

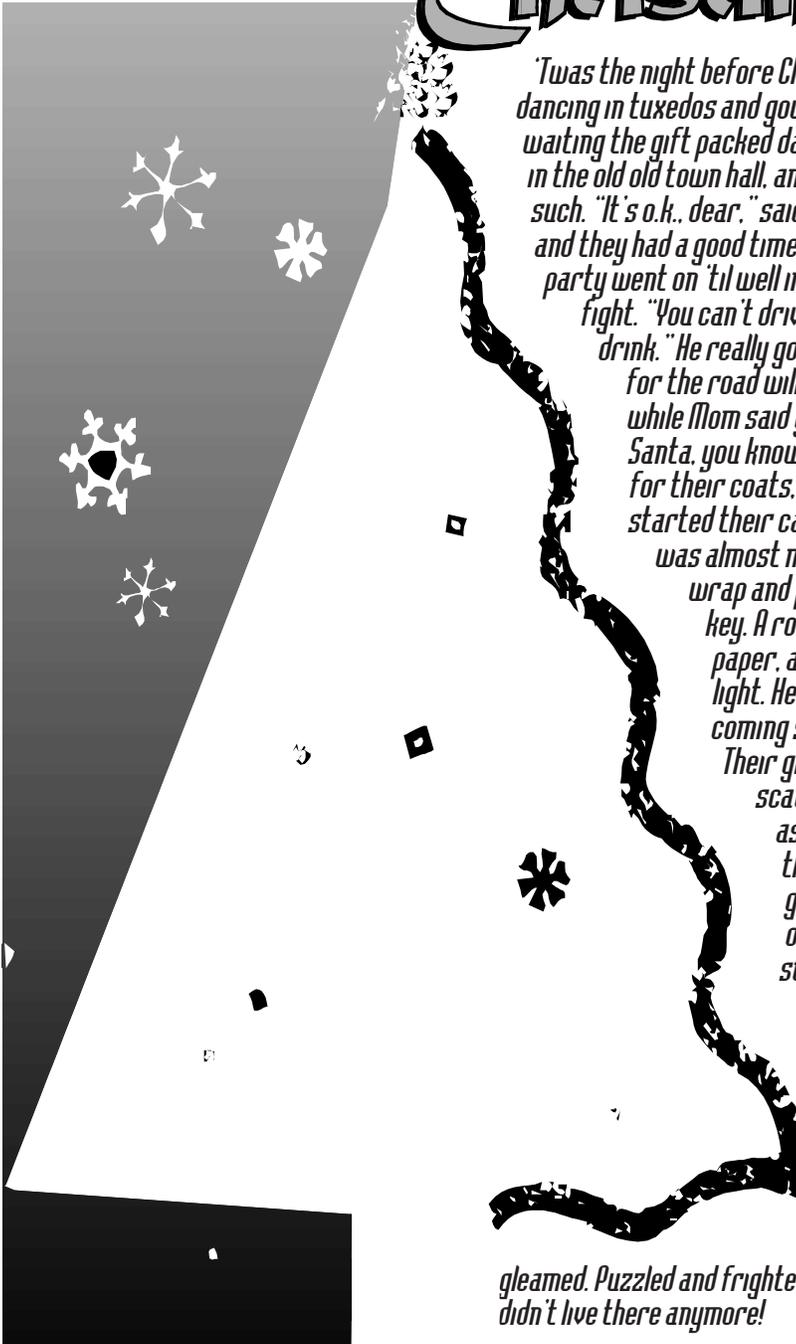
CAPP Report

CIVILIAN ACCIDENT PREVENTION PROGRAM REPORT

Volume 6 Number 6, November 1996

According to the National Safety Council, holiday travel last year killed 342 people over Christmas and, for their families and friends, turned the season of peace on earth, good will toward men into...

Christmas mourning



'Twas the night before Christmas and all through the town, the people were dancing in tuxedos and gowns. Their children were nestled all warm and asleep, waiting the gift packed dawning to greet. The holiday party had started at eight in the old old town hall, and no one was late. The halls were decked with holly and such. "It's o.k., dear," said Dad. "I won't drink much." They danced, and they drank, and they had a good time. "Don't worry," said Dad. "I'm feeling real fine." The party went on 'til well in the night. It was time to leave, and they started to fight. "You can't drive the car," said Mommy to Dad. "You've had too much to drink." He really got mad. "I can, and I will," he replied to his wife. "And one for the road will surely be nice." So back to the bar he went in a flash while Mom said good bye. "We really must dash. It's Christmas Eve. Santa, you know. We've yet to help him. We really must go." They rushed for their coats, their hats, and their scarves, ran out of the hall, and started their car. Weaving and swerving they drove towards home. It was almost morning, and the kids were alone. They had presents to wrap and put under the tree; stockings to fill, and speed was the key. A robot for Tommy; a computer for Sue. Shiny bows on shiny paper, and not just a few. Dad missed a stop sign and ran a red light. He swerved and skidded on into the night. A car was coming straight ahead. Mommy and Daddy soon would be dead. Their gift boxes stacked so shiny and sleek, soon would be scattered all through the street. The screaming was awful as steel met steel: the rip of the fenders, the screech of the wheels. The windshield popped open 'mid the tinkle of glass as one car turned over and lay in the grass. The other one shuddered as it nosed up a tree and came to a stop, its wheels turning free. The silence was loud now, and pregnant with fear: no sounds from the cars, no screams to hear. The ambulance came and took them away. The sun was rising on Christmas day. The children awakened and ran for the tree. Their toys, their presents, their stockings to see. But nothing was there! Whatever was wrong? Even their mommy and daddy were gone! From childish eyes tears wetly streamed even while the tree lights gleamed. Puzzled and frightened they sat on the floor. Somehow they knew. Santa didn't live there anymore!

Holiday season is open season for accidents

During the holiday season two years ago, one Army civilian's life changed drastically because he celebrated with a little too much spirit. While returning home from a party, he lost control of his pickup. The truck ran off the road, rolled several times, and landed in a ditch. Unfortunately, he hadn't buckled his seatbelt. After weeks in intensive care and months in rehabilitation, he remains a paraplegic. More than a year later, he is finally able to live on his own; but he is afraid to drive, so he can't take those final steps that will allow him even the illusion of his former independence.

Because of free-flowing spirits, the holiday season is sometimes open season for accidents. But drunk-driving accidents don't have

to happen. The following controls have proven successful in reducing these kinds of accidents. Leaders can pass along the real holiday spirit by briefing their workers on their social responsibilities. At the least, party givers should—

■ **Be responsible hosts.** Since it's easier to get drunk than it is to get sober, a good host will serve plenty of nonalcoholic beverages. Hosts can also plan to stop serving alcoholic beverages in time to ensure guests leave sober.

■ **Plan to accommodate heavy drinkers.** Hosts should be prepared for overnight company and put up guests who drink too much to drive

home safely (and legally). Hosts can also offer safe alternatives to driving, such as calling for a cab or other arrangements as listed in accompanying box.

■ **Cut "drink up" from the vocabulary.**

In some states, hosts can be held liable if they allow a drunken guest to drive away and that guest then has an accident.

■ **Provide plenty of snack foods.** While a full stomach won't erase the effects of alcohol, it may

delay them.

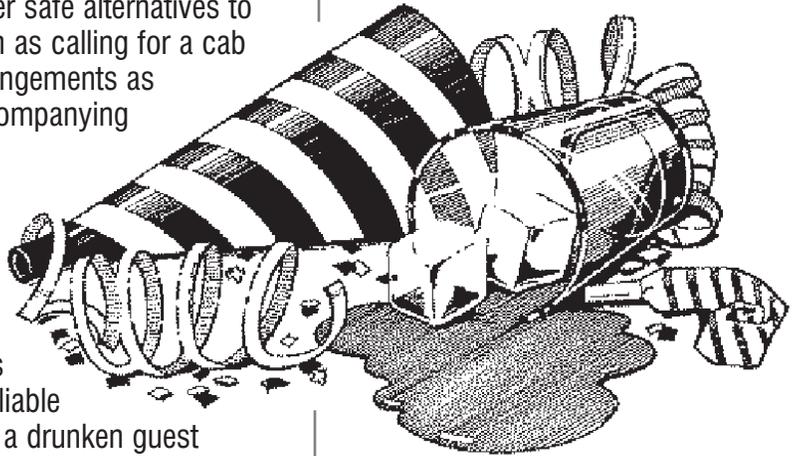
Further, some guests may not drink as much if they have something to nibble on.

Party goers should—

■ **Make driving arrangements before going to a party.** Prior

planning will keep the holiday season safe as well as festive. Options include designated drivers (who won't be drinking that night), taxis or other public transportation, or community "safe ride" programs.

■ **Always, always buckle up.** Insist that your passengers do too. It's the one control that has been proven to save lives and reduce injury. □



Driving tips to arrive alive

- **Don't drink and drive.** Forget the BAC charts; it takes only one beer to mess up your life.
- **Use a designated driver.** Or call for a ride or take a taxi if you're going to be drinking.
- **Always buckle up.** Insist that your passengers do too.
- **Be prepared; watch the road and the traffic; check your mirrors often.** Monitor the traffic situation frequently; it can change rapidly. Take evasive action when other drivers make mistakes, because they will.
- **Stack the odds in your favor.** When the weather is bad, slow down.
- **Maintain your vehicle.** A well-maintained vehicle is a safe vehicle. Maintain yours as if your life depended on it.
- **If possible, avoid driving when drunk drivers are more likely to be on the road:** late Friday and Saturday nights and early Saturday and Sunday mornings. Be especially vigilant during holiday periods.

Holiday travelers should be prepared for bad weather

Travel in areas where winters are severe—snow, sleet, ice, high winds—demands special precautions.

Travelers should keep abreast of changing weather conditions, especially if a cold front is expected; it could arrive hours earlier or later than forecasted.

In addition, travelers who become stranded in their cars during winter storms should stay in their cars. Rescue is much more likely. Cars offer shelter from wind and precipitation, and the car's heater can be used safely for about 10 minutes periodically to keep warm. However, operators should ensure the exhaust is not obstructed. If carbon monoxide can't escape from underneath the vehicle, it will seep inside. In addition, operators should not run the vehicle out of gas.

A winter survival kit should be as much a part of trunk equipment as the spare tire. This kit should include, at a minimum, a snow shovel, a small bag of sand or cat litter, blankets, water, flashlight, emergency triangles or flares, jumper cables, food, and a pot for melting snow.

Drivers should also keep the following rules in mind for driving on winter roads—

- Steer steady and slow when on ice or snow. Don't make abrupt changes in direction. Anticipate lane changes and turns and make them gradually.

- Adjust speed for bridges and overpasses, which freeze before other road surfaces because of the air flow both over and underneath.

- Allow plenty of following distance on ice and snow. Keep your speed slow. Slow down well in advance of intersections in case they're slick.

- Keep headlights clean. A film of dirt and grime can coat headlights and cause problems seeing at night.

- Keep air circulating inside the car. Have exhaust system checked periodically for leaks; an undetected carbon monoxide leak in a closed car can be deadly.

- Allow for shorter daylight hours and adjust trips, if possible.

- Keep windshield clean and frost free. □



Risk management: beyond the workplace

The last *CAPP Report* promised to explore some of the facets of the risk-management journey. This month, focusing on holiday safety, is an appropriate occasion to explore the relevance of taking risk management beyond the workplace.

The risk-management process is fundamentally a thought process. The steps of identifying hazards and establishing controls serve as a “look-before-you-leap” approach to operations that is designed to reduce risk to personnel and equipment.

Since workplace risks often approximate risks encountered beyond the work site (on the road, on camping trips, in the workshop), the procedures that reduce risks on the job can reasonably be expected to be equally effective off the job.

There is very little intrinsic difference between conducting a transportation mission at work or embarking on a driving holiday except, perhaps, for the amount of risk we are willing to assume. The same roads are used, many of the same hazards are encountered, and many of the same controls are at hand. Is it necessary to make the trip at night, or can it be confined to daylight hours? Will the drivers be experienced and well rested? Are all safety systems on the vehicle in perfect working order?

Identifying hazards and implementing controls can be even more critical outside the workplace, particularly when children are involved. Children inhabit the same environment as adults. They climb stairs, ride in cars, move in the vicinity of traffic and yard equipment, and even reach into medicine cabinets. However, the environment has been shaped largely for the benefit of the adult; and the child relies on the adult's ability to manage his or her risks to survive in it.

The winter holiday season underscores the need for risk management outside the workplace. During this particular season, many once-a-year events, such as tree or candle lighting, take place. These events are far removed from the routine of daily

living. For soldiers, civilians, and family members stationed overseas, the holiday tradition often encourages placing lit candles on real (dry) trees. Organized events are often fueled by alcohol and are often accessible only over slippery roads. Without a serious attempt at identifying, assessing, and controlling hazards, lives could be lost or placed at risk.

As the Army community prepares for this year's holiday season, all personnel, civilian and military, should be encouraged to take home the accident prevention techniques learned on the job. No written forms are required. No numbers game is involved. It may be the most important holiday gift in the stocking. □

POC: Mr. John S. Crossette,
Installations Branch, DSN 558-2644
(334-255-2644)

Too much celebrating can lead to holiday-heart syndrome

Increased alcohol intake during the holidays can have unwanted effects on the heart. Episodes of abnormal heartbeats or rhythms following several days of heavy drinking have been seen even in drinkers who had no history of heart disease. There is evidence that alcohol consumption can cause chest pain or angina. Using alcohol only in moderation will help prevent these effects. For more information on holiday-heart syndrome, contact your local medical facility.

POC: COL Ed Murdock, Safety Center Surgeon, DSN 558-2763 (334-255-2763)

DECISIVE FORCE: Another Face

Safety (civilians) went to war

When VII Corps went to war in Southwest Asia (SWA), it moved 143 aircraft and 31 sealift ships; 4,263 personnel from the United Kingdom; 19,654 personnel from the British Army of the Rhine; and 73,369 personnel from Germany using 435 aircraft and 109 ships. Eight of those persons were civilian safety specialists.

With such a small safety staff—even with part-time and collateral-duty military safety personnel sharing the load—the safety team worked 12 or more hours a day, 7 days a week, according to Ms. Rosalene E. Graham, VII Corps Safety Directory (Stuttgart, Germany), who was one of the deployed civilians. This went on for the 6 months the Corps was in SWA.

According to Graham, safety was integral to the Corps mission. Civilian safety professionals used risk-management techniques to identify hazards and recommend controls to commanders. For instance, safety officers identified potential hazards from drowning to ammunition explosions and vehicle accidents in port operations. They also recognized a significant hazard and recommended controls for carbon monoxide buildup in ships that didn't meet U.S. ventilation standards.

The optempo of moving personnel and equipment into SWA did not allow sufficient time to develop written SOPs or standards for transient units, according to Graham. She said, "Incoming soldiers were on a continuous learning curve."

Convoys often lasted from 20 to 40 hours, with units using heavy

equipment transporters (HETs) to move tracked vehicles. "Everybody was moving west at the same time on the only hard-surfaced road in northern Saudi Arabia," she said and added, "We called it 'Suicide Road.'"

Despite high- and moderate-risk exposures, one truck company drove 300,000 miles monthly without a recordable traffic accident. "Among the hardest working soldiers were the long-haul truckers who moved supplies 500 to 600 km one way and then returned for another load," said Graham.

It didn't help matters any, though, when some soldiers adopted the local driving habits—passing on the right, the left, or in the sand beside the road; disregarding speed limits; and replacing helmets with earphones while ignoring seatbelts. The most serious vehicle accidents occurred on Suicide Road, killing at least 8 soldiers and host-nation citizens.

Army motor vehicles (AMVs) also came in for their share of accidents because of the sudden influx of new equipment. Corps soldiers weren't accustomed to driving HMMWVs. Six accidents in rapid succession led to a new policy in one brigade. Battalion commanders personally approved only mission-essential dispatches until driver training was completed.

Units fired the same kind of ammunition on newly-established ranges that they would later fire in battle, leading to massive unexploded ordnance problems. Accidental weapons discharges alone caused 31 accidents and killed 3 soldiers. Another 3 were lost when a bunker collapsed.

Once the ground war started, accident investigation became more



Ms. Graham and colleagues work to protect the force in SWA.

complex. "Things were no longer black and white," said Graham. "Was it our land mine or theirs? Was it friendly or enemy fire? Did the soldier pick up the ordnance or step on it unknowingly? Definitions weren't always clear."

Safety personnel reconstructed accident information for reporting purposes after the ground war ended. The military aviation safety technician proved invaluable in this respect. He went to the site of each downed aircraft, determined whether it was an accident or battle loss, and moved on.

Troops that didn't bring all their safety devices with them found

them hard to come by—even automatic halon fire extinguishers, flak jackets, and nomex. "This theater showed that if you didn't bring it with you, it didn't exist," said Graham.

The safety professionals met a vast number of other challenges in SWA. In fact, in managing a wartime safety program, VII Corps

safety met challenges faced by few other safety professionals at that time.

"Desert Storm was a battlefield success," said Graham. "That success was due in part to Army leadership adopting a risk-management philosophy and making safety a critical element in protecting the force."

Graham is now the safety manager at Fort Lee, Va., where she still uses risk-management techniques to assess hazards and implement controls. You can swap war stories with her by calling DSN 539-3132 or commercial, 804-765-3132. □

Reengineering: The Sequel

The past two issues of *CAPP Report* introduced two of the new or reengineered branches that emerged from the recent reorganization of the Safety Center. Of all the branches, the Policy Branch emerged the least changed. Centered around the central function of producing Army regulations and pamphlets, the branch recommends and develops policy for implementing risk management into all that the Army does, including SafeForce XXI.

However, this traditional function has undergone a fundamental shift in emphasis. As the safety program moves away from the concept of separate 385-series regulations, it is Policy's job to develop and implement an overall strategy for integrating safety policies into mainstream Army regulations.

Policy has also developed a new field-oriented approach to policy formulation. While traditionally the forming of policy began with a set of ideas (usually from a higher headquarters) and progressed through a series of staffing trips, the new approach will emphasize setting policy from the user up. It starts in the field.

E-mail and the electronic highway offer safety professionals early input, so we can build intelligent consensus rather than compromise. Preliminary drafts can now be transmitted electronically and comments gathered by the same route. Almost everyone within the safety community has access through e-mail, ASMIS, the dial-in bulletin board, or safety listservers that connect installations to the Safety Center through the LAN.

The key to the new approach is its personal, informal networking. Individuals are allowed to state their

Faces of the FORCE ★ ★ ★

Civilians who served as safety support in Operation Desert Shield/Desert Storm are—

George L. Allen
Michael D. Bledsoe
James A. Brown
Frank Q. Cook, Jr.
Theodore J. Dexter
John L. Garner
Rosalene E. Graham
Randal G. Harris
William D. Ivey
Reginald E. Jones
George M. Kelder

Charles A. Knause
Richard H. Lovely
Charles H. Mansell
Kenneth A. May
Ronald A. Neff
James E. Price
Ward D. Quilter
Gene Reynolds
Alan W. Roy
John C. Scalley
Gray W. Scott

William L. Shirley
Walter L. Shumate
Gerald G. Smith
Ronald R. Sommer
Bobby R. Wilkins
Phillipe H. Winowich
Michael A. Wood
James D. Wood
Dennis P. Woolsey
James D. Yowell

personal opinions as safety professionals; they are not tied into giving only the standard organizational reply. We won't be able to reply to each and every comment, but formal staffing will follow the informal information-gathering process.

Watch your e-mail for opportunities to comment on, initiate, or even improve policy. We want to hear all ideas that you think can make life easier and safer for the troops—and the safety business. □

POCs: Mr. Ed Heffernan, DSN 558-3562 (334-255-3562) or Mr. Gil Jones, DSN 558-2534 (334-255-2534)

OSHA targeted inspections explained

In response to the recently-expressed widespread interest shown on the internet in OSHA inspections of Army installations, this will be the first in a series of articles dealing with the Army and OSHA.

Although DOD requires the application of OSHA standards to both military and civilian personnel and activities, OSHA oversight authority is limited to activities involving civilian personnel. OSHA may conduct an inspection of Army activities involving civilian personnel as part of the annual targeted-inspection program or when—

- A catastrophic accident results in a civilian fatality or the hospitalization of at least three people in a single work-related incident, when at least one of the injured is a civilian employee.

- An employee reports alleged hazards to OSHA.

- A commander or his

designated representative invites OSHA to inspect.

The targeted-inspection program grew out of an agreement between DOD, OSHA, and DOD components. The agreement modified the authority granted by 29 CFR 1960.36, which allowed OSHA to conduct unannounced inspections in federal agencies where safety committees either did not exist or failed to meet the standards of 29 CFR 1960.37-40.

OSHA acquires data on federal agencies from the Office of Workers Compensation Programs (OWCP). This data base includes lost-time claim information, fatality claims, and other information submitted by federal agencies.

The annual targeted-inspection program works like this:

- DOD activities with an above-average (federal agency) rate of lost-time and fatal claims are potential targets for inspection. The calculation is based on claims per 100 employees.

- A preliminary list of targeted Army activities is developed based on raw OWCP data and sent to the Safety Center each spring. This preliminary list consists of all Army activities with 15 or more lost-time or fatal claims.

- The Safety Center calculates the rate using Information Systems Command population figures and forwards the list to OSHA.

- OSHA's Office of Federal Agency Programs determines a federal lost-time and fatal-claims rate and provides the Army with a second list of Army activities that exceed the federal average.

- The Safety Center reviews the list for errors and negotiates changes.

- OSHA then generates a final list of targeted activities and notifies the Army of the targets. The Director of Army Safety notifies the MACOMs, and OSHA

simultaneously notifies its area offices.

A couple of points about this process should be emphasized. First, since questions often arise concerning the accuracy of the claims data, the GIGO principle applies—OWPC data is only as good as your local input. Don't wait for your target inspection list to verify your data in the OWPC database.

Procedures to ensure that installation claims are accurate can only be generated by installations. The Safety Center can help by providing installations with access to OWCP data or by relaying the data. □

POCs: Mr. Dorsey Kelley, Jr., Automation Systems Integration Branch, DSN 558-3806 (334-255-3806) or Mr. Truman Taylor, Installation Branch, DSN 558-3261 (334-255-3261)

Removal of floor coverings

The Resilient Floor Covering Institute has a packet on the recommended way to remove resilient floor coverings. It contains important new information on the revised OSHA standard. It also outlines proper methods of removing floor tile and an innovative method of removing adhesive or mastic without using toxic chemicals. The packet also contains information on ways to control the release of dust and fibers into the air.

There is no cost for single copies of the packet. Quantities of 25 or more are \$.25 per copy. Mail requests to Resilient Floor Covering Institute, 966 Hungerford Drive, Suite 12B, Rockville, MD 20850. □

POC: Mr. Rudolph Hensley; Chief, Industrial Hygiene; Fort Stewart, GA; DSN 870-5172 (912-766-5172); e-mail stewih@ftstewart-amedd.army.mil

Accident update

The following items have been summarized from newspaper articles and various other sources. They highlight some recent accidents outside the federal government.

■ Worker killed during training.

The North Carolina Department of Labor is investigating the death of a utility worker who fell from a pole during an annual rescue training session and later died. A spokesman said the department will try to determine whether the utility company followed state and federal safety guidelines. The 24-year-old utility worker was reportedly wearing a safety belt and shoe spikes—standard safety equipment for that particular climb. This is the only fatality reported for the utility during the past 5 years.

■ Man electrocuted on the job.

A South Carolina man was electrocuted and fell 10 feet to the ground while working at a power substation. He touched a wire he thought was dead but that was actually carrying 7,200 volts of electricity. CPR at the site had no effect, and the man was pronounced dead on arrival at the hospital.

■ Collapsing trench traps worker.

A construction worker escaped serious injury when a 12-foot-deep sewer trench collapsed, burying him under a mound of dirt for almost 20 minutes. Fire Department officials said the accident could have been prevented if the walls of the trench had been supported with metal braces as required by state labor laws.

■ Water-system employee drowns while working in ditch.

A municipal water-system employee was killed when

the water pipe he was working on burst. He was trapped under shoring-up equipment in a 7-foot ditch by gushing water that filled the ditch within seconds. He and a coworker had been putting a cap on a 12-inch water pipe when the pipe burst. The coworker was able to climb from the ditch unharmed.

■ Hot water scalds employees.

Four employees were hospitalized after being sprayed with scalding hot water while working on a pressurized wood-pulp vat. The vat had appeared empty as the workers climbed on top and removed an instrument flange, which sprayed them with the scalding water. Two of the four workers were treated and released from the hospital, but the other two were more seriously injured. According to plant officials, wood chips had apparently clogged the drain. OSHA plans to investigate.

■ Worker burned in freak accident.

A worker for a nursery was seriously injured when he was thrown from the back of a parked truck and trapped beneath a power pole. The truck's driver failed to apply the parking brake, and the truck rolled down a hill and struck a power pole, breaking it. The man was thrown from the truck on impact and landed under the pole. He was also burned by the power lines.

■ Workers hurt when lift falls.

Two workers suffered serious head injuries when they fell more than 30 feet. They were working in a basket attached to the fully extended arm of a lift when the equipment toppled over, slamming the men to the ground. This was the first lost-time accident on a construction job that was 95 percent complete. □

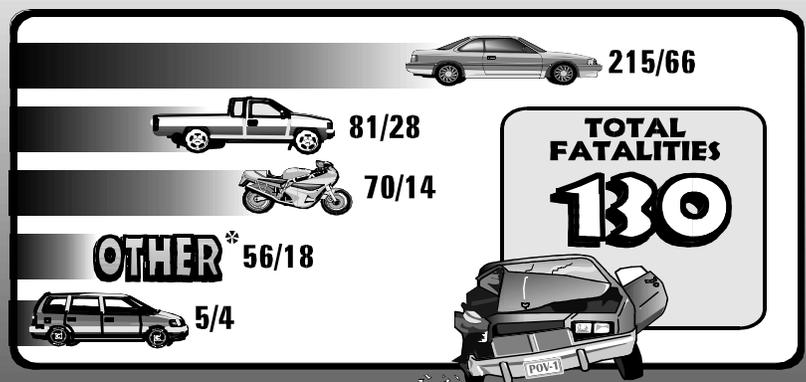
Reprinted from Information Services Bulletin

POV

UPDATE THRU SEPTEMBER FY98

POV accidents / soldiers killed

*Includes unknown POVs, trains, tractor trailers, and snowmobiles.



Centralized resource for health promotion

CHPPM has established a Centralized Health Promotion Resource Center within the Directorate of Health Promotion and Wellness (DHPW). The Center will serve as a central information resource so field practitioners don't have to "reinvent the wheel" each time they want to gather information or start a new program. Now in the information-gathering process, the POC is Ms. Marcie Birk, DSN 584-7405 or commercial 310-612-7405.

BOSCARDS are here

Hearts, gin rummy, go fish, solitaire, pinochle. Playing cards is one of the top past times for deployed soldiers, so DHPW designed a deck to deliver health promotion and wellness information while entertaining soldiers and

civilians deployed in Bosnia. Each card in the deck presents, along with catchy artwork, a different health promotion or wellness tip. Decks of BOSCARDS are now being delivered to deployed soldiers. The point of contact for this innovative product is MAJ Ann Grediagan, DSN 584-4656 or commercial 410-671-4656.

Tracking the health-risk index

To see what kind of health-behavior trends are emerging from today's Army, DHPW Health Risk Assessment (HRA) Resource Center program is analyzing the last 5 years of HRA data. The summary will cover tobacco use, exercise, nutrition, stress, HIV/STD infection risks, medical exams, alcohol use, and automobile safety. When

completed, the summary will be published and available through DHPW. POC is Mr. Jason Smith, HRA Resource Center Program, DSN 584-7152 or commercial 410-612-7152.

On the web

You can now find Health Promotion and Wellness information on the World Wide Web. The web site includes a complete archive of the Army Health Connection, a copy of the Health Risk Appraisal questionnaire, and an archive of "Just the Facts," as well as images of selected BOSCARDS and reprints of newspaper articles written by DHPW staff. Contact Mr. Jason L. Smith; the homepage address is <http://chppm-www.apgea.army.mil/dhpw/default.htm>. □

Checklist for preventing carbon-monoxide poisoning

Carbon monoxide (CO) is odorless, colorless, tasteless, nonirritating...and deadly. It's absorbed by red blood cells more than 200 times more easily than oxygen. As CO levels in the air rise, CO replaces oxygen on the red blood cell. As a result, body tissues are damaged and may die from lack of oxygen.

Knowing the major causes of carbon-monoxide poisoning and taking measures to eliminate them can prevent tragedy. The following questions and answers will help people deal properly with this unseen hazard.

Yes No

- | | | |
|-----|-----|--|
| ___ | ___ | 1. Have you had the fireplace draft and the drafts of other fuel-burning appliances checked by an expert within the past year? |
| ___ | ___ | 2. Have all gas appliances been checked annually for proper operation? |
| ___ | ___ | 3. Are all combustion appliances properly vented? |
| ___ | ___ | 4. Has your chimney vent been checked for defects within the past year? |
| ___ | ___ | 5. Have you patched any vent pipe with tape, gum, or other substances? |
| ___ | ___ | 6. Are all horizontal vent pipes to fuel appliances perfectly level? |
| ___ | ___ | 7. Do you use your gas range or oven for heating? |
| ___ | ___ | 8. Does the cooling unit of your gas refrigerator give off an odor? |
| ___ | ___ | 9. Have you ever used a charcoal grill for cooking inside your home, cabin, or camper other than in a vented fireplace? |
| ___ | ___ | 10. Have you ever brought burning charcoal into your home, cabin, or camper for heating purposes? |
| ___ | ___ | 11. Do you consider portable flameless chemical heaters (catalytic) safe for use in your cabin, camper, or home? |
| ___ | ___ | 12. Have you ever used a portable gas camp stove in your home, cabin, or camper for heating purposes? |

- | Yes | No | |
|-----|-----|--|
| ___ | ___ | 13. Have you had a reliable mechanic check the exhaust system of your vehicle within the past year? |
| ___ | ___ | 14. Do you ever run your vehicle engine in the garage while the garage door is shut? |
| ___ | ___ | 15. Do you leave the door closed between your attached garage and your house when you run your vehicle engine? |
| ___ | ___ | 16. Do you keep your windows open slightly while driving in heavy traffic, even if you have air conditioning? |
| ___ | ___ | 17. While driving your station wagon, do you lower the tailgate to get a greater flow of air through the car? |
| ___ | ___ | 18. When you are selecting gas equipment, do you buy only those items that carry the seal of a national testing agency such as the American Gas Association or the Underwriters' Laboratory? |
| ___ | ___ | 19. Have you ever converted or are you about to convert a fuel burner from one fuel to another without having it done by an expert? |
| ___ | ___ | 20. As an overnight guest at motels or hotels that have heating units located in the room, do you read operating instructions or ask how such appliances operate? |

Answers

1. Yes. A yearly checkup of all fuel-burning venting systems in the home is desirable.
2. Yes. A yearly checkup of all combustion appliances is suggested. In many areas, the gas company will provide this service upon request.
3. Yes. All gas appliances must have adequate ventilation so that CO will not accumulate.
4. Yes. Chimney vents often become blocked by debris, causing a buildup of CO. They should be checked annually.
5. No. Often a makeshift patch can lead to an accumulation of CO, and therefore, should be avoided.
6. No. In-room vent pipes should be on a slight incline as they go toward the exterior. This will reduce leaking of toxic gases in case the joints or pipes are improperly fitted.
7. No. Using a gas range for heating can result in accumulation of CO.
8. No. An unusual odor from a gas refrigerator often is the result of defects in the cooling unit. Odorless CO also may be given off.
9. No. the use of barbecue grills indoors will quickly result in dangerous levels of CO.
10. No. Burning charcoal—whether black, red, gray, or white—gives off CO.
11. No. Although catalytic heaters produce heat without flame, the combustion that's occurring can produce CO.
12. No. Using a gas camp stove for heating the home, cabin, or camper can result in the accumulation of CO.
13. Yes. Small leaks in the exhaust system of a car can lead to an accumulation of CO in the interior.
14. No. CO can rapidly build up when your auto engine is operated in a closed garage. Never run your car in a garage unless the outside door is open to provide ventilation.
15. Yes. CO can easily escape from the garage through a door that opens into the house—even if the garage door is open. Doors connecting a garage and house should be kept closed when an auto is running.
16. Yes. Even with an air conditioner, CO can be drawn into a car that's being driven slowly in heavy traffic; therefore, windows should be kept slightly open.
17. No. If the tailgate is open, be sure to open vents or windows to increase the flow of air in the vehicle. If the tailgate window is open and the other windows or the vents are closed, CO will be drawn from the exhaust into the car.
18. Yes. Buy only equipment carrying the seal of a national testing agency; otherwise, equipment may be poorly designed and could produce CO.
19. No. An expert is needed to make proper modifications and to evaluate the venting capabilities of an appliance.
20. Yes. Even with adequately designed and properly installed heating equipment, improper operation can result in its malfunctioning and lead to the production of CO. Therefore, be sure you understand the correct way to operate any fuel-burning appliance before using it.

Seatbelts: The big lies

Lie	Truth
<p>It's safer to be thrown clear of the car during a serious crash.</p>	<p>You are four times more likely to be killed or seriously injured if you are thrown from the car during a crash. The forces in a collision often can be great enough to throw you as far as 150 feet (about 15 car lengths).</p>
<p>If a passenger is thrown clear of a crash, his or her chances of survival are the same during a serious crash.</p>	<p>Of the 303 vehicle occupants who were ejected in fatal crashes in 1994, 65 percent (196) were killed.</p>
<p>If a car catches on fire or becomes submerged in water, passengers wearing seatbelts aren't able to escape.</p>	<p>If fire or submersion occurs, you are more likely to be unhurt, alert, and capable of escaping quickly if you are wearing a seatbelt. Less than one half of one percent of injury-producing collisions involve fire or submersion.</p>
<p>Seatbelt use doesn't impact hospital facilities and the cost of treatment.</p>	<p>In a study done several years ago by eight trauma centers, it was shown that crash victims' hospital stays were usually a few days longer if the victims weren't wearing seatbelts during the crash. Not wearing a seatbelt increased hospital costs by \$2,000 or more.</p>

Reprinted from Safety First Safety Sampler



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Report on Army Civilian Accident Prevention Program published by the U.S. Army Safety Center, Fort Rucker, AL 36362-5363. Information is for accident prevention purposes only. Specifically prohibited for use for punitive purposes or matters of liability, litigation, or competition. Address questions about distribution to DSN 558-2062 (334-255-2062).



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