were: ***INTEGRITY*** and ***COMMUNICATION***.

In this issue, I would like to give you some additional bullets to yet another key element in the life and times of an AMSO: ***LEADERSHIP***. After a brief explanation of the aforementioned, this will complete what I like to call the “AMSO Triad of Power”, the core of who we are and what we do.

Although we don't necessarily have copious numbers of Corpsman or Divers or Civilians under our thumb as a "Department Head" or other similar-type "leadership related" jobs, I do believe we have an obligation to a different but

equally compelling collection of folks. So, without further adieu, and in no particular order here are some interesting points for you to ponder.

Concerning People:

- Explain yourself in writing and offer advice on how to solve problems.
- It is important that the people know you and you come among them without fear.
- Take public opinion baths.
- If your subordinates can stand it, so can you. Set a good example.
- You must seek and require access to reliable and up-to-date information.

Concerning the Building of Strong Alliances:

- Wage only one war at a time.
- Etiquette and personal dignity are sometimes wisely set aside.
- Remember, human action can be modified to some extent, but human nature cannot be changed.
- Showing your compassionate and caring nature will aid you in forging successful relationships.
- Never Act out of Vengeance or Spite.
- No purpose is served by punishing merely for punishment's sake.
- Always keep in mind, that once a subordinate is destroyed he ceases to contribute to the organization.
- Your organization will take on the personality of its top leader.
- You should be very unwilling for young people to be ruined for slight causes.
- Have malice toward none and charity toward all.

Concerning Unjust Criticism:

- Remember the truth is generally the best vindication against slander.

Miscellaneous:

- When you make it to the top, turn and reach down for the person behind you.
- You must be consistently fair and decent, in both the business and the personal side of life.
- Try ballots first; when ballots don't work, use bullets!
- Remember that compromise does not mean cowardice.
- Your war will not be one by strategy alone, but more by hard, desperate fighting.

The art of public speaking:

- A good laugh is good for both the mental and physical digestion.
- Loyalty is more often won through private conversation than in any other way.

If you happen to recognize any of these intriguing tidbits, you probably read them before somewhere. They are directly quoted from the 1992 Donald T. Phillips book ***Lincoln on Leadership***, an easy reading, four-part discussion of Abraham Lincoln's beloved and revered leadership style. In his book, he discusses thoughts and principles on people, character, endeavor, and communication.


Abraham Lincoln

I urge anyone associated with our program to take a step back and carefully reflect on how we can improve our leadership capabilities. Our senior Officer's have a moral obligation to guide and direct our junior Officer's in the pathways of pursuing a career as a Physiologist (insert Dept Head, AMSO, Researcher, etc. here interchangeably), even when they don't directly belong to that Officer's chain-of-command (gosh that sounds a lot like Dr. Laura!). It is extremely important that all of us unselfishly pick up a role as a mentor and lead from the front. The Aerospace Physiology programs' success stems largely from the quality of our people…a complement to our communities' recruiting efforts (great job Capt Matthews et. al.) We could learn many things from a wise man such as President Lincoln.

MSC Director Gouge

By: RADM VanLandingham

Greetings Fellow Medical Service Corps Officers. Last month I had the difficult task of presiding at the 06 MSC Selection Board. I'd like to share some of my general observations about the board that may prove useful in the future for those of you that report on officers as well as those of you that are proactive in managing your careers. I hope that includes all of you. This board worked very hard to select what they felt was the best records and it was an agonizing process. Even with a 60% opportunity (the highest percentage for 06 in my memory) there were deserving officers that could not be selected. In short, the board was very competitive. The good news is that it's clear our officers are serving Navy Medicine well and our 23 new Captains are without question top quality candidates. The bad news is that the numbers prevented us from selecting all that I believe deserve to be Captains.

Following the board, I was able to return to Washington in time for the CO's conference that was held in conjunction with the annual TRICARE conference. There I participated on a panel with the other Corps Chiefs and the discussion centered to a great degree on selection boards. I'll summarize some of the key issues.

As a rule, Reporting Seniors (RS) are not taking full advantage of their opportunity to rank their officers in the write-up. This is a particularly useful tool when the forced distribution requires that the RS determine which officers are placed in an E/MP/P category, especially when the distinctions among the officers being rated is marginal. The RS can help the board and, when appropriate the officer by discussing

specifically where the officer stands in their eyes. This can be particularly useful for officers that because of their specialty are frequently in a 1 of 1 situation. Also, when large numbers of officers are being compared, an enumerating comment from the RS can provide a board with more information to help them make their difficult decisions.

Less frequently, but still too often, there are RSs that will place two officers in the MP category when it is clear from the write up and marks that the RS thinks highly of both. The reluctance of the RS to break out the E and the MP officer does not help either officer. Instead, the RS should make the distinction for the board and explain the situation in the write-up (as discussed in #1 above).

Care should also be taken in how a RS marks a detaching officer. The boards I have been involved with are puzzled when an officer with a good write up and good marks receives an MP or P on detaching. Here is a situation where the RS has the opportunity to mark the officer as an E because there is no distribution requirement. In general, the MSC boards that I have been involved in interpret this situation as a negative. They wonder why the RS has not marked the officer an E when they had the opportunity. Don't get me wrong; I am not advocating that all detaching FITREPs be Es. I am suggesting that the RS consider the psychology of the board and explain their action in the FITREP or at least factor in the reality that this is likely to raise a question in the board member's mind. I should also tell you that the discussion on this particular subject was a bit controversial at the panel discussion - not all the Commanding Officers present agreed with me nor did all of the Corps Chiefs.

Finally, I'd like to remind all of you that the selection board is still about performance and more directly, how that performance is documented on your FITREP. As you prepare your FITREP input spend the time necessary to ensure you are describing your value to the Navy in clear, concise and meaningful terms. The board members are coming from a wide variety of experiences and backgrounds and are depending on those FITREP words to select the best records. The fact that you are professionally engaged, involved in the command, and continuing to learn are all important collaterally and should be mentioned. But the key to promotion is performance in your job in support of your mission. It is absolutely critical that your FITREP explain in concise, understandable terms both what you've accomplished and why that's important.

Before I close, I want to ask that you find the time to respond to the MSC Professionalism Survey. It can be accessed through the MSC homepage or at: http://navymedicine.med.navy.mil/mscsurvey2000/default.asp and we're looking for a large response. This is one of the tools we use to measure our progress in advancing our Strategic Plan. It is also useful in providing the information we need to address policy issues related to pay, education and a variety of other concerns. Please encourage all MSCs in your area to respond - I can assure you that we will only have access to your responses in the aggregate. There will be no other option to respond except on the web based survey - the hard copy option is simply too expensive. This is one avenue you have to express your opinions with anonymity and your response can have a huge influence over the direction of the Medical Service Corps. Please give me that 20 minutes of time it will take to respond.

Since my last email, I've had the wonderful opportunity to visit with our Medical Service Corps officers at our MTF's in Beaufort, San Diego, Jacksonville and London. I've also met with the IM/IT and Entomology communities and was the guest speaker for our newest MSCs - the graduating class of PAs. All of these encounters have been valuable for me and help me to keep in touch with your issues and concerns.

I look forward to these opportunities because I always leave them feeling energized by the dedication, enthusiasm and commitment our Officers display. Thank you for the great job and keep on doing great things!

V/R
JPV

Sites You Gotta See!

By: LT Matt Hebert

The Ejection Site

http://www.bestweb.net/~kcoyne/index.html

Eject! Eject! The words no Aviator really wants to hear; yet they are the same ones that could save his life. This site is dedicated to all those responsible for the safety of Aviators, from the crew chiefs and his people to the designers and manufacturers of all the gear that pilots are loaded down with, as well as the riggers who pack the chutes and the egress techs who make sure the charges are installed properly and up to date.

Aerospace Physiology Society

http://www.asma.org/aps

If you aren't already a member of this organization…why not?

Aerospace Medical Association

http://www.asma.org/index.html

To apply and advance scientific knowledge to promote and enhance the health, safety and performance of those involved in aerospace and related activities. This is YOUR professional organization…it all begins here!

Night Vision Equipment Company, Inc. (NVEC)

http://www.nvec-night-vision.com

Night Vision Equipment Company (NVEC), a privately held company, has been a leader in the development of specialized night vision devices for over two decades. Our specialty products enjoy wide acceptance in numerous special operations organizations in the United States and abroad.

Aircrew Systems Team Naval Air Systems Command Patuxent River, Maryland

http://pma202.navair.navy.mil

The Aircrew Systems Program Team (ASPT) encompasses the entire group of skilled individuals representing a variety of disciplines dedicated to implement and manage all aspects of Aircrew Systems from initiation through disposal i.e., the total life cycle of a product. The ASPT is a part of the Naval Aviation Systems Team that is chartered to manage the total life cycle of all naval aviation systems.

1st Marine Aircraft Wing

http://www.1maw.usmc.mil

1st Marine Aircraft Wing is a USMC element of III Marine Expeditionary Force. The brunt of our forces are located on the island of Okinawa, Japan. However, various subordinate commands are located in mainland, Japan and Hawaii.
This website is provided for the general public. It affords you the opportunity to view web pages of different units within 1st MAW.

Naval School of Health Sciences Bethesda, Maryland

http://nshs.med.navy.mil

As the nationally recognized center for academic excellence, the Naval School of Health Sciences is dedicated to achieving readiness, competence, and advancing the frontiers of knowledge. We accomplish this by positioning ourselves at the forefront of concepts and technology, where knowledge is developed.

Society of United States Aerospace Physiologists

http://aerospace_physiology.tripod.com

Yes, this is your very own Society Web Page!

Aviation Survival Training Center NAS Lemoore, CA

http://www.lemoore.navy.mil/astc

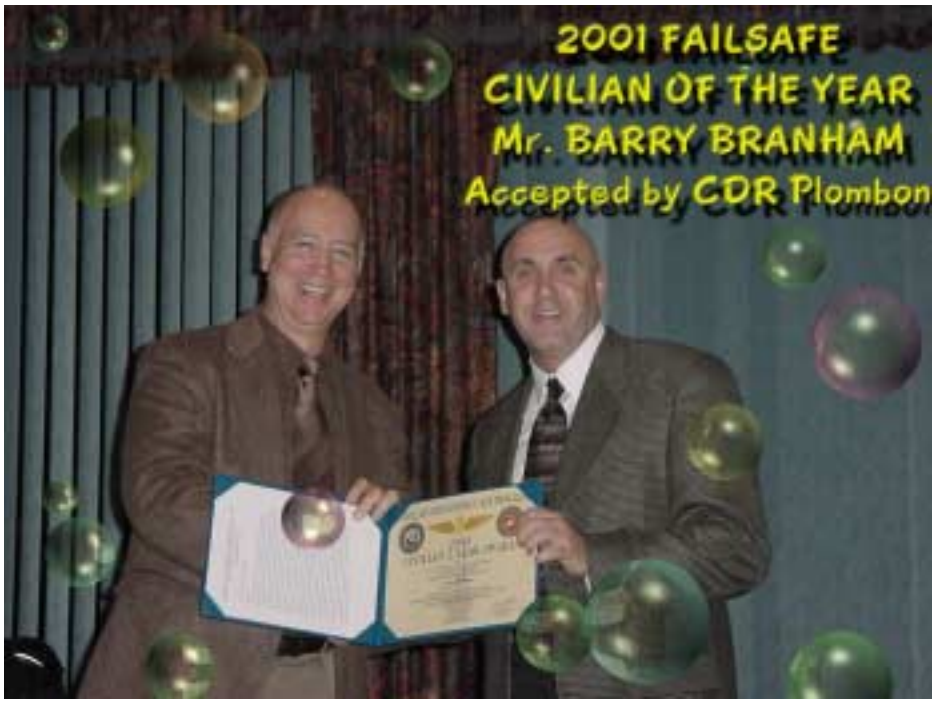
The Aviation Survival Training Center (ASTC) Lemoore is a department of the Naval Operational Medicine Institute of Pensacola, Florida. Located on Naval Air Station Lemoore in the central valley of California, ASTC Lemoore's mission is maximizing the performance and survivability of U.S. Navy and Marine Corps aircrew under the rigorous conditions of Naval Aviation.

2001 FAILSAFE Aerospace Physiology Program Awards

By: NAP3 Committee

Naval Aerospace Physiology Program Civilian Award: Mr. Barry Branham, NAWCTSD

The Chairman, Naval Aerospace Physiology Program Planning Committee takes great pleasure in presenting the ***AEROSPACE PHYSIOLOGY CIVILIAN AWARD*** to:



MR. BARRY BRANHAM
NAWCTSD

For services as set forth in the following CITATION:

"FOR SUPERIOR SERVICE WHILE SERVING AS THE INSERVICE ENGINEER, PENSACOLA OFFICE, NAVAL AIR WARFARE CENTER TRAINING SYSTEMS DIVISION, FROM 1 JANUARY TO 31 DECEMBER 2000. DURING THE PAST YEAR, MR. BRANHAM HAS SPEARHEADED SEVERAL TRAINING DEVICE MODIFICATIONS CRUCIAL TO STUDENT AND INSTRUCTOR SAFETY. HE COMPLETED THE INSTALLATION OF THE HELICOPTER EGRESS TRAINER BLOCK UPGRADE KITS AND THE REPLACEMENT VIEW PORTS FOR ALL AVIATION SURVIVAL TRAINING CENTER ALTITUDE CHAMBERS. HE ALSO DESIGNED AND PRODUCED MODIFICATION KITS FOR THE 9A9 ALTITUDE CHAMBER VERTICAL VELOCITY ISOLATOR, THE ALTITUDE CHAMBER LIGHT DIMMING SYSTEM, AND THE 9E6 EJECTION SEAT TRAINER STUDENT SEAT ADJUSTMENT. MANY OF THESE IMPROVEMENTS ALONG WITH THE MAINTENANCE PROTOCOLS WERE DESIGNED AS WELL AS IMPLEMENTED BY MR. BRANHAM. HIS WORK HAS TOUCHED ALMOST EVERY ASPECT OF THE NAVAL AVIATION SURVIVAL TRAINING PROGRAM AND HE IS ROUTINELY ASKED FOR BY NAME TO SOLVE TECHNICAL PROBLEMS WHEN THEY ARISE. HIS EFFORTS HAVE MADE IT POSSIBLE FOR THE NAVAL AVIATION SURVIVAL TRAINING PROGRAM TO CONTINUE TO PROVIDE EFFECTIVE, TIMELY, AND SAFE TRAINING TO THE OPERATIONAL FLEET. MR. BRANHAM'S DISTINCTIVE ACCOMPLISHMENTS, PROFESSIONALISM AND UNWAVERING DEVOTION TO MISSION ACCOMPLISHMENT REFLECTED A GREAT CREDIT UPON HIM AND WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

Naval Aerospace Physiology Civilian Award Nominees:

Mr. Branham: NAWCTSD
Mr. Klozochowski: ASTC Lemoore
Mr. J. Jones:

Special Award in Aerospace Physiology: CAPT Robert A. Matthews, USN

The Naval Aerospace Physiologist Program Planning Committee takes great pleasure in presenting the ***NAVAL AEROSPACE PHYSIOLOGY PROGRAM SPECIAL AWARD*** to:

ROBERT A. MATTHEWS
CAPTAIN
MEDICAL SERVICE CORPS
UNITED STATES NAVY

For service as set forth in the following CITATION:

"FOR CONTINUED OUTSTANDING AND MERITORIOUS SERVICE AS A NAVAL AEROSPACE PHYSIOLOGIST, AEROMEDICAL SAFETY OFFICER, SPECIALTY LEADER, AND PROGRAM MANAGER FROM 30 MARCH 1981 TO 31 DECEMBER 2000. CAPT MATTHEWS HAS BEEN A LEADER, MENTOR, INNOVATOR AND KEY CONTRIBUTOR FOR THE IMPLEMENTATION OF THE NAVAL AEROSPACE PHYSIOLOGY PROGRAM. AS AN AEROMEDICAL SAFETY OFFICER, HE ESTABLISHED THE FIRST OVERSEAS AVIATION SURVIVAL UNIT. AS PART OF THE COMNAVAIRAIRLANT STAFF, HE ENSURED THE FLEET NEEDS FOR SURVIVAL GEAR INTRODUCTION AND TRAINING WERE MET BY ACTIVELY SUPPORTING THE FAILSAFE TIGER TEAM MOBILE TRAINING PROGRAMS. AS PROGRAM MANAGER, CAPT MATTHEWS SPEARHEADED THE ESTABLISHEMENT OF 3 OFFICIALLY RECOGNIZED DUAL DESIGNATOR BILLETS FOR AEROSPACE PHYSIOLOGISTS AND SEVEN OTHER UNOFFICIAL DUAL DESIGNATOR SITES. HE TIRELESSLY FOUGHT FOR AND COORDINATED FUNDING TO SUPPORT 5 MILITARY CONSTRUCTION PROJECTS WHICH WERE DESIGNED TO UPDATE, MODERNIZE AND STANDARDIZE THE AVIATION SURVIVAL TRAINING CENTERS. HIS EFFORTS HAVE RESULTED IN 3 PROJECTS BEING STARTED AND 2 MORE ON THE HORIZON. CAPT MATTHEWS WAS THE DRIVING FORCE BEHIND THE RECENT REWRITE TO CHAPTER 14 OF THE MANUAL OF THE MEDICAL DEPARTMENT THAT FORMALLY ESTABLISHES THE NAVAL AEROSPACE PHYSIOLOGY PROGRAM, AS IT EXISTS TODAY. HE HAS BEEN A KEY IN ORGANIZING, MANAGING, AND FIGHTING FOR THE IMPROVEMENTS THAT THE SURVIVAL TRAINING PROGRAM HAS ENJLOYED OVER THE PAST YEARS. CAPTAIN MATTHEW'S DISTINCTIVE ACCOMPLISHMENTS, HIS SUPERLATIVE ACHIEVEMENTS AND IMPRESSIVE DEVOTION TO DUTY CULMINATE A DISTINGUISHED CAREER OF 20 YEARS OF LOYAL AND FAITHFUL SERVICE TO HIS COUNTRY DURING WHICH HE UPHELD THE HIGHEST TRADITIONS OF THE UNITED STATES NAVY."

Naval Aerospace Physiology Special Award Nominees:

CDR Baysinger: NAWC Pax River
CAPT R. Matthews: BUMED

Naval Aerospace Physiology Program Bob Graham Enlisted Award: SSgt David L. Klobnock, USMC

The Chairman, Naval Aerospace Physiology Planning Committee takes pleasure in presenting the ***ROBERT GRAHMAM ENLISTED AWARD*** to:

DAVID L. KLOBNOCK

STAFF SERGEANT
UNITED STATES MARINE CORPS

For services as set forth in the following CITATION:

"FOR OUTSTANDING SERVICE WHILE ASSIGNED TO THE CREW SYSTEMS PROGRAM OFFICE, NAVAL AIR SYSTEMS COMMAND, PATUXANT RIVER MARYLAND FROM 1 JANUARY TO 31 DECEMBER 2000. SSGT KLOBNOCK WAS INSTRUMENTAL IN ENSURING THAT, AS NEW OR MODIFIED ITEMS OF AVIATION LIFE SUPPORT AND SURVIVAL EQUIPMENT WERE INTRODUCED TO THE FLEET, OUR TRAINING CURRICULUM ACCURATELY DESCRIBED THE OPERATION OF THE NEW ITEMS, AND OUR TRAINING CENTERS RECEIVED ENOUGH OF THE NEW ITEMS TO ADEQUATELY CONDUCT TRAINING. HE ALSO COLLABORATED IN THE PRODUCTION OF THE TECHNICAL INDOCTRINATION PACKAGES, WHICH ARE USED BY THE FAILSAFE TEAMS TO INTRODUCE NEW ITEMS TO THE FLEET. SSGT KLOBNOCK MADE SIGNIFICANT CONTRIBUTIONS TO THE LATEST MAINTENANCE TRAINING REQUIREMENTS REVIEW FOR PARACHUTE RIGGERS. HE SUCCESSFULLY PETITIONED FOR THE EXTENSION OF THE PR "A" SCHOOL CURRICULUM TO INCLUDE TRAINING OF THE ONBOARD OXYGEN GENERATING SYSTEMS AND NIGHT VISION GOGGLES. HE ALSO COORDINATED WITH THE PR "A" TO ELIMINATE ALL OUT-OF-SERVICE EQUIPMENT FROM THEIR CURRICULUM AND HELPED ENSURE THAT ADEQUATE QUANTITIES OF CURRENT LIFE SUPPORT AND SURVIVAL EQUIPMENT WERE AVAILABLE TO THE SCHOOL. HIS EFFORTS WILL ENSURE THAT FUTURE PARACHUTE RIGGERS WILL LEAVE THE SCHOOL WITH A SOLID UNDERSTANDING THE CURRENT LIFE SUPPORT AND SURVIVAL EQUIPMENT BEING USED BY THE FLEET. ADDITIONALLY, STAFF SERGEANT KLOBNOCK COORDINATED THE PROCESSING OF AIRCREW BULLETINS AND FLIGHT CLEARANCES THAT RESULTED IN A MORE EFFICIENT PROCESS. SSGT KLOBNOCK'S TIRELESS ENTHUSIASM AND UNPARALLELED DEDICATION TO DUTY ARE TRULY AN INSPIRATION AND ARE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE.

Robert Graham Enlisted Award Nominees:

HM1 Bell: MAG-39
HM1 Brooks: ASTC Miramar
HM1 Boldt: ASTC Lemoore
HM2 Craig: MAG-26
HMC Dallas-Orr: MAG-12
EM2(SW,DV,PJ) Doolittle: ASTC Norfolk
PR1(AW) Estright: ASTC Cherry Point
PR1(AW) Hawkins: ASTC Pensacola
SSGT Klobnock: NAWC Pax River
HMCS Martinez: Model Manger, NOMI
HMC(AW,FMF) Roach: NOMI Det West
HM2 Sayers: HMX-1
HM1 Talley: MAG-12
HM1 Whiddon: MAG-14

Naval Aerospace Physiology Program Aerospace Physiologist of the Year: LT David M. Buzzetti

The Naval Aerospace Physiologist Program Planning Committee takes great pleasure in presenting the ***NAVAL AEROSPACE PHYSIOLOGIST OF THE YEAR AWARD*** to:

LIEUTENANT DAVID M. BUZZETTI
MEDICAL SERVICE CORPS
UNITED STATES NAVAL RESERVE

For services as set forth in the following CITATION:

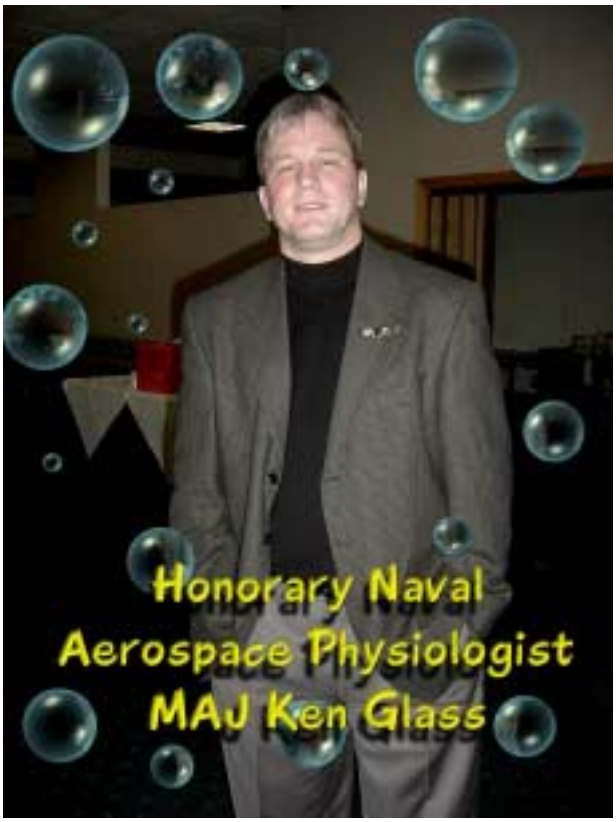
"FOR SUPERIOR SERVICE WHILE SERVING AS AEROMEDICAL SAFETY OFFICER, MARINE AIRCRAFT GROUP 12, 1ST MARINE AIRCRAFT WING, FROM 1 JANUARY TO 31 DECEMBER 2000. LT BUZZETTI'S PIONEERING AIRCREW CHEMICAL, BIOLOGICAL, RADIOLOGICAL TRAINING PROGRAM PROMISES TO STANDARDIZE AIRCREW TRAINING FOR ALL MARINE TACAIR COMMUNITIES. THE PROGRAM, CONSISTING OF NINE PRESENTATIONS AND ELEVEN LESSON TEACHING GUIDES COVERS THREE PHASES OF TRAINING FOR BOTH AIRCREW AND FLIGHT EQUIPMENT PERSONNEL AND SERVES TO ENHANCE OVERALL SYSTEM KNOWLEDGE AND AIRCREW PROFICIENCY. LIEUTENANT BUZZETTI'S LEADERSHIP AND MANAGERIAL ABILITIES WERE INSTRUMENTAL IN OVERSEEING THE GROUND AND AVIATION SAFETY PROGRAMS, DURING TWO SUCCESSFUL DEPLOYMENTS TO AUSTRALIA AS THE MAG-12 AIR COMBAT ELEMENT DIRECTOR OF SAFETY. WHILE PROVIDING THIRTEEN MISSION SPECIFIC BRIEFS ON TOPICS RANGING FROM NIGHT VISION GOGGLES AND LASER SAFETY TO COLD WEATHER SURVIVAL AND OTHER AEROMEDICAL ISSUES, HE WAS PERSONALLY RESPONSIBLE FOR TRAINING MORE THAN 400 PILOTS AND AIRCREW. HIS FORESIGHT AND KNOWLEDGE OF NIGHT VISION SYSTEMS AND RISK MANAGEMENT TECHNIQUES FACILITATED THE ADDITION OF AN ANNUAL NIGHT VISION GOGGLE REFRESHER COURSE INTO THE MAG-12 STANDARD OPERATING PROCEDURES FOR FLIGHT OPERATIONS, INCREASING AIRCREW AWARENESS AND NITELAB TRAINING BY APPROXIMATELY FIFTY PERCENT. LIEUTENANT BUZZETTI'S DISTINCTIVE ACCOMPLISHMENTS, PROFESSIONALISM AND STEADFAST DEVOTION TO DUTY REFLECTED A GREAT CREDIT UPON HIM AND WERE IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

Physiologist of the Year Nominees:

LT Apple: MAG -14
LT Artino: COMAEWINGPAC
LCDR Bartlett: ASTC Lemoore
LT Buzzetti: MAG-12
LT Leland: ASTC Pensacola / COMSEACONWINGLANT
LT Popielarez: MAG-29
LCDR Swan: NOMI

Honorary Naval Aerospace Physiologist: MAJ Ken Glass

The Naval Aerospace Physiologist Program Planning Committee takes great pleasure in presenting the ***HONORARY NAVAL AEROSPACE PHYSIOLOGIST AWARD*** to:



MAJ KEN GLASS WAS AWARDED AN HONORARY DESIGNATION AS AEROSPACE PHYSIOLOGIST H0256, ON 7 FEBRUARY 2001, FOR HIS CONTRIBUTIONS TO THE NAVAL AEROSPACE PHYSIOLOGIST AND FAILSAFE PROGRAMS. HIS INVOLOVEMENT WITH THE NAVAL AEROSPACE PHYSIOLOGY PROGRAM (NAPP) STARTED IN 1985 WHEN HE ATTENDED OUR ANNUAL FLEET AIR INTRODUCTION/LIAISON OF SURVIVAL AIRCREW FLIGHT EQUIPMENT (FAILSAFE) SYMPOSIUM IN SAN DIEGO, CA. EVER SINCE THAT TIME, HE HAS WORKED VERY CLOSELY WITH THE NAPP TO ENSURE BOTH OUR PROGRAMS WERE WORKING TOWARD IMPROVING AIRCREW CAPABILITIES AND SURVIVABILITY. SIGNIFICANT AREAS OF COLABORATION INCLUDED: NIGHT VISION IMAGING SYSTEMS, CLIMATIC COOLING, NUCLEAR/BIOLOGICAL/CHEMICAL DEFENCES, ACCELERATION THREATS AND SURVIVAL TRAINING. MAJ GLASS ROUTINELY INTERACTED WITH NAPP OFFICER AND ENLISTED PERSONNEL SHARING THE CANADIAN EXPERTISE AND PROVIDING VALUABLE 'OUTSIDE' REVIEW AND "REALITY CHECKS" FOR NAVAL INITITATIVES THAT SOMETIMES FALL VICTIM TUNNEL VISION FROM ORIGINATORS. THIS TEAMWORK HAS ALWAYS SAVED TIME, MONEY AND POSSIBLY LIVES FOR THE PARTICIPATING SERVICES. IN THE NVG AREA ALONE, NAPP CONTACTS ENABLED THE CF AEROMEDICAL TRAINING PROGRAM TO DEVELOP NVG TRAINING METHODOLOGIES, OBTAIN USN EXPERTISE TO ASSIST WITH INITIAL OPERATOR TRAINING ON CF LOW PROFILE NVGS AND TO PROVIDE LASER SAFETY TRAINING TO THE STAFF AT THE CANADIAN FORCES SCHOOL OF SURVIVAL AND AEROMEDICAL TRAINING. MAJ GLASS PROVIDED INTEGRAL COORDINATION IN REVISION OF STANDARD OF FORCES AGREEMENT ON SURVIVAL TRAINING THAT GREATLY AFFECTS THE NAPP AND IS A PARTICIPANT AND CONTRIBUTOR TO ALL THE INTERNATIONAL PROFESSIONAL ORGANIZATIONS RELATED TO THE FIELD OF AEROSPACE PHYSIOLOGY.

NAVAL AEROSPACE PHYSIOLOGY PROGRAM AWARDS

By NAP3 Committee

AWARD YEAR	OUTSTANDING PHYSIOLOGIST	SPECIAL AWARD	ENLISTED AWARD
1969	LT W. MCINTOSH	CW04 W. FRYE	
1970	LT J. GREEAR		
1971	LCDR D. RHODES		
1972	LT T. COOPER	MR. J. HALL	
1973	LT J. PATEE		
1974	LCDR H. PHEENY	MR. HWINDMUELLER	
1975	LTJG R. SMITH		
1976	LTJG G. BANTA		
1977	LTJG T. FLEISCHMAN		
1978	NO FAILSAFE MEETING NO AWARD SELECTIONS		
1979	LCDR D. KELLEY	LCDR J. GREEAR	
1980	LCDR G. SMITH		
1981	LT V. MUSASHE	CDR D. CALL	
1982	LCDR R. SKAGGS	MR. B. ENGBRECHT	HMC R. RICH
1983	LCDR R. MOYNIHAN	CDR J. BRADY	HMC S. MCBRIDE
1984	LT W. LITTLE	MR. D. NORTON	PRCM R. GRAHAM
1985	LT R. HANN		HMC R. BEAUDOIN
1986	LT R. EICHNER	CAPT T. COOPER	HMI R. ARELLANO
1987	LT M. WILKINSON	LCDR W. LITTLE	PRC J. JANOUSEK & PRC POWERS
1988	LT T. LUZ	MR. D. MCCLUSKEY	HMC BECKMAN
1989	LT T. WHEATON	MR. D. HARRIS	BMC MAYFIELD
1990	LCDR C. SCHUYLER	LCDR W. LITTLE	HM2 KENDALL
1991	LT M. DUKOVICH		PRC KUNKEL
1992	LCDR M. BAYSINGER	CDR V. MUSASHE	HM2 MINELLA
1993	LT J. NORTON	CAPT H. PHEENY & CDR W. DICKEY	HMCS GROSE
1994	LT S. GRIFFITH	CDR G. ARMSTRONG	HMC J. CATRETT
1995	LT K. SYRING	PRCM J. JANOUSEK	PRC D. ANDERSON
1996	LT R. JEHUE	PRCS C. SCHWARZ	HM2 D. FRETZ
1997	LT M. WHEELER	CDR R. MASON	HM2(PJ/FMF) D. OLIVER
1998	LT L. VITATOE	CAPT D. JOHANSON	HM1 B. MCNAIR
1999	LT M. HEBERT	MR. R. MILLS	HM1 J. MANERS
2000	LCDR M. VENABLE	CDR J. NORTON	PR1(AW) SEAL
2001	LT D. BUZZETTI	CAPT R. MATTHEWS	SSGT D. KLOBNOCK

CIVILIAN AWARD

1990	MR. R. NELSON	1996	MR D. BURKHART
1991	NADC CODE 602/603	1997	CFET ACQUISITION TEAM
1992	MR. R. HOWELL	1998	MR. R. SMITH
1993	MR. R. BECKLEY	1999	MR. M. LARR
1994	MR G. REH	2000	MR. J. LEWIS
1995	MR. J. LAMBERT	2001	MR. B. BRANHAM

I Want YOU for the FAILSAFE 2002 Awards!

2001 FAILSAFE PHOTO ALBUM

By LT Matt Hebert














BY-LAWS OF THE
SOCIETY OF U.S. NAVAL AEROSPACE PHYSIOLOGISTS

Article I.

Name

The name of this Society shall be the Society of U. S. Naval Aerospace Physiologists.

Article II.

Object

1. The object of this Society shall be to advance the science, art, and practice of Aerospace Physiology and its application to Naval Aviation and the mission of the U.S. Navy; to foster professional development of its members and enhance the practice of Aerospace Physiology within the Navy; to strengthen professional and fraternal ties; and to optimize solidarity and the professional standing of U.S. Naval Aerospace Physiologists.

Article III.

Membership

1. The membership of the Society will consist of those U.S. Navy Medical Service Corps officers who have been designated U.S. Naval Aerospace Physiologists, and all others who shall meet the qualifications of various types of membership as set forth in the By-laws of the Society.

2. General membership in the Society shall be open to all designated U.S. Naval Aerospace Physiologists:

   a. Who are currently on active duty with the U.S. Navy.

b. Who have served at least 2 years of active duty with the U.S. Navy as Aerospace Physiologists, and were separated under honorable conditions, or

c. Who are members of the U.S. Naval Reserve in a selected or inactive status.

3. Charter members shall be those members joining the Society prior to 01 July 2000.

4. Members have the right to seek and hold office in the Society; to nominate and vote for officers; to initiate and vote on constitutional amendments and changes to the By-laws; and have such other rights and privileges as are set forth in the Constitution and By-laws of the Society. Members have the obligation of service to and financial support of the Society.

5. Membership shall be of the following classes:

a. Members. Those individuals meeting the above qualifications, but not eligible for Emeritus status (as defined below) shall be considered members of the Society upon application for membership and payment of the first year's dues.

b. Emeritus Members. Those individuals meeting all requirements of membership, and who have retired from active or reserve service by reason of age, length of service, or physical disability. Members will automatically become Emeritus members upon the effective date of such retirement. Emeritus members hold full membership rights and responsibilities.

c. Honorary Members. The Board of Governors may, by a two-thirds majority, elect to provide Honorary Member status any individual who has given noteworthy support to Naval Aerospace Physiology and its related fields. This membership is considered perpetual (lifetime) and free of dues, but does not allow the member the right to hold office or vote on Society issues.

d. Auxiliary Members. The husbands and wives of members and Emeritus members are considered auxiliary members. Membership is free of dues and

remains in effect for the duration of the spouse's membership. This level of membership does not allow for the holding of office or voting on Society issues.

Article IV.

Officers

1. General. The officers of the Society shall consist of a President, Vice-President, Secretary, Treasurer, and a Historian, Emeritus member, and 5 Members-at-Large. Collectively, the officers shall constitute the Board of Governors. The Board of Governors shall be elected from members and Emeritus members of the Society, subject to the limitations contained in Article II. The President Elect and Past President may participate in Board of Governors activities, but are not considered voting members of the Board.

a. Election shall be by blind written ballot mailed to the members and Emeritus Members at least 30 days prior to the annual membership meeting. The incumbent President is responsible for the tallying of votes and reporting the results.

b. The Presidency shall be transferred from the standing President to the President Elect during the annual meeting, and other offices shall be transferred as soon as practical following the conclusion of the annual meeting. Newly elected officers shall be responsible for the conduct of the affairs of the Society for the next succeeding year, and for the planning and conduct of the next annual membership meeting.

2. Officers

a. President. The President Elect shall succeed to the office of President the year following his election. The President shall direct the activities of the Society and preside over the annual membership meeting. He/she shall appoint all committees on advice from the Board except the nominating committee, and shall be an ex-officio member of all committees, including the nominating

committee. His/her term of office shall be 1 year. An individual may not serve more than 2 consecutive terms in this position. The immediate past President may be retained as a consultative (non-voting) member of the Board, at the discretion of the President.

b. President Elect. The President Elect is considered a non-voting member of the Board of Governors. The President Elect will automatically succeed to the office of President the year following his election. The President Elect is a one-year term. The President Elect is considered a non-voting member of the Board of Governors.

c. Vice-President. The Vice-President shall assist the President in directing the activities of the Society. He/she shall act as President in the event of that officer's absence or temporary disability. If the President becomes permanently unable to discharge the duties of his/her office, as determined by a two-thirds majority of the Board of Governors, the Vice-President shall immediately succeed to the Office of President, serving as President for the remainder of the unexpired term of the predecessor. A President, who succeeded to the Office due to the disability of the preceding President, will discharge all powers of the Office of President. The term of Office of the Vice-President will be 1 year. An individual may not serve more than 2 consecutive terms in this office.

d. Secretary. The Secretary shall be responsible for the minutes of the annual meeting, the meetings of the Board of Governors and, all other general correspondence of the Society and the Board of Governors. The Secretary term will be 1 year. The Secretary may be re-elected to succeed in office for up to 2 terms (3 years total).

e. Treasurer. The Treasurer shall be responsible for the receipt, disbursement, and accounting of the Society's funds. A financial report for the preceding year will be prepared and presented at the annual membership meeting. The

Treasurer's term will be 1 year. The Treasurer may be re-elected to succeed in office for up to 2 terms (3 years total).

f. Historian. The Historian shall be responsible for the investigation, updating, archiving and chronological documentation of the Aerospace Physiology community history. Specific emphasis will be put on efforts and contributions provided during heightened operational readiness. The Historian term will be 1 year. The Historian may be re-elected to succeed in office for up to 2 terms (3 years total).

g. Emeritus Member. The Emeritus member shall be responsible for representing the Emeritus community in Board of Governor and Society activities. The Emeritus member will be elected for a 1-year term. There is no limit to the number of consecutive terms that the Emeritus Member may serve.

h. Member-at-Large of the Board of Governors. Five members will be elected to the Office of Member-at-Large of the Board of Governors. Term of Office for Members-at-Large is 2 years. Elections shall be held so that no more than 3 Members-at-Large change on any given year. In the case of the first year, two members will serve only one-year terms, in order to establish the appropriate rotation of elections.

Article V.

Meetings

1. A general membership meeting shall be held annually. The President, with concurrence of a majority of the Board, may defer or postpone a meeting for just cause such as a National Emergency. A Quorum at a general membership meeting shall be 25% of the membership in good standing.

Article VI.

Board of Governors

1. General. The interim governing body of the society shall be a Board of Governors that shall consist of 11 voting members as described in Article III. The immediate past President and President Elect may be retained as consultative (non-voting) members, at the discretion of the President.

2. Duties and Powers. The Board of Governors shall be empowered to transact all business whatsoever in the name of the Society between general membership meetings, as provided in Article V of the Constitution, except that the Board cannot increase dues or levy assessments.

3. Meetings. The Board of Governors shall meet at least once in each calendar year. Special meetings of the Board may be called by the President, who shall function as the Chairman of the Board, or by written request of at least 4 members of the Board. All meetings shall be conducted following standard Parliamentary Procedures.

a. Five of the Board members shall constitute a quorum. Board members may appoint proxies to act and vote in their behalf, and these shall be counted in determining a quorum.

b. The President shall communicate in writing with all members of the Board within 90 days of a previous meeting of the Board, and within 90 days of any previous written communication, submitting for approval any business of the Society requiring approval of the Board.

c. The President in any communication with the Board members shall forward formal motions submitted in writing by any Board member to the President for approval.

d. The letter from the President, combined with the written replies of the members, shall be considered to constitute a meeting of the Board.

e. The Chairman may request approval of specific proposals by Board members by electrical means (various internet methodologies).

f. In the event that the President is unable to function as Chairman at a Board meeting, the Vice-President, Secretary, Treasurer, or Historian shall assume the Chairmanship, in that order.

4. Reports. The Secretary, or in the Secretary's absence, any Officer appointed by the President, shall prepare minutes of all Board meetings, which shall be distributed to all members of the Board. A summary of these minutes shall be prepared by the Secretary covering the period between general membership meetings, and be read by the Secretary at the next meeting.

Article VII.

Committees

1. There may be standing committees or ad hoc committees.

a. The President of the Board may establish such committees as are deemed appropriate, appoint a chairman, identify members for such committees, and establish rules and guidelines for such committees.

b. The President will be an ex-officio member of all committees.

c. The special conditions relating to the Nominating Committee membership are set forth in Article VIII.

Article VIII.

Nominations and Elections

1. Nominating Committee. The Nominating Committee shall consist of the President of the Society, and 4 members/Emeritus members not currently serving on the Board of Governors, and selected by the Board of Governors.

a. Membership on the Nominating Committee shall be for 1 year.

b. Members of the Nominating Committee may themselves be nominated by the Committee for election to an office within the Society; however, prior to being placed on the ballot, such a nominee must be approved by a simple majority of the Board of Governors.

2. Nomination. The Nominating Committee shall select at least 2 but no more than 3 nominees for each office to be filled at the next election, taking into consideration the length of terms for current Members-at-Large of the Board, and any requirements specified in Article IV. Nominated individuals must verify their willingness to serve in office prior to finalization of the ballot. Individuals may be elected to only 1 office.

c. Procedures

(1) At least 90 days prior to the next scheduled annual membership meeting, the Nominating Committee will submit to the Secretary the names of nominees for the various offices to be filled.

(2) The Secretary shall ensure that the nominees are members/Emeritus members of the Society in good standing, and that the Board of Governors has approved any nominee who is also a member of the Nominating Committee.

(3) The Secretary shall prepare a ballot listing the names of nominees, as well as space for write-in vote's equivalent to the number of officers to be elected, and

shall mail such ballot to all members at least 1 month prior to the annual membership meeting.

3. Election. Ballots shall be returned to the Secretary by mail or by hand prior to a time announced by the President and/or on the ballot. Ballots shall be in a sealed envelope marked "Ballot" with the name of the voter clearly marked on the envelope, but not on the ballot. Prior to the announced close of voting, a member may request the return of a previously submitted ballot, so that a substitute new ballot may be submitted. Following the close of voting, the Nominating Committee shall count the ballots and certify the results to the President who shall announce them as soon as possible.

4. Criteria for Election

a. The incumbent President shall vote only in the event of a tie for any office.

b. The nominee with the greatest number of votes for each office is considered the elected officer. Whenever more than 1 officer is being elected to Member-at-Large status, those receiving the highest number of votes will be considered elected in sequence to the number of vacating offices.

Article IX.

Dues

1. Annual membership dues, for all dues-paying classification of members, are $10.00. Lifetime membership is $200.00 for Members, and $100.00 for Emeritus Members. Dues, once paid, are non-refundable.

2. Changes to dues, and special assessments, may be levied and be effective immediately by simple majority vote of all members casting a mail ballot or a majority of voting members voting at the annual meeting where a quorum is present.

3. Annual dues are due by the close of the annual business meeting. Members who fall more than 1 year in arrears in dues will be suspended from the Society.

Article X.

Finances

1. Funds shall consist of annual dues and assessments as determined by the Society, other fees received by the Society, and such income as may be derived from interest, donations, and other sources.
2. The fiscal year shall begin on the first day of the calendar year.

Article XI.

Conduct of Meetings

1. In all matters not covered by these By-laws, the provisions of *Robert's Rules of Order* shall apply.

Article XII.

Amendments

1. Proposed amendments to the By-laws must be made in writing and require the endorsement of 10 or more members, or two-thirds majority of the Board of Governors.
2. All proposed amendments then will be submitted to the general membership of the Society for ratification. Ordinarily, the business of ratification will take place at the annual meeting; however, a mail vote may be taken on urgent issues, with the approval of a majority of the Board of Governors.
3. Regardless of the voting medium, there shall be a 60-day interval between sending notification to all members regarding the proposed formal amendment and

the final tally of approval/non-approval votes. The Secretary shall inform the membership about the proposed amendment(s) at or before the annual meeting.

General Membership:

General membership in the Society is open to all designated U.S. Naval Aerospace Physiologists:

a. Who are currently on active duty with the U.S. Navy.

b. Who have served at least 2 years of active duty with the U.S. Navy as Aerospace Physiologists, and were separated under honorable conditions, or

c. Who are members of the U.S. Naval Reserve in a selected or inactive status.

Member Rights:

Members have the right to:

- Seek and hold office in the Society.
- Nominate and vote for officers.
- Initiate and vote on changes to the By-laws.

Additionally, members have the obligation of service to and financial support of the Society.

Member Classification:

Membership shall be of the following classes:

a. Members. Those individuals meeting the above qualifications, but not eligible for Emeritus status (as defined below) shall be considered members of the Society upon application for membership and payment of the first year's dues.

b. Emeritus Members. Those individuals meeting all requirements of membership, and who have retired from active or reserve service by reason of age, length of service, or physical disability. Members will automatically become Emeritus members upon the effective date of such retirement. Emeritus members hold full membership rights and responsibilities.

c. Honorary Members. The Board of Governors may, by a two-thirds majority, elect to provide Honorary Member status any individual who has given noteworthy

support to Naval Aerospace Physiology and its related fields. This membership is considered perpetual (lifetime) and free of dues, but does not allow the member the right to hold office or vote on Society issues.

d. Auxiliary Members. The husbands and wives of members and Emeritus members are considered auxiliary members. Membership is free of dues and remains in effect for the duration of the spouse's membership. This level of membership does not allow for the holding of office or voting on Society issues.

Membership Cost:

Annual dues for Regular and Emeritus members are $10. A lifetime membership is also available. The lifetime membership is $200 for Regular members and $100 for Emeritus members. With your membership dues you will receive a Certificate of Membership, the Society Journal, a directory of all members, and all the rights and privileges of membership described above.

Membership Registration:

To register for membership, please complete the registration form. Once the Society Treasurer receives your registration information and dues payment, you will receive your Certificate of Membership, access to the quarterly journal, and a Society membership directory.

SUSNAP Registration Form

Name:
Last | First | MI

Place an X in the box that applies

	Active Duty
	Former Active Duty
	Emeritus
	Reserves

Rank

Call Sign

Mailing Address
Street Address

City, State | Zip Code

E-Mail Address | Phone #

Type of Membership

	Annual	$10.00
	Lifetime Membership	$200.00
	Lifetime Emeritus	$100.00

Donation

Complete Form and Mail with payment to: (Make checks payable to The Society of US Naval Aerospace Physiologists)

LT Brian Bohrer
ASTC Pensacola
220 Hovey Rd
Pensacola, FL 32508