The U.S. Army Combat Readiness Center has developed multiple tools to provide leaders information on risk mitigation, all available at https://safety.army.mil, including the following:

- **Army Readiness Assessment Program** — a web-based tool that provides battalion or equivalent commanders with data on their formations’ readiness posture by sampling unit safety climate and culture in five key areas: process auditing, reward systems, quality control, risk management, and command and control.

- **Army Risk Management Information System** — the central repository for all Army mishap data (Class A-D ground, on and off duty; Class A-E aviation). RMIS is designed to give leaders, safety officers and other personnel access to both current and archived mishap reports, with a goal of preventing similar incidents within their formations. Among other functionalities, users may search RMIS for specific mishaps by case number; conduct searches for a given timeframe or accident class; and obtain risk and hazard reports broken down by age, grade, equipment and additional variables. All data retrieved from RMIS is classified For Official Use Only and limited in use to accident prevention.

- **USACRC Lessons Learned** — one-page mishap investigation summaries produced for accident prevention purposes. Summaries contain information protected by DODI 6055.07 under safety privilege and are available only to CAC holders within the .mil network.

- **Ground Risk Assessment Tool** — a mission planning tool developed to augment the military decision-making process. Consisting of five integral parts, it assists users in identifying potential hazards and controls for specified ground missions or activities, both on and off duty.

- **Off-Duty Safety Awareness Presentation** — a highly informative safety presentation containing statistics, contributing factors and other relevant information regarding off-duty mishaps.

- **Preliminary Loss Reports** — short synopses of recent Army mishaps resulting in Soldier or civilian employee losses that alert commanders, leaders and safety professionals to circumstances affecting readiness. PLRs provide actionable knowledge and real-time information regarding accidental fatalities, both of which are critical in prevention through risk management.

- **Safety Campaigns** — a monthly focus on seasonal and non-seasonal risk management products and tools. Each monthly topic includes supporting videos, graphics and posters, articles and external links for additional resources.

- **Risk Management Magazine** — the official safety magazine of the U.S. Army, published online quarterly. In addition to the online version, the USACRC releases a weekly RM newsletter highlighting a variety of safety articles, posters and videos, seasonal safety campaigns and USACRC tools and programs.

- **Flightfax** — an aviation safety publication published online monthly. It provides leaders a snapshot of Army aviation hazards through analyses of mishaps within the last 30 to 60 days, near-term mishaps, aviation safety issues and historical context via a “blast from the past” feature.
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RISK MANAGEMENT
Quarterly Message to the Field

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Mission Statement:
Meet the intent of the Army Strategy by enabling commanders, leaders and individual Soldiers to build readiness, modernize across the operational spectrum, empower and push processes to the lowest level of authority, and strengthen our alliances and partnerships through education in and application of risk management.
FROM THE DASAF

Teammates, As we continue to work through FY19, I plan to communicate with you on a routine basis to advise you of how we are accomplishing our safety mission and give you specific targets to address with your organizations. All of this aimed at preventing the loss of our most precious resource, the young men and women who serve in our Army.

First let me say that 1st QTR FY19 demonstrates that our efforts in reducing accidental loss are working. Total Soldier fatalities and Class A mishaps were down 25% from 1st QTR FY18. In 1st QTR FY18, we lost 31 Soldiers and this year that number was reduced to 23. As a cautionary note, we saw a spike in on-duty military vehicle mishaps in January with four Soldiers losing their lives in three mishaps.

I want to make three points in this message to you:

- **Ground Guides.** In FY18, seven Soldiers were killed when a military vehicle ran over them or pinned them between vehicles or a vehicle and a trailer. That number represents 26 percent of our on-duty ground fatalities last fiscal year. Sadly, we have already experienced two more fatal mishaps this fiscal year in which a vehicle/trailer backed over a Soldier killing them. Both instances could have been avoided if appropriate ground guiding procedures were used. To assist leaders, we have recently produced a ground guide training video that is available on our website so your subordinate leaders can integrate the video into their training. Let’s not lose any more Soldiers to these preventable accidents due to ineffective ground guides.

- **Seat Belts.** The most astonishing fact we have uncovered since I have been here is that of seat belts. The staff at the USACRC looked at the last five years of on-duty fatal Army motor vehicle mishaps to determine the percentage of Soldiers who were killed while operating or riding in a military vehicle and were not using seat belts or restraints. Incredibly, over 76 percent of Army personnel who died were not using seat belts or restraints. To further highlight the importance of using seat belts/restraints, we found that in those fatalities involving Army vehicles with Soldiers who were not using a seat belt or restraint, all but one had a survivor who was wearing a restraint system. Bottom line - seat belts save lives. Even worse, of the six fatally injured occupants of military vehicles so far this FY, none were wearing seat belts. NONE. We don’t need to develop another tool for this; we know the standard, we just need to enforce it.

- **Army Readiness Assessment Program (ARAP).** Hopefully you are aware of the Secretary’s and Chief of Staff’s push on ARAP. This program provides commanders with a helpful insight into their formations. Required enrollment is up almost 30 percent since an EXORD restating the requirement was published in November. While we can’t draw a direct line between ARAP scores and mishaps, there are very strong indications that commanders who use the tool are more able to prevent losses in their organizations because they are able to see inside the culture of their unit IRT safety and risk mitigation.

Over the past several months, the USACRC team has focused much of its effort on producing “The Evil Eight,” a pamphlet that addresses both on- and off-duty vehicle operations along with weapons mishaps. We are constantly updating this and the latest version will always be on our website. The intent is to give commanders specific areas to address to prevent loss. The mishap summaries contain safety privileged information and should not be generally released, but you can use them for training, policy development and planning.

On behalf of the dedicated Soldiers and Army Civilians of the USACRC, thank you for all you do to prevent needless loss and preserve combat readiness.

Readiness Through Safety

Timothy J. Daugherty
Brigadier General, U.S. Army Commanding
EVERY ORGANIZATION HAS A
SAFETY CULTURE

Would you like the ability to identify the precursors to mishaps?

Would you like a tool that helps in the recognition of hazardous attitudes and behaviors that are possible precursors to human error mishaps?

ARAP
ARMY READINESS ASSESSMENT PROGRAM

https://arap.safety.army.mil
The unit was tasked to refuel two Army motor vehicles and provide a Soldier with driver training. To accomplish the mission, the Soldiers would travel on local roadways. They were given orders to clear the snow from their vehicles and conduct preventive maintenance checks and services. They were also briefed on the proper speeds for the winter road conditions.

The roads were clear, but a light snow started to fall as the operation began. Eventually, the roads became covered with snow. As the driver crested a hill, the instructor/assistant driver advised the Soldier to slow down. The inexperienced driver pressed the brake pedal and the vehicle lost traction. The rear of the AMV jackknifed into the oncoming traffic lane, struck the rear of a civilian vehicle and then collided with a second civilian vehicle. The civilian driver of the second vehicle was killed in the collision. Because the Soldiers were wearing seat belts, they suffered only minor injuries; however, the AMV was destroyed.

How could this accident have been prevented? Before vehicle operations, leaders must know the weather and road conditions for the route and always use risk management in mission planning. Other tips include:

- **Licensing and training.** Ensure all drivers are trained and licensed, and their licenses (OF 346) and
Winter 2019
RISK MANAGEMENT
https://safety.army.mil

• PMCS. Train Soldiers on conducting proper PMCS on equipment they will operate. Ensure tire chains are packed on the vehicle and Soldiers know how to install the chains. After an accident, it is far too late to think about what you could have done to prevent it.

• Braking. Braking procedures are different for vehicles equipped with anti-lock brake systems. Check your -10 to see which type of brakes are on your vehicle. Also, ensure Soldiers understand how the system operates. Tips for braking vehicles with ABS and non-ABS are below.

  - ABS. Do not pump the pedal. Rather, keep constant pressure on the pedal. You may experience a slight vibration, which is normal. Continue to hold the pedal down. Letting up on the pedal will deactivate the ABS and prevent it from working properly when you might need it most.

  - Non-ABS. Keep your heel on the floor between the brake pedal and the accelerator. Use your toes to press the brake pedal until the vehicle’s tires lock up, and then ease off the brake pedal until you reach the point where the tires aren’t locked up.

• Skidding. When your vehicle is involved in a skid, ease your foot off the accelerator or brake pedal, avoid slamming on the brake, downshift if you have a manual transmission, look and steer in the direction you want the vehicle to go and do not oversteer. Make necessary steering adjustments smoothly and gradually. If you overcorrect at first, be prepared for a skid in the opposite direction. Again, remember to look and steer where you want the vehicle to go. Continue to steer until your vehicle recovers from the skid. Once the vehicle is under control, adjust your speed to the road conditions.

Road conditions are also an important factor when driving in winter weather. One of the most dangerous conditions is black ice, which occurs when ice forms on an asphalt surface. The conditions are right for black ice if you have to scrape frost or ice from your vehicle’s windshield. If you find yourself on a patch of black ice, don’t panic. Take your foot off the gas pedal and steer gently in the direction you want the vehicle to go. Don’t slam on the brakes, which will only make the situation worse, and don’t make quick turning maneuvers.

Certain areas of roadways — such as bridges, overpasses and underpasses — can also present challenges. Adjust your speed for bridges and overpasses, which freeze before other road surfaces because of the airflow both over and under the structure. Learn how to recognize the hazard. A good rule is to slow down when approaching bridges and places where the road is in the shade, especially late in the afternoon and after dark, when temperatures are lower.

The most important measure drivers can take is to drive defensively. Pay attention to the actions of other drivers; anticipate what they could do wrong and plan what actions you might need to take to avoid involvement. The most common mistakes drivers make in bad weather are driving too fast for conditions and underestimating stopping distances. The best advice for driving in winter is to slow down and concentrate on safe, cautious driving.

When you’re planning your daily trips or convoys this winter, be sure to train and document the training on the driver’s record and license. The U.S. Army Combat Readiness Center’s Driver’s Training Toolbox has a series of winter driving presentations which can assist you in conducting training. Check it out on the USACRC website at https://safety.army.mil/ON-DUTY/Drivers-Training-Toolbox.

“THE MOST IMPORTANT MEASURE DRIVERS CAN TAKE IS TO DRIVE DEFENSIVELY.”
During sergeant’s time training, an FMTV crew’s mission was to participate in a driver’s training convoy. Prior to the event, the training area received a significant amount of rainfall over a short period of time. After beginning the training, the convoy commander, who was also the FMTV vehicle commander, deviated from the planned hardball road onto an unimproved tank trail in an effort to provide new Soldiers an opportunity to gain wet-weather and off-road experience.

The lead vehicle, carrying 12 Soldiers, navigated two significant, yet stagnant, water obstacles. The convoy then encountered a third obstacle at a hard-stand crossing site not normally associated with high water. The earlier heavy rainfall and higher water levels filled the surrounding area and created the appearance of a semi-calm, low-velocity crossing.

The FMTV entered the site without the driver or VC verifying the water’s depth or velocity. They were unaware the creek had swollen to a depth of more than seven feet with a water velocity over 5 mph. The FMTV almost immediately became buoyant and, with over 9,000 pounds of applied force from the current, was abruptly turned and carried downstream more than 70 meters. Three Soldiers in the vehicle’s cab and six Soldiers riding in the rear lost their lives.

As the winter snow melts and the spring thaw begins, river banks will increasingly swell as rushing waters make the long journey to the ocean. The spring months bring crucial waters that revitalize plants and animals, bringing renewed life after the long winter slumber. Yet, with all of the beauty these waters bring, there is a lurking hazard Soldiers must consider.

Each year lives are lost when drivers and vehicle commanders neglect to consider the hazards involved with water crossings. This often comes from overconfidence in a vehicle’s ability to safely cross a river or flooded area. Sure, your tactical vehicle may weigh more than 10 tons and be able to resist an improvised explosive device blast, but that does not mean it is capable of driving through several feet of rushing water.

For instance, the Mine-Resistant Ambush-Protected all-terrain vehicle (M-ATV) hull is built to protect crews from IEDs and is very similar to the design of a boat. However, boats have low centers of gravity, enabling them to safely float in the water. Tactical vehicles typically have high centers of gravity due to required ground clearance. High centers of gravity, coupled with sealed hulls, aluminum bodies and large cargo beds, create unsuspecting buoyancy, enabling tactical vehicles to quickly overturn in deeper waters. Take note of the following five tips to ensure you are able to assess the hazards and make appropriate risk decisions related to water crossings.

1. Each vehicle is different

Read and understand the water fording procedures in the operator technical manual. The operator -10 TM provides vital instruction for determining the acceptable water depth in which vehicles may travel. This includes assessing the ground beneath the water to see if it is hard enough to support the weight of the vehicle. Many of the heavier vehicles recommend operators add an extra foot to the water depth when the ground is soft to account for the vehicle
“SURE, YOUR TACTICAL VEHICLE MAY WEIGH MORE THAN 10 TONS AND BE ABLE TO RESIST AN IMPROVISED EXPLOSIVE DEVICE BLAST, BUT THAT DOES NOT MEAN IT IS CAPABLE OF DRIVING THROUGH SEVERAL FEET OF RUSHING WATER.”
sinking in mud. Neglecting to comply with maximum water fording depths in the TM may cause water to enter the air intake, resulting in costly engine damage. Even worse, ignoring TM instructions may result in an overturned vehicle, endangering the crewmembers’ lives.

2. Assess the strength of the current
   Even if the depth seems relatively shallow, a strong current may make a crossing impassable. The best way to assess if the current is too strong is to mark out a 100-foot path along the side of the river. Use a water bottle or something else recognizable that will float and throw it into the strongest part of the current at the beginning of the 100-foot path. Time how long it takes the bottle to travel the entire distance. A time greater than 20 seconds indicates the water is traveling less than 5 feet per second and should be safe for crossing. Times less than 20 seconds indicate a very strong current that is unsafe to cross.

3. Do not assume the water level is constant
   Rivers and water crossings rise with storms and winter thaws. Just because you safely passed the water crossing during the dry season last year does not mean you can pass it now. Conduct a recon of the depth before driving vehicles into the water.

4. Someone may get wet
   To assess how deep the water is, a Soldier may have to recon it using a depth gauge or stick. Ensure the water current is safe (see tip No. 2) before sending a Soldier in to recon the depth. In addition, ensure the Soldier is a strong swimmer and is wearing a life vest (when available). Make sure you tie a safety rope to the Soldier to safely pull him to shore in the event of an emergency. Tactical situation permitting, ensure the Soldier is not wearing any constrictive or heavy gear such as body armor that may weigh him down and inhibit his ability to swim to shore safely.

5. Conduct a risk assessment prior to every water crossing
   This step applies equally to mission planners that direct Soldiers to use known water crossings as it does to hasty risk management when crews unexpectedly encounter a water crossing during torrential rains and flash floods. As with all risk management, leaders must know and use ATP 5-19 to identify and assess hazards, develop controls and make decisions. When the residual risk exceeds the risk acceptance authority of leaders on the ground, the chain of command must be notified for approval before any movements begin. This may result in a change of mission using an alternate route to bypass the hazardous water crossing. Remember, commanders get paid to make these types of decisions. Do not take unnecessary risks and jeopardize Soldiers’ lives in an attempt to make the mission happen by conducting an unsafe water crossing.

Conclusion
   Knowing and following these five steps will ensure Soldiers are not placed in unnecessary risk during water crossings. Include these steps during initial driver training and annual sustainment training to make sure we put a stop to careless water crossings and preventable drownings.
Get the tools before the road gets rough.

Driver’s Training Toolbox

https://safety.army.mil
As a relatively new parent facing the daily perils and joys of motherhood, one question pops into my mind every morning: “What am I going to flip out about today?” In preparation for my daughter’s arrival, I did what all new mothers do. I read articles in all the parenting magazines, I obsessed about the ideas shared on Facebook in parenting groups, and I bought just about every baby book ever published. When the time came for her to arrive, I felt entirely prepared to take on every single problem life could throw at me with the self-assurance and strength of a mamma bear protecting her cub.
I don’t take her health lightly. I don’t let her have too much sugar because it causes cancer. I also limit her screen time — well, because it causes cancer. And I don’t let her ride her little bike without a helmet because, somehow, this can cause cancer too. However, after all my preparations to protect my child from anything that could harm her, there was one hazard I totally missed … and it was hanging there right in my own home.

I was cooking dinner one evening and my 2-year-old daughter, Taylor, was playing with her blocks on the living room floor. This area, which is her unofficial play space, as she has taken over all our adult spaces, is a mere 20 feet from the kitchen and is in full view. I turned my back for a few seconds to rummage in the refrigerator for some broccoli and other organic vegetables when a tiny little voice from behind me said, “Look, Mommy, new necklace.”

I whirled around and saw that my baby had managed to climb up on the couch arm in front of the windows, wrapped the blind cord tight around her neck and was about to jump down. Horrified, I dropped everything. I have never moved so fast in my life. I sprinted toward her, weaving around the princess tent and hurtling over the building block castle. I lifted her up against the window to create some slack. Still I had a difficult time untangling the cords from around her neck.

Once she was safe, and my heart was beating normally, I completely broke down into a teary mess on the floor. After contemplating grabbing the scissors and cutting the cord, or just ripping the blinds off the wall completely, I ended up tying them up as a temporary fix.

When dinner was over and Taylor was snuggled safely in bed, I immediately scrounged the internet for solutions. Apparently, blind cord strangulation is a huge problem. The U.S. Consumer Product Safety Commission has identified window coverings with cords as one of the top five hidden hazards in the home. To prevent tragic child strangulations, the CPSC and the industry’s own Window Covering Safety Council have information on what to do to reduce the risk. The Parents for Window Blind Safety had produced a PSA titled “In an Instant,” which depicts a common window covering accident scenario. I also read that soon there will be no blinds with cords made or sold. Target and IKEA have already jumped on the bandwagon and will no longer sell them.

According to a statement from the Center for Injury Research and Policy at Nationwide Children’s Hospital, the majority of those injured were released. But the study found that about one child each month died when their neck became entangled in a window blind cord. If you have corded window shades, the CPSC and the industry’s own Window Covering Safety Council have information on what to do to reduce the risk. The Parents for Window Blind Safety had produced a PSA titled “In an Instant,” which depicts a common window covering accident scenario. I also read that soon there will be no blinds with cords made or sold. Target and IKEA have already jumped on the bandwagon and will no longer sell them.

I whirled around and saw that my baby had managed to climb up on the couch arm in front of the windows, wrapped the blind cord tight around her neck and was about to jump down.

I clicked off the computer and looked at the former noose now tied up into an impotent ball of string dangling high out of reach alongside my window covering. I wondered, with all this information out there, and with all my reading and preparation, how did this pertinent piece of information slip past me? We had our home built by a reputable builder. So the blinds were chosen and installed for us. They never verbally warned us about it. Had we been given a warning label in the piles of paperwork we were presented with at closing? And if so, where? Was it buried in some operational manual typed in a miniscule font that one would need a magnifying glass to read it?

I reopened my computer and watched “In an Instant” on YouTube. Eerily, it depicted a family getting dinner prepared with their children playing in another room. A little girl holding a stuffed monkey, similar to the one Taylor has, climbed up on the windowsill and wrapped the cord around her neck. And then the girl slipped.

My throat tightened and I slammed the computer shut. Tears burned in my eyes. I went into my baby’s room wiping the dampness off my cheeks and kissed her warm face. I felt so fortunate that the evening’s events turned out all right for us. For many, I now realized, it does not. I went to bed with the knowledge that in an instant my entire world could have changed, and thanking God that it had not.
In some areas of the country, snowflakes are falling; but don’t use this as a reason to slow down on your winter health plan. This is a great time to join a gym, try a new class or get into a winter sport. Winter is also a time to prevent dehydration. It is important for warrior athletes to remember their sweat rate does not change just because the temperature drops. This is because sweat rate is determined by numerous factors, including fitness level, pace and acclimatization — not just ambient temperature. Warrior athletes are just as likely to become dehydrated during winter workouts as summer workouts.

STAYING HYDRATED FOR WINTER WORKOUTS

JOANNA REAGAN
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The message to drink water is easy in the summer, but not so much in the winter. Dehydration can come because warrior athletes feel less thirsty during winter workouts. In addition, some may overdress for cold-weather exercise sessions by wearing too many layers of clothes. They may also convert to indoor workouts during the winter, and sweat more while inside.

Warrior athletes can check for dehydration by looking at the color of their urine. If the urine looks like lemonade, this indicates proper hydration. If it is darker and looks like apple juice or pale ale, then more fluids are needed. In contrast, if the urine looks clear, this can indicate overhydration and drinking too much. Other symptoms of dehydration may include drowsiness, headaches, dry skin, dizziness or nausea. Remember, don’t rely on thirst as an indicator of hydration status. Usually an individual is already 3 percent dehydrated when they become thirsty.

So what are the recommendations for healthy drinks? Water is the best choice for rehydration because it’s calorie-free, inexpensive and easy to find. As a basic guide, an adequate intake of total water from fluids and foods is 12 cups a day for men ages 19-30 years old and nine cups a day for women the same age based on the dietary reference intake. For most people, about 80 percent of this water volume comes from beverages; the rest comes from food.

Sports beverages are designed to give athletes carbohydrates, electrolytes and fluid during high-intensity workouts greater than one hour. For other folks, they’re just another source of sugar and calories. If your workout consists of moderate to heavy intensity for 45-60 minutes, then a sports drink would be recommended. Examples would be activities where you have minimal conversation, an increased sweat rate, heavy breathing and a high heart rate.

Try to avoid drinks that have added sugars for flavor such as sugar-sweetened soda, sweet tea or energy drinks. One bottle of regular 16-ounce soda has about 185 calories, one 16-ounce bottle of sweet tea has 200 calories and one 16-ounce energy drink has about 250 calories. Energy drinks have as much sugar as soft drinks. They contain caffeine to raise your blood pressure and additives whose long-term health effects are unknown. For these reasons, it’s best to skip energy drinks. Over time, the extra calories add to weight gain and an increased risk of Type 2 diabetes, heart disease and gout.

For some people who are accustomed to drinking flavored beverages, water can initially taste bland. One recommendation is to try infused water. Instead of purchasing expensive flavored waters in the grocery store, infused water can be made at home by adding sliced citrus fruits or zest (lemon, lime, orange, grapefruit) or crushed fresh mint. One could also add sliced fresh ginger, sliced cucumber or maybe crushed berries for some other ideas. Sparkling water with a splash of juice is another idea to increase fluids.

Other drinks to try in the winter are sugar-free apple cider or sugar-free hot chocolate. Coffee and tea, without added sweeteners, are healthy choices too. Try carrying a water bottle throughout the day to sip at work or at home. Also try eating foods high in water content such as oranges and grapefruit.

Winter is a great time to focus on your health. Remember, it is also a time to drink more fluids to stay hydrated and achieve your performance goals.

“REMEMBER, DON’T RELY ON THIRST AS AN INDICATOR OF HYDRATION STATUS. USUALLY AN INDIVIDUAL IS ALREADY 3 PERCENT DEHYDRATED WHEN THEY BECOME THIRSTY.”
How many times have you conducted a preflight, post-flight or general maintenance on an aircraft/vehicle and found something out of place? It may have been a pebble tracked in from your boots, hardware from a maintenance task that had been performed and left behind, or general debris. These items may result in damage to equipment and become a contributing factor to an incident or mishap.

I’m sure everyone has heard the term FOD at some point in their career and thinks it only applies to them during a safety class. Walking the flight line looking for items to pick up is often seen as a waste of time, but is a valuable part of the FOD program. Let’s take a minute to understand what FOD is and how it can affect us.

Army Regulation 385-10 defines FOD (foreign object damage) as damage to an Army vehicle, equipment or property as a result of objects alien to the vehicle or equipment damaged. This excludes...
Aircraft turbine engines defined as a foreign object damage incident. These alien objects are known as “debris” and are also commonly referred to as FOD (foreign object debris). Some examples of debris are cotter pin clippings, pieces of safety wire, hardware and even tools left behind after maintenance. Even though many measures are in place to prevent items from being left behind, we can’t rule out the human factor. Soldiers are the first line of defense and should always have the clean-as-you-go mentality when conducting maintenance. Ensuring you have accountability of your tools and hardware before and after working on any equipment is pivotal.

Over the past two fiscal years, 26 mishaps were attributed to FOD, resulting in nearly $4.7 million in damage to manned and unmanned aircraft. These were all preventable mishaps if we were to hold ourselves accountable. Strict discipline and individual oversight will minimize our FOD findings. Department of the Army Pamphlet 385-90, paragraph 2-8, states, “An effective FOD prevention program can enhance combat readiness by saving material, manpower and money. Therefore, FOD prevention must be an essential part of each unit’s aviation accident-prevention program.” A unit standard operating procedure should clearly specify what is required as stated in DA PAM 385-90 and can be tailored to the needs of the unit.

While working for the Defense Contract Management Agency, I quickly learned FOD and tool control are a big concern for both DCMA and government contractors during the production of new aircraft for the military. Many control measures are in place to prevent the migration of hardware or manufacturing debris on the product. Constant vigilance and supervision are needed to mitigate debris from being left behind.

When FOD is found on an aircraft, both the contractor and government representatives go to great lengths to determine the root cause and corrective action, attempting to prevent any future findings. In my experience, this is not necessarily the case in Army aviation. Usually, if FOD is found on an aircraft, it’s removed and often not reported. This is not the preferred method when FOD is found.

As a whole, we need to work together to support the FOD program and report findings to help enforce it. Educating Soldiers on what right looks like and to have the integrity and discipline to recover items left behind or lost during maintenance is critical. It is always better to take extra time to look for a piece of cotter pin that was clipped and dropped to the bottom of the flight controls than to find out later something happened while the aircraft was flying.

“USUALLY, IF FOD IS FOUND ON AN AIRCRAFT, IT’S REMOVED AND OFTEN NOT REPORTED. THIS IS NOT THE PREFERRED METHOD WHEN FOD IS FOUND.”
Foreign object damage on a military aircraft is a serious issue. Before every mission, the entire flight crew, which is five personnel on a CH-47, checks for FOD and ensures the aircraft is ready for flight. Depending on the crew, preflight can take anywhere from 30 minutes to an hour and a half. It is supposed to be a thorough process. During deployments, however, you get into a battle rhythm and things can go unnoticed due to the monotony of day-after-day operations. In any military aviation setting, that can be devastating.
Eight years ago, I was deployed to Jalalabad, Afghanistan, in Regional Command – East. It was a typical day; we woke up, went to chow and received the brief for our mission. After our brief, we headed out to the aircraft, where the flight engineer, crew chief and door gunner were already getting it ready for the mission. I climbed up and began conducting the preflight/FOD check on the upper half of the aircraft, which took about a half hour. By the time I climbed back down, the others were finished with the rest of the aircraft. I grabbed my checklist and started my pre-mission brief to the rest of the crew. Everyone was confident about the mission and we put on our gear. The CE then climbed on top of the aircraft to ensure everything was secure as I did a walk-around on the bottom to make sure it was ready for startup and takeoff. Everything was going as planned. There were no surprises — as it should be since we had been doing this mission set for several months and there wasn’t anything that was outside the norm.

After my walk-around and confirmation from the CE that the aircraft was ready to go up top, we climbed in to the cockpit. I took the right seat and adjusted my mirror so I had a good view of the back of the aircraft. Once on battery power, we continued with the checklist and there were still no issues. Then everything went awry.

The left-seat pilot cleared the auxiliary power unit, which is very loud, and the CE stated it was clear to start. When the APU came to life with a thunderous scream, something darted out from underneath the front-right seat of the cabin area. I saw it out of the corner of my eye but wasn’t sure what it was. “What the hell was that,” I asked the CE. Once he finished laughing, he said a cat had been hiding under the seat. The APU had startled the cat, causing him to run off the aircraft. The rest of the crew also found this to be extremely funny. However, the realization that we’d missed a cat during our preflight checks made us wonder what else we could have overlooked.

As a crew, we collectively decided to shut down the APU and take another look at the aircraft. Fortunately, we didn’t find another cat or any other types of FOD that could have caused a disaster on a typically mundane mission. That cat ended up becoming our mascot for the rest of the deployment. He visited us in the crew shed every couple of days, but he never set foot on another aircraft. Having him around served as a reminder to always conduct thorough FOD checks before every mission.
My commute to and from work is about as simple as I could want. I travel on rural roads, except for a 10-minute jaunt on a major highway. If I were ever to be involved in an accident, I figured the highway would be the most likely place due to the increased traffic I encounter there. Therefore, I tend to drive that stretch more cautiously. That reasoning helped contribute to a close call one lazy Sunday afternoon.

We'd just wrapped up a great day of training at the flight facility where everything had gone according to plan. As I opened my car door, I relished in the fact that this was the nicest, fastest vehicle I'd ever owned. I had made some simple aesthetic and sport modifications to it and always enjoyed the looks I got when I drove down the road. The weather was perfect, so I decided to roll down the windows and enjoy a leisurely drive home.

About five minutes into my drive, I approached a four-way intersection. I was the only vehicle on the road in my direction of travel. As I began my right turn, I noticed a sharp new Corvette approaching the intersection from my left. We would soon be traveling in the same direction. I looked at the road ahead and once again saw no other traffic on this semi-straight shot to the highway. I thought to myself, “I wonder if I can tempt the Corvette driver to blow my doors off?” My car looked and sounded fast. Surely he'd take the bait and flex some muscle at my expense.

As I completed my turn and the light turned green for the Corvette driver, I pushed my gas pedal to the floor and took off with a thundering roar. Sure enough, that's all it took for the Corvette to follow suit. We both quickly increased speed, and my adrenalin was pumping. One thing was wrong, though; he wouldn't pass me. We were on a two-lane road and he definitely had the power and space to fly past me.

I alternately glanced at the road ahead, my increasing speedometer and the Corvette in the rearview mirror, wondering why he wouldn't pass me. After all, that was my sole purpose for enticing
him to race. At that moment, I remembered this road had a slight bend ahead. At an appropriate speed, it’s hardly noticeable. At our speeds, however, I realized the bend would be a lot more significant. Sensing the Corvette would never pass, I lightly tapped my brakes a few times to signal to the other driver that I was slowing down. Things got sporty in an instant.

Just as I began to apply steady brake pressure to take the approaching bend, the Corvette came screaming by on the left side and swerved into my lane, dangerously close to striking my quarter panel. But what appeared to be a calculated pass — and perhaps a snub — quickly turned into a driver who was out of control. The Corvette continued onto the shoulder and almost drifted into the cotton field that lined the roadside. Apparently, he was not familiar with this stretch of road and never let off his accelerator. He recovered, but just barely.

What was supposed to be a leisurely drive home turned into a near-death race that caused my entire life to flash before my eyes. I was thankful our vehicles didn’t make contact, which would have meant the end for both of us. In an instant, ego and testosterone nearly ended two lives. As my adrenaline came crashing down, I thought of all of those lives that would have been affected by my taking part in such a needless stunt. While I wouldn’t have caused the accident, my actions influenced the situation. It was my fault for initiating the race.

Complacency was key in this scenario. Up to that point, I had spent the entire day being safe. I completed risk assessments, briefed the safety precautions we’d observe during our flight training, returned to base successful in our mission, completed our after-action review and planned to drive my normal route home. These were things I’d done hundreds, if not thousands, of times in the past.

We’re taught risk management is a cyclical process that requires constant assessing to ensure what we do in every facet of our lives is done as safely as possible. Unfortunately, some of us require a bit of negative life experience to drive that point home. I consider myself lucky that lesson wasn’t written in blood.
Over the past few years, we’ve seen swift growth in the number of websites and smartphone apps that allow users to buy or sell items online. Soldiers may be enticed by these virtual marketplaces for their ability to provide a means to quickly exchange goods or rid themselves of excess property prior to a change of duty station move. While many of these transactions will live up to expectations, one should carefully evaluate the risk before running in blind with hopes of making some fast money or scoring a deal that seems too good to be true.

Just as services such as Craigslist, eBay, Poshmark, Letgo and Facebook Marketplace have grown, so too has crime associated with their use. Police departments nationwide are increasingly having to investigate thefts, robberies and even murders related to potential buyers and sellers meeting to exchange money and goods. Fortunately, these services can be used safely by following these risk management-based tips. One of the most common mistakes users of these services make is divulging too much personal information, which can lead to identity theft. That risk increases when they make payments using a check or credit card. As the saying goes, “Cash is king.” Paying with cash allows...
“ONCE A TRANSACTION LOCATION HAS BEEN SET, BUYERS AND SELLERS SHOULD NOT FORGET ONE OF THE MOST IMPORTANT RISK MANAGEMENT CONTROLS: BRINGING SOMEONE WITH THEM!”

One to complete a transaction without giving away too much personal information, like a home or work address. It’s a good idea to not give a full name and limit communication with strangers only through the service’s app or website when possible. However, this should not deter one from attempting to gather intel, such as the other party’s physical description or full name if possible, prior to meeting for the exchange. Not only will this make both buyer and seller a hard target for this transaction, it will also decrease the chance of them becoming victims of future crimes.

Next, it’s critical to pick a safe meeting location. Obviously, the greatest risk of the transaction will be getting together to exchange money for the item being bought or sold. Buyers and sellers must avoid conducting this trade at home or work. No one wants strangers returning later because they have buyer’s remorse. Even worse, they may want to commit a crime after getting a view of the residence. The best location to meet would be a police station. In some cities, law enforcement agencies have even established designated areas for buyers and sellers to make these transactions safely. Even the boldest criminal would be unlikely to attempt a crime in front of a police station. If there isn’t a police station or other law enforcement agency located within a reasonable distance, find a public location that has plenty of people who could witness the transaction. Also look for a site that has surveillance cameras.

Once a transaction location has been set, buyers and sellers should not forget one of the most important risk management controls: Bringing someone with them! Don’t forget to let someone who isn’t going know where the transaction will take place and when to expect you back. Not only will this deter those with criminal intentions, it also decreases the chance someone will try to intimidate you into renegotiating the deal. In addition, keep in mind that there’s no need to wear expensive jewelry or clothing to the meeting. Both parties should have already agreed upon the deal, and there’s no need to try to impress anyone.

The threat of crimes associated with these types of services is real, and police across the country are actively trying to create ways to prevent and investigate them. There will always be an underlying risk whenever making a transaction with a stranger, but applying these safety measures will increase the probability of getting a happy ending.
The accidents

• A sanitary landfill worker was killed when he tried to clear a jam in a large trash compactor. Unfortunately, he failed to stop, de-energize and lock out the equipment. When he slipped and fell into the hopper, the baling cycle automatically activated, amputating his legs.

• A janitorial worker died after he was trapped inside a hospital laundry dryer while cleaning debris from the inside the drum. He had propped open the door and entered the dryer drum to begin cleaning, but failed to de-energize or lock out the dryer. When a co-worker restarted the system, not knowing the victim was inside, an overhead conveyor dropped 200 pounds of wet laundry into the dryer, knocking out the prop holding the door open, trapping the victim inside and automatically starting the drying cycle.

• A worker at a concrete pipe manufacturing facility died from injuries he suffered while cleaning a ribbon-type concrete mixer. The procedure was to shut off the power at the breaker panel, push the toggle switch by the mixer to make sure that the power was off and then enter the mixer to clean it. The victim didn’t know that the operator, who went to make a phone call, had already de-energized the mixer at the breaker. Thinking he was turning it off, the victim activated the breaker switch and energized the mixer. He then entered the mixer and began cleaning without first pushing the toggle switch to ensure the equipment was de-energized. The operator returned from making his call and pushed the toggle switch to check that the mixer was de-energized. When the mixer started and the operator heard the victim scream, he went immediately to the main breaker panel and shut off the mixer.

What do these accidents have in common? First, each is an actual case investigated by the National Institute for Occupational Safety and Health. Second, in each case, Department of the Army Pamphlet 385-10, paragraph 14-3, Lockout/tagout, establishes the minimum requirements for the lockout or tagout of energy-isolating devices required to control hazardous energy. It ensures the machine or equipment is isolated from all potentially hazardous energy and locked or tagged out before employees perform any servicing or maintenance activities where the unexpected energization, startup or release of stored energy could cause injury.
the resulting outcome was a fatality. Finally, each could have been prevented by implementing an effective lockout/tagout, or LOTO, program. According to the Occupational Safety and Health Administration, LOTO refers to specific practices and procedures designed to safeguard employees from the unexpected energizing or startup of machinery and equipment, or the release of hazardous energy during service or maintenance activities. OSHA estimates about 3 million workers who service equipment face the greatest risk for injury if the appropriate LOTO standards are not in place. In addition, unprotected workers injured on the job from exposure to hazardous energy lose an average of 24 days of work time to recuperate. Organizations that comply with the LOTO standard prevent an estimated 120 fatalities and 50,000 injuries each year.

What is hazardous energy?
   According to the NIOSH, hazardous energy is any type of energy that can injure or kill a worker should they be exposed to a sufficient quantity. Common sources include electricity, mechanical motion, pressurized air, and hot and cold temperatures. Workers can be exposed to hazardous energy releases during installation, maintenance, or service or repair of machines, equipment, processes or systems. The following are forms of hazardous energy:

   - **Kinetic (mechanical) energy**: Energy in the moving parts of the mechanical system.
   - **Potential energy**: Energy that is stored in pressure vessels, gas tanks, hydraulic or pneumatic systems and springs (potential energy can be released as hazardous kinetic energy).
   - **Electrical energy**: Energy from generated electrical power, static sources or electrical storage devices (such as batteries or capacitors).
   - **Thermal energy**: Energy (high or low temperatures) resulting from mechanical work, radiation, chemical reaction or electrical resistance.

Prevention measures
   On-the-job accidents, such as the ones described above, are all preventable. The key is for management to develop and implement a LOTO program that clearly delineates the standards and ensures those standards are strictly enforced at all worksites within the organization. Elements of a good LOTO program can protect workers from the forms of hazardous energy described and should consist of the following as a minimum:

   - Ensure LOTO plans are developed, established and implemented.
   - Ensure affected employees are properly trained in LOTO procedures.
   - Survey work areas to identify all sources of hazardous energy potentially impacting machines/equipment to be serviced, and lock out all sources.
   - Ensure any stored energy (mechanical, hydraulic, air, etc.) has been released or blocked before equipment is locked out for repairs.
   - Ensure employees working on a piece of equipment apply their personal (individually keyed) safety lock and tag to the lockout device, and that only the employee exposed to the hazard place or remove them.
   - When maintenance activities must extend beyond the current shift, replace the personal locks and tags of the leaving shift with the personal locks and tags of the arriving shift. The leaving shift must ensure the arriving shift understands the maintenance process and hazards.
   - Once locks and tags are in place, try to operate the equipment to ensure no lockouts have been missed.
   - Locks should not be removed until the maintenance workers and the authorizing employee are satisfied that the equipment is ready to be operated safely.

To develop your LOTO program, be sure to review OSHA Standard 1910.147, and the supplemental information available at https://safety.army.mil/ON-DUTY/Workplace/Lock-Out-Tag-Out.
As most of us know, the process of packing equipment for a deployment can get hectic. Everything needs to be accounted for, consolidated and shipped out. Trying to coordinate through it all has its difficulties, but, be that as it may, the pre-deployment tasks still need to be completed. Toward the end, we all hope for a little more downtime with our families and friends before we begin our deployment rotation.
My unit was in full swing with pre-deployment operations. On this particular day, we had to move two tents worth of work stands, trailers and a lot of random ground support equipment about 150 meters from one location to another. Every available body in our company gathered, ready to execute. It was a simple task and only a short distance to go. No problem, right?

We positioned some trucks and started piling equipment in the back of them. The operation was very organized and we were moving faster than anticipated. We had a large group of movers loading trucks, drivers moving equipment and receivers arranging it. Battle buddies were on the fast track, moving all over the place when it happened — “That Guy” appeared. You know That Guy; he’s the one you never want to be.

It was time to move an axle from a disassembled trailer. We were lifting the front axle, wheels, tires and steering bar as we walked out of the tent and toward the back of the truck. Once we set the axle down, we immediately pushed it toward the front of the truck to clear the tailgate. The wheels tilted and That Guy was still holding on to the steering strut. Suddenly, he found both of his hands pinched between the steering strut and axle housing.

He let out a loud, “Ahhhhhhhh!” We immediately stopped pushing and watched as he tried to pull both hands free. He frantically swung his head, upper body and shoulders back and forth trying to get his hands loose, but without success. Someone shouted, “Back up!” and we tilted the axle back so he was able to get free. Luckily, he didn’t break any bones and escaped with only minor scratches and bruises.

Even though this incident resulted in only minor injuries, it could have been worse. Looking back now, had the Soldier maintained situational awareness of where he placed his hands, this accident could have been prevented. My advice to fellow Soldiers is when assigned a task, try not to overthink it — even a task as simple as moving equipment from one spot to another.

DID YOU KNOW?

Equipment training guides assist operators in becoming more familiar with the safety and operational aspects of their assigned vehicles. To access vehicle and ground equipment training guides, check out the USACRC’s Driver’s Training Toolbox at https://safety.army.mil/ON-DUTY/Drivers-Training-Toolbox. Having a thorough understanding of the operational application of assigned equipment will enable personnel and equipment to be postured safely.
Winter was in full swing at Forward Operating Base Speicher, but the sky was clear. I could still see the sun and feel a sense of warmth; however, once reality kicked in, the air was chilly even at mid-day. My unit was on the last leg of a yearlong deployment, and the overall morale of my fellow Soldiers was high.

Mondays were, as always, our day to perform preventive maintenance checks and services on our vehicles. This came with the task of having to drive halfway across camp to refuel our vehicles when necessary. I liked this task. I was a private first class, and doing anything that involved driving big vehicles was great.

One of my battle buddies recognized my eagerness to drive and volunteered to be my truck commander when an opportunity to get behind the wheel presented itself. After performing PMCS on a HEMTT, I got the vehicle dispatch and headed to the fuel point. Along the way, my buddy and I talked about what we were going to do once we got home. I had a feeling this was going to be a great day.

After topping off my vehicle with fuel, we headed back to the motor pool. There was only one major road to and from the fuel point, but there were many side roads around the camp — all of them feeding back into the main route. About 10 minutes out from the motor pool, I happened to notice a 5-ton troop carrier cruising down one of the side roads about to merge onto the main road I was traveling. I knew there was a stop sign posted at the upcoming intersection for the merging lane, but for some reason I had a feeling the troop carrier wasn’t going to stop.

Anticipating a collision, I swerved onto the shoulder of my lane. It happened quickly … the other truck didn’t stop and we collided hard, with dust flying everywhere. The force of the collision knocked me out for a few seconds. When I came to, my buddy was gone. At this point, I was scared. After I hopped out of the vehicle, relief washed over me when I saw him sitting safely on the ground. My next thought focused on the passengers in the 5-ton. Not surprisingly, it was totaled. After all, it was really no match against a 38,000-pound-plus HEMTT. The scene was a mess. There were fluids, vehicle parts and pieces strewn everywhere.

Understandably, everyone involved in the accident was shaken up a bit. We gathered our gear and started to discuss the accident. I learned the operator of the other truck was from another camp and not familiar with ours. He also ignored the stop sign, resulting in the crash.

Passersby stopped to assist us, and soon the military police were there too. Soldiers from my unit notified our battalion, and the safety officer showed up shortly thereafter.

It was good to see familiar faces, as something like this had never happened to me. I was relieved there were no serious injuries. My buddy did receive cuts on his hand and leg, but otherwise he was OK. Thankfully, everyone involved in the accident was wearing seat belts.

As a new driver, I learned a valuable lesson that day: Speed limits and traffic signs are there for a reason, so always obey them. I thank God I was driving the speed limit and alert enough to anticipate the other driver’s actions.

Today, I always stress to my Soldiers that they need to drive for not only themselves, but for others on the road too. I feel fortunate that I am still here to tell this story and able to serve my country in this great organization we call the U.S. Army.
“IT HAPPENED QUICKLY ... THE OTHER TRUCK DIDN’T STOP AND WE COLLIDED HARD, WITH DUST FLYING EVERYWHERE.”
Do you have a carbon monoxide detector in your home? If you don’t, you may want to consider purchasing one. Trust me, I speak from experience.

My family and I were snoozing away one chilly morning when we were awakened abruptly by a shrill noise. The annoyance was my carbon monoxide alarm sounding. Pulling myself out of bed, I noticed the house heating system was also on. I set the thermostat low, but the temperature had dropped enough during the night for it to engage. When it lit off, something went terribly wrong with the air and fuel mixture. It was running very rich and I could feel the heat coming through the door to the heater’s closet. However, it wasn’t the heat that concerned me. What got my attention was the reading on my carbon monoxide detector’s display panel.

Here’s a quick science lesson: carbon monoxide is an odorless, tasteless and colorless gas that is a byproduct of incomplete combustion, especially from fossil fuels. Almost anything that burns gives off carbon monoxide, and you won’t know it’s there. It can kill quickly if concentration levels are high enough. At 50 parts per million, most healthy adults get symptoms of carbon monoxide poisoning — which include headache, nausea and vomiting — in the early stages of exposure. The higher the concentration, the quicker carbon monoxide can render you unconscious and eventually lead to death.

Red blood cells carry oxygen around your body and there’s a substance called hemoglobin that is part of these cells. Hemoglobin is what grabs oxygen molecules and moves them around your body. Hemoglobin attraction to carbon monoxide is about 400 times greater than it is to oxygen. So when carbon monoxide is present, hemoglobin will latch
onto it instead of the oxygen. Your hemoglobin molecules can’t carry enough oxygen to keep you alive. All the while, you’re unaware because you cannot smell, taste or see it. Thus, carbon monoxide is dubbed the silent killer.

How do you stop a silent killer? Noise works quite well. When my carbon monoxide alarm went off, the reading was 289 PPM and rising. Without an alarm, there’s a good chance my family and I would have died. Eventually, the malfunctioning heater would have caused a fire and the smoke alarms would have activated. But if we were all unconscious from carbon monoxide poisoning, we wouldn’t have heard them. Fortunately, we did hear the alarm and got out of the house in time.

I turned off the heater and turned on our whole-house exhaust fan as we left. None of us had carbon monoxide poisoning symptoms and went back inside 30 minutes later. This incident is exactly why I purchased a carbon monoxide detector and it’s why you should too. I cannot officially endorse any product, but if you’re in the market for a carbon monoxide detector, I suggest getting one that operates by electrical plug and battery backup. I purchased mine at a large home-improvement center for less than $50. That’s a small price to pay to save an entire family from a premature death, right? You bet it is.
ON-DUTY FATAL MISHAPS

AMV
- A Specialist assigned to 1st Infantry Division, Fort Riley, Kansas, died in an Army motor vehicle mishap on the installation 22 October 2018 at 0512 local. The Soldier was driving an M978A2 HEMTT fuel tanker, supporting gunnery operations under limited visibility, when the vehicle overturned at a sharp bend on a dirt road. The assistant driver sustained non-fatal injuries and returned to duty. The USACRC is leading a safety investigation into the mishap.

- A 21-year-old Specialist assigned to U.S. Army Special Operations Command died in an Army motor vehicle mishap 6 November 2018 on Fort Irwin, California, at 1345 local. The Soldier was a passenger in an M1151A1 HMMWV when the driver lost control on an improved gravel road. The HMMWV left the roadway and overturned. The USACRC is leading a safety investigation into the mishap.

ACV
- A 23-year-old Specialist assigned to 7th Infantry Division, Joint Base Lewis-McChord, Washington, died in an Army combat vehicle mishap 4 November 2018 on the installation at 0629 local. The Soldier was resting against his assault pack when a Stryker mortar carrier backed up and pinned him to the ground. Medical personnel pronounced him dead at the scene. The USACRC is leading a safety investigation into the mishap.

OFF-DUTY FATAL MISHAPS

PMV-2
- A 35-year-old Staff Sergeant assigned to 25th Infantry Division, Joint Base Elmendorf-Richardson, Alaska, died in a PMV-2 mishap 6 October 2018 in Anchorage, Alaska, at 1449 local. The Soldier was operating a Yamaha FZR 1000 when he lost control and struck a street sign in the median. He was wearing proper personal protective equipment and had completed Motorcycle Safety Foundation training.

- A 25-year-old Specialist assigned to 36th Engineer Brigade, Fort Hood, Texas, died following a PMV-2 mishap 3 October 2018 in Killeen, Texas, at 1730 local. The Soldier was reportedly thrown from his motorcycle after he lost control and struck a street light pole. He was airlifted to a local hospital, where he died nine days later following removal from life support. The Soldier was wearing personal protective equipment but had yet to complete the Motorcycle Safety Foundation’s Basic RiderCourse.

- A 20-year-old Private assigned to 25th Infantry Division, Schofield Barracks, Hawaii, died in a PMV-2 mishap 3 November 2018 near Kapolei, Hawaii, at 2315 local. The Soldier was reportedly negotiating a curve while operating a motorcycle when he presumably lost control and struck a guardrail. He was wearing all required PPE but pronounced dead at the scene.

- A 40-year-old Sergeant assigned to 82nd Airborne Division, Fort Bragg, North Carolina, died in a PMV-2 mishap 7 November 2018 in Bunnlevel, North Carolina, at 1800 local. The Soldier was reportedly operating a motorcycle at a high rate of speed when he exited the roadway and struck a pole. He was wearing personal protective equipment and had completed the Motorcycle Safety Foundation’s Basic RiderCourse.

- A 40-year-old Sergeant assigned to the Texas Army National Guard died as the result of a PMV-2 mishap 9 November 2018 in Austin, Texas, at 1530 local. The Soldier was operating his motorcycle in traffic when another vehicle struck him. He was wearing personal protective equipment and had completed Motorcycle Safety Foundation training.
A 23-year-old Sergeant assigned to 1st Armored Division, Fort Bliss, Texas, died in a PMV-2 mishap on 23 November 2018 in El Paso, Texas, at 0230 local. The Soldier was thrown from his sport-model motorcycle after impacting a barrier wall while negotiating the exit ramp of an interstate loop. He was wearing personal protective equipment and had completed the Military SportBike RiderCourse training. Authorities suspect speed was a factor in the crash.

PMV-4
A 21-year-old Private First Class assigned to U.S. Army Medical Research and Materiel Command, stationed at U.S. Army Natick Soldier RD&E Center, Massachusetts, died in a PMV-4 mishap on 10 October 2018 in Natick, Massachusetts, at 2233 local. The Soldier was a passenger the vehicle when it crashed for unreported reasons and sustained heavy damage. The Specialist driving the vehicle was evacuated for his injuries.

A 21-year-old Specialist assigned to 1st Armored Division, Fort Bliss, Texas, died in a PMV-4 mishap on 9 November 2018 in Allen, Texas, at 0558 local. The Soldier was traveling while on authorized pass when his vehicle left the roadway and struck a concrete barrier. A post-crash fire ensued and the Soldier was pronounced dead at the scene.

A 32-year-old Staff Sergeant assigned to the U.S. Army Intelligence Center of Excellence died in a PMV-4 mishap on 13 November 2018 near San Angelo, Texas, at 0510 local. The Soldier was en route to his duty station at Goodfellow Air Force Base, Texas, when his vehicle struck the rear of a tractor-trailer that was yielding to opposing traffic.

A 32-year-old Master Sergeant assigned to 101st Airborne Division (AA) died following a PMV-4 mishap on 8 November 2018 in Missoula County, Montana, at 1956 local. The Soldier, while on PCS leave, was traveling on an interstate highway when he was involved in a mishap with another vehicle. He was reportedly not wearing his seat belt and thrown from his vehicle. The Soldier died from his injuries 10 days later.

A Private First Class assigned to U.S. Army Medical Command died in a single-vehicle PMV-4 mishap on 14 November 2018 in Spring Lake, North Carolina, at 1105 local.

A Private First Class assigned to 1st Infantry Division, Fort Riley, Kansas, died as a result of a PMV-4 mishap on 22 November 2018 in Atchison, Kansas, at 0100 local. He and two other Soldiers were traveling to their holiday location while on pass when the driver crashed after reportedly losing control of the vehicle during an attempt to pass a slow-moving vehicle. The Soldier was riding in the rear seat, reportedly unrestrained, and became pinned by the vehicle when it overturned. Authorities suspect speed was a factor in the crash.
▪ A 22-year-old Private First Class assigned to Fort Polk, Louisiana, died in a PMV-4 mishap 24 November 2018 near Leesville, Louisiana. He was a passenger in a vehicle driven by his spouse when they collided with an SUV after it reportedly crossed the centerline from the opposing lane. The Soldier was wearing his seat belt.

▪ A 28-year-old Staff Sergeant assigned to the Florida Army National Guard died in a PMV-4 mishap 18 December 2018 near Fort Myers, Florida, at 2215 local. The Soldier was traveling on Interstate 75 when her vehicle struck the rear end of a pickup truck that was being towed. She was pronounced dead at the scene.

▪ A 25-year-old Corporal assigned to I Corps, Joint Base Lewis-McChord, Washington, died in a PMV-4 mishap 28 December 2018 in El Dorado Hills, California, at 2130 local. The Soldier was operating his vehicle off-road when it overturned.

Privately Owned Weapon
▪ A 25-year-old Specialist assigned to 4th Infantry Division, Fort Carson, Colorado, died in a privately owned weapon mishap 1 December 2018 in Colorado Springs, Colorado, at 2155 local. The Soldier, while hosting a party at his residence, was struck by a discharged round from a handgun that was being handled by another Soldier. Alcohol was reported as involved in the mishap.

Sports and Recreation
▪ A Private First Class assigned to Joint Task Force-Guantanamo Bay, Cuba, died following a swimming mishap 16 October 2018 at Cable Beach, Guantanamo Bay, at 1300 local. The Soldier reportedly was overcome by the current while swimming in coastal waters with other Soldiers. He was in Title-10/activated status.
UNMANNED ≠ EXPENDABLE

- Conduct deliberate mission planning and reassess as mission dictates
- Secure proper mission approval and update as risk elements change

Know your equipment
Stay in the fight, follow your checklist

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RIDE FOR YOUR LIFE

RIDE FOR YOUR LIFE

MOTORCYCLE MENTORSHIP PROGRAM

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SCAN HERE FOR MORE SAFETY INFORMATION
COLD WEATHER INJURY PREVENTION

- The right conditions can help set up anyone for failure when it comes to cold weather injuries, regardless their rank, age, fitness level or gender.

- Leaders must be present among their Soldiers and remain alert for the signs and symptoms of a cold weather injury.

- Cold weather injuries sideline Soldiers and impact a unit’s readiness. However, it’s just as important for Soldiers to take their cold weather training home and share what they’ve learned with their loved ones.

YOUR LIFE, OUR LOSS

Take advantage of the risk management process and tools the Army provides to help keep you safe. Remember, IT'S YOUR LIFE, BUT OUR LOSS. To learn more, visit https://safety.army.mil.
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