

ARMY GROUND-ACCIDENT REPORT COUNTERMEASURE

Volume 18 Number 3

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The United States Army has jumped wholeheartedly into the information age. The purpose for the rapid moves in this direction centers on doing more with less and enhancing performance by providing valuable information to the right people at the right time. The Army Safety Center has adopted information management for the same reasons. The purpose of this article is to explain the information systems at the Safety Center and their linkage to you, Army commanders and staffs, and acquisition officials. Customer requirements drive the evolving information systems at the Safety Center. The Army Safety Center's business is information. Whether we get that information to you by print media such as *Countermeasure* and *Flightfax* or through computer links and the World Wide Web (WWW), the heart of our effort is to identify and disseminate the relevant and timely information about risk management—conditions, hazards, and controls—to you, our customers. The first part of the process is to gather information from multiple sources (primarily

Army accidents), and clearly identify the conditions, hazards, and controls that affect Army performance. The lessons learned through this process are disseminated to those who shape Army policies, procedures, training, and acquisition decisions.

Vision

The vision for the Safety Center information organization consists of three parts:

- Surround Safety Center analysts with summarized but rich information dealing with Army hazards and controls.

- Ensure users can easily view and ask questions about hazards, controls, and trends that affect Army operations.

- Meet customer requirements for information that, when implemented, reduces accidents.

Mission

The mission of the information organization within the Safety Center is to—

- Serve as a risk-management information broker for the Army and the Safety Center.

- Leverage information technology in support of the Center's analysts to identify conditions, hazards, and controls that affect Army customers worldwide.

- Produce, market, and promote multimedia safety products.

Goals

The Safety Center information organization's four goals follow closely:

- Use an array of information tools: print media, e-mail, list servers, bulletin boards, and the World Wide Web to distribute information throughout the Army. *Countermeasure* is just one example of how we disseminate the conditions, hazards, and controls drawn from accidents to our customers.

- Use information systems (PC-based and on the Web) to simplify accident reporting. The current forms—DA Form 285 for ground accidents and DA Form 2397 for aviation accidents—are very detailed attempts to gather information that may be of value to customers and analysts. However, the current procedure is a rather daunting task and one that is often delegated to the most junior member of an organization. We hope to use both the Web and PC-based programs to simplify that process so that a reporting individual merely fills in the available blanks, using assistance provided by the software.

- Move accident data from the large main-

frame computer to smaller systems called servers, which use “user friendly” software. Our current system, the Army Safety Management Information System (ASMIS), presents serious challenges to customers—including our own analysts—in getting to the data they need. As a result many people simply give up because it is too complicated. We have invested over \$1.7 million into our computer infrastructure to ensure much simpler manipulation and access to important hazard and control information.

- Use e-mail, list servers, and the World Wide Web to distribute information about Career Program 12 for safety and occupational health professionals around the Army.

Customers

We are listening to what our internal (within the Safety Center) and external (throughout the Army) customers say that they want.

■ Internal customers

- Up-to-date, easy-to-use information systems and software.

- Statistical packages for analyzing information.

- Ability to ask research questions and easily use our data base to find the answer.

- Quick assistance with computer system problems.

- Additional data bases, e.g., hazards, enlistment data, and subsets of accident records, etc.

■ External customers

- A clear layout of the conditions, hazards, and associated controls that have either led to or reduced accidents in the past or will reduce accidents in the future.

- Ability to enter and use the data base with a friendly Windows-based layout.

Where do we go from here?

We have a vision and we know the expectations and requirements of our customers—both internal and external. What are the actions that will allow us to reach our goals and meet our customers' expectations and requirements?

- First, we have dramatically enhanced the capabilities of each person at the Safety Center by taking our office automation systems to state-of-the-art status (Pentium, Windows 95, Microsoft Exchange groupware, Microsoft Internet Explorer). And we have invested in training to ensure the potential of this automation effort is realized. The Safety Center system today is in the top 10 percent of Army information systems (computers, software, and interconnections). Each person in the Center can

bring powerful technology to bear on the problems *you* face daily.

■ Second, we have combined our efforts with those of the Director of Information Systems for Command, Control, Communications, and Computers (DISC⁴) to provide a powerful client/server data base, using commercial relational data base software. What this means in plain English is that we have easy-to-access software, allowing us – and, more important, you – to find answers to the questions you have about conditions, hazards, and controls.

Furthermore, we are using the Internet, and specifically the World Wide Web, to enhance the flow of information from individuals to Army organizations. Currently, our Web site (<http://rucker-usasc.army.mil>) outlines the major programs the Safety Center is currently working. In the near future, we will have a portion of our Web site that links to the relational data base just described. Using “point-and-click” Windows procedures, authorized users will be able to ask questions, using simple menus just as you would if you’re at the “Mornings” Web site as you search for a top-performing mutual fund. Trouble in finding the information you need will be a thing of the past.

■ Finally, we use the power of the new technologies to enhance the collection, analysis, and dissemination of risk-management information. We will ease the process of getting information from the field, ease the review and analysis of hazards and controls, and disseminate – using digital (e-mail, Web, etc.) when you want it that way, or paper if you’d prefer. We’ve also bought software necessary to broadcast information to you across the Web . . . and put it on your screen.

Opportunities

Several key opportunities present themselves through the new information systems at the Safety Center. For example, these systems will

allow us to –

■ Put information into the hands of analysts, Army commanders, leaders, and acquisition officials.

■ Move away from mainframe costs, technologies, and challenges.

■ Invest in our people at the Safety Center.

■ Get progressively closer to our customers and their needs.

■ Move gradually toward digital distribution of our safety products, using e-mail, the Web, CDs, videos, and broadcast across the Web.

Time lines

Many of the changes have already occurred. Specifically, receipt of the new relational data bases, Pentium overdrives and work stations, and new Windows 95 software and applications. At the Safety Center, we have a Web server that allows us to move between the Web and our data base when the latter is up and running.

In April 1997, we will move the data from the older mainframe into the new relational data base (client/server).

By July 1997, we will turn off the mainframe and use our relational data base linked to the Web to ease answering your questions about hazards and controls.

The objective

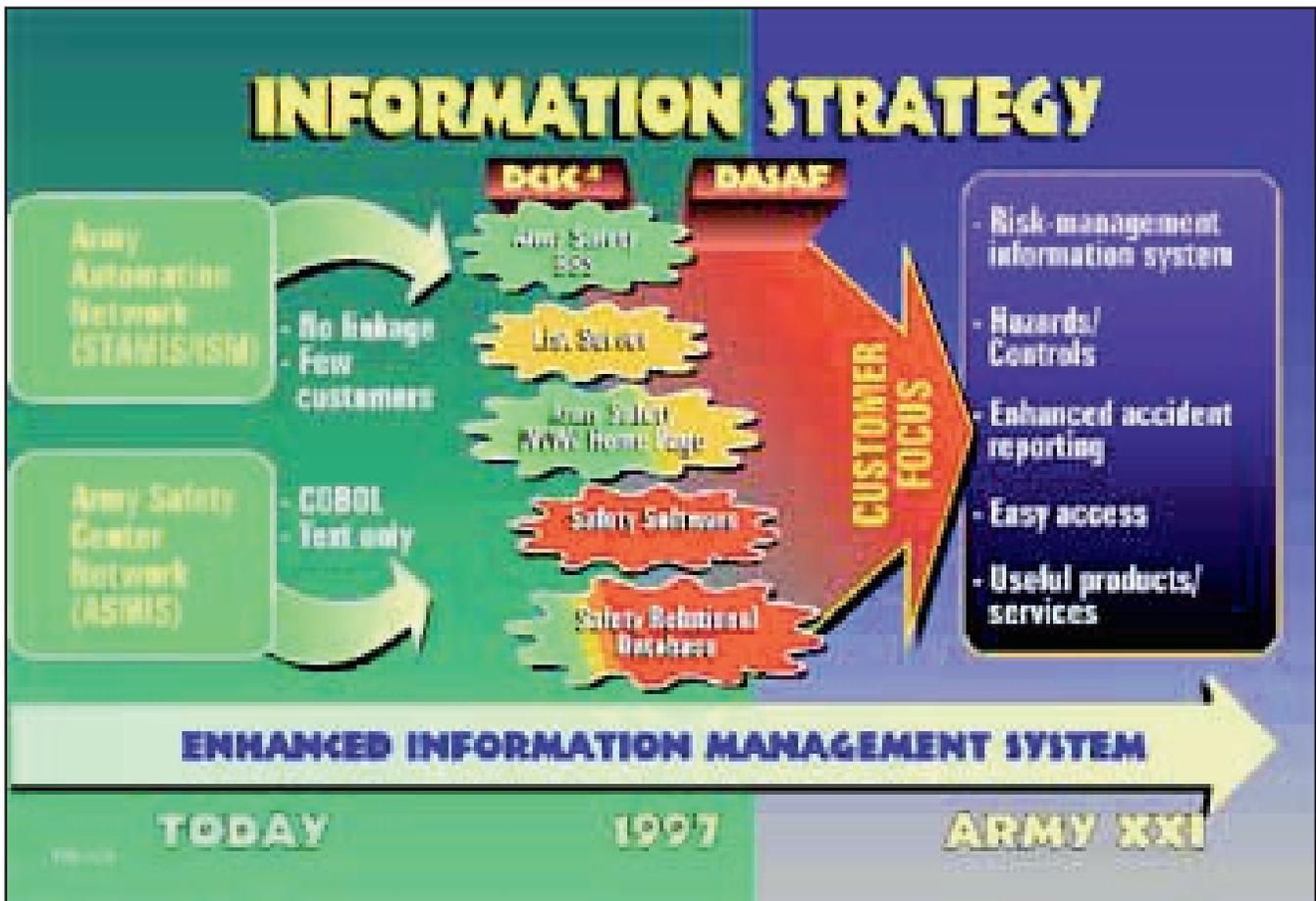
The objective for the new and improved information system at the Safety Center is to make your life easier. Our job in the Center is to identify the hazards and controls that present challenges to you. With the new information system – since information is at the heart of our business – we will be able to meet our requirements and identify those hazards, controls, and trends that affect you, your resources, and the lives of your soldiers.

—COL Jack H. Cage, Deputy for Support, U.S. Army Safety Center, DSN 558-3075 (334-255-3075), e-mail cagej@safety-emh1.army.mil

USASC information systems structure

The information systems structure of the Army Safety Center is designed to provide –

- Easy-to-use information technology – point-and-click.
- The fastest work stations and local connections available.
- Worldwide access in and out of the Safety Center.
- Information on demand from internal and external customers.
- Broadcast information dealing with hazards and controls directly to your PC.
- The capability to deliver to you, the customer, any information you need, regardless of the format.



USASC information strategy

This chart graphically portrays the Army Safety Center's information strategy. At the left, two boxes show the Army Automation Network and Army Safety Center Network and suggest changes that are rapidly moving us into the future.

Two major ideas are coming together. First, the Army Program called STAMIS was designed to provide information support to the major base operations functions within the Army. Unfortunately, the system has been challenged by very limited linkage among centers and activities in the Army. The program, however, is still alive and funded.

The second major idea deals with the information systems that have been developed here at the Army Safety Center, particularly the Army Safety Management Information System or ASMIS. ASMIS was designed to collect information on Army accidents to determine trends about specific hazards and controls. The anticipated outcome of this effort was overall

reduction in Army accidents. Unfortunately, the system is hampered by its COBOL language orientation; it is hard to use. The COBOL-orientation means that the average person, like you and me, has tremendous difficulty getting out the information that is of value to us. For example, a battalion aviation safety officer would have tremendous difficulty going into the system and identifying the specific conditions, hazards, and controls that are important for his or her organization. So, how do we move toward the future and make an information system that is useful for you?

The center section of the chart (highlighted as 1997) suggests there are a number of systems coming on today to provide assistance. These are—

- Army safety bulletin board system (BBS).
- List servers.
- Army Safety World Wide Web home page.
- Safety (accident) software.
- Safety relational data base.

Army safety bulletin board system

This system was designed to support customers worldwide by providing an easy means to collect information that has been provided and generated at the Safety Center. Although it is older technology, it has provided a valuable service as we move toward greater capability.

List servers

The Safety Center operates a number of list servers – which are merely high-speed ways to distribute e-mail to tens or thousands of recipients, all at the same time. We operate three today. The first, CP12, provides information services to Career Program 12 officials around the Army. Second, we provide an ASO (aviation safety officer) system that sends information to the ASOs, who are primarily at battalion- and brigade-level aviation units throughout the Army. Though a new system, it is rapidly growing in size and capability. The third list server – Safe-Risk – provides the ability to send information to those interested in safety and risk management.

Safety World Wide Web home page

We intend to use the current up-and-running World Wide Web home page (<http://rucker-usasc.army.mil>) to provide immediate information on topics ranging from aviation and ground safety to CP12 functions. In the near future, we will use enhanced capability to provide transactions on the Web. This means that individuals both in the Safety Center and around the world will be able to use the World Wide Web with point-and-click screens to find the information they want immediately, without direct intervention by anyone at the Safety Center.

Safety software

Safety software is designed to provide accident-reporting capability for PC systems or work stations that already exist around the Army. This software will provide a shell that, when completed, becomes an Army accident report – either ground or aviation. We have high hopes that this software will be in our hands, ready to send to you, the customer, in May of 1997.

Safety relational data base

This data base provides a means to simplify the current ASMIS to provide specific answers to research questions raised by people here at the Center or more importantly to you, the customer, anywhere around the world, either through direct dial-in over telephone lines or, ideally, using the World Wide Web as the linkage.

In the end, we believe that the new information strategy and structures will provide greater risk-management information around the world in an easy-to-use format. Specifically, it will provide a layout of conditions, hazards, and controls that will be the basis for enhancing our ability to reduce these hazards and thus reduce accidents in both aviation and ground arenas. We believe the enhanced accident-reporting software will ease the process of reporting accidents and provide better information on the conditions, hazards, and controls that led up to that particular accident. But all in all, the greatest capability is it provides you, the most important customer we have, easy access and usable products to reduce accidents in the Army today.

—COL Jack H. Cage, Deputy for Support, U.S. Army Safety Center, DSN 558-3075 (334-255-3075), e-mail cagej@safety-emh1.army.mil

We want to make it easy

We provide a number of ways to make it easy for you to reach *Countermeasure*:

- Phone: DSN 558-2688 (334-255-2688).
- Fax: DSN 558-9528/9478 (334-255-9528/9478).
- E-mail: countermeasure@safety-emh1.army.mil.

- Mail: Commander, U.S. Army Safety Center, ATTN: CSSC-RSG (*Countermeasure*), Bldg. 4905 5th Ave., Fort Rucker, AL 36362-5363.

Calls regarding distribution should be directed to Ms. Sharrell Forehand, DSN 558-2062 (334-255-2062).

Smoking can get you now—and later

The long-term, negative health effects of cigarette smoking are well-known to most soldiers and of great concern to the Army. Smoking has been repeatedly named as a strong risk factor for developing certain types of cancers, chronic lung and heart disease, stroke, and has even been implicated in osteoporosis (softening of bones) and tooth and gum disease. Now there is a new and rapidly growing concern about significant short-term adverse health effects of smoking. Of interest to the Army are two important studies of infantry soldiers and basic trainees that have shown that smokers become injured over 50 percent more often than nonsmokers. In both studies, the incidence

increased with the number of cigarettes consumed per day (see table 1).

Injuries experienced more frequently by smokers include muscle strains, ligament sprains, bone fractures (stress and traumatic), tendinitis, bursitis, fasciitis, shin splints, and both knee and lower-back-pain syndromes. Several other Army and civilian studies, both published and unpublished, further drive home the message that *smoking can get you now—and later*.

Injuries cause not only pain and suffering, but are responsible for five to ten times as many days of limited duty in the Army as illnesses. The injured and temporarily ineffective soldier

may miss valuable training, which can significantly impact career ambitions and unit readiness. Soldiers need to be where the action is, and not waiting in the aide station. Often injured soldiers may simply become less competitive in the modern "right-sized" Army. Empty foxholes also hurt unit performance.

Smokers not only experience a greater number of injuries, but their recovery from these injuries is often inferior and substantially slower. Ghazel et al. (1994) found good or better



results following surgical nerve repairs in fingers was 47 percent in smokers as compared to an 87 percent rate in nonsmokers. Schmitz (1995) documented that healing times for major fractures in smokers exceeded that of nonsmokers by 70 percent (250 days versus 150 days). Finally, Silverstein et al. (1992) showed that soft-tissue wounds heal significantly slower in smokers than in their nonsmoking counterparts.

In spite of repeated warnings, the Army continues to smoke at a rate higher than the U.S. civilian population (34 percent versus 31 percent). Many of our young soldiers (ages 18 to 25) appear particularly deaf to the message with a frightening 41 percent smoking rate, compared to slightly more than 30 percent in our older, career-aged soldiers (ages 26 to 55). Many younger smokers may ignore the health message or put off quitting because they believe consequences are not seen or felt for 20 or 30 years. To the young troop, this time period may literally represent more than one lifetime and certainly does not appear to be an immediate threat. However, the recent Army studies should send this rationale into an "about face."

Readiness is cornerstone to our military mission—the fundamental reason for our existence. Any short- or long-term health threat that impedes readiness certainly presents a clear danger to this nation. In 1995, the United States Army Center for Health Promotion and Preventive Medicine (USACHPPM) stood up to advocate "Readiness thru Health" and to lead the entire Army into health and wellness. Smoking is more than just a personal health issue, it is a command issue. Each and every smoker needs to be afforded every possible opportunity to quit "mainlining" nicotine—and smokeless tobacco is not an acceptable alternative. Commanders and soldiers need to look to the Army Medical Department as an ally and a resource to convince soldiers to stop smoking and guide them to maximum individual and unit potential. Cigarette smoking poses short-term, immediate threats to the health of our soldiers and unit readiness, and can no longer be categorized as only a long-term problem.

POC: MAJ Leo H. Mahony, USACHPPM Physical Therapy Staff Officer, DSN 584-4656 (410-671-4656)

Smokeless can be hazardous

Athletes do it, coaches do it, aviators do it—and, unfortunately, soldiers do it too. But if you think snuff or chewing tobacco are a good alternative to smoking—think again. Soldiers need to understand that trading cigarettes for any other form of tobacco is just swapping one set of hazards for another. A typical smokeless tobacco user is exposed to the same amount of nicotine each day as a person smoking a pack of cigarettes. Although the danger of lung cancer may be dramatically lessened by quitting smoking, there are a whole lot of nasty possibilities in store for users of smokeless tobacco.

Smokeless doesn't mean hazardless

The nicotine in smokeless tobacco produces the same adverse effects on the body as cigarettes:

- Increased heart rate and blood pressure.

- Constricted blood vessels in the extremities.
- Decreased oxygen supply to the heart; reduced exercise capacity.
- Earlier heart disease, delayed wound healing, reproduction problems, stomach irritation or ulcers.
- Bad breath, receding gums, tooth erosion and loss.

The biggest risk to people who use smokeless tobacco is oral cancer. Chronic smokeless tobacco use is directly related to an increased risk of cancer of the mouth, larynx, throat, and esophagus. And the longer you use smokeless tobacco, the more likely you are to develop such cancers. Long-term users of smokeless tobacco are at 50 times greater risk of developing cancer of the cheek and gum.

—adapted from an article by MAJ Daniel T. Fitzpatrick, Flight Surgeon, in *Flightfax*, May 1991

Sports injuries

We all know that physical training programs are critical to operational readiness. Participating in sports is one of the most popular ways soldiers can choose to maintain physical fitness. But when soldiers are injured while participating in sports, that directly impacts on the Army's ability to accomplish its mission.

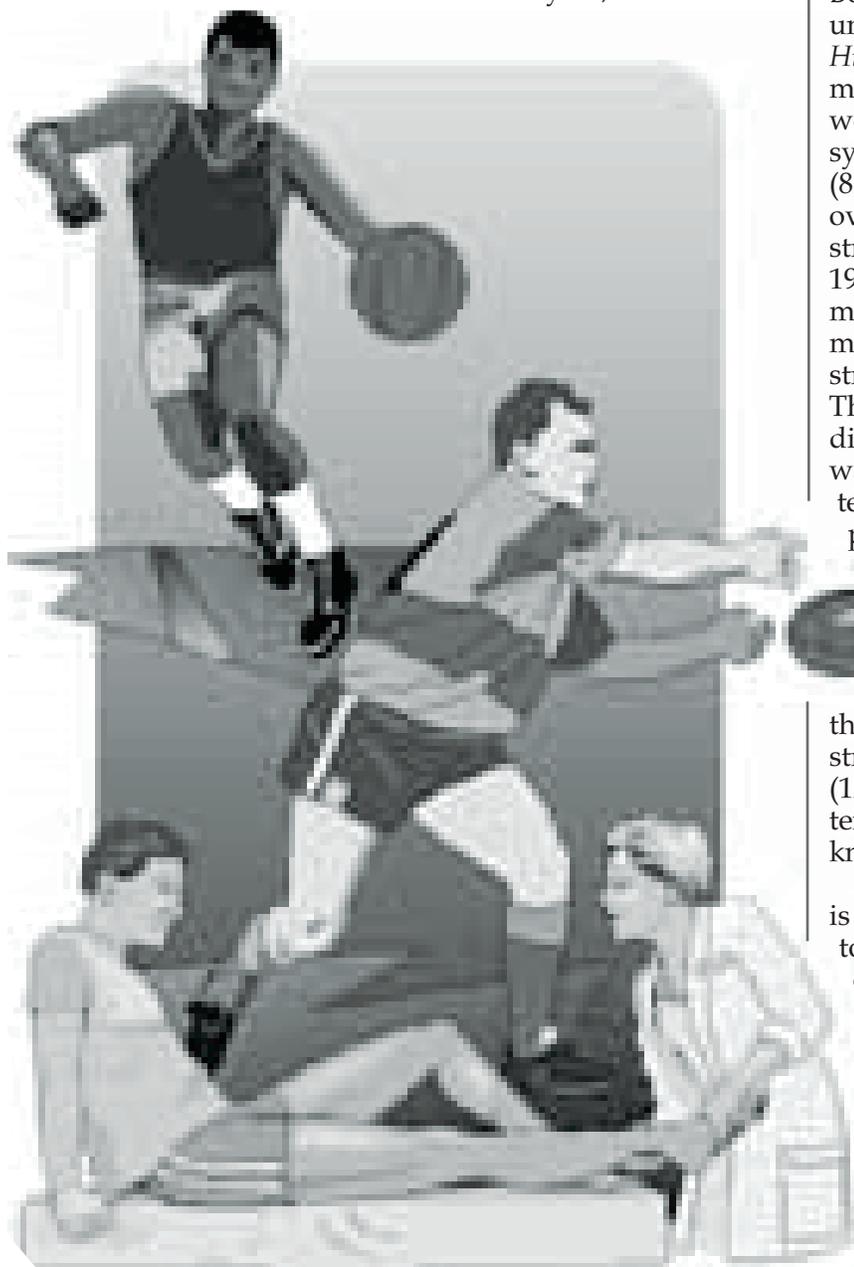
Last year, 267 soldiers

were injured while participating in sports. The most common types of injuries seen in the military populations are musculoskeletal overuse injuries. The majority of these injuries occur at or below the knee.

A study of soldiers during Army infantry basic training by the Injury Prevention and Control Work Group of the Armed Forces Epidemiological Board, published in November of 1996 under the title *Injuries in the Military: A Hidden Epidemic*, discloses that the five most commonly diagnosed conditions were pain attributed to overuse or stress syndrome (23.8 percent), muscle strains (8.6 percent), ankle sprains (6.3 percent), overuse knee injuries (5.9 percent), and stress fractures (3.0 percent) (Jones et al., 1993B). Among 298 infantry soldiers, the most common injury diagnosis was musculoskeletal pain, followed by strains and sprains (Knapik et al., 1993). The distribution (percent) of commonly diagnosed injuries in Army male recruits was low back pain (7.3 percent), tendonitis (6.5 percent), sprains (4.8 percent), muscle strains (3.2 percent), and stress fractures (2.4 percent) (Jones et al., 1993A). In the same training program, the incidence of injuries was higher for women, and the distribution of the most frequent injuries was muscle strains (15.6 percent), stress fractures (12.3 percent), sprains (5.9 percent), tendonitis (5.5 percent), and overuse knee complaints (2.1 percent).

That's the bad news. The good news is that there are some things we can do to reduce the number of injuries experienced by soldiers while participating in sports.

In 1996, the largest number of soldiers were injured while playing basketball. This was followed by touch football and softball. These and other sports injuries can be minimized if leaders are aware of the hazards and establish some controls to minimize the risks. For



example, soldiers should —

- Work to stay in shape all year round, not just during a particular season.

- Wear the appropriate shoe for the playing surface. For example, running shoes should be used for running and not for playing basketball or other sports played on a gym floor.

- Wear pads to protect knees and elbows from bruises or floor burns.

- Wear mouth guards. This protects the tongue as well as the teeth.

- Never wear chains, rings, or metal wrist bands.

- Secure eyeglasses so that they can't fall off and wear shatterproof lenses.

FM 21-20: *Physical Fitness Training* outlines the principles of exercise. These principles are important for developing an effective physical fitness program whether the program is for an entire unit or for an individual. Development and use of a structured program can help minimize the risk of injury.

The following principles of exercise should be followed:

Regularity. To achieve a training effect, a person must exercise often. Soldiers should strive to exercise each of the first four fitness components (see box) at least three times a week. Infrequent exercise can do more harm than good. Regularity is also important in resting, sleeping, and following a good diet.

Progression. The intensity (how hard) and/or duration (how long) of exercise must gradually increase to improve the level of fitness.

Balance. To be effective, a program should include activities that address all of the fitness components, since overemphasizing any one of them may hurt the others.

Variety. Providing a variety of activities reduces boredom and increases motivation and progress.

Specificity. Training must be geared toward specific goals. For example,

soldiers become better runners if their training emphasizes running.

Recovery. A hard day of training for a given component of fitness should be followed by an easier training day or rest day for that component and/or muscle groups(s) to help permit recovery.

Another way to allow recovery is to alternate the muscle groups exercised every other day, especially when training for strength and/or muscle endurance.

Overload. The work load of each exercise session must exceed the normal demands placed on the body in order to bring about a training effect.

Prior to any exercise program, ensure that proper diet and adequate hydration are addressed. These factors also help reduce the risk of injury.

But despite leaders' best efforts, strains and sprains will still occasionally happen. If an injury does occur, remember to take the appropriate action to safeguard the individual until an assessment of the injury can be made. Applying the principles of fitness, maintaining hydration, and adhering to locally established policies for sporting events and physical fitness are only a few measures that can help reduce the risk of injury. Each situation presents a challenge that must be analyzed and then controlled to minimize risk.

POC: SFC(P) William R. Gunter, Ground Branch, DSN 558-2913, (334-255-2913), e-mail gunterw@safety-emh1.army.mil

Components of Fitness

- Cardiorespiratory (CR) endurance—the efficiency with which the body delivers oxygen and nutrients needed for muscular activity and transports waste products from the cells.
- Muscular strength—the greatest amount of force a muscle or muscle group can exert in a single effort.
- Muscular endurance—the ability of a muscle or muscle group to perform repeated movements with a sub-maximal force for extended periods of time.
- Flexibility—the ability to move the joints through an entire normal range of motion.
- Body composition—the amount of body fat a soldier has in comparison to his/her total body mass.

Tire cages

Recently, there have been a number of soldiers and Department of the Army civilian employees who took chances with tires and wheels and *lost*. It is a fact that exploding tires and wheels can **severely injure** or **kill** you. It is also a fact that almost all injuries and deaths can be prevented if you follow the rules. If your unit doesn't have the equipment or the training to practice these rules, your local logistics assistance representative (LAR) can help.

Before you do anything

Here's some stuff that applies to all tires and wheels.

- **Always use a tire cage for multi-piece wheels.**

- Never inflate a tire that has been run flat or run with very little air in it until you have removed and repaired any damage to the tire, tube, or rim. If you do, damage you can't see could make the tire explode or wheel parts fail, harming you and others.

- Before removing a tire for service or

disassembly, be certain there is no air pressure in it by removing the valve core.

- Run a stiff wire into the stem to be sure nothing is clogging it on the inside.

- Inspect the tire and rim components for damage once you have it disassembled. Look closely at the bead, rim flange, and retaining ring.

- After the tire and wheel are reassembled, inflate the tire to **3 PSI**. That's it—**3 PSI, no more**. Check to ensure that the tire bead or retaining ring is seated properly in the rim flange or groove.

- Never inflate a tire that has a damaged, misaligned, or improperly seated bead or retaining ring.

Safety equipment, tools

- Use only an OSHA-approved safety cage. NSN 4910-01-373-0267 gets a cage that's 40³/₄ inches long, 25 inches wide, and 56 inches tall.

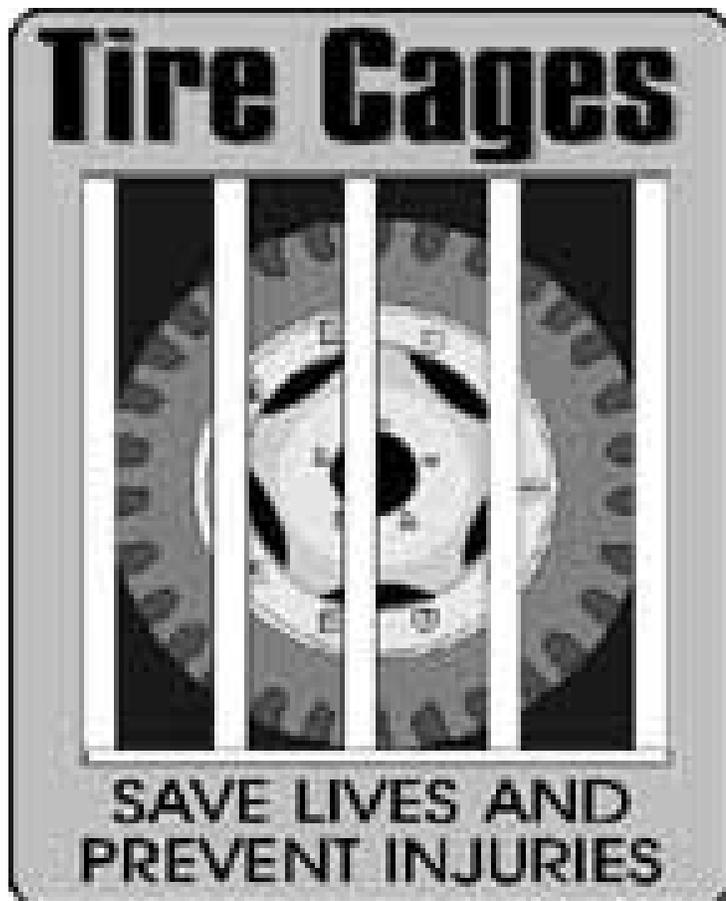
Most tactical vehicle tires will fit. For larger tires, NSN 4910-00-025-0623 gets a cage that's 78³/₄ inches long, 35 inches wide, and 86¹/₄ inches tall. If you have a locally fabricated cage, it must be inspected and approved by your local safety office before it can be used. If you're not sure your cage is approved, get it inspected by your local safety office now.

- Use tire inflation gauge, NSN 4910-00-441-8685. It comes with a 10-foot hose, quick-disconnect coupling, and two coupler adapters. Attach the gauge assembly straight to your air-supply hose with the straight pipe-to-tube adapter, NSN 4730-00-266-0533.

Doing the work

- If you're working with a single-piece wheel, inflate or deflate it either in a cage or on a positive wheel lock-down device (automatic tire mounter/demounter) or while it is mounted on the vehicle. This information is also good for bolt-together wheels, like those on the HMMWV.

- If you're working with a multi-piece wheel, inflate or deflate it only in an OSHA-approved cage. Multi-piece wheels can be identified by a retaining ring or side flange, which is seated in a groove around the rim. The ring or flange holds the tire bead in place.



Step-by-step

■ Stand a minimum of 10 feet away from the wheel and to the side, facing the tire tread. That's why you need the inflation gauge that has a 10-foot hose. It gets you away from the danger zone. That's the area in front of or behind the rim or facing the tire sidewalls. Make sure no one stands in the danger zone while you're adding or removing air.

■ Reseat the tire bead by adding air up to 40 PSI. If the TM-recommended air pressure for the tire is less than 40 PSI, inflate it to no more than the TM pressure.

■ Carefully inspect the assembly so that the tire bead and rim components have seated right. Don't use more than 40 PSI or any other method to force the bead or components to seat. If it's not working right, deflate the tire and

lubricate the bead area. Then reinflate to 40 PSI. If the bead and components still don't seat, deflate the tire, demount it, disassemble the wheel and check the tire, rim, and wheel components for damage.

■ Once the bead and rim components seat right, add air to the TM-recommended pressure.

■ Check the final seat of the bead and rim components before removing the wheel from the cage or installing it on the vehicle. If you notice anything that doesn't look right, do not remove the wheel from the cage until it is safe to do so.

Point of contact: SFC Raymond G. Taylor, Ground Branch, DSN 558-2892 (334-255-2892, e-mail taylorr@safety-emh1.army.mil).

—adapted from *PS, The Preventive Maintenance Monthly*, October 1996

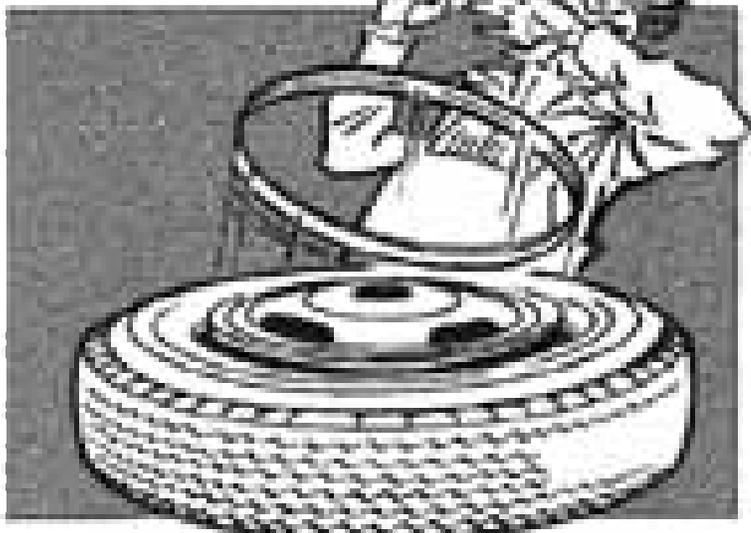
From the field

Split-rim wheel safety training

Failure to follow standards for safe work with split-rim wheels continues to result in fatal tragedy after fatal tragedy. Mr. Jerry Moore is the collateral duty safety officer in the Maintenance Division, Fort Lee, VA. Part of his job is to ensure employees who service and maintain multi-piece and single-piece rim wheels receive required training, some of which he conducts himself. In his search for training materials, Mr. Moore has found a vendor who will supply **free** training manuals and videos that can be used to conduct this kind of training. You may call 1-800-626-7096 or write Accuride Corporation at P. O. Box 40, Henderson, KY 42420 for a copy of the printed training materials and videos. You will also need TM 9-2610-200-24, which covers OSHA

requirements for the Army. OSHA 29 CFR part 1910.177 has been reprinted in the vendor's training materials.

—thanks to Mr. John M. Pessagno and Mr. Edward Duke, TRADOC Safety Office, for forwarding this information to *Countermeasure*



Safety messages

Following is a safety-of-use message (SOUM) and maintenance advisory message (MAM) issued during 1st Quarter FY 97 and not previously published in *Countermeasure*.

Tank-Automotive and Armaments Command (TACOM)

■ AMSTA-IM-O, 241624Z Dec 96, subject: SOUM TACOM-WRN Control

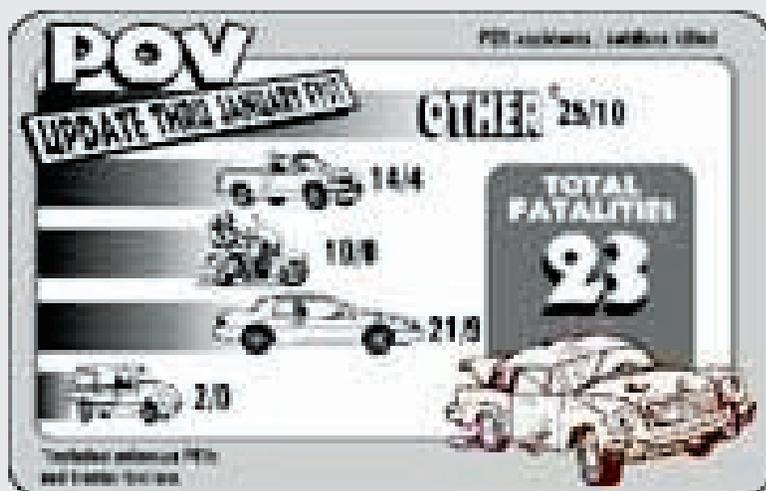
No. 97-02, operational, for M1A1 Abrams tank (NSN 2350-01-061-2445, LIN T13374), M1A1 Abrams tank (NSN 2350-01-087-1095), IPM1 Abrams tank (NSN 2350-01-136-8730), and M1A2 Abrams tank (NSN 2350-01-328-5964, LIN T13305). POC: Mr. Tim Milanov, DSN 786-7895 (810-574-7895).

■ AMSTA-IM-O, 131409Z Dec 96, subject: MAM TACOM-WRN Control No. 97-001, protective control box (NSN 6110-01-144-8674, PN 11669304) for the M939 family of vehicles: M923/A1/A2 (LIN X40794), M925/A1/A2 (LIN 40931), M927/A1/A2 (LIN X41105), M928/A1/A2 (LIN X41242), M929/A1/A2 (LIN X43708), M930/A1/A2 (LIN X43845), M931/A1/A2 (LIN X59326), M932/A1/A2 (LIN X59463), M934/A1/A2 (LIN 62237), M936/A1/A2 (LIN X63299), chassis: M942 (NSN 2320-01-047-8745), M945 (NSN 2320-01-050-4894), M942A1 (NSN 2320-01-205-2666), M944A1 (NSN 2320-01-205-2667), M942A2 (NSN 2320-01-230-0287). POC: Mr. Gerry Taube, DSN 786-8009 (810-574-8009). ♦

Oops, we goofed

If computers are so darned smart, why can't they change what you said to what you meant to say? In the November 1996 *Countermeasure* article "Too Fast for Conditions," we were describing which Army trucks have highway fifth wheels and which have cross-country fifth wheels. The examples we used were M915-series trucks. We stated that the M915A1 has a highway fifth wheel and the M915A2 has a cross-country fifth wheel. That's incorrect. The M915, M915A1, and M915A2 have single oscillating fifth wheels and the M916A1 has a four-way oscillating fifth wheel.

References: TM 9-2320-273-10, M915, 7 Jun 93; TM 9-2320-283-10, M915A1, 7 Jun 93; and TM 9-2320-363-10, M915A2 and M916A1, 5 Nov 91.



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