

From the Director of Army Safety

Engaged Leadership at Every Echelon

We're losing Soldiers to needless accidents throughout our Army. I believe in every instance, there is an individual that could make a difference and change the conditions leading to an accident. How do we know when to intercede and achieve success in protecting our force? How will we know in what manner to interject our commitment to *never leave a fallen comrade*? The answer is through transformation.

Transformation! It is a word you've heard parlayed back and forth over the last four years. Have you ever given any thought to what it means outside of changes in our formations? As a professional Soldier charged with leading our Nation's sons and daughters, it's worth taking a minute to discuss how we, as leaders, can best embrace transformation.

Transformation is a triad involving leaders, forces, and institutions and is paramount to achieving the Army Vision. As you well know, our Army is executing the largest reorganization of our forces since World War II. The goal is to provide combat commanders a campaign-quality Army with joint and expeditionary capabilities while maintaining the quality of the all-volunteer force.

I propose to you that transformation is far more than an equipment change. I further contend that transformation is more than buying bigger, smarter, faster tools and toys for Soldiers to employ to defeat a threat. While the changes in our forces and institutions are significant in scope and breadth, they pale when compared to the positive impacts leaders can achieve.

We are realigning our forces across our formations to place key elements of our combat power in the hands of Brigade Combat Team commanders. While this gives us a more adaptable and flexible force, how can leaders likewise transform to increase their flexibility and effectiveness? How can we use the culture changes at the heart

of transformation to get us there? The truth is, while the changes in our cultural thinking have us on solid footing for a successful future, we still have miles to go.

In our not too distant past, safety was considered the sixth paragraph of a five-paragraph operations order. Safety professionals were seen as the ever-present "safety police" in our formations, ensuring we all embraced the correct way of doing things. Do you remember those days? Do those stereotypes still seem in the past?

Reading our Preliminary Loss Reports, it becomes painfully obvious we need further transformation in the thinking of our leaders. Let me provide several PLR examples. As we look at these, let's "peel the onion" and examine how an *engaged leader* could have saved the life of a Soldier.

PLR 07-013: A Soldier was killed in a single-vehicle crash on Nov. 4, 2006, at 0250 local. The 22-year-old PFC was driving a pickup truck with a fellow Soldier, traveling at high rate of speed. The PFC lost control of the vehicle, ran off the road and rolled several times before coming to stop in a ditch. The PFC was not wearing a seat belt and during the accident sequence was thrown from the vehicle and fatally injured. The passenger, who was wearing a seat belt, was treated and released.

What can we learn? Did this PFC know that trucks don't handle like sports cars? Did the PFC know that turning the steering wheel while traveling at a high rate of speed could send his vehicle out of control? Who knew the 22-year-old would be driving at 0250 hours? Why did the passenger display a semblance of good judgment by buckling-up, but not encourage his/her *comrade* to do the same?

Aren't we all leaders? In our organization, when two privates are together one of them is in-charge and serves as the leader. Do we have the guts to engage and lead? What about a culture change that says, "When we see something wrong, we make the appropriate corrections?" A transformed

Army is one that is self-synchronizing and always looking and examining to make changes that will improve its capabilities. A transformed Army is one where every member is a contributing piece, helping to improve the effectiveness of whole force.

Here's another PLR!

PLR 07-007: Two Soldiers were killed on Oct. 14, 2006, at approximately 2205 local in a pedestrian accident. The 21-year-old PFC and 22-year-old SPC were attending a private barbeque near a railroad station. They had been consuming alcohol and, later in the evening, wandered too close to the train tracks. The driver of an approaching train sounded a warning signal and tried to brake, but both Soldiers were struck and killed.

Is the buddy system really an opportunity to provide an additional force protection measure, or simply the chance to have an eyewitness or another Soldier involved in the accident? When is a comrade a *fallen comrade*? The statistics we have show us that a teammate is a fallen comrade in far more situations than being wounded in combat. Fallen comrades encompass those who are tired, intoxicated, medically impaired, sexually assaulted, depressed or who, for other reasons, are at a heightened risk.

As leaders, we must continue the Army's transformation, including how we deal with our Soldiers to take full advantage of all that each and every one brings to the fight—and the fight is not just in OIF or OEF. We are losing Soldiers every 36 hours in combat, but when we take a holistic view of our fatalities—combat and non-combat—we find a Soldier dies every 9 hours. Where is the greatest risk?

We save lives through "Engaged Leadership at Every Echelon." So, I challenge each of you to "get engaged" and make a difference. ☆



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Commanding

ASMIS-2 And Your Holiday Travels

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Do you know your Soldiers' holiday travel plans? Have you gone over their ASMIS-2 risk assessments? If you couldn't do that online, did you sit down with your Soldiers and do some good old-fashioned oak tree counseling, sharing the benefit of your knowledge?

As the holidays approach, many Soldiers will be driving or motorcycling to visit family and friends and enjoy some well-deserved time off. Unfortunately, some Soldiers won't be coming back after the holidays, while others will return injured. We all have a vested interest and a role to play in Soldiers returning safely from their travels. Soldiers have an obligation to their buddies and units to return and carry their share of the load. Leaders are responsible for their Soldiers' well-being on and off duty and have an obligation to the Army to maintain trained and combat-ready organizations. None of these responsibilities or obligations can be met when Soldiers are killed or injured in privately owned vehicle accidents. The fundamental truth is when leaders get involved with their Soldiers' decisions and plans there are fewer accidents.

In this issue of *ImpaX*, there are three stories about close calls during winter holiday travels. Potentially, all three of these situations could've been avoided. All it would have taken was a good pre-trip risk assessment involving a leader looking at the trip objectively and bringing their experience to bear. Soldiers must accept responsibility for trip planning; however, leaders must be engaged, supporting and mentoring these efforts.

The U.S. Army Combat Readiness Center has a number of tools available that leaders and Soldiers can use to prevent POV accidents; one of those is the Army Safety

Management Information System-2. This program is a Web-based, automated risk management tool that encourages leaders and their Soldiers to work together to plan safe road trips. There is a link to the site located on the USACRC's home page at <https://crc.army.mil/home/>.

Once registered and logged in, users are asked to respond to a series of questions regarding the type of vehicle they'll be driving, their driving background and experience and the nature of their trip. ASMIS-2 then assigns an initial risk level to the trip and provides users with examples of accidents that occurred on similar trips. Users can then select controls to address the hazards identified in their initial assessment. ASMIS-2 then re-evaluates the hazards and assigns a new risk value for the trip. Once the user submits the assessment, a copy is sent to their designated supervisor for review. Users are also offered an opportunity to check construction zones along their route of travel and to finish a partially completed DA31 leave form.

Leader involvement is the key to ASMIS-2. Soldiers gain little from completing an ASMIS-2 risk assessment if leaders don't get involved. A Soldier planning a 1,600-mile round trip over a four-day weekend is probably not thinking things through. An involved leader can help the Soldier come up with some effective controls, or better yet, come up with alternate plans. Often when the details of a plan are shared with someone else, especially an experienced leader, hidden flaws



Army users will need their AKO username and password and their supervisor's AKO username and password to register.

in the trip planning become apparent. This one-on-one interaction is critical for ASMIS-2 to be effective.

Is doing an ASMIS-2 assessment worth the time spent? Absolutely! In addition to identifying hazards, ASMIS-2 provides users with a basic map and driving directions, partially completed leave forms and the ability to review construction zone information along their route. The system provides leaders with an overview of a Soldier's plans and a base from which to begin discussing those plans. Lastly, during Fiscal Year 2005, ASMIS-2 users were significantly less likely to be involved in a fatal accident than non-users. Considering all the benefits and the few minutes required for an ASMIS-2 assessment, why not use this system to ensure your trip home for the holidays is one the whole family will remember for the right reasons? 

CRM is for Hunting Too

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For those of you who, like me, enjoy bow hunting, you've probably already been in the field in search of game. For those of you who hunt with modern firearms, deer season has also started. Whatever your choice of weapon, now is the time to incorporate Composite Risk Management into your hunting trip.

Managing the risks involved in hunting is not a new concept. In 1949, New York became the first state to conduct mandatory hunter education courses to help reduce accidents. Since then, hunter education has become required nationwide, making hunting one of the safest sports in America. While the hazards haven't changed significantly, education has provided hunters with the tools they need to mitigate risk. Technology has also improved hunter safety. Things like cell phones and global positioning system trackers make it much

easier to call for help and to locate injured hunters. On the other side of the coin, technology can also increase risk. One example is how the extensive use of treestands has significantly increased the risk of fall-related injuries.

If you correlate hunting to a military operation, you could compare your week-long float trip in the wilds of Alaska to a battalion- or brigade-level operation. You do an incredible amount of planning, checking with wildlife biologists, game wardens, outfitters and others to learn about the conditions and game in the area. Packing lists get reviewed over and over to ensure you're taking all the essential items while keeping weight to a minimum. During the hunt, you may be exposed to significant risks such as unknown terrain, extreme weather and aggressive animals—all while miles from any medical assistance. You prepare for those contingencies, making plans to overcome the hazards.

But what about that simple morning or afternoon hunt not far from your home or in the local installation training area? Have you been as vigilant in planning for the risks in that hunt? Just as in our on-duty activities, often it's the most routine and seemingly low-risk activities that bite you.

Here are a few questions you might want to ask yourself as you assess the hazards:

- Do I use my safety harness whenever climbing up and down from my treestand and while hunting from the stand?
- Do I check the weather to see if ice may form on the stand's metal surfaces and take extra precautions?
- Do I let someone know where I'll be, when I'll return and who to call if I don't?
- Do I take shortcuts, climbing into the stand with my bow or firearm, or do I use a drop line every time?
- Do I use a full-body harness or just a waist strap because it's easier and more comfortable to put on?

• Do I wear my helmet whenever I ride my all-terrain vehicle, even if I'm only crossing a field to the far tree line?

These are just a few things to think about, but there certainly are many others. Incorporating CRM into hunting is another way we can help protect our combat power. Don't think of CRM as a fancy term for a laundry list of steps you must accomplish to be successful. Rather, think of it as a mindset—a willingness to consider what you're getting ready to do and what could hurt or kill you.

This season, I plan to spend as much time hunting as my duties and family commitments will allow. I will also use all I've learned from my hunter education course, other hunters and my own experiences to "Own the Edge." Whether that edge is the sharpened blades of my skinning knives, the razor-sharp broadheads on my arrows or the edge of the treestand I'll be hunting from, I'm going to respect that edge to enjoy a successful and safe season. 

ALMOST TAGGED

Almost two years ago, I moved my family into a wonderful home out in the country that just so happened to have a wood-burning furnace. Fort Drum, N.Y., allowed aspiring lumberjacks, like me, to go into the training area and cut firewood among the dead and fallen trees, giving me a cheap way to warm my house during winter. One Saturday morning, as I carried a 60-pound log to the clearing where I'd parked my truck, I heard a loud BOOM! Surprised, I dropped the log onto my toes. A nanosecond after the pain reached my brain, I realized it was hunting season and I wasn't wearing a speck of blaze orange!

"Oh, hi there—I thought anyone out here would be wearing blaze orange," said the hunter, followed closely by his hunting dog. After the pain in my toes waned enough for me to think clearly again, I realized I had overlooked some of the hazards in my environment. Sure, I'd worn the proper safety gear and equipped my chainsaw with a low-kickback bar and chain. However, I'd ignored the risk of being bagged by a hunter anxious to fill out his tag. And, while you can legally hunt woodcock on Fort Drum, there's no open season on woodcutters—not even dumb ones. Had I thoroughly identified the risks



involved in my task, I'd have considered the possibility of encountering hunters, dangerous wildlife, bad weather or any number of things that could harm or kill me. Truth is, I'd identified the hazards much too narrowly—a mistake that could've cost me my life. Luckily, the only thing that suffered damage was my pride—and that probably was a good thing. After all, a little humility every so often can be a wonderful antidote to being dumb or dead. 

Take Aim For Treestand Safety

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Using a treestand is a great way to blend into the forest. Hunting from an elevation gives hunters a better view of game while, at the same time, staying above a deer's normal field of vision. Also, hunters in treestands aren't moving through the woods where they might accidentally be mistaken for game.

While treestands offer many advantages, you must always consider safety. If you hunt from a treestand, here are some tips to ensure your trip to the woods is a safe one.

- If you use a permanent treestand, check it each year before hunting season and replace any worn or weak lumber. If you use a portable treestand, follow the manufacturer's instructions and check the stand for loose nuts and bolts each time it's used.

- Remember, the higher you are, the farther you'll fall. A treestand height of 12 to 15 feet will give you all the advantage you need.

- Don't attempt to climb the tree while carrying your hunting gear. Instead, attach a line to the treestand that is long enough to reach the ground. Use that line to raise and lower

your rifle and other equipment. If you're a bow hunter, avoid climbing directly above your hunting gear. Should you fall and land on a broadhead, you could be seriously injured or killed. Also, if you're using a firearm, make sure the chamber is empty before attempting to lift or lower it from a treestand. Safeties have sometimes failed when firearms were accidentally dropped.

- Hunt with a buddy, if possible. Always tell a dependable person where you're hunting and when you plan on returning. Map your whereabouts and either leave it with someone you can trust or at your base camp so you can be found.

- Carry a cell phone, loud whistle, first aid kit and flashlight on you when hunting from a treestand. Should you be accidentally injured, you may not be able to reach your survival gear if you're not wearing it.

- Falling asleep is a common cause of accidents. If you get drowsy, either move your arms rapidly or descend from the treestand. After all, it's better to walk around beneath a treestand than to hang from it.

- Always wear a climbing belt. Most

accidents occur while climbing up or down a tree.

- Wear a harness when you're in a treestand to protect you from falling should the stand collapse or you lose your balance. Full-body harnesses are best because they will hold you upright should you fall. Using a short tether to connect to the tree reduces how far you might fall and improves your shooting by allowing you to concentrate on aiming rather than balancing. Never substitute a rope for either a climbing belt or harness.

- Wear boots with non-skid soles to protect yourself from slipping on steps and treestand platforms during rain, sleet or snow.

- Climb higher than the stand and step down into it. Attempting to climb onto a stand from below can dislodge it.

- Take off all rings before climbing to prevent them from catching on tree limbs and equipment. Remember, removing rings is preferable to removing fingers.

- Choose only healthy trees when using a treestand. Rough-barked trees, such as oak, are the best.

- Don't use wooden steps attached to a tree with nails or spikes.

- Insert screw-in steps only into the solid, live portion of the tree. Scrape away any loose bark.

- Don't insert screw-in steps into previously used holes, knotholes or where limbs have broken off.

- If you're using a climbing treestand, tie yourself and the platform together to ensure it can't slip away out of your reach.

- Only use treestands approved by the Treestand Manufacturer's Association.

Hunting from a treestand can help put venison in your freezer. Take a few moments to plan for safety while using that treestand so you can have an enjoyable hunting season.

Editor's Note:

Additional safety tips for this article came from the Department of Natural Resources Web pages for the states of Maryland and Ohio located, respectively, at <http://www.dnr.state.md.us/huntersguide/ts.asp> and <http://dnr.ohio.gov/wildlife/Hunting/deer/tree.htm>.

Don't Get Wrung-Out This Christmas

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Do your holiday plans include a trip to the emergency room? How many stitches does it take to “Git-R-Done”? Do you crawl around the attic retrieving decorations and then climb down the ladder balancing boxes, bags and artificial trees? What about hanging lights and decorations? Sooner or later your decorating activities will have you perched on a ladder challenging the law of gravity. Because that’s one law that is regularly enforced, holiday activities can lead to disaster if not done cautiously.

Underwriter’s Laboratory estimates about 150 people will die in ladder accidents in 2006, while another 200,000 will be seriously hurt. The Consumer Product Safety Commission reported nearly 547,000 people were treated for ladder-related injuries in 2004. Take a moment and think back on the close calls you’ve had on a ladder because you used poor climbing techniques. Consider the injuries that could have happened. Ask yourself if it is worth risking a broken leg—or worse—trying to carry one extra box in your load down your attic ladder.

Risk assessments aren’t just for your job; they can protect you and your family at home. The following tips can help you avoid celebrating your holidays in the hospital.

Before using a ladder

- Inspect the ladder before using it. Never use a ladder that is damaged, broken or bent. A ladder should be free from grease, oil, mud, snow and other slippery materials before using.
- Always carry a single or extension ladder parallel to the ground. To balance the ladder, hold the side rail midway along the length of the ladder. Get help if you have to move a very long ladder. Always carry a stepladder in the closed position.
- When setting up a ladder, make sure it will not hit electrical wires, tree limbs or other obstructions when it is extended. Place the feet of the ladder on firm, even ground. To keep the ladder stable, move the bottom one foot away from the wall for every four feet the ladder rises. Ladders should extend at least three feet higher than the roof. The upper

and lower sections of an extension ladder should overlap to provide stability.

- Before using a stepladder, make sure it is fully open and the spreaders or braces between the two sections are fully extended and locked. Do not place stepladders or utility ladders on boxes, countertops or unstable surfaces to gain additional height. The highest standing level on a stepladder should be two steps down from the top.

Climb to new heights—safely

- The soles of your shoes should be clean to prevent slips.
- Don’t wear leather-soled shoes because they can be slippery. Make sure your shoelaces are securely tied and your pant legs can’t get caught beneath your shoes.
- When climbing, face the ladder, grip both side rails securely and stay between them. As a rule of thumb, avoid letting your belt buckle go past either side rail.
- On single or extension ladders, never stand above the third rung from the top and never climb above where the ladder touches the wall or vertical support.
- On stepladders, never stand on the paint shelf, spreaders or back section.
- Never stand on the top rung of any ladder.
- Don’t overreach; it’s safer to move the ladder to a new location when needed. Don’t try to “jog” or “walk” the ladder to a new location while standing on it. Climb down and reposition the ladder.
- Don’t overload a ladder; it is meant to be used by only one person at a time.
- Never use a ladder in high winds.
- Don’t use a ladder if you tire easily, are subject to fainting spells or are using medications that make you dizzy or drowsy. Also, avoid alcohol as tipping the bottle tends to lead to tipping the ladder.

If you fall

- Calmly assess the situation and determine if you’re hurt.
- Get up slowly.
- If you’re too injured to stand or walk, call 911.
- If you’re not injured, rest for awhile and regain your composure before climbing again.

Pick the Right Tool

All ladders aren’t created equal. While the “one-size-fits-all” approach is tempting, especially if you only have one ladder, it can leave you the loser in a battle with gravity. Just as you need to use the proper wrench to tighten a bolt, you need to use the proper ladder for the job you’re doing. Inside a house, that likely means a low stepladder. If you’re working outside, you may need a taller stepladder or even a single or extension ladder. The charts below provide information on the types and heights of ladders to help you can pick the right one for the job at hand.

Types of Ladders

TYPE	DUTY RATING	WORKING LOAD
IA	Industrial	300-pound maximum
I	Industrial	250-pound maximum
II	Commercial	225-pound maximum
III	Household	200-pound maximum

Recommended ladder heights

16-foot ladder	13-foot maximum work height
24-foot ladder	21-foot maximum work height
28-foot ladder	24-foot maximum work height
32-foot ladder	29-foot maximum work height
36-foot ladder	32-foot maximum work height



Check the following links for ladder safety tips:

http://www.ul.com/media/newsrel/nr_spr05_lad.html

<http://www.osha.gov/SLTC/etools/construction/falls/4ladders.html>

<http://www.cpsc.gov/CPSCPUB/PUBS/ladder.html>

Ptomaine Turkey, Anyone?

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The holidays always bring out special memories, and the smell of roasting turkey is one of them.

I remember the steam floating off that golden-brown succulent turkey and the white covers on the drumsticks as my mother pulled it out of the oven.

Fortunately, one memory I don't have is of the bad things that could happen if that turkey wasn't prepared or cooked properly. My mother knew the correct way to prepare holiday meals and none of the 11 members of the Campbell family ever got sick. Because I'm sure you'd like to match that perfect record, I'll share some suggestions on the right way to prepare, cook and store your holiday meals.

Preparation

- Keep the turkey in its original wrapping and refrigerated until ready to cook.
- If you need to defrost the turkey, don't do it at room temperature. Bacteria can multiply on the turkey's outer layers before the inner layers have defrosted.

- Wipe clean or wash all surfaces, plates and utensils used during defrosting.

- Wash hands frequently after handling the turkey or any items used during the preparation.

Cooling

- Even if your turkey has a pop-out thermometer, it's still recommended you use a meat thermometer to check if the turkey is done. The turkey should cook until the internal temperature reaches 180 to 185 degrees.

- If you put stuffing inside the turkey, remove it as soon as you've finished cooking. Also, don't put the stuffing inside the bird the night before cooking.

Storing

- Don't leave leftovers out on the counter for more than three hours. The best choice is to refrigerate or refreeze them as soon as the meal is over. Snackers can always use the microwave to heat up refrigerated food later on.

- Use the leftover turkey within four days. Store leftover stuffing and gravy in the

refrigerator and use within two days.

- Don't refreeze a thawed,

uncooked turkey.

These recommendations are designed to prevent food-borne illnesses and food poisoning during what should be an enjoyable meal. The two primary culprits associated with turkey are salmonella enteritidis and campylobacter jejuni. Both of these organisms get into the intestinal tract and cause varying degrees of diarrheal illness and stomach cramping. The good news is that using a little Composite Risk Management in the kitchen, properly handling and thoroughly cooking the turkey, will destroy the bacteria.

There are several ways to cook a turkey, including cooking it in a conventional, convection or microwave oven. An increasing popular method is deep-frying the turkey. While deep-frying is definitely a time saver and keeps the meat very moist, it also increases the danger of you being burned. Here are a few tips to ensure the only thing that gets fried is the bird:

- Always cook outdoors
- Use a sturdy base to support the large cooker
- Allow for hot oil displacement when the turkey is lowered into the cooker
- If you get hot oil on you, apply cold water and, depending on the severity of the burn,

CONNECTIONS

For more information on preventing poisoning during the holidays, visit the following Web site: www.mnpoison.org/index.asp?pageID=201.

seek medical treatment

- Have an approved fire extinguisher readily available.

Holiday spirits

Many holiday celebrations include some sort of alcohol consumption. Drink responsibly and don't assume eating a large meal allows you to consume more

alcohol without being intoxicated. While food will slow the rate of alcohol absorption, it doesn't reduce the amount of alcohol entering your bloodstream. If you're going to drink, either have a designated driver or plan to stay at your host's home overnight. Between the tryptophan in the turkey and the

depressant affects of alcohol, you'll be ready for sleep!

Enjoy your holiday meals and beverages without food poisoning making you miserable or alcohol turning you into a "spirit." Controlling the hazards—even the ones in the kitchen—can help keep the "happy" in your holidays. ❄️

Warming Up to Winter

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Now that we're into the cooler days of fall and winter, this is an opportune time to prepare your home's heating system for the colder temperatures ahead. The U.S. Consumer Product Safety Commission recommends homeowners with central heating systems have them inspected annually, preferably each fall, by a qualified heating service contractor to ensure they're properly vented and free of carbon monoxide hazards. According to the CPSC, individuals who are exposed to harmful levels of carbon monoxide often display symptoms similar to the flu, including dizziness, headaches, nausea and irregular breathing. Because carbon monoxide is tasteless, odorless and colorless, its danger is masked,

making it a silent killer.

In addition to having your heating systems inspected, you can help protect your family by purchasing carbon monoxide detectors. These are typically found in combination with smoke detectors or as stand-alone units that can be plugged directly into an electrical receptacle.

For homeowners with fireplaces, the National Fire Protection Association provides the following recommendations to prevent home fires or exposure to carbon monoxide:

- Have chimneys inspected each year by a professional and cleaned if necessary. Creosote, which is a chemical substance that forms when wood burns, can accumulate in a chimney and cause a fire.
- Install a sturdy screen in front of the fireplace to protect your family and pets.
- Burn wood only. Burning paper or other debris creates embers that



can float out of your chimney and ignite your roof.

- Should you choose to install a factory-built fireplace, be sure to look for one listed by an independent testing laboratory.
 - If you own a woodstove, inspect the chimney's connections and flues at the beginning of the season and have them cleaned periodically by a professional. Install your woodstove on an approved stove board to protect your floor from heat and hot coals. Also, check with your local fire department to ensure you are complying with all applicable codes.
- The warmth, smell and glow of a winter fire should create a warm and cozy atmosphere on a cold winter night, not a raging inferno. ❄️

CONNECTIONS

Want some great winter safety tips for the home? Just visit the National Safety Council's Web site at <http://www.nsc.org/library/facts/fires.htm> to get a whole host of good ideas.

Last Ride into Midnight

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Do you care enough about a buddy to risk losing his friendship to save his life? Or will you choose the “easy wrong,” leaving your buddy to become another fallen comrade?

Editor’s Note: This article is based upon an accident investigation conducted by the U.S. Army Combat Readiness Center. The goal of this article is to provide lessons learned to prevent future accidents. The names in the story have been changed, but the facts are accurate.

It was a chilly spring morning when Specialists Tony Brown, Larry Dawson, Melissa Holmes, Teresa Mixson and Mark Curry joined other members of their unit and boarded a bus for the United States Holocaust Museum in Washington, D.C. The training, set up by the post’s Equal Opportunity Office, would show them the darker side of the conflict World War II’s “Greatest Generation” had fought to defeat. The dramatic displays provided a reminder of why American Soldiers fight for freedom in foreign lands.

The visit ran long and took up the Soldiers’ lunch hour, and it wasn’t until 1 p.m. that they boarded the bus for the half-hour ride back to the post. During the ride, Larry, Melissa, Teresa and Mark decided to meet at a local restaurant for a late lunch after being released from duty.

Most of the unit was let go at 2:30 p.m. A half hour later, Tony, who’d not heard the conversation on the bus, called Melissa to see what she’d planned for the afternoon. She explained the plan was to go to a local restaurant at 3:30 p.m. and invited him along. The invite sounded good to Tony, so he cruised to the restaurant on his Suzuki GSF 1200 S Bandit. Although Tony ate

with his friends, he was underage and wasn’t served alcohol.

Having finished their lunch, the group left the restaurant about 5:15 p.m. and headed to Larry’s apartment. On the way, Larry stopped and bought a 12-pack of beer to add to the one he already had at his apartment. Tony, who’d worn his helmet and a jacket, followed and parked his bike on the street across from the apartment. Although it was the middle of the week, the group decided to party and spent the evening drinking beer and singing karaoke. Tony’s age might have kept him from drinking at the restaurant, but it didn’t stop him from downing seven beers at the party.

The party raged on until about 9 p.m., when Teresa decided to head home. Because Teresa hadn’t been drinking, Melissa asked her if she would drive Tony, Larry, Larry’s roommate (another Army specialist) and herself to a pool hall about a mile from the apartment. Teresa agreed and dropped them off about 9:30 p.m. Although they all had their identification cards checked as they went in, Tony wasn’t identified as being underage. Tony bought the first round of drinks and, for the next 90 minutes, the Soldiers shot pool,

drank beer and had a few shots of tequila. About 11 p.m., they called for a taxi. After 15 minutes the taxi still hadn’t arrived, so they decided to walk back to Larry’s apartment, arriving about midnight.

The plan had been for everyone to crash at Larry’s apartment so they could sleep off the alcohol. Melissa went upstairs to get some sleep while Larry hung around outside, smoking a cigarette. Tony crossed the street, got on his motorcycle and then started the engine and revved it. Larry crossed the street, stood in front of the motorcycle and warned Tony he’d had too much to drink to still try to ride. But Tony wasn’t having any of it and made a quick U-turn in the street. Once again, Larry blocked Tony’s bike and tried to stop him—but it was too late. Tony swerved around his friend and took off down the street toward a main road that ran through the city. When he hit the road this time, however, he wasn’t wearing his helmet or jacket. He’d left those at Larry’s apartment.

Tony reached the main road and turned right to go south. He rode about two-and-a-half miles, playing stop-and-go through the traffic lights at seven intersections. It was 19 minutes after midnight, and Tony pretty much had the road

to himself. The temperature had been 75 degrees during his ride to the restaurant to meet his friends for lunch. However, it had now dropped to 59 degrees—even colder considering the 50 mph-plus wind chill as he rode wearing only a T-shirt, jeans and tennis shoes. Perhaps, with a blood alcohol content of .20, Tony didn't notice the cold. He certainly didn't notice the rotating amber warning lights and blinking flashers of a construction crew pickup in the lane ahead. From the absence of skid marks, it appears Tony didn't notice anything until his bike slammed into the back of the truck. The impact submarined the bike's front tire beneath the rear bumper far enough to scuff the pickup's spare tire. Tony flew forward, his chest and arms smashed into the tailgate as his face struck the handle of an asphalt saw in the truck's bed. The handle, made of angle iron, caught him just to the right of his nose, snapping his head to the left and then taking most of his face off. By then, Tony was beyond noticing anything as he bounced off the tailgate and, it appears, was struck by his motorcycle. He ended up on the road beneath the truck.

Others noticed the accident. Rob Hansen and Mike Large had been retrieving a road construction sign and heard the thud when Tony hit their truck. City bus driver Jimmy Allen saw the bike catch fire as gas from a ruptured fuel line leaked onto the hot engine and ignited. Allen stopped the bus, grabbed a fire extinguisher and ran to put out the flames while a passing motorist called 911. Within a minute, a police officer was on the scene, joined four minutes

later by a paramedic team. Tony's injuries were so severe it took the paramedics nearly a half hour to get him stabilized and transport him the two miles to the nearest hospital. When he arrived, the emergency room trauma team tried for almost 90 minutes to save his life, but his head injuries were too severe. At 2:42 a.m.—barely 11 hours after he'd met his friends for lunch at the restaurant—Tony was pronounced dead.

Why did Tony die?

- Tony chose to drink and ride. When he arrived at the emergency room, his blood alcohol content was .20—more than twice the legal limit.
- Tony failed to wear his protective gear. Had he been wearing his helmet, he might have survived his impact with the asphalt saw.
- Tony hadn't completed the required motorcycle safety training and wasn't licensed to ride a motorcycle.
- Tony's friends knew he was underage, yet they still encouraged him to drink. When Tony got on his bike, he was too drunk to care about his

own safety. While his friends wouldn't have left him injured to die on the battlefield, they left impaired to die on the highway.

What's the answer?

- Leaders need to know which of their Soldiers ride motorcycles and ensure they're properly licensed and trained.
- Leaders should know the motorcycle registration procedures for the state or country where they're stationed. In this instance, the state's temporary tag was a traditional license plate with a spot for a date sticker. That made it easy for casual observers to assume Tony was properly licensed and his bike registered.
- Friends are often the last line of defense to keep someone from getting on the road drunk. Although Tony's friends knew he was underage, they helped him get drunk instead of looking out for him. In so doing, they set a pattern of disregarding what was right and, ultimately, what was safe. In the end, it was their example—not their warnings—Tony followed as he took his last ride into midnight. 

**“WILL YOU KEEP
A FRIEND FROM
BECOMING
A FALLEN
COMRADE?”**



Holding the Keys of Life

TOM MORGAN

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Having investigated several privately owned vehicle accidents, I'm seeing a deadly pattern in the deaths of Soldiers. Time and again I see where friends failed to intervene early enough to prevent a drunken Soldier from getting on the road. They knew a buddy was getting into trouble, yet chose to ignore the situation. As time passed and the Soldier became increasingly intoxicated, the opportunity to intervene often passed and events moved to a tragic conclusion.

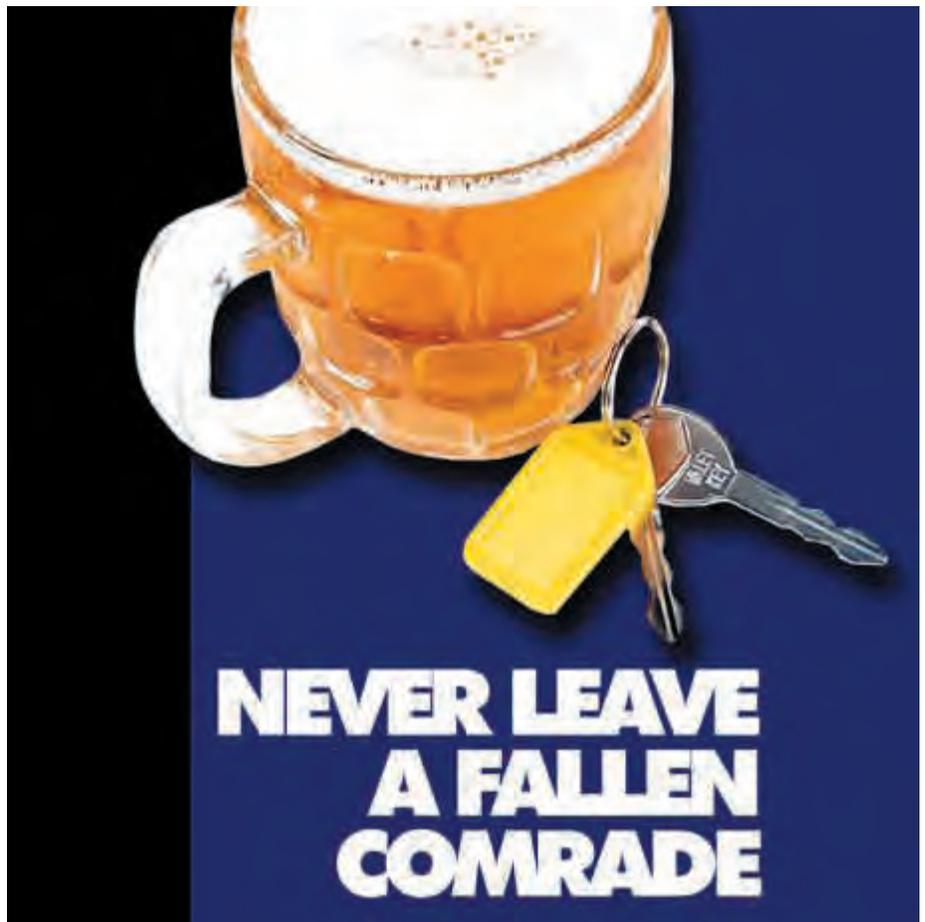
In the accident investigation story you've just read, the Soldier's life could've been saved had a friend taken his keys before he started drinking, when the Soldier was still thinking and acting sensibly. There were ample opportunities before the Soldier began partying at his friend's apartment or before he and his friends went to a pool hall and drank. It wasn't as if no one had considered the dangers of drinking or riding under the influence. The plan had been for everyone to sleep over at the apartment and get up early in the morning to go to physical training formation. Since alcohol was involved, sleeping over was a good plan—nobody had to leave and drive or ride intoxicated. The problem came up when the drunken Soldier insisted on riding his motorcycle home rather than staying the night. He had a reputation for being tough to deal with when drunk, and that night was no different. With his motorcycle keys in his pocket and a blood alcohol content of .20, he walked to his motorcycle, got on

and took off. Even though one of his friends tried to stop him, the Soldier ignored the warnings, rode away and was dead within minutes.

From the moment this Soldier began drinking with his friends, he was in the process of becoming a fallen comrade. Fallen comrades are not limited to those injured or killed in battle; it also includes those lost to needless accidents. When friends see a buddy getting into trouble and do nothing to intervene, they're setting him

up to be a fallen comrade.

People often change when they drink alcohol. Some become more easygoing while others become argumentative. Trying to take the keys from a belligerent drunk can end up in a confrontation. The best time to take the keys of a potential drunk driver or rider is before the first drink. If you wait until later, as the friends of this Soldier found out, you may never get the chance. ❌



Unforseen Danger

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It was a surprisingly warm winter night in southern Louisiana. I was on Interstate 10, just outside of Baton Rouge, heading east to Fort Rucker, Ala., to attend the Aviation Officer Safety Course. As the night wore on, I was getting increasingly tired, so I stopped at a gas station to get some coffee and snacks for the road. As I walked out of the gas station, I noticed a halo forming around the street lights. Not really thinking much of it, I jumped into my truck and started down the road again.

Weather conditions were just right for fog—the temperature was at the *dew point, the wind was calm and the sun had long since set. As visibility started to decrease, shapes and objects grew increasingly difficult to recognize. Before I knew it, I was driving into a wall of fog. There was little traffic on the road at 1 a.m. Occasionally, I would see a passing car, but with a divider between me and the oncoming lane, I wasn't really worried. After a while, my visibility dropped to only a couple hundred feet and, to make matters worse, I was finding it difficult to keep my eyes open. I didn't want to stop and lose time and decided, against my better judgment, to keep driving, counting on the radio and coffee to keep me alert.

Unfortunately, the hazards were continuing to stack up against me. I had limited visibility and was becoming increasingly fatigued. I was also out-driving my headlights—which meant by the time I could see and recognize something, I was already past it.

Having finished my coffee, I placed it in a cup holder and reached to grab a snack I'd bought at the gas station, taking my eyes off the road for maybe a second. Normally, that wouldn't have been a problem since this stretch of I-10 is flat and you can typically see a vehicle's taillights a mile off. When I looked back up again, however, I saw two glowing red dots directly in front of me. I was so tired it took me an additional second to realize what the dots were—the brake

lights of tractor-trailer moving very slowly.

I slammed onto the brakes and gripped my steering wheel tightly, preparing for the worst. Luckily, before the trip, I'd inspected my brakes. They worked perfectly and I was able to slow down and not rear-end the tractor-trailer. Fortunately, this was one of those close calls from which I was able to take some valuable lessons.

There were many things I'd done wrong on this trip, the first being poor planning. Had I done my homework, I'd have known I-10 through Louisiana is often foggy at night and would've planned to drive during the day. My second mistake was to continue driving when I was tired. It's better to pull off of the road and get some sleep, even if it means losing time, than to have an accident. My third mistake was out-driving my headlights. Had I reacted slower or had bad brakes, I'd have been a permanent part of that tractor-trailer. Also, Composite Risk Management teaches us to look beyond ourselves and our environment to consider risks posed by others, such the driver of the tractor-trailer I almost hit. I overlooked that and nearly paid a heavy price.

Sure, when you're traveling on a trip or TDY to another post, time is of the essence. However, it's better to arrive late than not at all. Plan ahead, using Army Safety Management Information System-2 to identify possible road trip hazards and avoid getting into a situation where you have to push your limits. You can find ASMIS-2 on the U.S. Army Combat Readiness Center's Web site at <https://crc.army.mil/home/>.

You're tough, you're a Soldier—but you're not Superman. Every 72 hours the Army loses a Soldier in a privately owned vehicle accident. Don't let the next 72 hours be your last. 

* *Dew Point*—The temperature where the air is cool enough to create condensation.

PAT SPOOR
Contract Safety Manager
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Dancing on Ice

Several years ago I was selected to attend the Air Force's Weapons and Safety Management course as part of my career development program. The course was approximately two months long, so I opted to drive to the training site in Denver, Colo., instead of taking a commercial flight. After all, I figured I'd need some ground transportation when I got there. So I packed my recently restored Chevy Nova and left late on a Friday afternoon to begin my journey.

It was fall and the drive to Colorado was enjoyable as I saw the trees turning beautiful shades of gold, brown and red. As luck would have it, winter came early to Colorado, bringing with it the first of many snowstorms. We didn't get a lot of snow where I lived in west Texas and, when it did fall, the highways, roads and schools all closed. Because of that, I didn't know how to handle driving in the snow.

During my last weekend in Colorado, a blizzard dumped about two feet of fresh snow, covering the landscape, highways and roads. On Monday, I took our final test and got on Interstate 25 around 10 a.m., driving slowly until I reached the south side of Colorado Springs. I remember the sky was absolutely clear and blue and, beneath it, stretched endless miles of snow and ice. I drove through Colorado's southern border and turned off I-25 at Raton, N.M., heading southeast on U.S. Route 87 toward Amarillo, Texas.

As I drove, I caught up with the blizzard that had gone through Denver the previous weekend. It was sunset and the temperature was rapidly falling. I was 30 miles north of Amarillo when my lack of experience caught up with me. As I attempted to cross a bridge, my car began sliding and trying to swap ends. I struggled to regain control by steering into the slides but wound up a passenger in an out-of-control vehicle spinning down the highway. As I spun, the "Welcome to Amarillo" sign flashed past my windshield several

times before I finally stopped, facing backward. At that moment, happiness was not seeing that welcome sign in my rearview mirror!

Two local ranchers stopped to see if I was all right and informed me I'd hit a patch of black ice on the bridge. When they said black ice, I thought they were kidding. After all, everybody knows ice is frosty white or clear, right? Wrong! I'd just learned a lesson about driving in winter weather and was fortunate I was able to walk away.

I found a hotel and stopped for the night. When I got up the next day, the sky was clear and I made it home without any further problems. Looking back over the years, I realize I could have prevented the incident. Had I checked the weather and waited another day before leaving Denver, I would have missed the storm as it passed through the Texas panhandle. I simply did a poor job of risk management. I didn't think about what could happen (identify hazards), nor did I consider the seriousness of those hazards. My failure to assess the risks, coupled with not having experience driving on icy roads, could have cost me my life.

Fortunately, this was a close call—one of those opportunities to learn without paying a heavy price in the process. The lesson from this is simple; consider all the hazards—including those you may face farther down the road during your trip—when assessing risks. You may save yourself from running into something you won't like. 

Bikers Listen to Your Mom

STEVE KURTIK
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It's once again time to start thinking about winterizing your motorcycle—especially if you live in a cold climate such as at Fort Drum, N.Y., or Fort Wainwright, Alaska. For those of us who live in warmer climates, winterizing means adding extra clothing for those morning rides to work in December and January and changing the oil viscosity. However, up north, our friends have already been storing their street bikes, replacing motorcycling with skiing or riding snowmobiles or all-terrain vehicles.

When it comes to putting your bike in winter hibernation, follow the directions in your motorcycle owner's manual "MOM." Drain the fuel tank, disconnect the battery by removing the negative cable first, lubricate the clutch and throttle controls and change fluids, following your MOM's recommendations. I like to remove the spark plugs and squirt a small amount of lubricant inside each cylinder head. Before replacing the spark plug, I crank the engine a few times to spread the oil throughout the cylinder. Lubricating the cylinder like this will help keep the rings from sticking.

If you live in a climate where you can ride during the winter, change your fluids to the viscosity recommended in your MOM. Remember, you'll have to change your engine fluids more often during the winter because of the buildup of condensation in the oil tank and crankcase. If you ride enough to frequently warm the crankcase to normal running temperature, most of the condensation will vaporize and be blown out through the breather. However, if you ride infrequently or only take short trips, you'll need to change engine fluids more often to get rid of

this condensation. The further below freezing the temperature drops, the more frequently you'll need to change your fluids.

If you have a chain-driven bike, make sure the chain is cleaned and lubricated before winter storage. My own procedure is to remove the chain, put it in a bucket of oil and let it soak all winter. I learned this one the hard way when I had some links rust solid one year. If your bike is belt driven, then follow the recommended care in your MOM. I also plug the exhaust and any other openings to the engine to keep unwanted critters from hibernating there. Ensure you conspicuously mark every place you've used a plug so you don't forget to remove it come spring. There's nothing more embarrassing than leaving a rag somewhere (like the carburetor intake) and not being able to start your bike.

Tires are probably the most overlooked and under-maintained part of any vehicle. Before storing your bike for the winter, make sure tires are properly inflated. If they're worn, winter might be a good time to start saving for a new set of "sneakers" for the spring. If possible, I like to put my bike on a stand to unload my suspension and prevent damage to the sidewalls should any of my tires lose air. I realize that may not be possible for some cruisers; however, if you can, I recommend doing this. Don't forget to cover your bike to keep the gunk off and make spring cleaning a little easier. Also, a couple of strategically placed mothballs will assist with keeping the varmints away.

To borrow from an old phrase about Soldiers and their weapons—take care of your bike and it will take care of you!

Going Home for the Holidays

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Christmas was rapidly approaching and my older brother and I decided to drive from Southern California to Colorado to spend the holidays with our family. I'd made the trip a number of times and knew it would take about 20 hours. If we took turns behind the wheel, we figured we could drive straight through and be there by noon the next day. So, with our plans finalized, we packed my Chevy Camaro and hit the road.

The weather was sunny and warm as we left San Diego. The trip was going well until we were about halfway through Arizona, when the sky began filling with clouds, the temperature started dropping and it began to snow. We weren't really concerned about the weather because we'd grown up in the Colorado mountains and were used to driving in bad conditions. Without thinking much about it, we just continued with our trip. We didn't realize, however, the conditions were getting so bad the state patrol was closing the highways behind us.

The snow storm worsened as we traveled on, forcing us to slow down to between 40 and 50 mph. I thought some of the other drivers were a bit crazy as they passed us and told my brother there was going to be an accident if people kept driving like this. I'd barely finished my sentence when we came over a hill and saw at least a dozen cars involved in a large accident. The cars that had passed me a few moments before were now slamming into the crashed cars. Even though I'd already slowed to 40 mph, I knew there was no way I could stop the Camaro before reaching the pileup. Hitting my brakes would be useless because that would just send me sliding out of control, so I decided to downshift and hope I could slow down enough to maneuver through the carnage.

At first, I thought my plan was working—until I noticed a dark shape to my left. I looked over and all I could see was a big Chevrolet emblem. As it turned out, when I downshifted, the driver of a Chevrolet Blazer behind me hit his brakes and slid out of control. I watched the sideways-sliding Blazer pass me on the left, slide into my lane and then off the right side of the road and into a guardrail. As I slowly rolled by, I was amazed he hadn't hit me.

By now, I'd slowed to about 10 mph and was trying to miss all the damaged vehicles and find

our way home for Christmas.

This trip taught me some valuable lessons. First, it's a wise idea to check the weather for your entire route before setting out on a long road trip. Just because it's sunny where you start doesn't mean it will be like that the entire trip. Second, once you know what to expect from the weather, prepare yourself and your vehicle. It's a little late to think about buying chains when you're creeping down the road, hoping not to slide off the side before getting somewhere safe. Also, even if there is someone else to help you share the driving,



Need to check the weather before a long road trip? Go online to <http://www.weather.com/> and check out the latest forecasts from The Weather Channel. Hitting the "Driving" button will provide you forecasts for interstates and cities across the United States.

a safe place to stop so I could help the other drivers. As I passed by, though, a police officer stepped around a car and waved at me to keep going. We drove on, but it was clear the storm wasn't going to let up, so we decided to find a hotel and wait it out. By the next afternoon, the snow had stopped and we bought a set of snow chains for my car. We hit the road again and slowly, but safely, made

it's never a good idea to drive straight through on a long trip. Resting in a car isn't like resting in a hotel room, and fatigue can affect decisions and slow reactions. It's better to delay your arrival because you spent a night in a warm hotel rather than in a cold car stuck on the road. ❄️

Accident Briefs

The following reports reflect accidents that have happened to Soldiers in their privately owned vehicles, during recreational activities and in other non-tactical environments.

POV

Class A

- A Soldier was merging onto an interstate highway when he lost control of his vehicle, ran off the road and overturned. The Soldier had to be extracted from his vehicle and suffered fatal injuries.

- A Soldier was driving to his drill location when he lost control of his automobile, ran off the road and overturned. The Soldier was thrown from his car during the accident sequence and died of his injuries.

- A Soldier was home on rest and recreation leave from Kuwait when his vehicle was T-boned at an intersection. The Soldier died two days later.

- A Soldier was driving with another Soldier as a passenger when he attempted to exit the highway and his vehicle left the road and crashed. Although the driver survived, the Soldier riding as a passenger was killed.

- A Soldier was fatally injured when his vehicle was struck on the driver side while going through an intersection.

- A Soldier was riding as a passenger in an automobile driven by a civilian who lost control while negotiating an interstate exit. The Soldier, who was not wearing his seatbelt, was transported to a medical facility where he was pronounced dead.

- A Soldier was driving his car when it left the road, struck a telephone pole and overturned several times. The Soldier, who was not wearing his seatbelt, was thrown from the vehicle and suffered fatal injuries.

- A Soldier riding as a passenger in a car driven by another Soldier was killed when the driver lost control and the vehicle struck a tree on the passenger side and overturned. The driver was not injured.

- A Soldier was a passenger in an automobile when the civilian driver lost control while trying to exit an autobahn and caused the vehicle to overturn. The Soldier suffered fatal injuries.

Class C

- Five Soldiers were at a pub, where four of them intoxicated. The four intoxicated Soldiers told the designated driver they were ready to go back to the barracks. As they drove toward the post, the front passenger argued with the driver about returning too early and then grabbed the steering wheel in an attempt to make a U-turn. The driver and a backseat passenger unbuckled their seatbelts and attempted to subdue the front-seat passenger. During the scuffle, the driver accidentally turned the steering wheel too far, causing the vehicle to turn sharply and roll over several times before coming to rest on its roof. The unbelted driver was injured and spent 13 days in the hospital.

As corrective action, the unit briefed Soldiers serving as designated drivers to pull off the road if a passenger begins arguing with them and not continue until the argument stops. The unit also briefed Soldiers not to be designated drivers for other Soldiers they don't know.

POM

Class A

- A Soldier failed to negotiate a sharp left-hand curve while riding his motorcycle, lost control and slid into a guardrail. The Soldier suffered fatal injuries.

- A Soldier was riding his motorcycle when he lost control while in a curve and crashed. The Soldier was pronounced dead at the scene.

- A Soldier was riding his motorcycle in the southbound lane when he moved into the northbound lane and collided

with a pickup. The Soldier was thrown from his motorcycle and pronounced dead at the scene.

- A Soldier was riding his motorcycle through a T-intersection when he was struck by an automobile whose driver failed to yield right-of-way. The Soldier was maintained on life support until completion of organ donation.

- A Soldier was thrown from his new moped when he sideswiped an oncoming vehicle. Although the Soldier had surgery on his aorta to control bleeding, he died four days later.

- A Soldier lost control of his motorcycle, left the road and

FY06 **POV** stats
through Sept 06

Class A-C accidents/Soldiers killed

Cars 139/52	Trucks 57/19
Vans 1/0	Other* 21/4
Motorcycles 147/48	

*Includes tractor-trailers, unknown POVs, mopeds, ATVs and bicycles

123 total DEATHS

FY05: 141 3 year average: 125



crashed. Although medical aid was summoned and he was medevaced to a hospital, the Soldier was pronounced dead on arrival.

- A Soldier was riding his motorcycle when he collided with a Jeep Wrangler. The Soldier was in a coma for eight days at a medical facility before dying from his injuries.

- A Soldier had just passed a truck in a no-passing zone when he overcompensated and veered off the road, striking a tree. The Soldier, who was wearing his helmet, died at the scene.

- A Soldier was riding his motorcycle when he collided with a vehicle that pulled into his path to cross over a median. The Soldier was transported to a local hospital, where he died. The Soldier had completed his Motorcycle Safety Foundation training and was wearing a U.S. Department of Transportation-approved helmet and the required personal protective equipment. Although he had experience riding, he had only owned the accident motorcycle for three weeks. Note: This Soldier was the first to die this fiscal year in an automobile or motorcycle accident.

Class B

- A Soldier was riding his motorcycle when he was involved in a collision with a civilian minivan. The Soldier's right leg was badly injured, resulting in his right foot being amputated above the ankle.

Class C

- The Soldier was training for an upcoming

DARKER SHADES OF TIRED

Editor's Note: Having spent 10 years as a reservist commuting up to 170 miles each way for weekend drill, I know something about driving tired. Ensuring reservists understand the importance of getting a good night's sleep before the drill weekend is vital to managing risks. The following is a detailed accident report received here at the U.S. Army Combat Readiness Center.

A 19-year-old Army Reserve specialist reported for Battle Assembly between 7 and 7:30 a.m. on a drill weekend Saturday. He lived at home with his parents, a distance of 50 miles from the Reserve Center, and is believed to have left home between 5:30 and 6 a.m. There was no physical training that morning or strenuous physical activity during the day, as the unit was conducting records audit and administrative classes. A police officer training one of the classes stated the specialist was having problems staying awake.

The specialist was released from duty about 4 p.m. and departed for home with the intention of returning the next morning. The specialist was traveling on a two-lane asphalt highway when he drifted into the oncoming lanes and collided head-on with another vehicle.

Although he was wearing his seatbelt, he suffered fatal injuries. Neither the unit nor the police investigating this accident believe the specialist was drinking alcohol or speeding. Based upon witness interviews, police suspect fatigue was a factor and the specialist either fell asleep or was not alert and drifted into the oncoming lane.

Corrective Actions

In response to this accident, the unit took the following corrective actions:

- A Safety Gram referencing this accident and the hazards of driving while fatigued was forwarded to all commands.
- Emphasis was placed on using the buddy system and leader supervision to identify fatigued Soldiers and ensure they get adequate rest before driving or receive help with returning home.

Motorcycle Safety Course with his battle buddy, who had all the approved training to operate a motorcycle. The inexperienced Soldier riding the motorcycle turned too wide in a right-hand turn and drifted into the median. There, his left foot struck a road sign, causing him to lose control and fall. The Soldier was taken to the hospital, where his foot was X-rayed. Although his foot wasn't broken, he had chipped some bones in his left foot, which was placed in a soft cast.

Personnel Injury

Class A

- A Soldier was operating a four-wheel all-terrain vehicle when he ran into a ditch and flipped several times. He was flown by helicopter to a medical facility, where he died two days later.

Class B

- A Soldier experienced a parachute malfunction while participating in a civilian skydiving event and sustained severe injuries upon hitting the ground.



CLASS A

- A Soldier was operating his automobile when he lost control while exiting an interstate highway and rolled several times. The Soldier, who was not wearing his seatbelt, was ejected and suffered fatal injuries.

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