

**LEADERSHIP: OUR GREATEST WEAPON**

# KNOWLEDGE

VOL 5 FEBRUARY 2011

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

## TIPS TO LIVE BY

- A SAFE RETURN
- LET'S SEE THE PPE
- PLAN FOR SUCCESS



**STAY AWARE,  
STAY ALIVE**



U.S. ARMY

ARMY STRONG.™



# AVOID THE HAZARDS

There is no question the Mine Resistant Ambush Protected (MRAP) family of vehicles provides increased protection for our Soldiers against improvised explosive devices, mines and small-arms fire. However, this increased level of protection does not come without some unique hazards and risks.

# MRAP SAFETY AWARENESS

<https://safety.army.mil/MRAP>

Address the hazards associated with the operation of MRAPs. Implement effective composite risk management, comprehensive training, situational awareness and effective leadership to keep Soldiers safe and avoid loss and damage to equipment.

**BE AWARE.**



## THIS MONTH CONTENTS

- 4 From the CSM
- 6 The 'Tucker' Factor
- 6 Snoozin' and Losin'
- 10 Worse Than They Appear
- 14 What's Luck Got to Do with It?
- 26 Our Greatest Weapon

- 30 Stay Aware, Stay Alive
- 36 Middle East Bound and Down
- 38 Watch Your Back
- 40 That's Why We Have Two Pilots
- 42 Taken for a Ride?
- 44 Accident Briefs

## SAFETY FEATURES

**12**  
A SAFE RETURN

**18**  
LET'S SEE THE PPE

**32**

FROM THE  
**COVER**

TIPS TO LIVE BY **22**

MEDIA  
**RESOURCES**  
Posters

ONLINE  
**EDITION**  
<https://safety.army.mil>

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U.S. ARMY COMBAT READINESS/SAFETY CENTER

**ARMY SAFE IS ARMY STRONG**

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**Mission statement:** The United States Army Combat Readiness/Safety Center (USACR/Safety Center) supports our Army by collecting, analyzing and communicating actionable information to assist Leaders, Soldiers, Families and Civilians in preserving/protecting our Army's combat resources.

We welcome your feedback. Please e-mail comments to [safe.knowledge@conus.army.mil](mailto:safe.knowledge@conus.army.mil).

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Knowledge provides a forum for Soldiers, Leaders and safety professionals to share best practices and lessons learned and maintain safety awareness. The views expressed in these articles are those of the author and do not necessarily reflect the official policy or position of the U.S. Army, Department of Defense or the U.S. Government. Contents are specifically for accident prevention purposes only. Photos and artwork are representative and do not necessarily show the people or equipment discussed. Reference to commercial products does not imply Army endorsement. Unless otherwise stated, material in this magazine may be reprinted without permission; please credit the magazine and author.

FROM THE DASAF

As I look across our Army today, I continue to be amazed by the dedication of our Leaders, Soldiers, Families and Civilians to not only our missions, but also the well-being of our force. Through engaged leadership, Soldiers looking out for one another and Family involvement in safety programs, we are well on our way to another year of record lows in fatal Army accidents. Thanks for all you do to take care of our nation's most precious resources — our Soldiers, Families and Civilian workforce.



One of the bittersweet realities of military service is the certainty of goodbyes, and it's time for the USACR/Safety Center team to bid farewell to CSM Mike Eyer. Beginning this month, CSM Eyer will assume responsibilities as command sergeant major for the 2nd Infantry Division, Camp Red Cloud, Korea. This move presents a tremendous opportunity for CSM Eyer and his Family, and we wish them the best as they begin their next chapter of Army life. During his time at the USACR/Safety Center, CSM Eyer has been a tireless advocate for the safety of our Band of Brothers and Sisters. His work here has left an enduring legacy in our Army, and I am confident the Soldiers, Family members and Civilians of the 2ID are in good and capable hands with CSM Eyer on board. Thank you, CSM Eyer, for everything you've done and continue to do to keep our Army Safe and Strong!

WILLIAM T. WOLF  
Brigadier General, USA  
Director of Army Safety

A VITAL PART of ENGAGED LEADERSHIP is providing Soldiers with the knowledge to MANAGE their own UNIQUE RISKS.



# MOVING ON WITH SAFETY IN MIND

Army life is full of changes, and the time has come for me to move on to my next challenging assignment. However, I cannot leave the USACR/Safety Center without sharing with you — our Band of Brothers and Sisters — a few key thoughts from my time here. I've been able to see firsthand what our Soldiers, Family members and Civilians are doing every day, and I remain totally convinced our Army is on the right track for safety.

Traditionally, Leaders have done the hard work with regard to safety. As a result, many of our Soldiers today don't understand the composite risk management process because they haven't had to think through it. My best advice for Leaders is to continue

encouraging their Soldiers to think and make smart safety decisions for themselves through continued coaching, teaching and mentoring. Our Soldiers must be educated and empowered enough to be their own best advocates for safety, both on and off duty. Leaders must also

set the standard in all they do all the time, abiding by the principle of "don't set a new standard, but enforce the ones that exist."

A vital part of engaged leadership is providing Soldiers with the knowledge to manage their own unique risks. CRM should be a key element in every Soldier's individual training, and our first-line Leaders are the best starting point for this instruction. As Leaders, we must show our Soldiers how to operate within their left and right limits safely and continually hold them to those standards. By placing that responsibility on their shoulders, we create smarter and safer Soldiers who can think through the toughest of situations and apply

that same knowledge to their off-duty lives. Our Soldiers are our most valuable sensors on the battlefield, and making them part of the risk management process will sharpen their skills and make them even more effective in everything they do. Ask your Soldiers for their input on risk mitigation during your next mission — you'll be surprised at how open and creative they'll be with just a little encouragement!

We must also continue to engage our wonderful Family members, keeping them informed and allowing them to be part of the CRM process during their Soldiers' off-duty time. Our Families have and will always have the greatest impact on our Soldiers and are a powerful ally in keeping our Army safe. Be sure to involve them in your safety programs and use their powerful influence for good.

My duties at the USACR/Safety Center have taken me literally all over the world, from locations across the United States to Iraq, Afghanistan, Kuwait, Germany, Belgium, Italy, Japan and elsewhere. In every location, I've been impressed by our Soldiers' dedication to duty and to each other. Even in the remotest of locations, I've always found our Soldiers doing what they're supposed to do, staying engaged and actively working to keep themselves and their peers safe and in the fight. You can always rely on the American Soldier to do the right thing, especially when their leadership demonstrates trust in their competence and gives them an example to follow. Battle buddies and peers make a difference — never leave a fallen Soldier.

I will miss the many opportunities I've had to meet and talk with our Soldiers, Family members and

Civilians during my tenure here, but each and every one of you has made a tremendous impact on me and my personal commitment to Army safety. I remain proud and humbled to have had the chance to serve our Army as a member of the USACR/Safety Center team, and I thank you for what you do every day. Stay safe in all you do, and best wishes for the future! <<

Army Safe is Army Strong!

Mike Eyer

MICHAEL EYER  
Command Sergeant Major  
U.S. Army Combat  
Readiness/Safety Center

# The 'Tucker' Factor

**2ND LT. ALICIA HOWARD**  
HHC, 42nd Infantry Division Combat Aviation Brigade  
New York Army National Guard  
Latham, N.Y.

**W**e've all experienced what it feels like to drive fatigued. We've made the mistake of working all day and then taking off on a long drive to be with family or friends during a holiday or vacation. I often did that when I was stationed at Fort Hood, Texas. On Thursday afternoons, we would be released about 3 p.m. after Sergeant's Time Training. I would hop into my vehicle, which I'd already packed, and set off on an eight-hour-plus drive to Joplin, Mo.

Normally, I could easily make this trip after a good night's rest; however, leaving immediately after work was a different story. While the excitement was enough to keep me awake for the first three hours, around the fourth hour I would begin to experience the warning signs of drowsiness and fatigue. I would find myself having difficulty focusing, forgetting the last few miles of driving, yawning repeatedly and jerking my vehicle back into my lane.

And weather could also make these trips take longer.

On one particular trip, I was driving through Oklahoma when I encountered a blinding snowstorm that forced me to slow to less than 30 mph. I was frustrated because I realized it was going to take much longer than normal to reach Joplin. However, when I tried speeding up, I'd begin sliding on the road. I saw the consequences of that firsthand when a vehicle in front of me ran off the road into a ditch. I stopped to make sure the individual was OK. He was fine and I called a wrecker to pull him out. However, I knew at



## SNOOZIN' AND LOSIN'

NATIONAL SAFETY COUNCIL  
www.nsc.org

**J**ust like drugs or alcohol, sleepiness slows reaction time, decreases awareness and impairs judgment. Like drugs or alcohol, fatigue can be fatal when driving. Just check out the following statistics.

- Death rates based on mileage were 3.2 times higher at night than during the day in 2007.
- 37 percent of drivers surveyed by the National Highway Traffic Safety Administration admitted to falling asleep at the wheel at some point in their driving career; 8 percent admitted doing so in the past six months.
- 60 percent admitted falling asleep while driving on an interstate-type highway with posted speeds of 55 mph or higher.

The drivers at highest risk are third-shift workers, people who drive a substantial number of miles each day, those with unrecognized sleep disorders and those prescribed medication with sedatives.

### Recognize the Symptoms of Fatigue

- Eyes closing or going out of focus
- Persistent yawning
- Irritability, restlessness and impatience
- Wandering or disconnected thoughts
- Inability to remember driving the last few miles

- Drifting between lanes or onto the shoulder
- Abnormal speed, tailgating or failure to obey traffic signs
- Back tension, burning eyes, shallow breathing or inattentiveness

### Safety Tips

- Maintain a regular sleep schedule that allows adequate rest.
- When the signs of fatigue begin to show, get off the road. Take a short nap in a well-lit area. Do not simply stop on the side of the road.
- Avoid driving between midnight and 6 a.m.

### When Planning Long Trips

- Share driving responsibilities with a companion.
- Begin the trip early in the day.
- Keep the temperature cool in the car.
- Stop every 100 miles or two hours to get out of the car and walk around; exercise helps to combat fatigue.
- Stop for light meals and snacks.
- Drive with your head up, shoulders back and legs flexed at about a 45-degree angle. ⏪



“ When I **LOOK BACK** on it, it seems **SILLY** that I **TOOK** such **RISKS**. I would **NEVER** let any of my **SOLDIERS** make the **SAME TRIP** without first getting **ADEQUATE REST.** ”

that point it was no use trying to drive any farther. It just wasn't worth getting into an accident.

I knew the next town was only a few minutes away. I called my family and told them that I was staying there overnight because the weather was too bad to drive. Had I tried, it would've taken me even more time to get to Joplin or I could've ended up in a bad accident. As it turned out, the next morning was beautiful and the roads were clear. I left early enough to arrive at the hotel in Joplin just after my family had gotten out of bed. We were still able to have breakfast that morning and spend an enjoyable holiday together before I had to be back at Fort Hood.

I learned my lesson on that trip and never again tried to drive it immediately after getting off from

work. I now make sure I have a full night's rest before hitting the road and always check the weather forecast to make sure driving conditions will be favorable.

When I look back on it, it seems silly that I took such risks. I would never let any of my Soldiers make the same trip without first getting adequate rest. My leadership classes have taught me to apply risk management in everything I do, on or off duty. After all, accidents don't discriminate when it comes to duty status.◀

# TRAVEL RISK TRIPS PLANNING SYSTEM

<https://safety.army.mil>

**TRIPS** has a new feature that helps subordinates and their supervisors more effectively discuss travel plans. On the "Review" page while filling out an assessment, there is a comment section for Soldiers and Army Civilians to share information about their trip with their supervisors. Feedback can also be provided by supervisors when they approve or disapprove the assessment. This two-way communication can capture details and guidance to ensure the trip is a safe one.



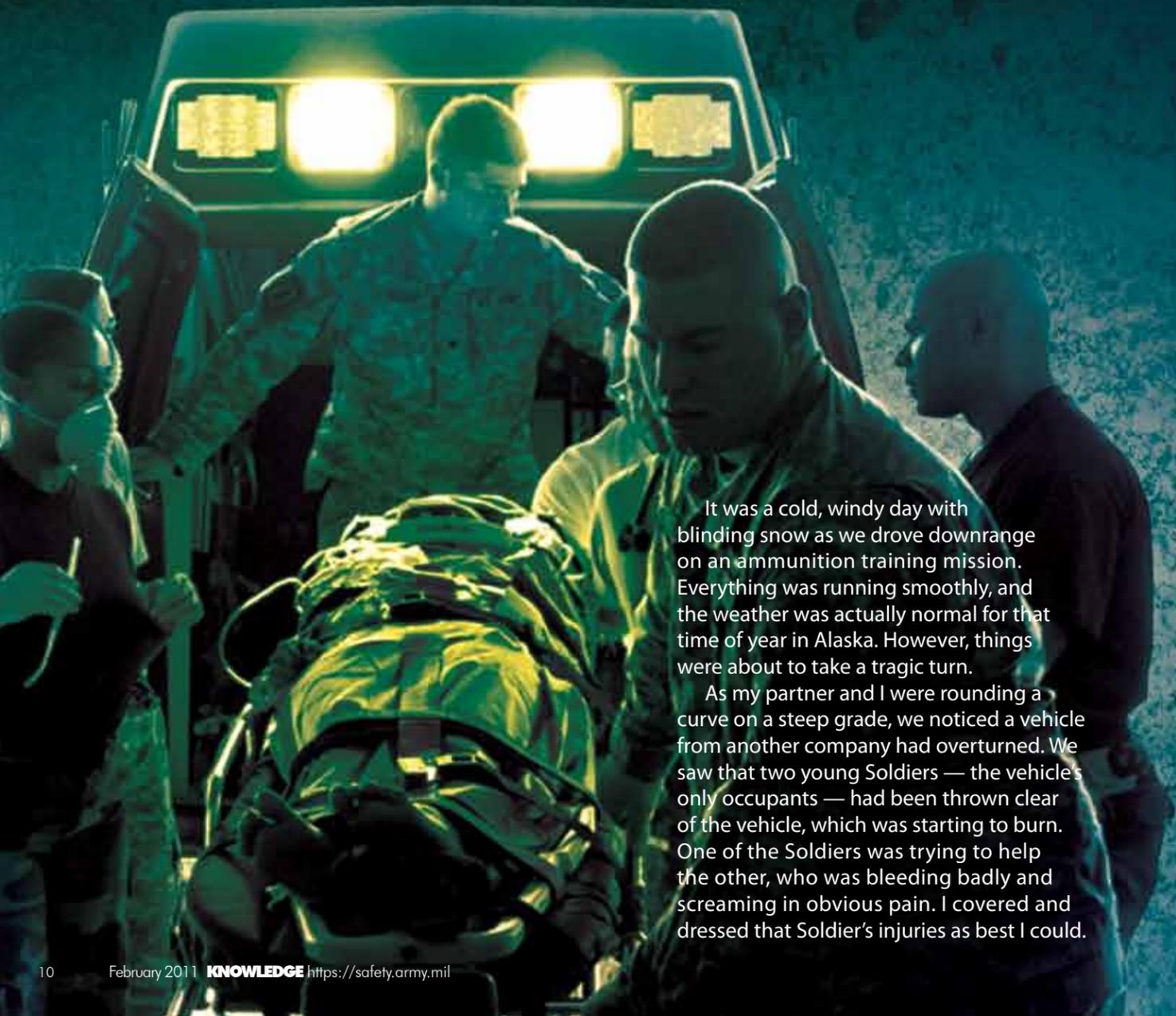
ARMY SAFE IS ARMY STRONG



# WORSE THAN THEY APPEAR

RETIRED CHIEF WARRANT OFFICER 4 ROBERT WOODHAM  
Redstone Arsenal, Ala.

**W**ith traumatic injuries, such as those seen in combat or vehicle accidents, it's hard to know which injured Soldier needs care first. However, sometimes the Soldier that looks OK is the one who's in most desperate need of help. Although the situation below didn't occur in combat, it happened on duty and under circumstances similar to many accidents in theater — a vehicle rolled over while the driver was speeding. Read on for the lessons this Soldier learned the hard way.



It was a cold, windy day with blinding snow as we drove downrange on an ammunition training mission. Everything was running smoothly, and the weather was actually normal for that time of year in Alaska. However, things were about to take a tragic turn.

As my partner and I were rounding a curve on a steep grade, we noticed a vehicle from another company had overturned. We saw that two young Soldiers — the vehicle's only occupants — had been thrown clear of the vehicle, which was starting to burn. One of the Soldiers was trying to help the other, who was bleeding badly and screaming in obvious pain. I covered and dressed that Soldier's injuries as best I could.

The other Soldier did not appear to be as seriously injured and was walking and talking clearly. But there were two things about him I will never forget. He had several deep cuts, but they weren't bleeding badly. Also, his eyes were big, black and vacant. However, since he was walking and talking, I didn't think he was hurt badly.

Our radio wasn't working well enough to give emergency personnel our location, so we loaded the men into our vehicle and headed for the emergency room. Both men were placed on gurneys and rushed inside. The doctor treated the screaming and bloody Soldier first. The other Soldier was told to wait.

My partner and I went back to work. Later that day we returned to the emergency room to check on the men. We were shocked to learn the Soldier who hadn't appeared badly injured died while waiting for treatment. The other Soldier was doing well in the recovery room.

I was crushed. What did I do wrong? What happened? I knew that man — we weren't great friends, but he was a fellow Soldier. One of the nurses took me aside and explained what had happened. Apparently, the Soldier died from internal bleeding, trauma and shock. If the doctors had known he wasn't bleeding from his wounds, they would've treated him differently. I told the nurse I knew he wasn't bleeding, but I didn't think it indicated anything serious. A man died because I didn't know what to tell them.

I was a young, impressionable buck sergeant then. In the 30 years after that accident, I never failed to share this story with my Soldiers in the hope they wouldn't repeat my mistake. Many of you are in combat now and will see things even worse than I did that cold winter day. Learn the signs of shock and basic first aid for combat injuries. Take care of yourself and your fellow Soldiers, and remember that sometimes things are worse — much worse — than they appear.◀

## WHICH ONE ARE YOU?

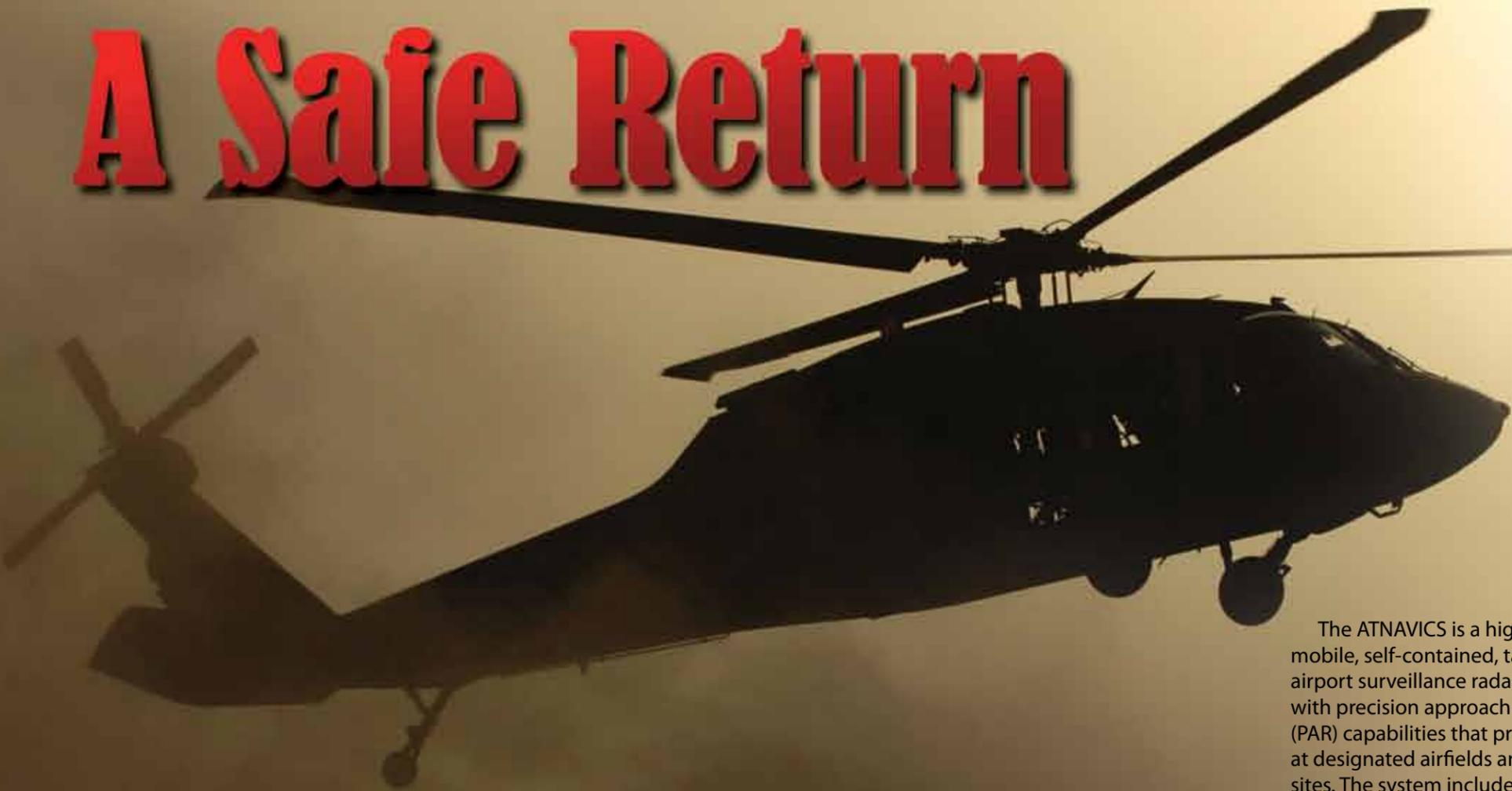


# BOSS

**SAFETY FACTOR**

Check out your local Better Opportunities for Single Soldiers meeting to learn how you can see the BOSS Safety Factor

# A Safe Return



**STAFF SGT. JUSTIN DOTSON**  
Task Force 164th Theater Airfield Operations Group  
Camp Buehring, Kuwait

**W**hat if you were flying over rugged terrain and encountered a sandstorm, inclement weather or maintenance problems? How would you get your crew and aircraft to the ground safely? Thankfully, the Air Traffic Navigation Integration Coordination System (ATNAVICs) Radar AN/TPN-31 can help. The ATNAVICs is a ground control approach (GCA) radar system used to assist pilots during low-visibility conditions to execute a safe approach to an airfield.

The ATNAVICs is a highly mobile, self-contained, tactical airport surveillance radar (ASR) with precision approach radar (PAR) capabilities that provide GCA at designated airfields and landing sites. The system includes ASR and PAR, secondary surveillance radar/identification friend or foe (SSR/IFF) and secure jam-resistant voice communications. The system is the world's only fully autonomous, International Civil Aviation Organization and National Airspace-compliant radar approach control system transportable in a single C-130 or by CH-47.

Army controllers use numerous methods and systems for providing air traffic control (ATC) services. However, when a pilot's visibility is obstructed or the weather deteriorates to the point of instrument meteorological conditions (IMC), the ATNAVICs can be the difference between a safe landing and tragedy. The ATNAVICs

provides precision movements on the final approach course to the runway, lane or helipad.

The system is not just an automated piece of equipment; a human component is also involved. Army air traffic controllers operate the system and communicate with pilots throughout the approach. The ATNAVICs has precise measurements on the PAR antenna, displaying the distance from 10 nautical miles (NM) to the aircraft touchdown point. It also shows the optimal altitude descent angle, allowing the controller to line the aircraft target signal precisely on glide path. When the controller keeps the aircraft on

the glide path and on the runway heading course line, the pilot is then on a safe approach and clear of all obstacles to the landing area.

the system is capable of withstanding radio frequency signal jamming/detection and electromagnetic pulse while providing continuous ATC coverage. Both pilots and controllers believe the ATNAVICs is an effective and extremely valuable asset. Maj. Todd H. Marshburn, Task Force 164th Theater Airfield Operations Group operations officer, said, "Flying a GCA is a wonderful experience ... the ATNAVICs instills confidence and provides comfort to pilots encountering IMC."

The ATNAVICs is part of the Air Traffic Services Company within the General Support Aviation Battalion and organic to the

“ However, when a **PILOT'S VISIBILITY** is **OBSTRUCTED** or the **WEATHER DETERIORATES** to the point of instrument meteorological conditions (IMC), the **ATNAVICs** can be **THE DIFFERENCE** between a **SAFE LANDING** and **TRAGEDY.** ”

the glide path and on the runway heading course line, the pilot is then on a safe approach and clear of all obstacles to the landing area.

The system can operate in austere weather conditions and has successfully supported combat operations in Iraq and Afghanistan for more than five years. The ATNAVICs comprises an S-band air surveillance radar, an L-band secondary surveillance radar/IFF and an X-band PAR. The ATNAVICs contains multiple communication capabilities, including VHF, UHF and FM. The ASR antenna provides 360-degree azimuth surveillance coverage within 25 NM, while the SSR antenna provides coverage out to 60 NM. Additionally, the

Airfield Operations Battalion. The system is used at locations with a very high density of air traffic with both rotary- and fixed-wing aircraft. The system can also deploy in support of combat operations and homeland security (natural disasters) roles.

As with anything, practice makes perfect. Aviators should never pass up a chance to contact their local GCA facility when returning to their airfield and practice flying the approach, which benefits both controllers and aviators. Don't be complacent, practice your local GCA and, when you need it, you and the controller will be ready.◀

# What's Luck Got to Do With It?

**BOB VAN ELSBERG**  
Strategic Communication Directorate  
U.S. Army Combat Readiness/Safety Center  
Fort Rucker, Ala.

**H**ow long does it take to buckle a seat belt? Maybe a better question would be, "How long does it take to roll an SUV, fly through the windshield and die on impact with the road?" As it turns out, not very long as one Soldier found out last July. And it could have been worse — it could have been a "two-fer" that day. Another unbelted Soldier riding with him only survived because his foot caught on the door and kept him from being ejected when the SUV rolled three times. Want to bet he wears his seat belt now? After all, how often can you be that lucky?

However, the problem is you can't count on luck when it comes to safety. The Soldier who died in this accident was one of 24 who chose to be unbelted and didn't survive during fiscal 2009. However, there's another interesting number regarding these accidents. The Soldier who died in this accident was 25 years old. That proved to be the average age for unbelted Soldiers dying in privately owned vehicle crashes.

What did it cost the unbelted Soldier? According to the Centers for Disease Control and Prevention, the average American can expect to live almost 78 years. Stack that up against a person dying at 25 and you'll see they lost more

than two-thirds their likely life span. Doesn't seem fair, does it? What could those 53 years have held? If he could, what would the Soldier pay to get that time back? Think he'd be willing to buckle his seat belt? How about you?

However, people find all kinds of excuses for ignoring the value of seat belts. Here are some classics.

**"I don't need seat belts — my air bags will protect me."** Trouble is, if you're unbelted, you'll likely just slide around the

air bag and hit something much harder. Seat belts and air bags are designed to work together.

**"I'm not going that far and I'm not going that fast."** The truth is most fatal accidents happen within 25 miles of home at speeds less than 40 mph.

**"They're uncomfortable."** That might have been true in the early days, but today's seat belts are adjustable to restrain drivers and passengers comfortably. Indeed, they're

a lot more comfortable than the adjustable belts on stretchers and backboards.

**“They’ll wrinkle my clothes.”** That may be true. However, if seat belts are hard on clothes, just wait and see what windshields do to faces. And some of those “wrinkles” never come out.

**“If my car goes into the water, I may be trapped inside and unable to get out.”** In reality, being restrained improves your chances of remaining conscious and escaping your vehicle.

**“I’m a good driver — I’ll never be in an accident.”** Just because you’re a good driver doesn’t mean everybody else is. When some distracted, impatient or aggressive driver “invites” you to their accident, you’ll need your seat belt.

**“When it’s my time to go, it’s my time to go.”** During 2009, the National Highway

Traffic Safety Administration did a study that disproved this idea. They found using seat belts would have prevented nearly half of all driver fatalities and well over one-third of all front-seat passenger fatalities that year. Just because an impatient driver decides to go through a red light doesn’t mean it’s your time to “go” too.

However, as Soldiers, you can bet the Army does have your number — it’s Army Regulation 385-10 — and has left a few messages on your “answering machine.” For example, one says, “Occupant protective devices will be worn by all Soldiers driving or riding in a POV whether on or off the installation.” That means when you go off post, the buckle stays on. And you are your “brother’s keeper” on the road. The message says, “The vehicle operator is responsible for informing passengers

of the occupant protective device requirement and the senior occupant is responsible for enforcement.” And there’s even a message for those who aren’t green-suiters. The AR says, “All personnel, to include Family members, guests, and visitors, will wear occupant protective devices at any time on an Army installation.”

Notice a common theme in most of these messages? Seat belts are never “optional” equipment. After all, when your life is on the line during an accident, what’s luck got to do with it?«

“ Just because an **IMPATIENT DRIVER DECIDES** to go **THROUGH** a **RED LIGHT** doesn’t mean it’s **YOUR TIME** to “go” **TOO.** ”



Protect yourself and those around you. When in a car, ensure everyone wears their seat belt.

USE YOUR

**BUCKLE UP FOR LIFE!**

ARMY STRONG: <https://safety.army.mil>

U.S. ARMY COMBAT READINESS SAFETY CENTER

ARMY SAFE IS ARMY STRONG

I BAND OF BROTHERS & SISTERS

CLICK IT OR TICKET



**CHIEF WARRANT OFFICER 4 LEROY LOTT**  
Company B, 348th Brigade Support Battalion  
Georgia Army National Guard  
Hinesville, Ga.

**A**s the shop foreman at the Maneuver and Training Equipment Site (MATES), personal protective equipment (PPE) is my highest priority. I believe we must place an enormous amount of emphasis on PPE to protect our No. 1 resource — our employees. To do that, though, safety has to be more than just a word or check-the-block mentality.

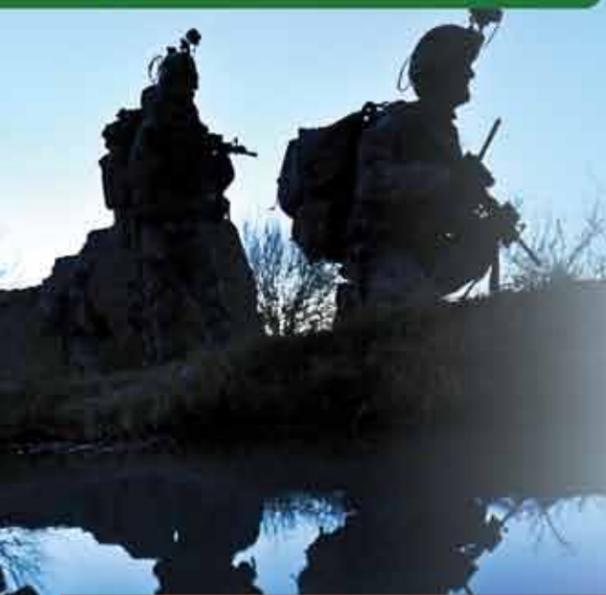
I have always believed PPE is essential in the workplace to minimize or eliminate as many accidents as possible. When I was a mechanic, I witnessed an accident that caused a co-worker to lose an eye. This individual wasn't even working when the accident happened. He was just walking past another employee who was working with some metal when a shard flew into his eye. This accident

might have been prevented if he was wearing proper safety glasses with side shields.

At least once a day, I make a point to walk through my maintenance shop bays wearing my PPE so the employees know I practice what I preach. There is nothing we do at the MATES facility that is so important that we can afford to omit any safety practices. One aspect of the safety process I try to stress is we check each other and that there is no chain of command when it comes to correcting someone on a safety violation.

Signs are posted at all of our shop entrances, informing

everyone PPE is mandatory before coming inside. The minimum PPE required in the MATES shop area is safety glasses with side shields, hearing protection, safety boots and an Occupational Safety and Health Administration-approved helmet. If an individual wears prescription glasses, the organization will furnish him or her with prescription safety glasses with side shields at no cost. Our internal shop standard operating procedure also protects any visitors, such as salesmen, vendors or dignitaries, who may be inside of our work areas.



The shop also provides additional PPE for employees to wear when operating equipment such as grinders and parts cleaning vats. Some of these items include aprons, gloves and full-face shields, which are all stored and maintained at the working site. Signs are posted at each piece of equipment stating the required PPE,

and supervisors are tasked with ensuring these items are kept in good condition.

While we're not quite where we want to be with safety, we're improving each day by changing our cultural awareness in the workplace. In turn, I hope this will lead our employees to place an emphasis on off-duty safety as well.◀

## PROTECTION THAT MATTERS

In many occupations, workers need personal protective equipment (PPE) as a barrier against injuries. Without it, we would be plagued by lost-time injuries and fatalities. Here's a PPE checklist to use at work:

### Eye Protection

- Maintain your eye protection by frequently inspecting it for dirt and scratches.
- Ensure that all protective eyewear is clean before use and take the time to clean the eyewear as required throughout each workday.
- If scratched, make sure that you replace your eyewear with a clean, unscratched pair.

### Face Protection

- Inspect face protection for dirt and scratches on a regular basis.
- Clean or replace face protection as needed.

### Head Protection

- Properly adjust hardhats to ensure the suspension system will distribute the impact evenly over the entire head.
- The hardhat should fit securely on the head to prevent it from slipping or falling off.
- Wear your hardhat directly on top of your head, with the brim facing forward.
- Regularly inspect hardhats and replace damaged shells or suspension.
- Hardhats will last longer if they are not stored in sunlight or heat.

### Hearing Protection

- Wear your hearing protection in posted areas.
- Wash your hands thoroughly before inserting hearing protection and make sure earplugs are clean.

### Hand Protection

- Ensure you inspect your gloves before use and replace them if they are torn, cracked, worn thin or have holes.
- Check the material safety data sheet or speak with your supervisor before handling hazardous materials.
- Wear the right type of glove for the task.

### Foot Protection

- Inspect your footwear often to ensure the sole is still providing good traction and the rest of the boot or shoe meets safety standards.
- Replace the boot when the steel toe insert becomes exposed, the treads are worn or any part of the boot is cracked or worn thin.

In the workplace, PPE is your armor against "war wounds." Wear it with confidence.

Source: 8th Army (Field Army) Command Safety.



**MAKE SOUND RISK DECISIONS.  
REDUCE ACCIDENTAL LOSS.  
INCREASE COMBAT POWER.**

**GRAT**  
GROUND RISK ASSESSMENT TOOL

<https://safety.army.mil>

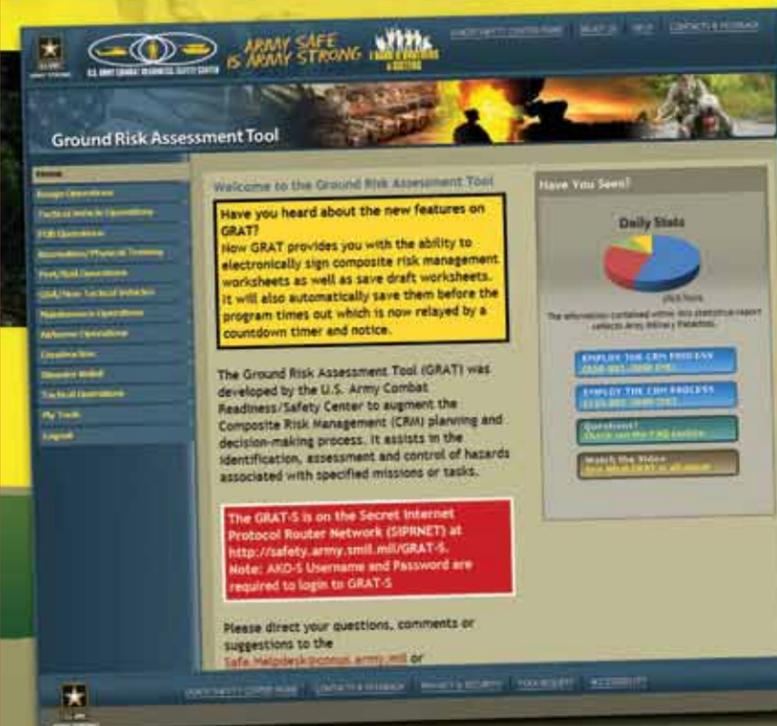
Have you heard about the new features on GRAT?

Now GRAT provides you with the ability to electronically sign composite risk management worksheets as well as save draft worksheets. It will also automatically save them before the program times out, which is now relayed by a countdown timer and notice.



**GRAT-S**  
<http://safety.army.smil.mil>

Now available on the  
**SIPRNET**



# TIPS TO LIVE BY

**MASTER SGT. DENNIS S. JAY**  
66th Troop Command  
Joint Forces Headquarters  
Mississippi Army National Guard  
Jackson, Miss.

**S**o you've survived combat and you're back home behind the wheel of your vehicle or on your motorcycle. Think you left all the really serious dangers behind in Afghanistan or Iraq? What if someone told you that you're more likely to get killed in an accident while cruising on the familiar roads back home or around your post? You'd think they're crazy, right? Well, they're not — just look at the statistics. During the last three fiscal years, on average, 118 Soldiers died in these accidents. Think of it this way — imagine losing a company every year, not from combat with the enemy, but from crashes on the highway.

We could build cars with all of the safety features found in NASCAR racers — things like roll cages and six-point seat belts — while making occupants wear helmets and head and neck restraints. While these would greatly improve the odds of surviving auto accidents, how many people would want to be trussed up in their car or truck like a race car driver? Also, the cost of engineering these safety devices into production automobiles would make them too expensive for most of us. So what can we do to lower our accident risks? Here are a few ideas.

## Slow Down

Speeding is one of the leading causes of fatal Army privately owned vehicle (POV) accidents. Speeding lengthens stopping distances, makes it harder to maneuver safely and increases impact forces. And then there are

the legal considerations. Slowing down is not only safer, but could also help avoid an expensive traffic ticket. However, the posted speed limit is not the only factor in determining a safe driving speed. Road and weather conditions, the amount and type of traffic and even the time of day are all factors in determining a safe driving speed. For example, if you're driving at night and can't stop within the distance illuminated by your headlights, then you're going too fast regardless the speed limit.

## Don't Drink and Drive

Drinking and driving is not only dangerous, expensive and against Army regulations, it is also one of the quickest ways to end a career or ruin a life. While you probably know that a blood alcohol concentration (BAC) of .08 percent is considered legally intoxicated in all states, did you know that most states consider a driver impaired or under the influence with a BAC between .03 and .05 percent? Always have a designated driver.

## Don't Drive Fatigued

One of the greatest dangers of driving while tired is a phenomenon called "microsleep." For periods ranging from a few seconds to several minutes, fatigued drivers can fail to notice or effectively respond to their environment. In some cases, drivers may fall completely asleep behind



the wheel. In other cases, a driver's eyes may be wide open as they go down the road, not noticing curves or red lights. Here are some tips to avoid driving fatigued on long trips:

- Avoid driving during normal sleep hours. Note that microsleeps are more likely to occur at natural rest times, such as the middle of the afternoon and the pre-dawn hours. Also, if you haven't been sleeping well, your accumulated sleep debt puts you at greater risk for microsleep.
- Ensure you are completely rested before departure.
- Plan at least a 15-minute rest stop every two hours.
- Limit driving to 350 miles per day or no more than eight hours on the road.

So if you're driving and feel sleepy, what should you do? Roll down the windows so the fresh air will wake you up? Turn up the radio volume to keep you alert? Turn the air conditioner to high so the cool air will wake you up? The experts say none of the above. The only way to truly relieve fatigue is to stop and sleep.

#### Wear Seat Belts

According to the National Highway Traffic Safety Administration, wearing your seat belt cuts your chances of suffering a serious injury in an accident by 50 percent or more. As Soldiers, it's not optional for us; we are required by Army regulation to use seat belts at all times whether on or off post. Remember, we're Soldiers 24/7.



#### Don't Drive Distracted

We've all heard a lot in the news about states enacting laws against talking or texting on the cell phone while driving. However, there are many other forms of distracted driving that are just as deadly. Searching the GPS for a good restaurant, eating the cheeseburger you just picked up at the fast food place, trying to find your favorite CD in your console or even talking to a passenger can lead to fatal accidents. Chances are you can remember at least one close call while trying to multitask behind the wheel. It only takes one second of not paying attention for an accident to happen.

#### Practice Defensive Driving

If you've been out on the roads, you know how bad some drivers are. However, did you know that an estimated 1 in 20 drivers sharing the road with you is drunk? Even sober, many drivers tailgate, suddenly turn without signaling and weave in and out of traffic. These aggressive drivers make our highways extremely dangerous even when you're doing everything correctly. You can't control the actions of other drivers, but being prepared for the unexpected can lessen your odds of ending up a statistic. Remember the old saying, "Watch out for the other guy?" Well, it's still one of the best pieces of advice you'll ever receive.

Staying safe on the road is no accident (pardon the pun); it's a matter of choosing to drive responsibly while being alert to the dangers around you. For additional information on how to "arrive alive," check out the POV/POM Toolbox located on the U.S. Army Combat Readiness/Safety Center website at <https://safety.army.mil/povmotorcyclesafety/>.

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# Peer to Peer

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ARMY SAFE IS ARMY STRONG



# Our GREATEST Weapon

CHIEF WARRANT OFFICER 2 JOSE A. CINTRON  
C Company, 1/227 Attack Reconnaissance Battalion  
Fort Hood, Texas

**I**n the July 2010 issue of Knowledge, Brig. Gen. Anthony G. Crutchfield wrote an article on his “Five Deadly Words” philosophy, explaining that the majority of Army accidents have one or more of these common errors. These five deadly words are untrained, unsupervised, undisciplined, overconfident and complacent.

It is undoubtedly true these failures are the ones you always see when you read an accident investigation report. However, these shortcomings don't just suddenly appear. Yes, anyone can have a lapse in judgment; however, for the most part, these deficiencies are present in your unit before the accident occurred.

How many Soldiers do you have in your unit conducting tasks they were not trained

to do? How many Leaders are not present when they need to be? Are troops taking shortcuts because they think it's OK? Do they think nothing can happen to them because they see themselves as experts on what they do? Is anybody in your unit falling into the same routine and functioning on autopilot?

By being proactive Leaders, we can see the trends develop and we must put controls in

place to mitigate the risks that come with these deadly deficiencies. As Crutchfield describes in the article, the five deadly conditions are constantly changing and one can become a higher risk as another goes down and then comes back around. Unit leadership must constantly reassess the situations and hazards to determine if the mission is worth the risk and apply new control measures

when needed. Follow up with close supervision to ensure everyone carries out those risk decisions and that those five words are not part of the mission process.

The three deadly U's — untrained, unsupervised and undisciplined — are the ones Leaders need to take care of first. Identify the points where your unit is lacking in training. Provide the tools and resources

required to have well-trained Soldiers able to accomplish the tasks assigned to them. Delegate this responsibility to the Leaders at every level. Disciplined Soldiers are a result of good leadership. Motivate and inspire Soldiers using strong, fair examples to gain their respect — not only because of rank, but also to build relationships with your Soldiers.

Overconfidence and

complacency are much more complicated to detect, especially during a long deployment. These are harder to spot because they can become an epidemic even though they're a side effect of good training. The Soldier is confident he knows how to get the mission done and the supervisor is confident the Soldier can get it done without him. He's been doing it for a while now and

“ **DISCIPLINED** Soldiers are a **RESULT** of good **LEADERSHIP**. Motivate and **INSPIRE** Soldiers using **STRONG**, fair examples to **GAIN** their respect — not only because of rank, but also to build **RELATIONSHIPS** with your **SOLDIERS**. ”

he doesn't need help from anyone, tools or a checklist. He doesn't even need to refresh his training or look at the -10 because he believes himself to be that good. This scenario is not hard to realize and, as you can see, all five deadly conditions are present.

**Summary**

Engaged leadership will always carry you through as

long as you remain vigilant. Once a unit becomes well trained and good at what they do, it is not uncommon for the Soldiers to become complacent and overconfident in their duties. Leader engagement includes increased Leader awareness of hazards involving low-risk missions, ensuring “low-risk” missions are indeed low risk. For all mission planning,

Leaders must ensure the approval process has the proper command involvement. For the last 90 days of a rotation, when complacency is most apparent, raise the approval levels up one level. This means that during this period, only battalion commanders should approve low-risk missions. For high-risk and extremely high-risk missions, only the first general officer in the chain of command should approve.

These “five words” do not discriminate. They can happen to anybody or any unit regardless of branch. Therefore, it is imperative that we remain vigilant at all times and keep the team strong. There is no absolute answer on how to stop and defeat all accidents, but our greatest weapon comes in one word — “leadership.”



# ARE YOU READY?



## ARAP

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The screenshots show the ARAP web interface. One screen displays 'Take an Assessment' and 'Commanders / Unit POC's'. Another screen shows a 'Single Item Graph for Survey' with a bar chart for 'U.S. Army' readiness levels: Strongly Disagree (2%), Disagree (4%), Neutral (26%), Agree (58%), and Strongly Agree (10%).



# STAY AWARE, STAY ALIVE

**SGT. 1ST CLASS DALE SIMPSON**  
201st RSG Agribusiness Development Team  
Georgia Army National Guard  
Augusta, Ga.

**A** drenaline washes over the Soldiers as they stack outside the door, ready to storm a room with unknown threats inside. The signal is passed and they focus on the entry. Muscles tense and the Soldiers explode through the door. The lead Soldier clears the fatal funnel and then his corner. The second Soldier pivots through the doorway, taking the opposite point of domination as he looks for threats. The third and fourth Soldiers follow, taking their positions inside the room and scanning for threats.

Soldiers perform this exercise numerous times a day at various locations around the world. However, no matter where it occurs, all must have one thing in common: muzzle awareness.

Safe weapons-handling skills are essential for our CONUS and forward-deployed Soldiers. It protects the Soldiers and preserves the commander's combat power, allowing them to project more force during critical operations.

The challenge for Leaders is educating and training Soldiers about safe weapons handling — especially muzzle awareness — and then sustaining and enforcing those skills. Using drills, Leaders at the team and squad level can demonstrate and perform the techniques essential for safe muzzle awareness. By adhering to the "laser rule," Soldiers can also monitor their own and their battle buddy's muzzle discipline.

Leaders should use the crawl-walk-run method when performing weapons drills and live-fire exercises. The goal is to ensure that Soldiers and their supervisors understand and can perform the drills and tasks not only tactically, but also safely. Tactical safety equals preserving combat power and helping maintain the commander's

most important weapon — the individual Soldier. The Army's doctrine of "Full Spectrum" operations means that we, as Leaders, must adopt "Full Spectrum Safety," incorporating this philosophy into all training and mission planning.

By performing composite risk management (CRM) procedures and identifying hazards facing our Soldiers when handling weapons, we can reinforce the importance of maintaining muzzle awareness. Using the METT-TC (mission, enemy, terrain and weather, troops and support available, time available, civil considerations) model, Leaders can identify key points in training and combat operations where problems could arise. As such, they can then plan for contingencies and train effectively to prevent poor practices. By using a systematic approach to identifying hazards, emplacing controls and supervising this process, Leaders can help their Soldiers avoid becoming complacent when handling weapons.

Leaders must set the example and insist that standards are maintained in training and during combat operations. Leaders at all levels, from first-line Leaders to senior enlisted and officers, must demonstrate their competency to lend credence to the muzzle awareness program. By insisting the standards are applied to all in the chain of command, Leaders demonstrate that awareness is a basic Soldier skill and no exception to this standard is acceptable. Soldiers are very cognizant of any double standard and will not buy into any policy, standard or program that does not apply to everyone in the unit and chain of command.

As Leaders, we should not accept anything but 100 percent when it comes to muzzle awareness and safe weapons handling. Reinforcing effective muzzle awareness skills will reduce injuries and deaths among Soldiers and preserve our combat power. Our Soldiers deserve no less.◀

# PLAN FOR SUCCESS

**WILLIAM JOHNSON**  
U.S. Army Corps of Engineers  
Little Rock, Ark.



**V**ehicle crashes take the lives of more Americans during winter than any other accident cause, according to the National Disaster Education Consortium. That makes learning how to safely drive on icy and snowy roads vital, not only for making it to your destination but also for being around to celebrate next spring. And it's not just those who live in the North or Midwest who need winter driving skills. During February 2010, snow touched even southern Alabama, treating residents to a rare driving experience. However, whether you live in Alaska or Alabama, here are some "slick" tips to help keep you safe.

Winter defensive driving is more than just maintaining control on snowy, icy roads. It begins long before you get into your car, buckle your seat belt or start your engine. Before all that, you need to be planning, doing things like checking the weather forecast and listening to the radio or TV for announcements about accidents, highway closings and road advisories. If this information is not available on the radio, call your state's highway patrol or state patrol for up-to-date information. If you have access to the Internet, you can go to the National Traffic and Road Closure website at

<http://www.fhwa.dot.gov/trafficinfo/> and click on your state for road conditions.

When planning your route, avoid roads that can become dangerous during winter. Also, let someone know your plans so authorities will know where to begin looking if you become stranded. A tragic example of failing to do that is the Kim family. In November 2006, they took the wrong exit off Interstate 5 in Oregon and decided to try to reach their destination by a camp road that appeared to offer an alternate route. The road, however, was not maintained during the winter and the family soon became lost. As the

family spent the night in their vehicle, they were trapped by a winter storm. After waiting six days to be rescued, the father tried to hike to reach help. While the rest of the Kim family was ultimately rescued, the father died of hypothermia after hiking more than 11 miles in the snow. Straying from their driving plan proved fatal for this family.

Although the Kim family is an unfortunate example, it's not just mountain roads that pose a danger. Being exposed, both above and below, to freezing temperatures, bridges and overpasses freeze first and are susceptible to black ice. Because of that, it's important

to reduce your speed when approaching bridges or overpasses and avoid braking while passing over them.

As you drive on wintry roads, always accelerate easily, turn cautiously, brake carefully and leave plenty of distance between you and the other cars. The normal three-second following rule used when driving on clear highways needs to be expanded to five or six seconds during wintry conditions.

If you have a four-wheel-drive vehicle, it's important to not

become overconfident. While four-wheel-drive provides better traction than two-wheel-drive on snowy roads, it does nothing to improve your braking ability. Also, some four-wheel-drive systems can actually send you out of control in icy conditions.

You also need to make sure your car is ready for winter's adverse weather conditions. First, ensure your tires have enough tread to grip the road adequately. Depending on the weather conditions where you live, you may want to consider mounting snow or studded tires to get the best traction. Take the time to speak with a tire professional or consult your automobile owner's manual.

Also, make sure your windshield wipers are in good condition, not cracked or worn. Check your windshield washer reservoir and make sure it's filled with a quality washer fluid designed for winter temperatures. And remember, you have to see through both sides of your windshield, so take the time to clean the inside too.

As funny as it sounds, you need your air conditioner to run effectively during winter. Air conditioners are very useful in removing condensation and frost from the inside of windows. Simply set the temperature on warm when doing this — something many cars do automatically when you choose the defrost setting.

Headlights help other cars see you and allow you to better see the environment where you're driving. To get the most out of your headlights and taillights, make sure they are clear of snow. Consider replacing the bulbs before winter begins and remember to always use your low beams when snow is falling.

While winter accidents can never be completely eliminated, preparing your vehicle and driving carefully will lessen the odds you'll end up waiting for a tow truck or ambulance. After all, don't you have better things to do this winter?◀



# gear UP!

## FOR ICY TRIPS

- During daylight, rehearse emergency maneuvers slowly on ice or snow in an empty lot.
- Steer into a skid.
- Know what your brakes will do: Firmly press antilock brakes, pump non-antilock brakes.
- Don't idle for a long time with the windows up or when in an enclosed space.
- Always take food, water and blankets.
- Have plenty of fuel.
- Let someone know your route and when you arrive safely.

ARMY SAFE  
**FALLWINTER**  
 NO TIME TO CHILL



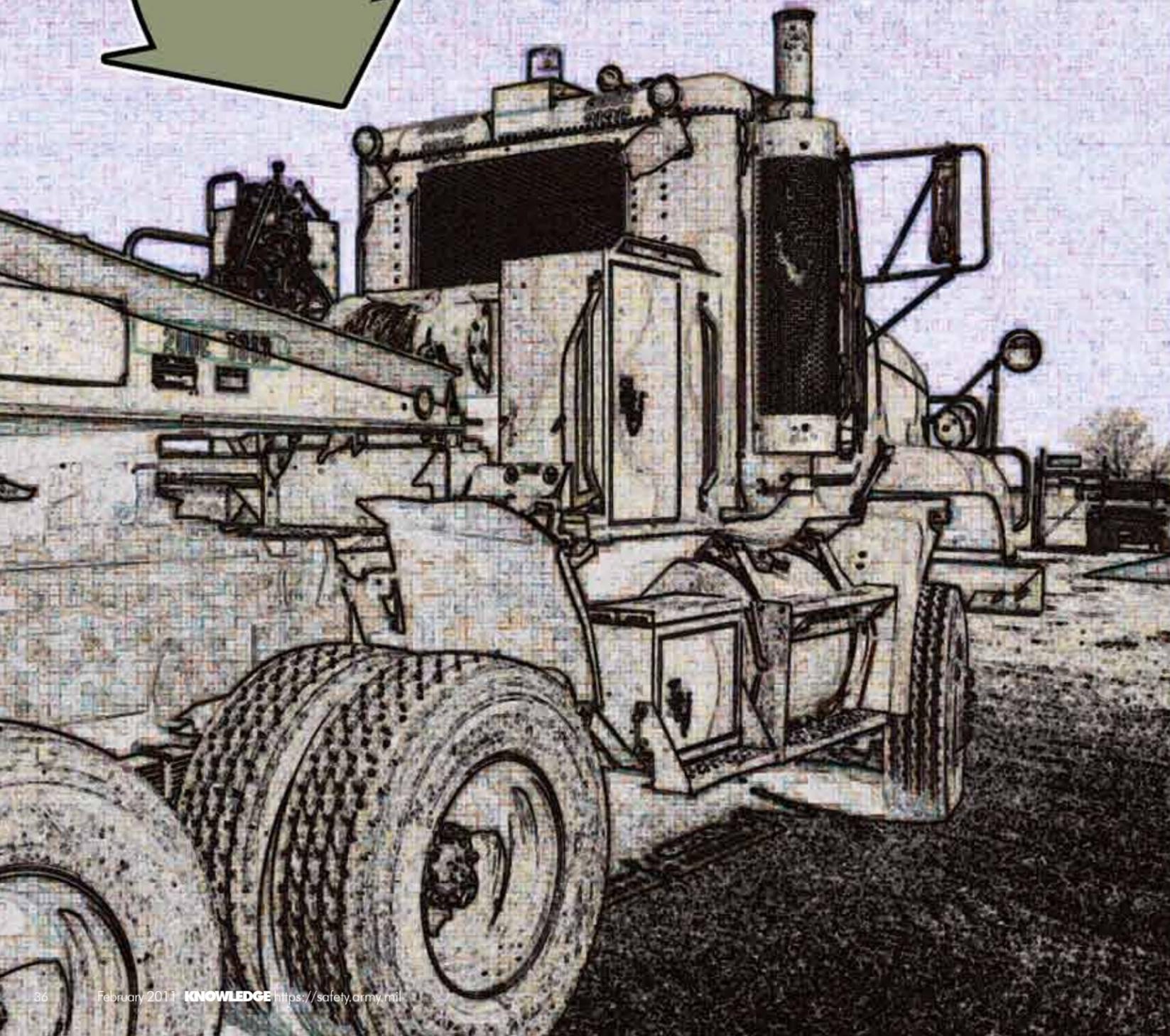
ARMY SAFE IS ARMY STRONG



# Middle East Bound

## and DOWN

**LARRY HOFFMAN**  
Bluegrass Army Depot Safety Office  
Richmond, Ky.



It was the end of a very productive, accident-free day. We'd completed about 10 building safety inspections, and the clock was ticking closer and closer to time to punch out for a well-deserved weekend. Then the phone rang.

In the safety world, when the phone rings, it's either the colonel telling us to have a nice weekend, an employee calling to ask a question about personal protective equipment and safety, or an accident has occurred. With just minutes remaining in our work week, we prepared for the worst.

On the other end of the line was our weapons shipping manager, who was in control of every truck and train that carried weapons on and off the depot. He was calling to let the safety office know there had been an accident. I wrote down the "who, what and where" and told him we would be there in a few minutes.

The accident involved a big rig that was hauling a Strad-O-Lift trailer. These driver-controlled lift trailers are a way of life on Army depots, allowing stacked pallets of weapons and supplies to be moved each day from bunkers and warehouses. Occasionally, like any other vehicle, there are accidents that make you wonder, "What was that driver thinking?" This would be one of those accidents.

The truck was lying on its side in a ditch just outside one of the igloos (underground weapons bunkers) where workers had been loading and unloading weapons for processing to the maintenance facility. Immediately there were two things that truly scared me about this accident: one, the truck wasn't on the road; and two, the truck was fully loaded with high-explosive weapons. I started my report by taking

photos of the area and truck and measuring all the distances from truck to road, truck to igloo and the depth of the ditch the truck was now lying in. I then wrote out my draft report about what happened, took down the names and statements of all witnesses and interviewed the driver.

The driver stated that as he backed up, he lost track of where the ditch was on the right side of the road. The next thing he knew, he had overturned into the ditch. As I listened to him, I thought, "There are pieces missing from this puzzle." First, he did not have the required ground guide. Second, it was evident he was in a hurry because he was off work the following day. Finally, he wasn't very cautious with the load he was carrying.

When hauling any trailer with a big rig, keep the following in mind:

- If you take a curve too fast, you can overturn.
- If your rear tires strike something (like a curb)

while cornering, you can overturn — even if you're moving slowly.

- A rig can roll at speeds as low as 5 mph, especially on slopes.
- A rig can roll if you jackknife while backing up.
- Many rollovers occur when drivers try to return to the road after putting a tire off the pavement.
- Assess the work area for hazards (corners, ditches, obstacles) which may compromise the safe operation of equipment.
- When backing up, ground guides are always required, not just when visibility is compromised.
- Treat all cargo like a load of dynamite and drive accordingly.

These trucks are not all-terrain vehicles. When you take them offroad, the results could be disastrous.◀

“When **BACKING UP**, ground **GUIDES** are **ALWAYS REQUIRED**, not just when **VISIBILITY IS COMPROMISED.**”

# Watch Your Back

**B**ack injuries are a leading cause of lost time from work. They can cause pain, inconvenience and a lifetime of suffering.

Lifting incorrectly is a major contributor to back injuries. These injuries are not confined to workers who do heavy lifting all day. Back injuries occur in all kinds of jobs, so it is important for everyone to understand how to lift safely.

To lift safely, first plan your lift. Take a good look at the load, determining its size, weight, shape and how it is positioned. Could the load be too heavy, big or awkward for you to move by yourself?

Also plan the route which you will take. Look for any potential problems such as a slippery or uneven floor surface or obstacles along the way. Don't forget to have a look at the spot where you will set down the load so you can determine any difficulties.

Follow these guidelines when picking up a load:

- Get as close as possible to the load.

- Position your feet approximately shoulder-width apart. If necessary, straddle the load.
- Tuck in your backside and bend your knees.
- Never bend from the waist or stretch out your upper body.
- Squat down and lift the load by using the strength of your leg muscles rather than your back.
- Never twist your body when carrying a load. If it is necessary to turn, move your feet rather than your body.
- Before you start to move with the load, be sure you can see over it.
- When setting down the load, make sure you do not put strain on your back by bending over. Squat down again if necessary.

There's no point in getting a back injury by trying to be a hero with a heavy load. Get help if you need it. Two or more people can do a team lift. Mechanical aids such as a hand truck or pallet jack can also be used.

Some lifts require special techniques, such as:

- If you must lift a load higher than your shoulders, use a stepstool, stepladder or similar safe device.
- It can also be tough to pick up a load from deep inside a bin. In this case, get close to the load and press your bent knees against the bin.
- For light objects in a bin, flex one knee and swing the other leg out behind you. Use one hand on the edge of the bin for balance, and use the other hand to pick up the item.

Lifting correctly and safely is well worth the effort. It can save you a painful and crippling back injury.◀

*Editor's note: Information provided by the 8th Army (Field Army) Safety Office.*



Army Safety Net allows members to quickly exchange safety knowledge. This exchange of knowledge is accomplished through sharing ideas, experiences, lessons learned and best practices. This enables Leaders at all echelons to make better-informed risk management decisions.

<https://forums.bcks.army.mil/>

Share info and  
**LEARN**  
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# THAT'S WHY We Have TWO Pilots

CHIEF WARRANT OFFICER 2 JACOB A. CLARKSON  
Detachment 10, Operational Support Airlift Command  
Indianapolis, Ind.



**D**uring a deployment to Iraq, I was flying UH-60s as part of a medevac company, operating out of Forward Operating Base (FOB) Echo in Diwaniyah. It was common for us to conduct routine patient transfer missions from FOB Echo to Baghdad or Balad. On this particular evening, we were transferring a patient as a flight of two Black Hawks to Baghdad to facilitate a higher level of care. Little did we know a number of events would unfold that almost cost us our lives.

We checked weather and maintenance to ensure a trouble-free flight. The aircraft were sound and the weather prediction was predominately clear. However, the briefer said they expected the dust to become airborne later in the evening (much later than our estimated time of arrival), thus significantly affecting visibility. With this prediction well outside of our mission parameters, we headed out the door to conduct business as usual.

The flight to Baghdad was, for the most part, uneventful. It was a nice, clear night with about a quarter-moon for illumination. We dropped off our patient at the hospital, topped off fuel in the forward area refueling point (FARP) and then headed away from the city on our way back to the FOB.

As anyone who has flown in Iraq at night knows, once you navigate away from the city and all of its ground lights, the desert

was trail, and I was flying with an experienced instructor pilot in our unit. We both had flown this mission countless times and practically knew the route by memory. As we exited the FARP, we made a left-hand turn to head south to Diwaniyah. While we were turning, we decided to shift from the inside to the outside of the formation.

During the turn, a number of events unfolded. The lead aircraft's airspeed indicator malfunctioned, showing 135 knots indicated airspeed (KIAS), even as the aircraft had slowed to 110 KIAS (120 KIAS was desired). As it happened, my aircraft, still on the inside of the turn, was forced to slow even more aggressively than usual. As the lead flight continued to slow, we had to climb to avoid a collision.

We then overtook the lead and, coordinating over the radio, attempted to regain formation flight. As we corrected our

descending turn, losing altitude at about 500 fpm and heading again toward the all-too-close desert floor. My co-pilot took the controls back and, once again, established straight-and-level flight. Once the other aircraft fell in behind us, we continued the flight back to base with continued degraded visibility. At one point, we claimed to be losing sight of our rear position light at a distance of four rotor disks. Upon arrival at Diwaniyah, we all realized how close we had come to a complete disaster on what seemed to be such a simple routine mission.

Afterward, we held a unit meeting so everyone could listen to our mission after-action report with the goal of preventing another close call like we had. We discussed many points, but the main point was that anyone — regardless of skill level, experience or position — can be a victim of spatial disorientation. Army

“ It is the **COMPLEXITY** of these **MISSIONS** and the **UNFORGIVING** nature of our operating **ENVIRONMENT** that **REQUIRES** us all to be competent **CO-PILOTS** for one **ANOTHER.** ”

suddenly becomes a vast sea of absolute darkness, with very few references for orientation, especially with little illumination. It just so happened that on this night “Murphy’s Law” was in full effect. The predicted dust storm began about two hours ahead of schedule, dropping the visibility from five or six miles down to around one and one-half miles.

As a flight of two coming out of Baghdad, my aircraft

climb to establish our briefed altitude, my co-pilot suddenly became disoriented. The aircraft rolled into a 15- to 20-degree left descending bank, losing altitude at a rate of about 400 feet per minute (fpm). I made a flight control change and started a climb. Upon rolling out, my co-pilot stated that I was now in an unusual attitude.

I glanced at the instruments and saw I was in a right

aircraft are designed as two-pilot aircraft, not because of the position of the power levers or any other rumor we’ve all undoubtedly heard, but because we operate in harsh environments performing complex missions. It is the complexity of these missions and the unforgiving nature of our operating environment that requires us all to be competent co-pilots for one another.◀



# Taken for a Ride?

**BOB VAN ELSBERG**  
Strategic Communication Directorate  
U.S. Army Combat Readiness/Safety Center  
Fort Rucker, Ala.

**S**ome years ago, I purchased a second car for my wife to make the 30-mile back-and-forth drive to school. We checked around and found a used car that appeared to be in decent condition. We bought the car from its owner, purchased insurance and got it registered. After spending a Sunday afternoon with my wife brushing up her skills with a manual transmission, everything seemed to be going well — or so I thought.

Unfortunately, we hadn't had the car for long before it began to run roughly. I had been doing tune-ups on cars for years, so I changed the points, plugs and condenser and adjusted the timing. However, no matter what I did, I was unable to get the engine to run smoothly.

Then one day I was looking through the glove compartment and discovered a maintenance receipt. When I glanced at the mileage listed on the receipt, I just about spit. It was way higher than what was on the odometer. While

the car may have looked decent, mechanically, it was very long in the tooth. I now realized why I was having so many problems with the car. I couldn't put my wife on the road in a car that could break down and strand her somewhere. Where the rubber meets the road, an unreliable car is an unsafe car.

We took the issue to a lawyer, but didn't have much luck. When buying a used car from a private individual, the rule is "caveat emptor" (buyer beware). As it turns out, I am far from



## FYI

**Think the digital odometers in modern cars can't be rolled back? Not so, according to CARFAX. If anything, modern digital odometers are even easier to manipulate than the old mechanical kind. To learn more about this scam, check out the following link [http://www.carfax.com/car\\_buying/odometer.cfx](http://www.carfax.com/car_buying/odometer.cfx)**

the only driver who has gotten bitten by odometer fraud. According to the National Highway Traffic Safety Administration (NHTSA), some 450,000 cars are sold each year with false odometer readings.

But you don't have to be the victim like I was. Here are some steps from NHTSA to help keep you from being "taken for a ride" by an unscrupulous car seller.

### Detecting Odometer Fraud

- Ask to see the title and compare the mileage on it with the vehicle's odometer. Be sure to examine the title closely if the mileage notation seems obscured or is hard to read.
- Compare the mileage on the odometer with the mileage indicated on the vehicle's maintenance or inspection records. Also, search for oil change and maintenance stickers on windows or doorframes, or in the glove box or under the hood.
- Check that the numbers on the odometer gauge are aligned correctly. If they're crooked, contain gaps or jiggle when you bang on the dash with your hand, walk away from the purchase.
- Examine the tires. If the odometer on your car shows 20,000 or less, in most cases it should have the original tires.
- Look at the wear and tear on the vehicle — especially the gas, brake and clutch pedals — to be sure it seems consistent with, and appropriate for, the number of miles displayed on the odometer.
- Request a vehicle history report to check for odometer discrepancies in the vehicle's history. If the seller does not have a vehicle history report, use the car's vehicle identification number to order a vehicle history report online. For more information on odometer fraud, visit [www.nhtsa.gov](http://www.nhtsa.gov).

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Send your submissions to [safe.knowledge@conus.army.mil](mailto:safe.knowledge@conus.army.mil). Don't forget to include your rank, name, unit, address and office phone number so we can get in touch with you. If you have any photos that accompany your article, please send those as well.

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Editor's note: Information published in the accident briefs section is based on preliminary loss reports submitted by units and is subject to change. For more information on selected accident briefs, e-mail safe.knowledge@conus.army.mil.

AVIATION

MH-6H



CLASS C

The main rotor blade (MRB) struck a facade structure on a military operation in urban terrain building during a rooftop approach. The aircraft spun 90 degrees and landed without further incident.

MH-47G



CLASS A

The aircraft contacted a sand berm during a night-vision training mission, incurring damage to both fuel cells, front landing gear and undercarriage antennas.

CLASS B

The forward MRB struck the aircraft during shutdown. An inspection revealed a missing blade droop stop. Damage was also reported to the C-box, lower cowling, driveshaft and cover, push-pull tubes and forward rotor head.

UAS

RQ-7B



CLASS C

The unmanned aircraft (UA) experienced global positioning system failure during flight and subsequent loss of control. The operator activated the chute; however, the UA crash-landed with damage.

MQ-5



CLASS A

The UA missed both sets of arresting gear during a night landing sequence. The air vehicle operator attempted a go-around, but the UA failed to gain altitude and crashed. The front section of the UA and payload were destroyed.

GROUND

Personnel Injury



A Soldier lost his footing and fell to his death while in the rooftop courtyard area of a three-story apartment building.

A Soldier was killed when the ultra-light aircraft he was operating crashed. Another Soldier was injured in the accident.

A Soldier was killed in a parachuting accident. Three other Soldiers were also injured during the jump.

A Soldier suffered permanent brain damage when he accidentally discharged a round from his personal weapon after removing the magazine. At the time of the accident, the Soldier was demonstrating how not to handle a loaded weapon.

A Department of the Army Civilian was electrocuted while working on a malfunctioning flagpole base light.

LOSSES AVIATION

FISCAL 2011  
Class A/Fatalities  
as of Jan. 5, 2011

ATTACK	0/0
RECON	1/0
UTILITY	2/4
CARGO	0/0
TRAINING	0/0
FIXED-WING	0/0
UAS	2/0

TOTAL 5/4

DRIVING

POV



CLASS A

An unbelted Soldier was ejected and killed when his vehicle ran off the road and overturned.

POM



CLASS A

A Soldier died after he lost control of his motorcycle while merging onto a highway and was thrown to the pavement. During

the crash, the Soldier's non-Department of Transportation-approved half-shell helmet came off.

A Soldier died when he lost control while braking abruptly and was thrown into an oncoming deputy's patrol car.

A Soldier was killed when he was hit head-on in an intersection by a driver who failed to yield right-of-way.

A Soldier died when he lost control of his motorcycle

in a curve, crossed the centerline and struck an SUV head-on. The Soldier was an experienced rider who was wearing his personal protective equipment (PPE) and had completed Motorcycle Safety Foundation (MSF) training.

A Soldier was found dead along a highway following a late-night crash. The Soldier had an expired license, wasn't wearing PPE and hadn't completed MSF training or registered his motorcycle on post.

LOSSES POV/POM

FISCAL 2011  
Class A/Fatalities  
as of Jan. 5, 2011

CAR	4/4
SUV/JEEP	2/2
TRUCK	2/2
MOTORCYCLE	10/10
PEDESTRIAN	1/1
OTHER*	1/1

\*Includes vans, ATVs and snowmobiles

TOTAL 20/20

Fiscal Year 2010: 25 Three Year Average: 29

RIDE FOR YOUR LIFE

The Motorcycle Mentorship Program establishes voluntary installation-level motorcycle associations where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. This can create positive conduct and behavior and serve as a force multiplier that supports a commander's motorcycle accident prevention program.

MMP  
MOTORCYCLE MENTORSHIP PROGRAM

Check out the USACR/Safety Center MMP website for some examples of active mentoring programs.

<https://safety.army.mil/mmp/>

LOSSES GROUND

FISCAL 2011  
Class A/Fatalities  
as of Jan. 5, 2011

AMV	1/0
ACV	1/1
PERSONNEL INJURY	8/7
FIRE/EXPLOSIVE	1/1
PROPERTY DAMAGE	2/0

TOTAL 13/9

# IS THE SAFETY ON?

The Range & Weapons Safety Toolbox contains information, tools and links related to the safe handling of military and privately owned weapons.



## RANGE & WEAPONS SAFETY TOOLBOX

<https://safety.army.mil/rangeweaponssafety>



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