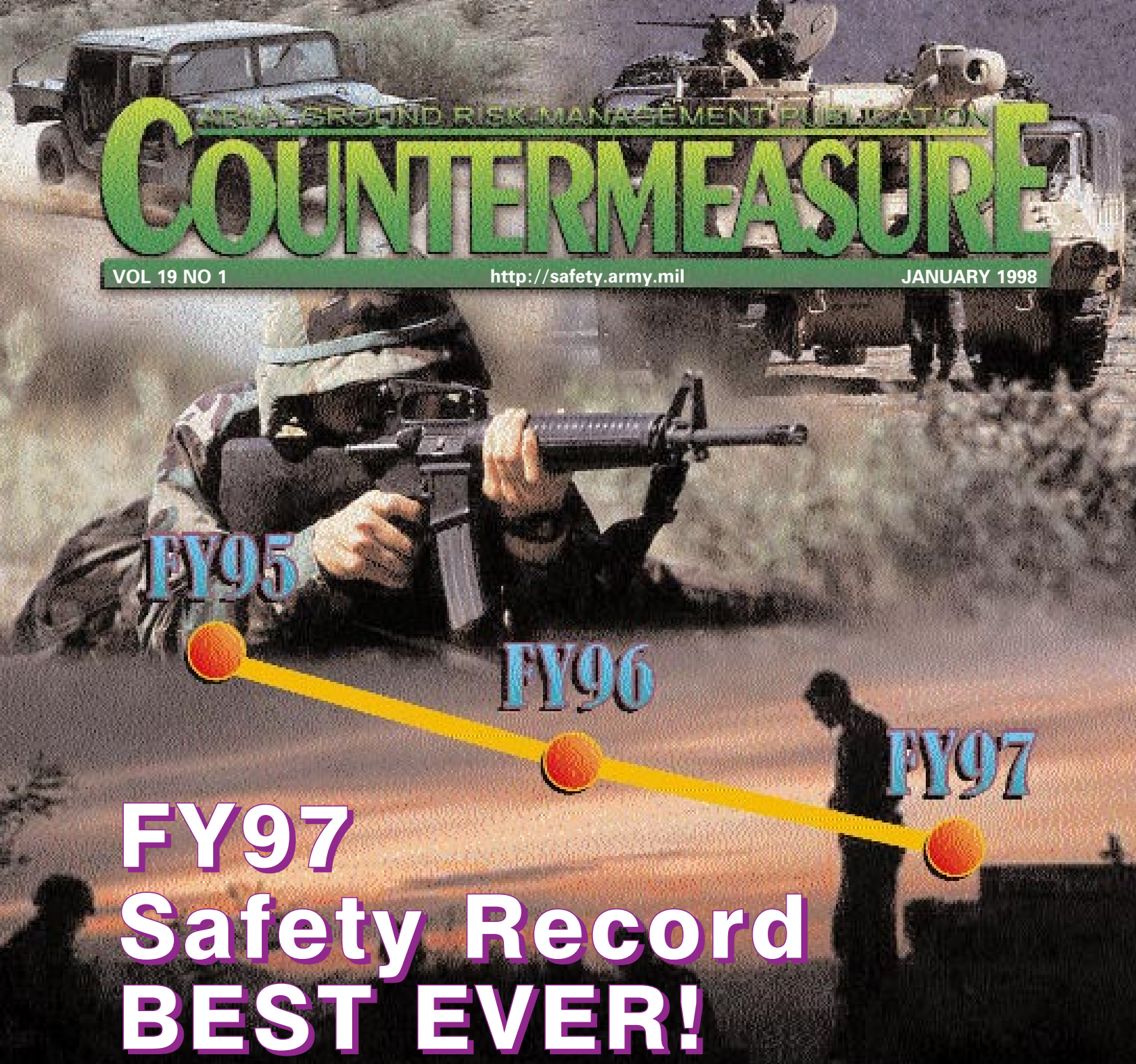
ARMY GROUND RISK MANAGEMENT PUBLICATION

COUNTERMEASURE

VOL 19 NO 1 http://safety.army.mil JANUARY 1998



FY97 Safety Record BEST EVER!

The payoff for reduction in ground accidents in fiscal year 97 was substantial; a high state of readiness along with 9 percent fewer accidents, 48 fewer fatalities, and a savings of more than $83.3 million over last year.

The tremendous credit goes to Army leaders at all levels—the commanders who establish clear, achievable standards, the trainers who teach the standards to soldiers, and the first-line leaders who enforce the standards. Credit also goes to the disciplined soldiers who make up today's Army—soldiers who follow the standards.

From My Position

FY 97 Accidents

I can't believe another year has passed since being assigned to the U.S. Army Safety Center. As a System Safety NCO, my job is to review accident reports. Let me tell you, I've had some eye-opening experiences this past year! I don't get a chance to physically see or witness what is actually happening on the tank line, the firing ranges, or other training sites. What I do see are the results of situations gone wrong. I see the injuries and deaths of our soldiers.

Although we had a fantastic year in FY97 in Army safety, the number of soldiers lost and injured by unsafe acts and conditions is still overwhelming. Total Army accidents claimed 146 soldiers last year.

When people talk safety, they almost always include numbers in their discussion. Accident rates, number of accidents, dollar losses, and number of fatalities are some of the more popular figures used in safety discussions and articles. While these figures are essential in measuring accident trends, often their full meaning is missing—the loss of a soldier.

While the loss of one soldier is one too many, the number and rate of fatalities continue to show a downward trend. The rate of 0.25 fatalities per 1,000 soldiers is 25 percent below last year and 26 percent below the 3-year average. This is a significant decrease of accidents this year. The decline in numbers may sound like good news, but 146 soldiers lost in one year is still unnecessary. We expect losses in a combat environment, but we're losing soldiers during peacetime, during training exercises, on and off duty. The smaller numbers may say that we are doing better, but we still must do more. The objective here is to not lose any soldiers to accidents.

Class A through C ground accident rates are below last fiscal year's percentage and the 3-year average. This includes personnel injury, privately owned vehicles (POVs), Army motor vehicles (AMVs), and Army combat vehicles (ACVs).

FY97 Top 4 Categories

TYPE	FY97	FY96	3 Yr-Avg
#1 Personnel Injury	1,398	1,556	2,106
#2 POVs	399	461	576
#3 AMVs	272	262	275
#4 ACVs	49	86	106

The following figures are more than just numbers out of the Army Safety Center computer, they are a measurement of direct results of the integration of risk management into schoolhouse training and unit mission execution.

Personnel Injury

Personnel injury accidents were down

considerably from FY 96. There were 1,398 personnel injuries resulting in a rate of 2.39 accidents per 1,000 soldiers. Combat soldiering injuries led in this category, followed by sports injuries. Tactical parachuting was the top accident producer in the combat soldiering category. A few accidental losses include the following:

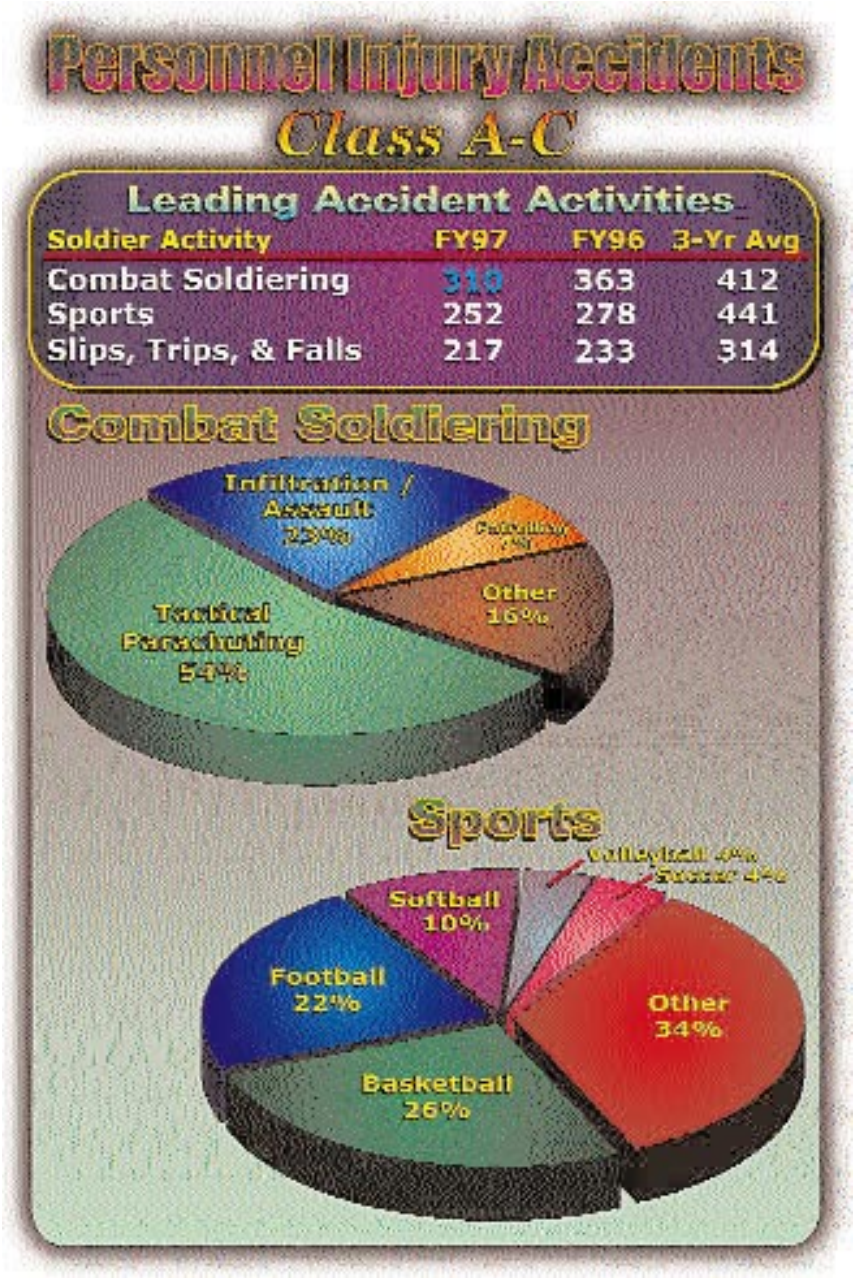
- During a night static line jump, a soldier's foot was entangled in another soldier's parachute. His parachute collapsed 100 to 200 feet above the ground. As the higher jumper, he failed to execute his 3rd point of performance, which resulted in a collision with the parachute of another jumper and loss of air. The 3rd point of performance states, "Keep a sharp lookout for all jumpers during entire descent." Remember the three rules of the descent: (1) Look before you turn; (2) Turn right to avoid collision; and (3) Lower jumper has the right of way. Maintain at least a 50-foot separation and avoid other jumpers.
- A soldier was killed when he was sucked out of a C-130 aircraft when he failed to maintain positive control of his reserve rip cord. The handle was hung up on the aircraft and he was sucked out by the deploying chute. His main and reserve parachutes were both ripped by the force of exit and became entangled. Neither parachute fully opened.
- A soldier suffering from a heat injury, drank 10-14 canteens of water over a 2-hour period. He subsequently died from over-hydration. Proposed Army guidelines, which are currently under review, recommend a maximum water intake of 1-¼ quarts of water per hour in heat category 5 conditions, with daily fluid intake not to exceed 10 quarts. These changes will be incorporated into future published fluid replacement doctrine.

Privately owned vehicles (POVs)

Soldiers experienced 399 POV accidents for an accident rate of 0.68. This rate is 12 percent lower than the previous year and 26 percent lower than the 3-year average. Accidents resulting from excessive speed continues to be the prevalent cause factor. Other common causation factors are inattention to detail, traveling too fast for conditions, and driving while fatigued.

Army motor vehicle (AMV)

There were 272 AMV accidents in FY 97. The majority of these accidents occur in administrative vehicles, such as sedans, vans, and buses. Light tactical vehicles, such as the CUCV and HMMWV are closely behind this category. An analysis



of the hazards among these accidents reveals several commonalties, such as excessive speed, loss of situational awareness, and failure to take precautions against adverse weather conditions. These hazards closely mimic the same hazards occurring in POV accidents. This indicates that soldiers are practicing the same careless habits and thought processes in the unit AMV as they do in their own POV. The following AMV accidents should have been prevented, but instead claimed the lives of our soldiers and destroyed our equipment.

- Two soldiers, both passengers, were killed when the driver lost control of an M923 5-ton truck while speeding around a curve. The vehicle flipped, ejecting all three occupants. No one was wearing a seat belt.
- A soldier (passenger) was killed when the driver of an M998 HMMWV lost control of his vehicle. The vehicle left the roadway and struck a tree, ejecting both occupants. The driver failed to pay attention to road conditions. Neither occupant was wearing a seat belt.
- A soldier, while sleeping in a squad perimeter, was struck and killed by a 5-ton truck. The vehicle was operating under blackout conditions and was not using night vision devices. The ground guide was riding on the running board. Both the driver and the ground guide failed to follow their squad leader's instructions to stay on the road. They elected to leave the roadway and take a shortcut through an infantry platoon perimeter.
- Two soldiers were inflating a HEMTT tire without the use of a tire cage. When the tire exploded, one soldier suffered a broken leg and arm, and the other suffered fatal head injuries.

Army combat vehicles (ACV).

There were 49 ACV accidents in FY 97. This is a significant drop of 43 percent from FY 96 and 54 percent below the 3-year average. Combining accidents for both wheeled and tracked vehicles resulted in a rate of 0.54, which is approximately 7 percent lower than last year. The majority of ACV accidents occur in M1 Abrams tanks, followed closely by the M2/M3 Bradley and M113. The most common hazards among all ACV accidents are turret movement, cross-country movement, and failure to clear the recoil path of the weapons system. While not a systemic trend, the improper use and maintenance of night vision devices (NVDs) are issues that warrant special attention. The following are a few of the ACV accidents that should not have happened:

- The driver of an M113 carrier died of injuries received when he was struck in the head by the gun tube of an M1 Abrams tank, as the two convoys passed each other on a tank trail at night. The convoy containing the M113 was either not using night vision systems or was using them in a binocular mode. The crew of the M1A1 did not properly communicate and react to road and traffic hazards. The tank commander was engrossed in the tactical situation and failed to react to real-life training hazards.
- During a 155mm Howitzer direct-fire engagement, a soldier sustained a permanent total disability injury when he was struck in the head by a fragment. The battery commander did not ensure minimum safe distance from the gun position to the target. He engaged a target that was only 535 meters from the howitzer position and the unprotected observers, instead of a minimum distance of 750 meters required by AR 385-63. An NCO failed to call cease fire even after finding fragments from earlier shots.
- A soldier was killed when the FISTV (M113) he was driving went into a ditch and overturned. The driver's training program was cut short in order to meet an exercise schedule.

We must continue to integrate safety into everything we do both on and off duty.

The accident numbers and rates are decreasing, which indicate that efforts are being made to prevent the number of accidents. Inattention to detail, ignoring safety standards, and inadequate leader involvement are areas we must improve. We must continue to integrate safety into everything we do both on and off duty. Safety is not just the commander's business, it is everybody's business. Do your part and help not only yourself, but help your fellow soldier stay out of harm's way in 1998.

PROTECT THE FORCE THROUGH RISK MANAGEMENT & SAFETY IN 1998!

POC: SFC Erwin Bailey, Armor Safety Specialist, U.S. Army Safety Center, DSN 558-2908 or COMM (334) 255-2908

Safety Center SGM says farewell

The Safety Center Sergeant Major, SGM Greg McCann, departs the Safety Center in January to assume duties as the Command Sergeant Major, 4-101st Airborne Division, Fort Campbell, KY.

As I prepare to depart the Safety Center, I want to say a few words to the readers of Countermeasure about priorities. I have visited many of your units and installations during my tenure here, and one recurring comment I hear is that safety often is not a priority in some leaders' way of thinking. They talk a great deal about safety, but when it comes time to commit resources such as people, money, or time, the priority just doesn't seem to be there.

Priorities…in the safety business, we talk about blood priorities. Those are safety-related items that did not become items of interest to the chain of command until after the accident occurred. The whole notion of risk management is to prevent the accident by proactive control of hazards by those in the position to be able to influence the mission. That includes every member of the Army, soldier and civilian. If your unit is not integrating risk management into your unit training program, maybe you haven't had to implement that "blood priority" yet. Will you wait until someone's blood makes risk management a priority for you?

One thing we must bear in mind about the safety program: it is not the safety manager's program, nor is it the safety officer or safety NCO's program; it is the commander's program, and is therefore a leaders' program. Safety programs should never seek to restrict the conduct of the mission. Safety programs should seek to find ways, using the risk management process, to accomplish the mission while allowing leaders to control hazards, accept only necessary risks, and make conscious risk decisions. The whole idea is to analyze the mission and the subtasks involved to determine how to accomplish the mission with the lowest risk exposure possible.

Having said that, leaders don't often have the accidents; soldiers and workers are the ones performing the hazardous duties. It makes sense, then, that soldiers and workers require education in the risk management process to include its practical application in the unit or in the workplace. Does this mean we should block two hours every week on the unit training schedule for risk management training for the soldiers? No, of course not. Even if we had the time for that (and most of you don't), that would probably be a waste of time. What needs to be done is some initial risk management training (there are tools available from the Safety Center and from your Division/Installation Safety Manager for this) followed by reinforcement training. The reinforcement training is accomplished by integrating risk management into all other unit training until it becomes second nature for leaders, soldiers, and workers.

Of course, this kind of priority won't happen in your unit until the commander and subordinate leaders emphasize this type of integration. Can your unit afford the time to integrate risk management into your unit training program? Let me ask that question another way: how can your unit NOT afford to integrate risk management into the unit training program? How many lives or how much money is worth the amount of time it takes to get your chain of command thinking risk management in training? And, by the way, we train as we fight…so risk management integrated into unit training inherently becomes risk management integrated into the way the unit trains and fights.

My tenure with the Safety Center has been very rewarding for me both personally and professionally. I have learned a tremendous amount from the many professionals with whom I have had the privilege of working, professionals in the Army Safety community including soldiers in the active and reserve components, civilian safety managers and specialists, and leaders at all levels. For the most part, all of these people are dedicated to helping the Army reduce accidents by the proactive use of risk management. I charge everyone who reads the Safety Center's publications to help continue to **PROTECT THE FORCE THROUGH RISK MANAGEMENT!**

Fatigue

Fatigued soldiers perform poorly, behave carelessly, tolerate greater errors, and become inattentive. They display decreased motivation, increased irritability and depression, and/or low morale.

Fatigued soldiers are a hazard in Army operations. Leaders should watch for behavior changes that indicate soldiers are fatigued and stressed. For example, the following are signs of fatigue:

- Difficulty in concentrating and thinking clearly.
- Poor and careless performance.
- Greater tolerance for error.
- Inattention to minor, but potentially important, details.
- Increased lapses of attention.
- Increased irritability.
- Decreased motivation and attempts to conserve effort.
- Increased errors.
- Slow and irregular reaction times.
- Impairment in communicating and cooperating with other soldiers, particularly when working as a crew.
- Complaints of headaches or stomachaches.
- Feelings of depression and poor morale.
- Loss of appetite.

Controls

While there is no substitute for adequate sleep, rest, or time off, there are some short-term solutions leaders can use to control the hazards presented by fatigued soldiers.

- Require a moderate work pace on physically demanding tasks.
- Provide periodic rest breaks to permit physiological and/or mental recovery.
- Offer diverting physical activities (for example, alternate working soldiers between heavy- and light-duty tasks).
- Maintain high standards of physical fitness. Emphasize the importance of daily PT. Allow company time for group PT/games to improve morale.
- Ensure soldiers are adequately rested before their work shifts.
- Adjust the complexity of duties and make changes in assignment where possible to prevent boredom.
- Provide breaks, naps, or time off after tasks have been completed.
- Provide nutritional food before, after, and/or during work.
- Ensure soldiers maintain good personal hygiene and health practices.

Fatigue levels tend to be higher at the midpoint and toward the end of a work shift than at other times during the day. In industry, accidents peak during the last 2 hours of a 10-hour day, presumably because of fatigue. Generally alertness declines sharply from 1600 to 2300 during a normal day, and after 2300 the probability that people will lapse into sleep increases dramatically. Otherwise normally-functioning soldiers may suffer from short, intermittent episodes of fatigue, especially when sleep deprived. These episodes are characterized by very brief lapses in the performance of tasks during which details are missed, accuracy is impaired, and/or performance is slowed.

(Adapted from research performed by Dr. J. Lynn Caldwell, U.S. Army Aeromedical Research Laboratory (USAARL), Fort Rucker, AL, and published in a Crew Endurance Leader's Guide, a joint effort of USAARL and the Army Safety Center. ♦

Invitation to Disaster

A leaky or flooded M1941 space heater is an open invitation to disaster, whether it be a tent fire or noxious fume inhalation. Decline that invitation with good preventive maintenance and sound operating procedures. Follow these simple checks and make your winters warm and safe.

Fuel lines. Before lighting your heater, check the fuel lines and connections for leaks. Fix any leaks before lighting up. When you hook up the overflow line, remember to:

- Keep the hose lower than the fuel overflow connection on the float valve assembly.
- Keep kinks out of the line.
- Keep the line out of traffic areas.
- Keep the line running downward, outside and away from the tent.
- Use an approved container to catch the overflow fuel.

Heater setup. The fuel control valve will work the way it's supposed to work only if the heater and valve are at or near level.

For tents with wooden floors, set the stove in a sandbox or on some other non-combustible surface. Use a sandbox if you're setting the heater on top of snow, too. Otherwise the heater melts its way into the snow.

Firing it up. When starting the heater on oil or diesel, turn the ON-OFF valve to ON and set the adjustment knob to 9. After the bottom of the burner gets wet with fuel, turn the adjustment knob to 0. Drop a small wad of lighted paper or a lighted piece of oily rag into the burner.

If you're burning gasoline, begin by dropping a lighted match or burning paper into the burner. Then, turn the ON-OFF valve to ON with the adjustment knob set to 0. **Keep your face and hands away from the opening!**

Replace the top lid when the bottom of the heater is full of fire.

Adjusting the flame. The heater takes about 5 minutes to warm up with gasoline, 15 minutes for oil. After that much time has passed, use the adjustment knob to adjust the flame.

- **Gasoline:** Set the adjustment knob between 0 and 7. Setting it above 7 wastes fuel, makes heavy smoke, and is a safety hazard.
- **Oil/Diesel:** Set the knob between 0 and 9, but never leave the knob at 9, even in the coldest weather. At the maximum setting, the heater or the flue can get hot enough to set your tent on fire.

Note: If you get heavy, black smoke from your heater, turn the adjustment knob to 0 and let the excess fuel burn off. Then reset the control knob.

Keep fuel strainer clean. A clean fuel strainer lets your heater get a good flow of fuel. Be sure not to damage or bend the strainer when you clean it. A damaged strainer can let unfiltered fuel into the system which can clog the float valve assembly.

Replace a damaged strainer with NSN 5411-01-231-1754.

Keep 'em burning!

-adapted from PS magazine

Ergo Corner

Doing things right can change your day!

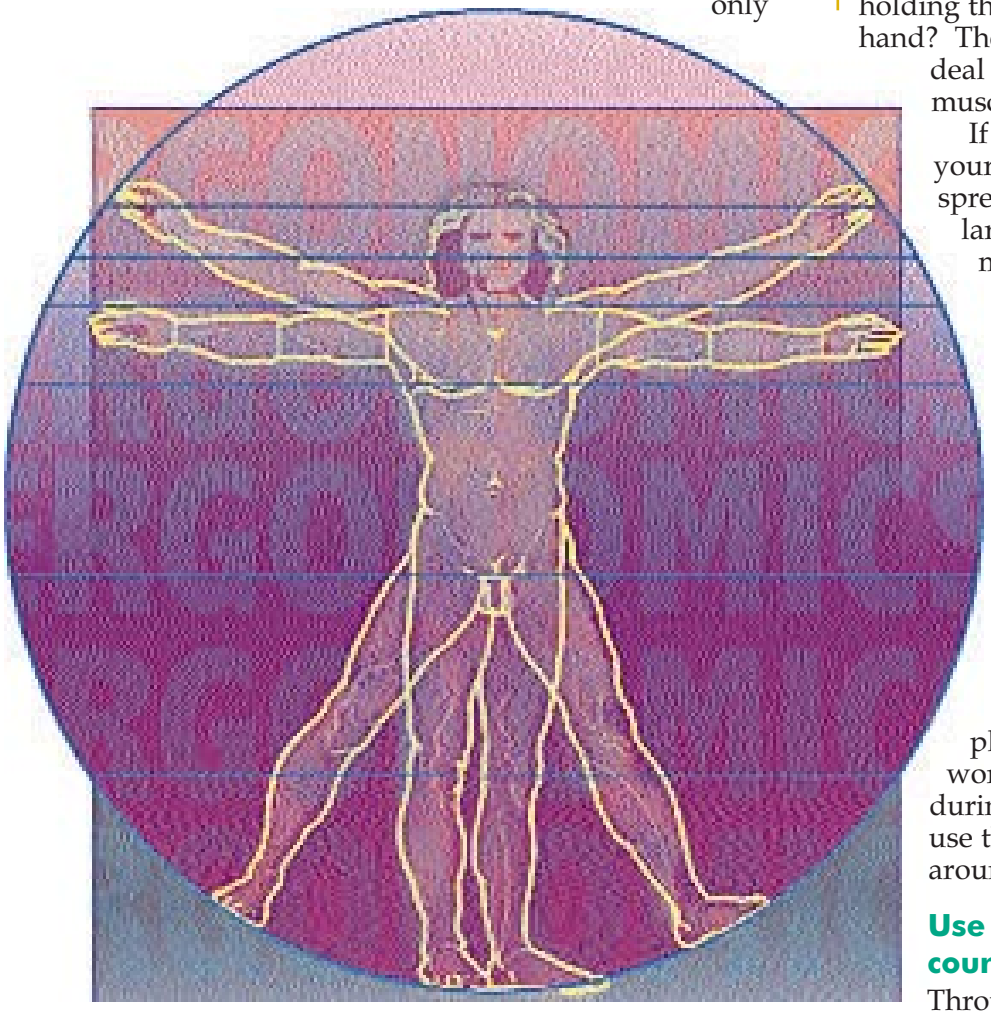
The following article is part five of a six-part series that was published in the Unit Safety Update, a publication of the I Corps and Fort Lewis Safety Office.

Strain and fatigue on the job can be reduced; how you approach your job tasks can greatly influence how you feel by the end of the work day. Consider applying the following to your job situation.

Vary work tasks.

Performing the same task for a long period of time can subject your body to repetitive pressure. By keeping your body in one position for a long period of time cannot only result in fatigue, but muscle stiffness. For example, drilling a large number of holes, one after another, requires you to be in the same body position and perform the same motions over and over. When possible, vary your activities—drill some of the holes, then perform another task before drilling again.

Make a point to move occasionally. If you sit a lot, stand up to perform some work.



Use large muscle groups rather than small muscle groups when possible.

Have you noticed the difference between holding an object with a pinch grip—using your fingers and thumb—and holding the same object with your whole hand? The pinch grip requires a great deal of force on your smaller muscles.

If you can hold the object with your whole hand, the load is spread over more tendons and a larger portion of your forearm muscles.

Holding the object with two hands reduces the force on particular muscles even more and results in less stress on your body.

Use work breaks to your best advantage.

A work break is a good time to change body positions. Changing positions will make you more comfortable and reduce the possibility of injury.

If you have to stand in one place for a long time while working, either sit or take a walk during your break. If you sit a lot, use this time to stand or walk around.

Use rest pauses to counterstretch.

Throughout the day, it is important

A Model VDT Workstation

- Adequate ventilation
- No excess noise or crowding
- Adequate privacy
- Social contact with coworkers
- Relaxing colors and non-glare surfaces
- Windows with blinds or curtains
- Indirect general lighting; moderate brightness (may be turned off if desired)
- Direct, adjustable task lighting
- Copy holder at approximately same distance as screen
- Adequate space for copy holder and other materials
- Moveable keyboard on surface with adjustable height, arms approximately parallel to the floor
- Thighs approximately parallel to the floor
- Seat pan short enough (front to back) for knee clearance and slanted downward at the front
- Feet firmly resting on the floor, footrest for shorter people
- Printer in separate area; if located near work area, printer equipped with noise shield
- Terminal regularly serviced and cleaned; records kept where easily accessible
- Screen about 1 to 2 feet away and middle of screen slightly below eye level; characters large and sharp enough to read easily; brightness and contrast controls; adjustable height and tilt screen made with glare-proof surface; no visible flicker of characters
- If necessary, special glasses for VDT viewing distance
- Adjustable back rest to support small of the back
- Easily adjustable seat height and depth
- Swivel chair; safer with 5-point base and casters

to take rest pauses. Use the time to counterstretch.

A counterstretch is moving body parts in the opposite direction than they have been held. If you have to look to the left for a lengthy time, the counterstretch would be to look to your right.

Also, if you work with small parts, look away to allow your eyes to refocus at a distance.

Push instead of pull.

Pulling a load can put a lot of strain on your elbows, shoulders, and back. Rather than pulling, try pushing the load.

Use power equipment if it is available. If you need to move a cart, make sure its wheels are in good repair.

Try not to rest your body against sharp edges or subject it to sudden blows.

Putting pressure on a small area of your body can compress soft tissue structures such as tendons and nerves and may result in tissue damage.

Consider placing padding on sharp edges, and never use your hands as hammers.

Build up gradually to the physical demands of work.

When you begin a task you have not performed before, it is important to work into the task slowly. Just like warm-up exercises before a physical workout, your body needs to adjust to the new physical demands.

Perform stretching exercises before beginning work and throughout the day.

Just as an athlete stretches before a game, you should stretch before you begin working at your job. When you perform these warm-up exercises, you are preparing your body for the physical work it will be doing.

A 5-minute set of exercises can be performed at the beginning of the shift and after lunch.

Copies of the Unit Safety Update may be obtained by writing to Commander, I Corps and Fort Lewis, ATTN: AFZH-SA, Fort Lewis, WA 98433-5000. For additional information, call Mr. Peter Strohm, Safety Director, I Corps and Fort Lewis, DSN 357-3079/commercial 206-967-3079. ♦

Computer health and safety

The fact sheet on page nine regarding a model VDT work station is reprinted courtesy of the Division of Safety and Hygiene, The Industrial Commission of Ohio. This information was derived in part from the Office Technology Education Project.

Too often computers are brought into the office and just plopped onto desks. They're just another piece of equipment, right?

Not exactly. Computers or video display terminals (VDTs) put unique demands on our eyes and muscles. Ergonomic equipment needs to be purchased and offices need to be changed to take this into account.

When people buy computers, they usually consider software and memory capacity (and forget about health and safety.) But a smart purchase will include features to prevent aches and injuries, and thereby increase productivity.

This fact sheet will help you figure out what features to look for when selecting equipment and what adjustments to make in your office layout, illumination, and furniture.

The illustration shows the proper VDT workstation design. Check to see if your workstation has these components. ♦

Safety messages

The following is a list of all ground precautionary messages (GPM) and maintenance advisory messages (MAM) issued by Army Tank-Automotive Command (TACOM) and Communications and Electronics Command (CECOM) for 4QFY97.

Tank-Automotive and Armaments Command (TACOM) Ground Precautionary Messages (GPM)

- AMSTA-IM-O, 261802Z Sep 97, subject: Safety-of-Use Message (SOUM), TACOM-WRN Control No. 97-07, operational, M915 tractor (NSN 2320-01-028-4395), M915A1 tractor (NSN 2320-01-125-2640), M915A2 tractor (NSN 2320-01-272-5029), LIN T61103, XM 916 LET (NSN 2320-01-028-4396), M916A1 LET (NSN 2320-01-272-5028), M916A2 LET (NSN 2320-01-431-1163), LIN T91656, M920 MET (NSN 2320-01-028-4397), LIN T61171, M911 HET (NSN 2320-01-025-3733), LIN T61035. Summary: This message directs users not to use fifth wheel towing devices on any Army vehicle. These devices have not been tested and are not approved for use on any Army vehicle. Using this type of towing device on the subject vehicles improperly weights the axles and creates upward loading of the fifth wheel, which subsequently creates a potentially hazardous situation. POCs: Mr. Richard Justice, DSN 786-8495 (810-574-8495), Mr. Michael Decker, DSN 786-7517 (810-574-7517), or Mr. John Johnson, DSN 786-7505 (810-574-7505).
- AMSTA-IM-O, 091354Z Jul 97, subject: GPM, TACOM-WRN Control No. 97-05, Crane 25-ton (NSN 3810-00-018-2021), P&H model MT250, LIN F43429; Crane 25-ton (NSN 3810-01-054-9779), grove model TMS 300-5, LIN F43429; Crane 20-ton rough terrain (NSN 3810-00-275-1167), P&H Model M320RT, LIN F39378. Summary: This message clarifies the actual requirements for load moment indicators (LMIs) on cranes and closes out the following two GPMs: TACOM-WRN Control No. 96-11, DTG 031238Z Sep 96 and TACOM-WRN Control No. 96-12, DTG 111902Z Oct 96. POCs: Mr. Jim Jump, DSN 786-8901 (810-574-8901) or Ms. Gwen Shaffer, DSN 786-7350 (810-574-7350).
- AMSTA-IM-O, 111741Z Aug 97, subject: MAM, TACOM-WRN Control No. MAM-97-009, MLRS (NSNs 1055-01-092-0596, 1055-01-192-0357, 1055-01-192-0358, 1055-01-251-9756, and 1055-01-329-6826), Model M270, LIN L44894, cab hinge stud, cab hinge lock nut and cab hinge hold down washer nut installation. Summary: This message stresses the importance of proper torque for the cab hinge stud, cab hinge lock nut and cab hinge hold down washer to prevent the MLRS cab from shifting on its hinges/mounts. POCs: Ms. Anne Marie Tolonen, AMSTA-IM-ABC, DSN 786-7345 (810-574-7345) or Ms. Kathy Miramonti, SFAE-GCSS-W-BV-L, DSN 786-8257 (810-574-8257).
- AMSTA-IM-O, 291333Z Aug 97, subject: MAM, TACOM-WRN Control No. MAM-97-010, air induction system maintenance for Abrams tank systems, M1 (NSN 2350-01-061-2445), LIN T13374, IPM1 (NSN 2350-01-136-8738), LIN T13374, M1A1 (NSN 2350-01-087-1095), LIN T13168 and M1A2 (NSN 2350-01-328-5964), LIN T13305 (not applicable to those M1A2s equipped with the pulse jet system (PJS). Summary: This message provides specific changes to the PMCS for the air induction system for the subject tanks. These changes will be published in the appropriate TMs NLT November 1997. POCs: Mr. Brad Voss, AMSTA-IM-AAH, DSN 786-6049 (810-574-6049) or Mr. Edward Feeley, SFAE-GCSS-W-AB-LD, DSN 786-6846 (810-574-6846).

Communications and Electronics Command Ground Precautionary Messages (GPM)

- AMSEL-SF-SEP, subject: GPM 97-011, Power cable mismatch electrical hazard with AN/UXC-7 cable (NSN 5995-01-090-6101) and PP-6224 cable (NSN 5995-00-135-4555). Remarks: Mixing the subject cables can energize the equipment casing. Cable verification procedures are provided. Status: Closed. POC: Mr. Joe Cocco, DSN 992-9723, ext. 6436.
- AMSEL-SF-SEP, subject: GPM 97-012,BB-490/U, Battery storage (NSN 6140-01-331-4013) and related items. Remarks: Substituting the BB-390/A battery for the subject battery will cause permanent damage to the battery and possible damage to the equipment battery/charger user actions are provided. Status: Open. Message will remain open until the link between the BB-490 and the BB-390 is implemented. POC: Mr. Klimek, DSN 987-3112, ext. 6437.
- AMSEL-SF-SEP, subject: GPM-97-013, BA-5800/U (NSN 6665-99-760-9742) Lithium sulfur

dioxide batteries. Remarks: Recent violent ventings occurred because of improper battery usage or disposal processing. User actions are provided. Status: Open. POC: Mr. David Kiernan, DSN 992-0084, ext. 6447.

■ AMSEL-SF-SEC, subject: GPM-97-014, Generator set, diesel, 2KW 120V AC manufactured by Mechron, MEO-531A, LIN Z31804 (NSN 6115-21-912-0393). Remarks: The generator's duplex convenience receptacle is not equipped with a ground fault circuit interrupter which protects users from electrical shock. User actions are provided. Status: Open. POC: Dr. Gaines Ho, DSN 654-2093. ♦

FIRE!

Now that I have your attention, Countermeasure needs your help. We need your input to help us meet readership demands. Our No. 1 reader request is for more stories and lessons learned, but it sure is hard to print information that we don't have.

No one can give a better first-person account of an event than the individual involved. Tell us about your close calls, near misses, and the safety lessons you learned from the experience. If you want your story to be anonymous, we'll do it that way.

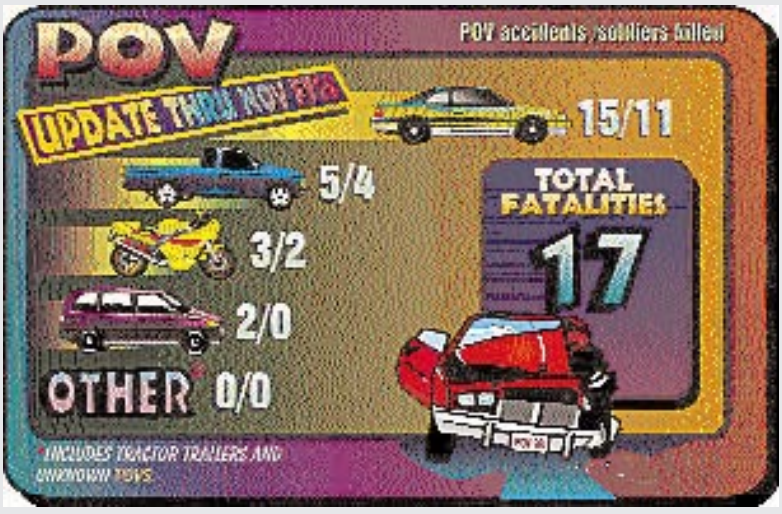
Don't have any "war stories" to tell? Then tell us about the good things that are happening as a result of your safety programs. What are you doing in your unit to lower accident rates? What are you doing to spread safety awareness? Has your unit or soldiers within your unit won any safety awards? Accident rates across the Army are down, so obviously something good is going on out there. Tell us about it.

We also get lots of requests for posters. This is another area where you can help; if you have poster ideas, please let us hear from you.

To keep Countermeasure customer-focused, we need your expertise and input. Let's form a partnership, and together we can develop informative, up-to-date articles (posters too) on both old and new safety issues.

Send your written material or even a cassette tape (if you absolutely hate to write) to Commander, U.S. Army Safety Center, ATTN: CSSC-OSA-G (Countermeasure), Building 4905, 5th Avenue, Fort Rucker, AL 36362-5363. If you prefer, you may FAX the information to the attention of Ms. Paula Allman at DSN 558-9528 (334-255-9528), or send it by e-mail to allmanp@safety-emh1.army.mil.

Be sure to include your telephone number, FAX number, mailing address, or an e-mail address where we can contact you. ♦



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Burt S. Tackaberry
Brigadier General, USA
Commanding