



CIVIL AIR PATROL - NORTHEAST REGION
UNITED STATES AIR FORCE AUXILIARY
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CONNECTICUT • MAINE • MASSACHUSETTS • NEW HAMPSHIRE • NEW JERSEY • NEW YORK • PENNSYLVANIA • RHODE ISLAND • VERMONT



A FROZEN TURKEY SUBMERSED IN HOT OIL WILL EXPLODE

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November

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Thanksgiving



Thanksgiving is a fun time of year and most of us celebrate and join our families on this day. As Thanksgiving approaches, cooking the traditional turkey dinner gives rise to anxieties and questions.

Ah, nothing is better than turkey on Thanksgiving Day but we still need to be Safe during this time with family and friends.

Due to improper storing, cooking, and serving of roast turkey sometime can escort to the growth of harmful bacteria like salmonella, which can cause food borne illness. Moreover, there are chances that you might hurt or burn yourself. It would be wise to plan and schedule your time in a way where you have ample time for cooking. You should also ensure proper safety measures while cooking and serving

Be cautious about hygiene and cleanliness while cooking, washing and storing eatables. Make sure the preparation area is clean and you have used a disinfectant before and after cooking.

While cooking always check lighting and ensure there is ample of light in the cooking area so as to prevent you from cutting yourself or slip away with a sharp knife

Always keep the food which requires cold storage away from the food that need to be stored in hot to prevent any kind of bacterial growth in your thanksgiving food.

While cooking food on the stove, always ensure that the handles of the pans are turn off the side. This will prevent any kind of injury to you or to your family resulting from dropping of the hot pans.

In Recent years many families are choosing to deep fry their turkeys instead of cooking them the old fashioned way. There are dangers associated with using turkey fryers.

- Keep fryer in FULL VIEW while burner is on.
- Place fryer in an open area AWAY from all walls, fences, or other structures.
- Never use IN, ON, or UNDER a garage, breezeway, carport, porch, or any structure that can catch fire.
- Raise and lower food SLOWLY to reduce splatter and avoid burns.
- COVER bare skin when adding or removing food.
- Check the oil temperature frequently.
- If oil begins to smoke, immediately turn gas supply OFF.
- If a fire occurs, immediately call 911. DO NOT attempt to extinguish fire with water.
- Make sure there is at least 2 feet of space between the liquid propane tank and fryer burner.
- Place the liquid propane gas tank and fryer so that any wind blows the heat of the fryer away from the gas tank.
- Center the pot over the burner on the cooker.
- Completely thaw (USDA says 24 hours for every 4 to 5 pounds) and dry turkey before cooking. Partially frozen and/or wet turkeys can produce excessive hot oil splatter when added to the oil.
- Follow the manufacturer's instructions to determine the proper amount of oil to add. If those are not available:
 - o Place turkey in pot
 - o Fill with water until the turkey is covered by about 1/2 inch of water
 - o Remove and dry turkey
 - o Mark water level. Dump water, dry the pot, and fill with oil to the marked level.

BE SAFEY





We just changed our Clocks back one hour

Information on Daylight Standard Time

United States
The U.S. begins Daylight Saving Time at 2:00 a.m. local time on the second Sunday in March and reverts to Standard Time at 2:00 a.m. local time on the first Sunday in November.

DST is not observed in Hawaii or Arizona, with the exception of the Navajo Nation, which does observe DST, even in Arizona. In 2009, DST starts on March 8 and ends on November 1. In 2010, DST starts on March 14 and ends on November 7.

Time zone offset: UTC - 5 hours

EST is 5 hours behind of Coordinated Universal Time (UTC)

DID YOU CHECK YOUR SMOKE ALARMS

Hunting Season



In many States around the country Hunting season has begun. If you are planning a hike in the woods during hunting season be aware of who else might be out in the woods.

Be aware. Know when hunting seasons start and end. Be familiar with regulations that affect hunting in the area where you are hiking by reading up on regulations and seasons, published by the [Department of Fish and Wildlife](#) (WDFW).

- **Be seen.** WE know we require our Ground Teams to be visible but at all times BE SEEN. During Hunting season Deer and elk hunters in most states are required to wear blaze-orange, so should you. While a fluorescent hunter orange hat fights the chill and increases your visibility, it's wise to also wear an orange vest or use an inexpensive blaze orange pack cover — it will keep gear dry and make you hard to mistake for a deer!



- **Be smart.** Despite the best efforts of hunters, resource managers and hikers, some areas are not safe to hike in during hunting season. Review the maps of [game management units](#) and talk to hiking clubs or look for local chapters of [The Mountaineers](#) to find out which areas are best to avoid during hunting season.

- **Be heard.** If you hear hunters in the area, or hear shots, speak up. Make your presence is known.

Rob Burbank, of the [Appalachian Mountain Club](#), reminds us to also put some hunter orange on Fido this fall, too, PROTECT YOUR COMPANION if you are out on a trail in a hunting area.



November—Cold

Depending on where you live and for us in the Northeast Region, the month of November can be rigidly cold or pleasantly cool. Whatever the case, it's important to consider safety around this time of the year. Keep in mind that November is a month when many people prepare for the [holidays](#), so that means you'll want to be cautious of things like fire, [food](#) and driving safety.

Fire Safety

- Many people celebrate Thanksgiving in November, and Thanksgiving in most cases means [cooking](#) all kinds of food. When preparing food, make sure to keep an eye on the microwave, stove top, and oven to prevent a fire. It's best to cook your meat while you're awake and can monitor the food instead of cooking it all night long while you sleep; doing so is a beneficial preventative measure that ensures safety.

During the holidays we may be sitting around a fireplace in our homes or a fire outside, you want to be careful as well. Whether it's a holiday or not, never leave a fireplace or fire burning without the supervision of an adult. Also, keep flammable objects like paper or clothing away from the fire. If children will be around the fire, explain to them the dangers of trying to touch or throw things into the fire.

Food Safety

- Related to the Thanks Giving article If you're tempted to cook your Holiday feast just a tad faster for your hungry dinner guests, think again. Undercooked food, especially meat, can cause severe illness like Campylobacter or food poisoning. According to MedicineNet.com Campylobacter is most often spread by contact with raw or undercooked poultry. So you'll want to make sure that each time a cook handling food, he washes his hands before and after handling it.

It may also be wise to ask about any food allergies a guest or guests have that you don't know about. Some people are allergic to things like peanuts or milk, so make sure before making a dish using peanut oil or a [dessert](#) using milk.

Driving Safety

- If you don't live in a cold climate you may not have to consider the weather during the month of November, but you'll probably have to consider the traffic of people coming in and out of town for the holiday season. Drive carefully, abiding any traffic signal or signs and watch out for pedestrians.

Yearly Unit Safety




According to CAPR 62-1

Each safety officer shall complete the on-line Safety Survey no later than 31 January of each year.

Items to be addressed in this survey shall include, but are not limited to, those listed in the on-line Safety Survey found in e-Services.

Once completed, this report will be sent automatically to the safety officer and the commander at the next higher echelon

All Units should start now and get the reports submitted.

⚠ DANGER	
<p>Using a generator indoors CAN KILL YOU IN MINUTES.</p> <p>Generator exhaust contains carbon monoxide. This is a poison you cannot see or smell.</p>	
	
<p>NEVER use inside a home or garage, EVEN IF doors and windows are open.</p>	<p>Only use OUTSIDE and far away from windows, doors, and vents.</p>

FROSTBITE

You don't have to go out in the dead of winter to get frostbite. Just shoveling snow or changing a tire on a cold day can freeze skin to the point where, even after careful rewarming, there is permanent tissue damage.

Simple common sense prevents frostbite: Don't venture outside in sub-freezing temperatures. If you have to go out, as we most certainly will have to during the winter months dress appropriately. This means wearing gloves/mittens, warm socks, and a hat that covers your ears. Be able to recognize the signs of frostbite and what to do if they appear on your skin or someone else's. Very often the method used in an attempt to rewarm frostbitten skin can do more damage to tissues than the frostbite itself would do. It's also important to know that hypothermia; a dangerous drop in the body's core temperature, often accompanies frostbite and must be treated first, before you try to rewarm frostbitten skin.

Symptoms/Signs:

Skin that is somewhat numb and white; may blister or peel when rewarmed (mild frostbite)

Skin that is cold, hard, white, or grayish and numb; may turn blue or purple, or swell and blister when rewarmed (severe frostbite)

Consult Medical Care Immediately If:
Symptoms of severe frostbite develop.

Skin remains numb during and after rewarming.

Emergency Care :

Find a warm area quickly.

Never rub frostbitten skin.

Use very warm water (100 to 105 degrees F) to rewarm frostbitten skin quickly: Immerse in a tub or basin or apply compresses. Rewarming can be painful.

If immersion is not an option, remove clothing from frostbitten areas and cover with blankets.

Frostbitten skin burns easily so do not rewarm too close to dry heat or a campfire, or with a heating pad.

If you can't get to a warm area, use your body to rewarm: Put frostbitten hands under armpits. Rewarm toes with warm hands. Cover face with hands to warm nose and cheeks.

Drink warm liquids (coffee, tea, broth, cocoa).

Don't drink alcoholic beverages, which promote heat loss.

Do not walk on frostbitten and recently rewarmed feet.

Elevate frostbitten areas to minimize swelling upon rewarming.

Dress appropriately outdoors.

Go in at first sign of over-chill.



GENERAL AVIATION SAFETY—ICING

As the busy summer flying season is behind us and another winter season approaches, we want to discuss causes for accidents in icing conditions, and provide information to help keep you safe this winter.

What is the latest trend in icing related accidents?

Aircraft icing remains a key aviation safety issue. Accident data shows pilots are (intentionally or unintentionally) flying aircraft not certificated for flight in icing conditions into such conditions, often with fatal results. The good news is that since the early 1990's icing accidents involving aircraft not certificated for icing has been steadily decreasing. However, accidents involving aircraft certificated for flight in icing conditions has not decreased. In the last three years there have been 5 fatal accidents due to icing and we are seeing an average of 8 icing related accidents per year. Freezing drizzle and rain (called supercooled large drops, or SLD) still remains a problem; approximately one third of icing related accidents occur in these conditions.



What causes accidents in icing conditions?

Icing accidents are often the result of poor understanding of the airplane's limitations and performance in icing conditions, misconceptions of airplane and system icing certification, incomplete pre-flight weather briefings, and a misunderstanding of icing terminology. Education is the first step in reducing aircraft icing accidents.

What you know about airplane icing certification?

Standards used to certify airplanes for icing do NOT cover all icing conditions that exist.

The standards only cover some of the water forms that can exist in clouds. Icing conditions can overwhelm your ice protection. Certification standards also assume you will hold in icing conditions less than 45 minutes. Pilots of aircraft certificated for flight in icing conditions should not be casual about operations in those conditions, particularly extended operations. More importantly, the certification standards do **NOT** include SLD. SLD will impinge further aft on the wing and tail, forming ice behind your deicing boots or other type of ice protection system. The aerodynamic penalties can be larger than ice that forms on leading edges.

You need to learn the cues and exit procedures of severe icing for your airplane. If your airplane's Pilot's Operating Handbook (POH) or Airplane Flight Manual (AFM) does not have any, consult Advisory Circular 91-74A "Pilot Guide: flight in Icing Conditions" for cues and exit procedures that you may use. Some airplanes may exhibit little visual cues, such as side window icing. On single engine airplanes, spinner ice, which may provide a cue in multi-engine airplanes, cannot be seen by the pilot. It is important to look for indication of drizzle and rain, such as drops that splatter on your windshield. In a certification flight test of single engine turboprop, the only indication of SLD, which resulted in nodules of ice covering the underside of the wing, was a noticeable increase in required power to maintain the approach glideslope.

Icing certification standards have changed dramatically over the years.

Prior to 1973, small airplanes were **NOT** required to test in icing conditions nor be analyzed or tested to the icing condition standard used today. The standards have changed significantly, even in the

last few years. Advisory Circular 91-74A "Pilot Guide: flight in Icing Conditions" provides a good history for those who want more information. The two major changes are in stall warning and climb performance:

Stall warning. Small airplanes certificated prior to 2000 were given certification credit for natural aerodynamic stall warning (buffet) even if the airplane was equipped with a stall warning system. Since ice buildup on the wing lowers the stall angle of attack the stall

warning sensor might not provide warning in icing conditions. Pilots therefore should:

- Know the POH/AFM minimum icing airspeeds and treat them as limitations, even if they are not in the Limitations section. If your POH/AFM does not have minimum icing airspeeds, add 15-20 KIAS to your normal operating airspeed. This goes for all phases of flight, including approach and landing where most small airplane icing accidents occur.

- Treat any buffet or vibration as an impending wing stall.

- Limit maneuvering in icing conditions.

Climb performance. Prior to 1993, there were **NO** quantitative requirements for climb performance in icing conditions. An airplane being certificated today is required to have enroute climb performance data in the POH/AFM if the airplane's service ceiling in icing is less than 22,000 feet. Pilots should:

- Consider the climb performance of the airplane and the route's minimum altitude when determining routes and exit strategies in your pre-flight planning. The airplane's climb performance will be degraded in icing conditions.

- Consider climbing or descending to take you out of icing. However, don't assume you can climb with ice on your airplane. • If you cannot climb to exit icing, do not fly below the minimum airspeed in icing. Exit by making a 180° turn.

- If you cannot maintain altitude in icing at you minimum airspeed, trade altitude to keep airspeed above the minimum airspeed in icing.

Airplane certification assumes the airplane is clean on takeoff.

The ability to safely takeoff with contamination, including polished frost, is not tested. No airplane manufacturer, or the FAA, has an established procedure for polishing frost, and the lift and drag penalties are unknown. Taking off with any contamination reduces the already small stall margin and reduces climb performance. Make sure critical surfaces such as lifting surfaces, control surfaces, propeller blades and engine inlets are free of contamination.

More information

<http://www.aopa.org/asf/hotspot/icing.html>



Over The Counter Medications



This is a review as I publish this several times over the year but it is once again that time of year that many of us will experience the runny nose and may catch a cold or even the Flu. With that many of us will be taking over the counter medication to alleviate these symptoms.

A commonly held belief is that medicine cures all that ails.

Whether medicine is prescribed by a doctor or is an over-the-counter medication that you have selected, as a pilot you must consider the effect it will have on your performance.

When you are given a prescription, your doctor explains the possible side-effects of the medication you are about to take. Your pharmacist also outlines them when filling the prescription.

However, when you treat yourself with a non-prescription medication, you become your own doctor and pharmacist. Therefore, you must inform yourself of the possible adverse reactions that you might encounter. The following will help you understand some of the basics that you will need to successfully accomplish this task.

OTCs Defined

Over-the-counter medications (OTCs) are any legal, non-prescription substance taken for the relief of discomforting symptoms. This may include capsules, tablets, powders, or liquids.

Underlying Medical Condition

When you are not feeling well, your best action is to ground yourself and wait until you have recovered before resuming your pilot duties. There may be times, however, when you feel that you must fly and will be tempted to doctor yourself with OTCs. At these times it is good to remember that the OTCs only hide your symptoms for a while. They do not usually "cure" the condition, and you will not be at peak physical performance while you fly.

Problems With Medications

There are two main areas of concern about unwanted reactions to medications.

Possible allergy. Allergy is a rare and unpredictable reaction to a substance. If you know that you are allergic to something, you should carefully read the list of ingredients of any OTC to assure that none of the substance is included in its formulation.

Possible unexpected side-effects.

These can take many forms, including drowsiness, impairment of judgment, upset stomach or bowels, disturbance of vision, or even itching. Any of these could cause an impairment that might lead to incapacitation while flying.

Decongestants and caffeine (contained in coffee, tea, cola, chocolate) are both strong stimulants in some individuals. Mixed together, they can make you "hyperactive." Note also that some cough syrups contain a decongestant.

Summary Advice

- READ and follow label directions for use of medication.

- If the label warns of side-effects, do not fly until twice the recommended dosing interval has passed. So, if the label says "take every 4-6 hours," then wait at least 12 hours to fly.
- Remember, the condition you are treating may be as disqualifying as the medication and may also impair your Driving abilities.
- When in doubt, ask your physician or Aviation Medical Examiner for advice.
- As a pilot, you are responsible for your own personal "pre-flight." Be wary of any illness that requires medicine to make you feel better.
- As a Driver beware that these medications may have an affect on your reaction times and your alertness.
- If an illness is serious enough to require medication, it is also serious enough to prevent you from flying or driving.
- Do not fly if you have a cold - changes in atmospheric pressures with changes in altitude could cause serious ear and sinus problems.
- Avoid mixing decongestants and caffeine. Beware of medications that use alcohol as a base for the ingredients.

What to look for on the label

Active ingredient. The active ingredient is the chemical compound in the medicine that works to relieve your symptoms. It is always the first item on the label. There may be more than one active ingredient in a product. The label will clearly show this, and it will also show the purpose of each active ingredient. To reduce your risk of overdose, be sure to check that you're not taking two medicines that contain the same ingredients or are intended for the same purpose.

Uses. This section lists the symptoms the medicine is meant to treat. Uses are sometimes called "indications."

Warnings. This safety information will tell you what other medicines, foods or activities (such as driving) to avoid while taking this medicine, as well as possible side effects of taking the medicine. The warning will also tell you if the medicine is not recommended for a particular group of people, such as pregnant women.

Directions. This section tells you how much medicine you should take, how often you should take it and for how long you can take it. The directions may be different for children and adults.

Other information. Any other important information, such as how to store the medicine, will be listed here.

Inactive ingredients. An inactive ingredient is a chemical compound in the medicine that isn't meant to treat a symptom. This can include preservatives, binding agents and food coloring. This section is especially important for people who know they have allergies to food coloring or other chemicals.

Safe Driving While Tired

At one time or another, most of us have gotten behind the wheel without the benefit of adequate sleep. At the time, we were probably unaware sleep deprivation impaired our driving as significantly as driving drunk. Drowsy drivers are a serious threat to themselves and everyone else on the road.

The Facts About Drowsy Driving

The U.S. National Highway Traffic Safety Administration estimates that 100,000 of reported crashes occur as a result of drowsiness, and considers sleep deprived drivers a hazard equal in severity to drunk drivers. Studies show that staying awake for 18 hours and driving produces the same effect as being legally drunk behind the wheel. The greater the sleep deprivation, the closer the correlation to higher levels of intoxication.

Actual statistics on crashes, injuries and fatalities caused by drowsy driving are difficult to calculate as there is no way to test the fatigue level of drivers. The cost, damages, injuries, and fatalities resulting from sleep deprived drivers have been estimated at \$12.5 billion.

What are the Legal Ramifications?

New Jersey passed 'Maggie's Law' in 2003. It allows sleep deprived drivers who cause accidents and have been awake more than 24 hours to be charged with vehicular homicide. The law also provides liability for companies that require employees to keep such hours. Existing laws in all states may cover the prosecution of drowsy drivers for damages caused, but unfortunately do little to prevent an impaired driver from getting behind the wheel in the first place.

Preventing Drowsy Driving

Many popular methods to stay awake, such as drinking a caffeinated beverage, opening windows, turning on air conditioning, or blasting the radio. Studies have shown these to be ineffective, however. The only proven preventative measure is to pull off the road and take a nap lasting at least 20 minutes. This small break is enough to restore a driver's abilities. It's best to nap, awaken more refreshed, and then continue on to a safe place to sleep longer.

Whether you are behind the wheel or a passenger, recognize the signs of drowsy driving:

- Heavy eyelids, frequent blinking, difficulty focusing vision
- Impaired concentration
- Missing exits or traffic signals
- Repeated yawning

- Drifting into other lanes or off the road
- Irritability or jumpiness

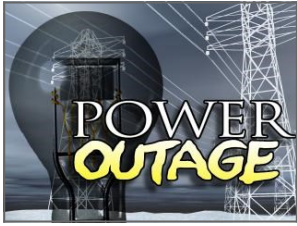
These symptoms are a warning no one can afford to ignore.

Driving drowsy is a hazardous practice. Sleep is not something a body can do without. At some point, the human body will simply take the rest it needs no matter where you are. Look for the signals of drowsy driving, choose not to operate a vehicle in this state and help keep the roads safer for everyone.

I M S A F E

- **ILLNESS**
- **MEDICATION**
- **STRESS**
- **ALCOHOL**
- **FATIGUE**
- **EMOTION**

WOW Power Outages



Well in the Northeast we had an early Snowstorm and many of us were affected including myself. Many towns and communities were out of power for significant periods of time and some are still recovering. Power lines, Communications, Downed trees all affected many of us.

At one time or another everyone experiences a power outage. When it happens the first thing you want to do is check with the neighbors. No, you don't have to call them, you have to look to see if their lights are on; check the street lights, too. If your house is the only one without power, then you need to check your circuit breakers. Occasionally, when there is a power surge, circuit breakers will flip causing loss of power. If you flip all of the circuit breakers without any change, contact your electric company.

If you aren't the only one out then you, are likely in the middle of a power outage. Many times the reason for a power outage is logical, the weather is a popular culprit, but if it isn't logical call your electric company to report the power outage or to find why the neighborhood and beyond are in the dark.

In the event of a power outage, you need to utilize your emergency plan.

Planning Ahead

Preparation is always the first step of any emergency plan. It's essential to build an emergency kit and keep it stocked. By answering a few questions, you can determine what should be in your kit.

CASH on hand !!!! During a power outage stores and Gas stations will also be without power and if they have generators they may only be accepting CASH. This happened with this latest storm and many people were out of luck. No power, No Internet NO ATMS.

What will you use for light?

Flashlights with several battery back-ups or battery powered lanterns can meet this need. Candles should not be used as emergency lighting.

How will you stay on top of the situation?

A battery powered radio fits the bill. Also, a telephone that does not require electricity, such as a cell phone or phone that plugs directly into the wall without an electrical base.

How will you handle emergency fires?

The Fire Department will be overwhelmed with calls. So you do have a means to contact the Fire Department or the Police? This may be difficult during a major event so you need to have a plan to deal with emergencies.

During a power outage, fires are actually more of a risk, particularly if the problem is downed power lines. Keeping a working fire extinguisher can alleviate this concern. Check the fire extinguisher yearly to make sure that it works properly.

What source do you have for water?

If you have an electrical water pump, be sure to have plenty of water stored in containers for cooking and washing. Even if you don't have an electric pump, water can become contami-

nated during emergencies and back up water sources are always wise.

What source do you have for food?

Store food that is not perishable and does not require cooking. For canned food, be sure to include a non-electrical can opener.

How will you deal with minor medical emergencies?

Keep a full first aid kit on hand.

Should you purchase a back up generator?

If you can afford one, a generator is an excellent investment during a electrical outage. Be sure to follow the manufacturer directions carefully when using the generator.

If you have someone in your household on electrical life-support equipment, you should contact your electric company to plan on the procedure for emergencies.

During the storm and for days after during the power outages I was working on the Ambulance and we found that many elderly that were out of power had medical devices that relied on that power. Also many were on Oxygen and supplies were running out. For those individuals there needs to be an emergency plan.

During a Power Outage

When cooking, don't use an open flame inside your house. If you are using a grill, be sure to cook in the open air. Some appliances, such as computers and televisions, need to be unplugged during a power outage. All major appliances should be unplugged so that the power doesn't surge once it has returned. If your water heater is electrical, flip off the circuit breaker. Finally, leave your freezer and refrigerator closed as much as possible. Freezers can keep food for several days if they remain shut.

After a Power Outage

Leave a light switched on outside so that the electrical company can easily note that your power is back on. Wait a few minutes before turning major appliances back on because a surge could cause another power outage.

Finally, be sure to restock any of your emergency supplies used during the power outage.

It happens to all of us and with a little emergency planning a power outage can be close to just another day





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It is getting cold and with that comes layered clothing. Dress appropriately for the weather conditions. Never risk being caught of guard. Upi may be warm in your car or plane but what happens when you have to get out.

You've heard it before: Walking is good for you. It's a low-impact activity that's perfect for those who have not exercised previously

Remember—Remember –Remember

We take Safety very seriously and Safety is an everyday thing that needs to be included in everything that we do. Safety can not be neglected or bypassed just because it is more convenient to do so.

BE SAFE

SafeTips

Scams and fraud



Avoiding Internet Auction Fraud:

- Understand as much as possible about how the auction works, what your obligations are as a buyer, and what the seller's obligations are before you bid.
- Find out what actions the website/ company takes if a problem occurs and consider insuring the transaction and shipment.
- Learn as much as possible about the seller, especially if the only information you have is an e-mail address. If it is a business, check the Better Business Bureau where the seller/ business is located.
- Examine the feedback on the seller.
- Determine what method of payment the seller is asking from the buyer and where he/she is asking to send payment.

- If possible, purchase items online using your credit card, because you can often dispute the charges if something goes wrong.
- Be cautious when dealing with sellers outside the United States. If a problem occurs with the auction transaction, it could be much more difficult to rectify.
- Ask the seller about when delivery can be expected and whether the merchandise is covered by a warranty or can be exchanged if there is a problem.
- Make sure there are no unexpected costs, including whether shipping and handling is included in the auction price.

There should be no reason to give out your social security number or driver's license number to the seller.

