

# CAPP Report

**CIVILIAN ACCIDENT PREVENTION PROGRAM REPORT**

Volume 6 Number 5, October 1996

"Decisive Force" is the theme chosen by the Association of the U.S. Army for its conference in Washington, D.C. this month. Because a decisive force includes the total force—Active, Reserve, National Guard, and civilians—this *CAPP Report* redefines...

## Faces of the Force

### Redefining the force

**A**s many as 270,000 civilian workers are part of the Army's Decisive Force in a civilian-military team effort that supports the operational, baseops, and technical Army. Now, more than ever, civilians are a critical part of the combat-support team.

Deep cuts in uniformed personnel—down

other ways to support combat soldiers. The "do more with less" philosophy is thriving in the 90s. In addition, increasingly sophisticated weapons require a growing reliance on contractor support. Of the Americans deployed for the NATO peacekeeping operation in Bosnia, one in 10 is a civilian. That's a dramatic increase of civilian participation over the one in 50 in the Persian Gulf operation.

Because the Army has taken the largest share of personnel cuts and has the greatest role in recent contingency operations, it finds itself relying more than other services on its civilian resources during peacekeeping missions. In fact, the Army frequently asks civilians to deploy when their particular skills and abilities are needed even if they aren't among the designated "emergency-essential" employees. For example, where NCOs used to test and calibrate weapons, civilian technicians are now doing that work. Civilians also provide the bulk of logistics support at depots.

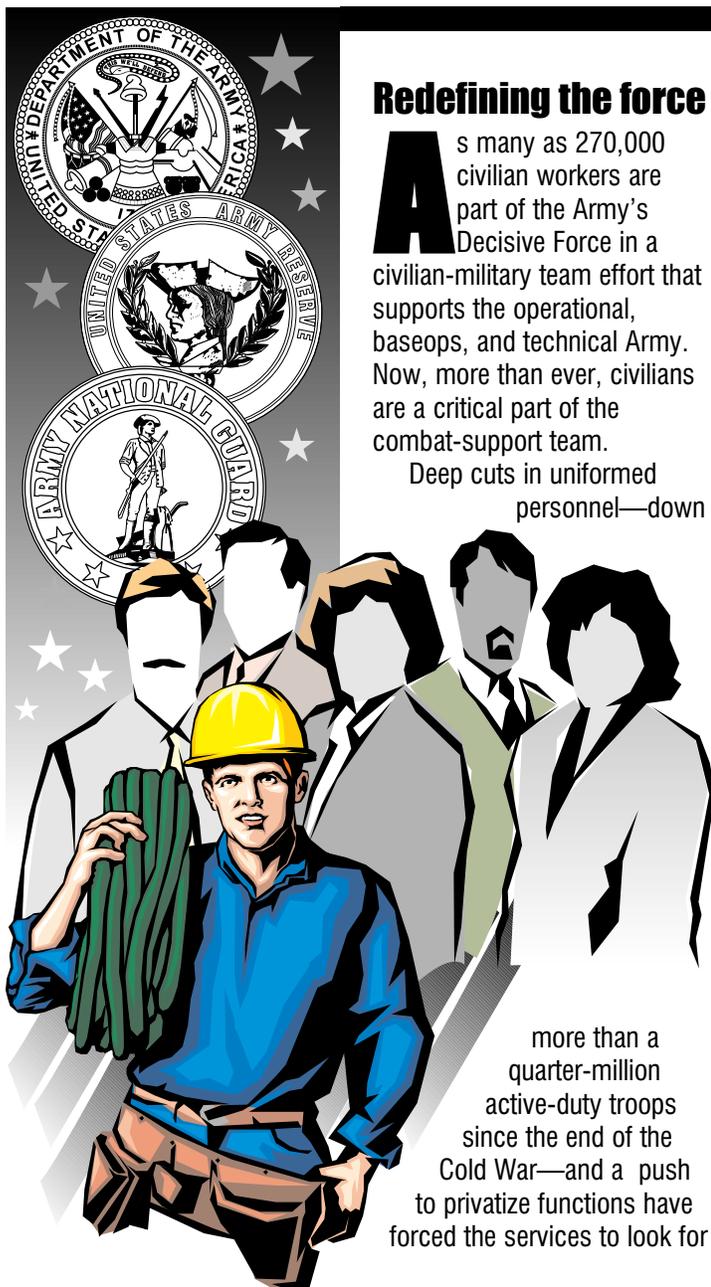
A recreation specialist now

in Hungary was with the first team of civilians sent to Saudi Arabia during Desert Storm. He also deployed to Turkey to support troops in operation Provide Comfort and to Rwanda in Operation Support Hope. He deployed more often than most soldiers.

While it is not Army policy for civilians to accompany troops into combat or fight alongside soldiers, a provision permits civilians to carry weapons at the discretion of the commander because, they may be at risk of attack, injury, or capture. They are not required to carry weapons; however, they do need to go through military training to use and maintain handguns should the need arise. In Joint Endeavor, the U.S. Army Europe Commander in Chief's policy is to not arm civilians.

Because they will live under the same conditions as soldiers, civilians supporting peacekeeping operations are required to go through the same preparations as soldiers. They must pass a physical examination and complete pre-deployment training. Deployed civilians are issued standard

more than a quarter-million active-duty troops since the end of the Cold War—and a push to privatize functions have forced the services to look for



field gear, including Kevlar helmet, flak vest, and rucksack.

Deployed soldiers take for granted that military operations require long hours with little sleep, less privacy, and almost no free time. They are used to taking orders and following rules few civilians are familiar

with. They are conditioned to working in a highly structured environment, and during military operations, they are rarely off duty. This can shock unprepared civilians.

Deployed civilians do receive significant benefits, though they are not identical to military benefits. Civilians in

Bosnia receive danger pay of 25 percent of their base pay. In other forward-support areas, civilians receive a foreign-post differential. In Croatia, for example, the differential is 15 percent; in Hungary, it's 5 percent.

Most of the civilians aren't there for money, however.

According to Mike Hester, a recreation specialist in Hungary, that's only a small part of why they're there. He said, "There are some benefits, but we're here for the soldiers." □

**Excerpted from articles in *Government Executive and Soldiers*, July 1996**

## Faces of the **FORCE**

### Deployed civilian: part of the force

**T**he troop train rumbled across the continent on a 4-day journey that would take both soldiers and civilians nearly half a century back in time before they reached their destination: a small village in Southern Hungary near the Bosnian border. Joe Sapp, civilian safety specialist, and the soldiers of the 3d Corps Support Command (COSCOM) were eventually deposited in a brutally cold, snow-covered, village where the almost non-existent housing was more than 40 years behind American standards. They had to bring in almost everything they needed—heaters, showers, and more.

"We did have a problem with carbon monoxide," Sapp said. "I had headaches every morning for a while."

Sapp and the soldiers of the 3d COSCOM were among the first permanent party members to reach Southern Hungary. The mission was to transport troops to the Bosnian border. But they also had to get housing in place because there was very little available.

Sapp considered himself lucky. He and a fellow civilian, an industrial hygienist, shared

a small room with two officers. They barely had room to maneuver between the cots, but it was inside a building.

"At least it was a hard-stand," Sapp added. "Most of the soldiers had the choice of sleeping in tents or in terrible huts that were no protection at all."

The weather caused some problems too. According to Sapp, it was always inclement weather there.

"For the first 2 weeks, we seldom saw the ground," Sapp said. "It would snow and harden up; snow and harden up; snow and harden up. It was the coldest I've ever been in my life."

But the Army clothed them well for the weather. The civilians had access to the Central Issue Facility, and they all had two pair of cold-weather boots and all the other cold-weather clothing they needed.

"If you wore your cold-weather gear properly, you had no problem," Sapp said. He also added that during his tour, there were no cold-weather injuries in his unit. He helped identify and assess hazards and suggested controls for working in such bone-chilling cold. One such control was to put the guards on rotating shifts.

"They really listened to us on how much exposure a soldier could take, so it worked well," he said. "They were always willing to listen to us."

The quaint village presented other logistical problems as well. The streets were so narrow that even the HMMWVs were considered oversized vehicles. "You can imagine what that made the HET, not to mention other equipment," said Sapp.

Part of his job was to monitor the transporting of the troops on their 12-hour ride through the narrow streets and the snow and cold to the forward base in the southern enclave. He conducted the risk assessment of the route and implemented controls such as slower speeds. The long convoys presented special problems for the local people, who tended to jump in with their vehicles when they saw what they took to be an opening.

According to Sapp, "If the 'opening' turned out to be the extra following distance required by a HET, the local driver usually made his next stop at the body shop to repair the dented fenders and broken bumpers."

The biggest cause of accidents, however was fatigue. The drivers couldn't get quality rest. They usually slept in their vehicles after the day-long drive because there was so much snow on the

ground they didn't want the hassle of a tent. When they made the equally long trip back to the base, they still needed a layover; but with the optempo, they didn't get it.

"That was my biggest nightmare. Overseeing transportation. Getting troops and equipment down safely," he said. "We had convoys going all day and all night. Movement Control was fantastic. Those guys deserve a star! They really worked!"

According to Sapp, it was a logistical nightmare at first because optempo overtook all the previous careful planning. They were almost overwhelmed by the sheer numbers of soldiers and equipment to be transported. This played havoc with the civilian contractor's timelines. But the soldiers and equipment had to be in place before the spring thaw. Once they had troops in place and the big tents built, things fell into place.

Sapp indicated that he and his fellow civilians were in a gray area. They weren't really civilians, but they definitely weren't soldiers either. "We were locked down," he said. "We were never allowed to go any place. We weren't soldiers, but whatever went for the soldiers also went for us."

Initially the civilians worked a great deal of overtime. A controversy developed about the overtime, and it was

decided that the civilians were working too many hours. They were put on 8 hours a day. In off-duty hours, they were pretty much confined to the barracks.

“Actually,” Sapp pointed out, laughing, “we were free to do anything we wanted to do—as long as it was read or write letters.”

The civilians weren’t used to that, and Sapp advises all civilians who are emergency-essential personnel to thoroughly research and understand the effect that deployment will have on them.

“We weren’t real soldiers,” he said, “but we were soldiers. We were part of the force.” He added, “As a technical safety guy, you’re doing the job you were trained to do. You’re just more like a troop.”

Sapp ran into a personal problem that cut his tour short. His mother fell ill and died. He was notified by the Red Cross on Tuesday, and he was at his mother’s funeral in the states on Friday. He said the system worked just as well for civilians as it did for soldiers. “They had a Red Cross worker there on the spot,” he said. “They were great.”

Asked if he would do it again if possible, Sapp indicated that he would. “I got a lot of satisfaction from that tour. After all, that’s what we train to do. It was a great experience, and it was the real deal.”

Sapp now works at the Army Aviation Center post safety office at Fort Rucker, AL. You can reach him at DSN 558-1950 or commercial 334-255-1950.

## A civilian gives his perspective of the desert

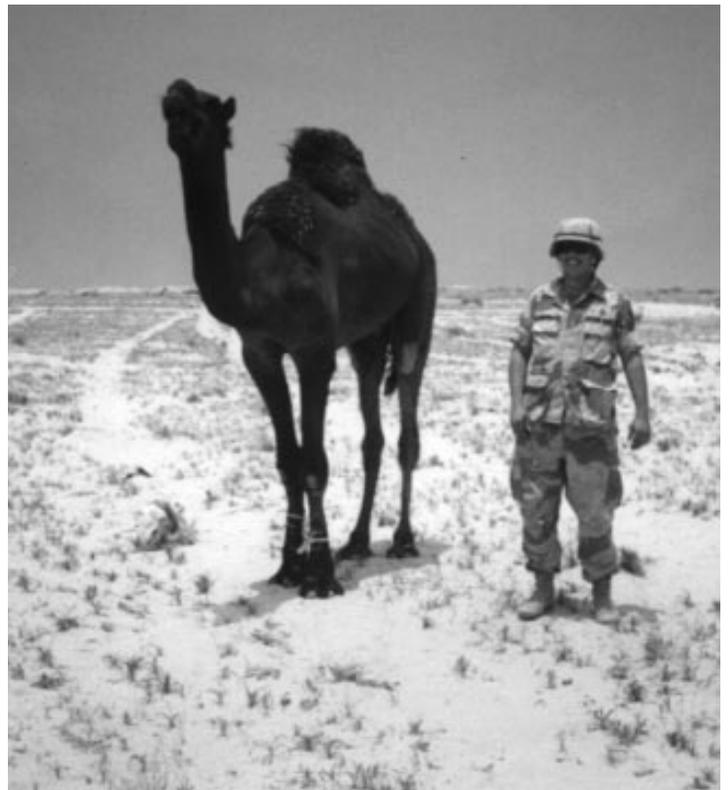
**T**he bullets were real, and the beans apt to be gritty from the ever present sand, but it was one of the most gratifying experiences he’s ever had, said civilian safety specialist Al Brown of his tour of duty in the Persian Gulf during Desert Storm. “It’s an honor,” he added, “to go to another country and say, ‘Hey, I’m an American, and I’m here to help you.’” He was there for 5 months with the 3rd Armored Division from Frankfurt, Germany.

Deeply impressed with America’s soldiers, Brown said, “We took everything but the dogs, cats, and kids. We took the equivalent of a major city—traffic lights, stores—and moved it 10,000 miles and set it back up and kept on moving.

“I was in the Army for 9½ years,” said Brown, “but I didn’t realize what we could do until I saw it. A wash unit, a bakery unit, a field kitchen—all at work, and most of them 24-hours a day. Maintenance could completely rebuild anything!”

Brown’s job—along with another civilian safety specialist—was to monitor the off-loading of equipment from ships and planes, make sure the log bases were set up safely, help keep soldiers from being injured in accidents, and investigate those accidents that did happen. They moved in sand; they moved in the oil fields. And they had to be physically fit to meet the demands of deployment.

“You tear down and move out; tear down and move out,” he added. “It’s physically demanding. You might not get



any sleep for 72 hours, and you’re not going to be a very nice person to live with. The food is full of sand. You appreciate a cold drink. You live with soldiers; you get treated like soldiers—up to a point.”

“The lights never go off. The generators never quit. Thousands of vehicles; thousands of people—going all the time.”

According to Brown, you have to learn to do without traditional civilian perks. They were in dusty, dirty conditions because, living in tents, they had no control over some environmental elements. And if the soldiers got up at 0430, the civilians got up at 0430. If the soldiers missed a meal, the civilians missed a meal. They all slept in the same tents, ate the same food, and, in some cases, cried the

same tears.

The first soldier killed in the 30,000-strong division was in Brown’s group. “I knew the guy,” he said. “He picked up a submunition and hit it, and it blew up. Times like that... those were the bad times.”

One of Brown’s duties was to investigate accidents, and even that familiar job changed in the desert. Initially working

from the accident-investigating-board concept, Brown’s supervisor requested a major and several other officers to make up a board. He said the commander, a very nice guy, laughed and then turned serious. He said, “You know, my majors are executive officers and staff, and they’re fixing to

go to war, so—um—what are your people being paid to do?” The board concept gave way to desert savvy. Civilians flew into places where wheels couldn’t

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**“The lights never go off. The generators never quit. Thousands of vehicles; thousands of people—going all the time.”**

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take them and even compasses were useless. They were guided by a global-positioning satellite system. The investigators were dropped off at an accident site, did their investigation, and got picked up again.

One disconcerting element of this type activity was that the "enemy" would pop up from some mysterious hide-out in the sand and surrender, even to these civilians.

The most important thing you can take with you, according to Brown, is a good attitude. "You have to be a team player," he said. "That and a positive attitude will get you through a lot—too little sleep, cold showers, bad haircuts; we didn't have any barbers. You just hoped somebody knew how to cut hair—and maybe you had to laugh at the results."

Civilians in uniform can be

confusing to soldiers. Aside from the fact that there's no rank on a civilian uniform, most soldiers can tell at a glance if the wearer is not military. Civilians need to learn to wear the uniform correctly. They also must learn the rank structure and respect it, according to Brown. Long hair is out; beards are out. Even in stressful conditions, professionalism counts. "And it's professional to respect the uniform," said Brown.

The deployment experience also added another dimension to Brown's education as a safety professional. "You experience what the soldier experiences," he said. "You go through the same hardships. You're away from your family too. You can understand soldiers better. You can understand why they do what they do and why they sometimes are unsafe.

"Soldiers train their whole careers for this. Safety people try to come up with countermeasures that keep soldiers from being killed or injured. When you see the two come together—well—that's what we're all about."

Al Brown is now a safety manager at the Army Safety Center, where he continues his search for accident causes and countermeasures, sans bullets and, possibly, beans. You can reach him at DSN 558-3989 or 334-255-3989. □

**"Faces" of the force will be a regular feature spotlighting the work done by Department of the Army civilians. Please send your story ideas to Ms. Joan Kelley at DSN 558-9377 or 334-255-9377; e-mail them to Saftnews@rucker-safety.army.mil. The Safety Center is particularly interested in operations in Bosnia, and this feature is not confined to safety professionals.**

## Decisive force: decisive support

### Civilians help the fight

The thunder heard in the storm of battle depends a lot on the ammunition rained down on the enemy. To be a decisive element in battle, ammunition must be delivered to the proper target at the proper time. And all the potentially destructive force designed into the ammunition must be capable of being delivered to the selected target without harming the user.

Ensuring that ammunition is safe, serviceable, and ready to use in battle involves the support of a series of highly-trained DA civilians operating along the complete logistical chain, from the production lines to the front lines. These civilians can be found—in uniform and on-site—alongside soldiers in peacekeeping operations, special military operations, and joint operations, as well as war. Safety specialists and quality assurance specialists—ammunition surveillance (QASAS) make sure "their" ammunition gives decisive support to a decisive force.

Although these civilians were in the Gulf and in Somalia as part of the force, the peacekeeping operation in Bosnia provides the most recent and dramatic example of civilian support. V Corps and 1st Armored Division safety professionals deployed to Bosnia with their units and are

## Before you go

Civilians going to Bosnia can learn a lot from the experience of civilians who went to the Persian Gulf, and most will find it just as intense for the civilian as it is for the soldier.

The civilian, too, must ensure his or her family has a support group; you don't need family problems when you're at the front. It helps to prepare your family before you go. Include them by letting them know what you do at work. Include them in meetings. Discuss with your spouse how business affairs will be handled in your absence and ensure he or she has a power of attorney. Make sure they know who to go to if they have problems while you're away. Single civilians should make similar arrangements with a close relative or a trusted friend. The Staff Judge Advocate can help you prepare your legal affairs for deployment and ensure you're aware of the legal consequences. Local civilian personnel offices should be able to provide further guidance.

Other things—some not so pleasant—that you should take care of include—

- Getting the required shots.
- Drawing up a will or taking another look at the one you already have.
- Getting life insurance; you may not be covered by the policy purchased through work.
- Getting a passport, if one is necessary.
- Agreeing with your superiors on compensation for overtime.
- Getting a dental checkup.
- Getting a physical checkup.
- Getting dog tags and ID cards for you and your dependents (if your home station is overseas).
- Getting the necessary soldier-skills training: NBC training, basic skills training, training on the type of vehicle you will be assigned, hot- or cold-weather training, mine-recognition training (absolutely necessary before deploying to Bosnia). □

**POC: Mr. Al Brown; Product Development Branch; DSN 558-3989 (334-255-3989)**

still on the ground ensuring that ammunition is safely transported and stored and that ammunition-related risks are being managed through controls that lessen hazards. QASAS, some with highly-technical malfunction expertise, deployed with 3rd COSCOM. They ensure that basic-load ammunition remains serviceable and that ammunition-related problems are solved on the spot.

Ammunition is a perishable commodity and, like grapefruit or cantaloupe, has a life cycle that can be shortened by mishandling. It is up to these DA civilians to monitor the entire life cycle and ensure that only serviceable ammunition reaches the user and that the lives of soldiers and civilians are not endangered in the process.

Increasingly, as the Army adopts and integrates the risk-management process, these experts are expanding their usefulness to commanders by supplementing compliance-based assistance with expert assistance in identifying and controlling hazards in the user's environment.

The task is complex, dangerous, and vital to the Army mission—and has been since World War I. In fact, the Ammunition Surveillance Program dates from 1920 and is the Army's oldest formal career program. Among the first to be designated "emergency essential," ammunition-surveillance civilians have been joined by many other DA civilians and contract employees in the eye of the storm. □

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

## Timely advice

### Shorter days pose problems for runners

**W**hen the time change hits at the end of the month, runners are likely to run out of daylight before they run out of road. Post safety professionals should now be gearing up programs to help soldiers and civilians keep fit and do it safely. Most posts have regulations prohibiting headphone use by joggers and walkers exercising on post. Those who exercise solo should run or walk facing on-coming traffic, use extreme caution crossing streets or intersections, and cross only at marked crosswalks. Anyone out after dark (30 minutes after sunset to 30 minutes before sunrise) should wear at least 20 square inches of reflective material. No less than 8 inches of the material should be visible on both front and back.

Other general guidelines that need to be put out include—

- Encourage the use of the buddy system.
- Advise soldiers (and their family members) and civilians to exercise in the off hours when there is less traffic.
- Alert runners to the hazards of running in alleys or other isolated areas.
- Encourage runners to wear identification.
- Encourage/teach defensive running: listening for traffic; staying alert to road conditions; watching for pot holes, rocks, and other debris.



- Advise runners to let someone know their routes and how long they'll be gone. □

## Risk-management integration

### Installations Branch is your first stop

**I**nstallations Branch, a component of the Integration Division (ID) in the recently reengineered Safety Center, is focused on integrating the risk-management process and industrial-hygiene products into the day-to-day operations of Army installations. The major vehicle for carrying out this effort is the CAPP Report, which has been expanded to a monthly publication.

When the Army Safety Center was reengineered recently, we made a fundamental shift in focus away from compliance-oriented programs to assisting commanders to identify, assess, and manage risks within an active safety program. While Installations Branch will no longer be actively involved in programs such as OSHA-targeted inspections, OWCP-claims-coding problems and the like, it is focused on preventing accidents through risk management. Installations Branch is your first stop at the Safety Center for integrating risk management into garrison operations.

Although the changes are just beginning to be felt here and in the field, it is becoming clear that it's no longer "business as usual." Hard choices are being made, and new directions are being pursued. Some functions the Safety Center has traditionally performed will no longer be performed; others are being reengineered and reoriented to focus on the new mission; new functions are focused on integrating the risk-management process into all that we do.

ID is a cornerstone of the new organization. It will work closely with MACOMs to assist and encourage the integration of safety policies and risk-management procedures. The "old" Policy, Installations, and Evaluations Division has been disbanded and ID has absorbed its components.

As Installations Branch reaches out to MACOMs to make the integration of risk management a complete success Armywide, please help us help you. Let us know the problems you are having, the kinds of products you need, and what assistance you require. We are all on this journey together. □

**Points of contact at DSN 558-XXXX or 334-225-XXXX are: MAJ Robert Wallace, Industrial Hygienist, 1122**

**Mr. John Crossette, Safety Specialist, 2644**

**Mr. Truman Taylor, Safety Specialist, 3261**

**Ms. Joan Kelley, Writer-Editor, 9377**

## Risk management is a journey, not a destination

**S**ince the mid 1980s when risk management was introduced to the Army, there has been a steady evolution in the application of the risk-management process to the Army's military and civilian operations. The continuing decline in Army accidents (FY 95 was the Army safest year on record) has largely been

attributed to the growing understanding and application of the process throughout the Army. The goal is to integrate risk management into the planning and execution of operations until it is thoroughly embedded in all Army processes.

Despite the obvious successes, application of the risk-management process is as much a journey as it is a destination. Terms are often unevenly applied, questions continually arise, and misunderstandings inevitably occur. Challenging journeys are like that.

The CAPP Report has a part to play in facilitating the integration of the risk-management process into civilian operations. A recent issue (Vol. 6, No. 2) included thoughts on risk management by GEN Dennis J. Reimer, Chief of Staff, Army, and BG Thomas J. Konitzer, Director of Army Safety. It also included a summary of recent guidance on the standardization of risk-management terminology.

Future issues will explore several facets of risk-management application. They will also discuss some of the reoccurring questions that arise within the workforce: Is this a new process or is it a new phrase for an established Army procedure? Is there a conflict between following standards and applying risk management in high-hazard operations? Were we guessing and gambling away our risks in years past? Is risk management a thought process or a paper exercise? Is the process useful only in the work environment, or does it have application in the home and on the road? Once completed, can the same risk-management worksheet be pulled off the shelf for the next

operation? Is the 5-step process the only approved risk-management process in the Army, or are there others?

When it comes to the risk-management journey, there is no such thing as a stupid or irrelevant question. We need more questioners to turn the CAPP Report into the Army's forum for the application of the risk-management process in the workplace. That means you, the reader, have a critical role to play. Share your risk-management successes and challenges. Send your articles, questions, or concerns by e-mail to [Saftnews@rucker-safety.army.mil](mailto:Saftnews@rucker-safety.army.mil).

Through an active and intelligent dialogue, successes can be multiplied, questions answered, and concerns dispelled. We all have a common destination and are all on the journey together. □

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

## Return of the 'killer' vending machines

***The following problem covered in the Sep 94 Countermeasure, was recently resurfaced by XVIII Airborne Corps and Fort Bragg's Directorate of Safety. Since soldiers and civilians alike occasionally attempt to beat up on vending machines in hopes of winning the battle for product or money, we're rerunning an updated version in hopes of helping installations deal with a frustrating and deadly serious problem***

***that gives new meaning to the oft-heard complaint, "I'm dying of thirst"***

**T**he price of a soda was too high for a soldier when a vending machine that took her money also took her life. She had put her money in the slot and, not promptly receiving her soda, shook the machine violently back and forth. The machine rocked too far forward and fell on her, crushing her larynx. She was dead on arrival at the hospital.

Soda machines, which can weigh as much as half a ton, can be easily tipped over by a person weighing a tenth that. Injuries include smashed fingers and hands; broken arms, legs, feet, ankles, and pelvic bones; punctured bladders; skull fractures, and neck and throat injuries. In addition to physical damage, one soldier received an Article 15 for damaging Government property—all for the price of a soft drink.

We hear it all the time—the humorous commotion made by someone kicking or hitting a vending machine that didn't produce. But the results can go from humorous to deadly if the victim escalates the hitting and kicking to pushing on the top of the machine to start it rocking in the vain belief that this will shake loose either product or money. When the machine starts to tip, the victim tries to stop it but usually is no match for the several hundreds pounds of iron and steel inside the colorful plastic. What should be stopped instead is the pushing and rocking.

Safety officers can help commanders secure these machines so that workers won't be able to turn them over on themselves. The following actions can help commanders

keep soldiers and civilians safe even in the break room.

■ Secure tops to walls using two 12- to 16-inch-long shelf brackets. Use 3/4-inch screws on the machine and 1-inch spiral sheetrock screws on the wall. Each bracket should be positioned on top and 2 inches from the side of each machine. The larger or heavier the vending machine, the larger the brackets required.

■ Secure front legs or front edges to the floor using two small 90-degree steel brackets. Each side of the bracket should be at least 2 inches long. Use 3/4-inch metal screws on the machine and screws appropriate for the particular type of floor.

In addition, free warning decals can be placed at eye level on the soft drink machines. They can be obtained by calling 1-800-832-0028. Commanders should also require vendors to post a number soldiers can call to get a refund of money lost in vending machines. □

## Incoming— from the gas can into the fire

***This is a new column that will pass along tips, best safety practices, and other information from private industry. The following was provided by our friends at Amoco.***

**A** man drove his pickup into the service station and hopped into the bed of the truck—which had a bed liner—and began filling a small metal gas can with fuel. The gasoline ignited, burning the victim

badly. Since this incident, Ford Motor Corp., Standard Oil Co., and Chevron USA have all issued warnings about this danger. One flame specialist reported 23 injuries and deaths caused by this practice.

The plastic bed liner is the culprit. The insulating effects of the plastic prevent the static charge created by pumping the fuel into a metal can from grounding. As the static charge builds, it can create a spark and ignite the gas.

The only 100-percent safe way of preventing this flare up is to remove the gas can from the bed of the truck and place it on the ground (or concrete) before pumping gas into it. Never fill a gas can in the bed of a truck with a plastic bed liner in it. By the way, the same goes for cars. □

## Time for winter-driving campaign

It's time to dust off the winter driving pointers before the first dusting of snow scatters its magic and menace over the highways. Winter snow and ice pose special problems for even

## Check this out!

### It's good stuff, and it's free.

- ☑ HTIS Bulletin (Every other month): Hazardous Technical Information Services Bulletin. Fax your request to DSN 695-4194 (804-279-4194/5208).
- ☑ Road & Rec (Quarterly): The Air Force's quarterly journal of driving and recreational safety. Contact Ms. Schul at DSN 246-1983.
- ☑ Occupational Hazards. Fax 216-696-7658 or e-mail 73041.2555@compuserve.com.
- ☑ Occupational Health & Safety (Monthly): 817-776-9000
- ☑ Workplace Ergonomics (Six times a year): Reader Service Management Department; P. O. Box 2573; Waco, TX 76702-9910.
- ☑ Industrial Safety & Hygiene News (Monthly): P. O. Box 2065; Radnor, PA 19080-9569; Phone 610-964-4678 or fax 610-964-4663.
- ☑ Compliance (Monthly; bimonthly Jul/Aug and Nov/Dec): IHS Publishing Group; P. O. Box 512; Libertyville, IL 60048-0512; phone 847-362-8711 or fax 847-362-9143.
- ☑ Industrial Hygiene News (Seven times a year): 8650 Babcock Blvd; Pittsburg, PA 15237-9916; phone 800-245-3182 or fax 412-369-9720. □

the most experienced drivers, most of whom "forget" what they learned in last year's cold-weather driving season—at least for the duration of the first snowfall, which is the most dangerous because drivers are re-learning their cold-weather driving skills. Gear up your post's winter-driving campaign now.

Soldiers and civilians should get their cars tuned up for the season and, ideally, get the brakes, battery, and exhaust systems checked along with fluid levels. Now's the time to check and add antifreeze and make the switch to winter-weight oil. Snow

tires need to be checked out and ready to install before they're needed, and a winter emergency kit should replace the summer one in the trunk. It should include sand, kitty litter, or salt, a shovel, tire chains, windshield scraper or brush, booster cables, blankets, and flashlight (with good batteries). Drivers need to know how to drive out of a skid and how to get out of a rut. □

**POC: Mr. Al Brown; Product Development Branch; DSN 558-3989 (334-255-3989)**

## APG has top safety program

The Aberdeen Proving Ground (APG) Garrison won the Test and Evaluation Command's (TECOM) highest safety award, the Safety Award of Honor for fiscal year 1995 for superior achievement in accident prevention and safety management.

Accident costs from personal injury and property damage have decreased from nearly \$300,000 in 1991 to

little more than \$100,000 in 1995. In an era of limited resources, doing more with less, downsizing, and just plain cutting corners, APG's program stands out as a solid success. Its Master Accident Prevention Plan involves the entire workforce.

Safety videos, along with other materials, add interest to monthly safety meetings. Weekly newspaper articles and other publications—including Shop Safety Stand-Up Meeting Topics and the Collateral Duty Safety Training Guide—help workers remain abreast of new safety requirements while reminding them of older, successful programs.

In addition, each facility on the installation is inspected to ensure that workers are provided with the safest and most healthful working conditions. Hazard communication and respiratory programs keep the post in compliance with safety standards and educate workers. It is through such programs and a proactive outlook that APG earned a place in the spotlight. Our hat's off to you, APG. □

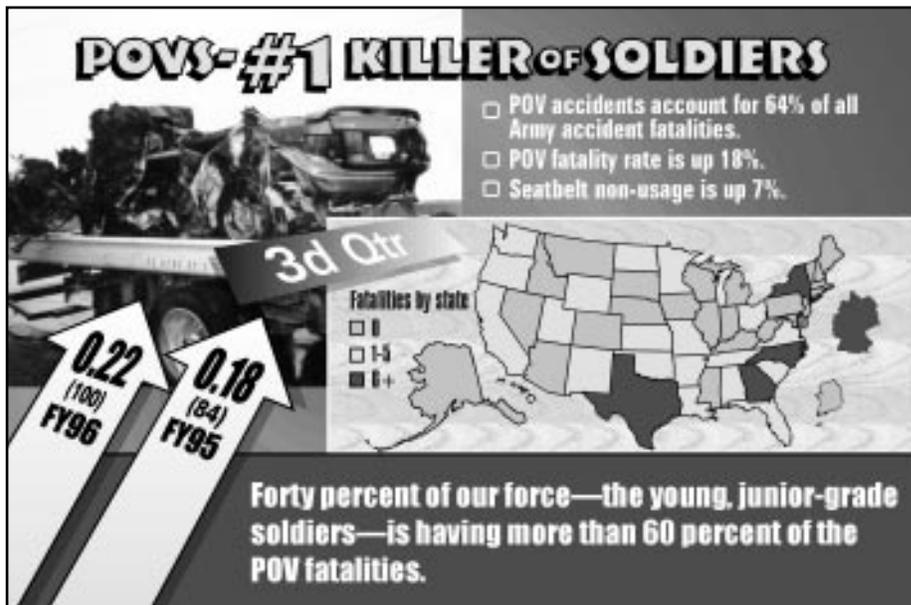


# Third quarter numbers good, bad

**A**t the end of the 3d quarter FY96, the total number of Army accidents was down 20 percent over the same period last year in a total force that has been reduced by 5 percent, but accident costs are up by 25 percent.

The privately owned vehicle (POV) fatality rate is up by 18 percent. For example, five Fort Drum soldiers were killed in a pre-dawn accident while

returning from Canada when their compact car drifted across the centerline and hit another vehicle head-on. Both vehicles were engulfed in flames. POVs are the number-one killer of soldiers, accounting for 64 percent of all Army accident fatalities. While drinking and driving is down,



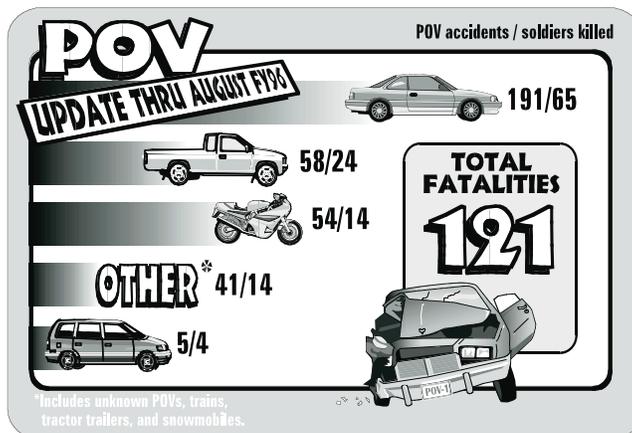
nonuse of seatbelts is up. Personnel injury accidents are also on the rise, with

basketball causing the most sports injuries, followed by softball and football. □

## Safety-alert wrapup

Safety-alert messages are listed below by date-time group and subject.

| Message | Date   | Subject  |
|---------|--------|--|
| 161532Z | Oct 95 | M1A1/M1A2 Abrams Tank  |
| 161543Z | Oct 95 | G/MLD, AN/TVQ-2  |
| 171558Z | Oct 95 | M939 Accident Awareness  |
| 062143Z | Dec 95 | OH-58D(I) Autorotations  |
| 151951Z | Dec 95 | MOUT Training  |
| 211324Z | Dec 95 | POV Fatalities   |
| 301711Z | Jan 96 | M1A1 Tank Turret Fatalities  |
| 051503Z | Feb 96 | Civilian Accident Prevention   |
| 141814Z | Feb 96 | Civilian Accident Prevention—<br>Injury Reporting                                  |
| 291423Z | Feb 96 | AH-64 Ground Fire  |
| 181832Z | Mar 96 | UH-60 Blade Strike Fatality  |
| 191910Z | Mar 96 | Parachute Fatality   |
| 091312Z | May 96 | High-Risk Behavior   |
| 201506Z | May 96 | Accident-Site Hazardous Materials  |
| 041835Z | Jun 96 | Task Overload and Loss of Situational Awareness                                    |
| 061356Z | Aug 96 | Use of Flak Jackets and Compliance with Minimum Safe Distance Requirements         |
| 141306Z | Aug 96 | Entanglement Hazards Associated With Load-Bearing Equipment in Airborne Operations |
| 201353Z | Aug 96 | Military Driver Selection/Training/Incentives                                      |
| 111846Z | Sep 96 | Seatbelt Usage   |



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