

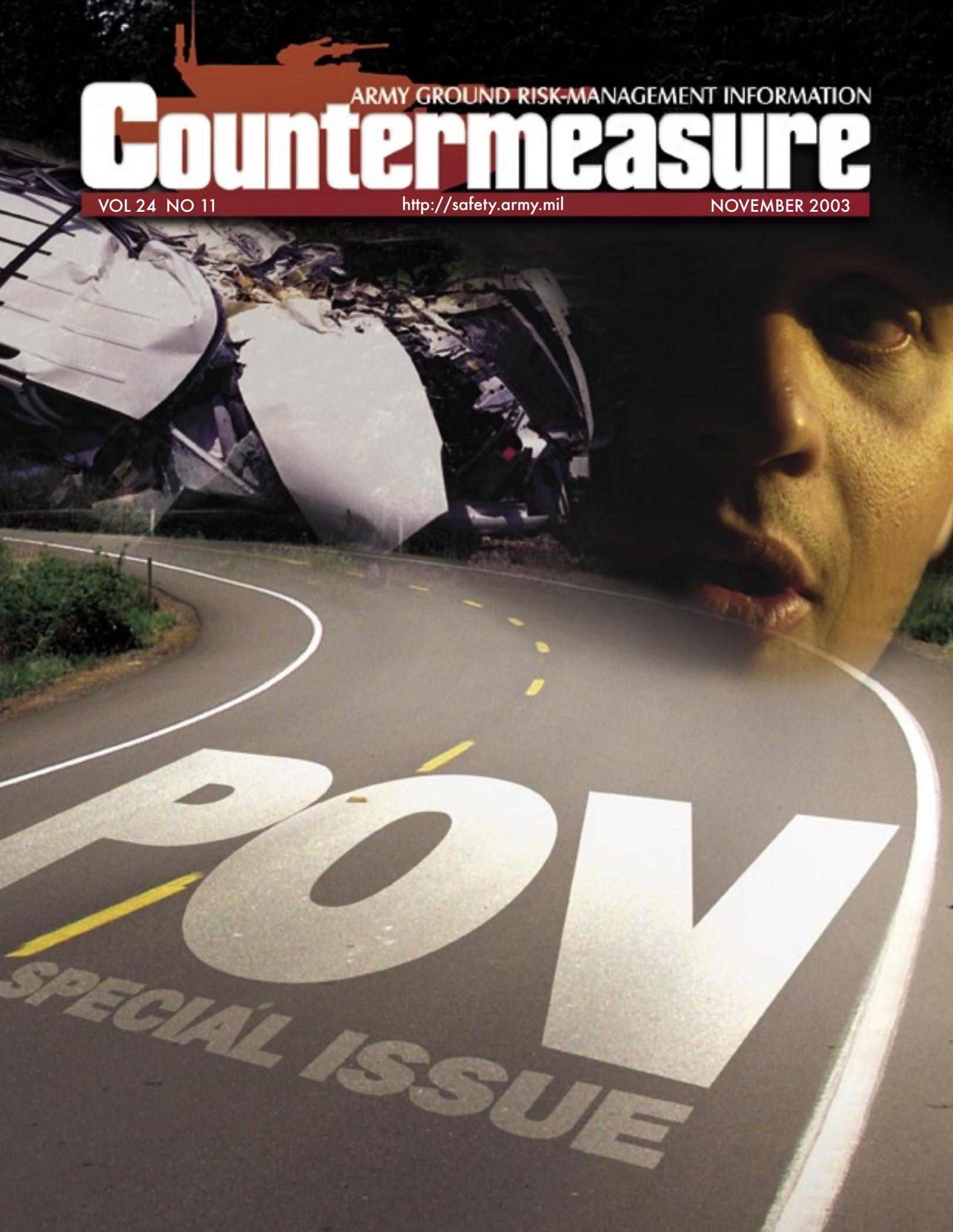
ARMY GROUND RISK-MANAGEMENT INFORMATION

Countermeasure

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POV
SPECIAL ISSUE

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on the web
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Driver's Training...It's a Team Sport!

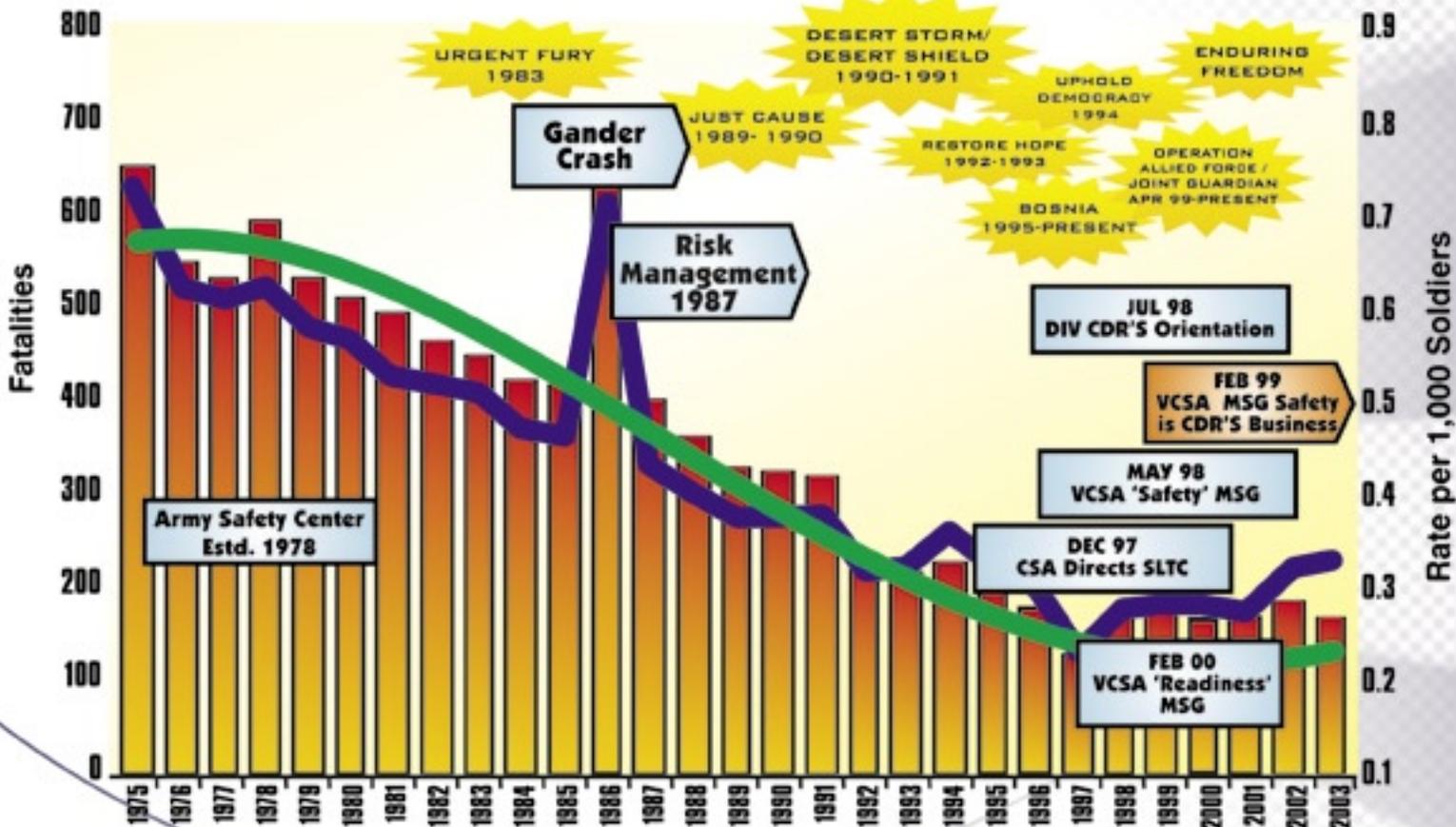
Over the past 30 years, the Army has made great strides in reducing ground accidents. The green line on the Historical Ground Trends chart clearly shows a downward trend. Initiatives such as risk management, safety training, accident investigations, and Army command emphasis have collectively made a difference.

However, over the last 5 years, our fatality rates have remained constant.

In FY03, almost 20 percent of our accidental fatalities occurred when soldiers were driving Army vehicles. Attacking these ground accidents successfully will greatly reduce our number of fatalities and preserve our combat readiness.

Considering the high operations tempo of the Global War on Terrorism, ground safety performance has been a huge success story. However, the hazards have not changed. We know that speeding, driving fatigued, and failure to wear seatbelts are present in over half of Army accident fatalities. Over the last 2 years, almost 50 percent of Army motor vehicle accidents were rollovers. Rollovers are mainly a result of speeding and are clearly preventable. We know the hazards, and if we know the hazards, we should be able to

Historical Ground Trends



DASAF'S CORNER

From the Director of Army Safety

mitigate risk and reduce those fatalities. Where are we falling short?

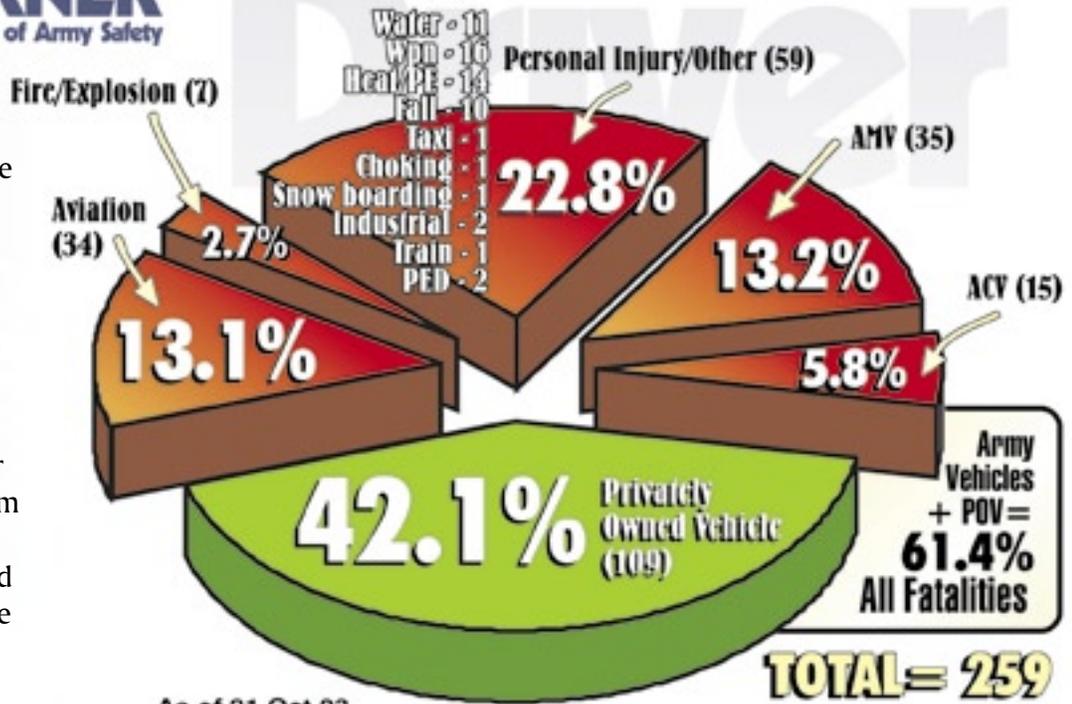
As my safety teams travel around the Army, one shortcoming repeatedly presents itself: poor driver's training programs. Our ground assessment team recently returned from an Army installation and concluded that a degree of accountability lies at all levels. At the Army level, we have not shaped the unit for success.

We have made the battalion master driver

an additional duty rather than an MTOE position. We send young soldiers with vehicle-driving MOSs from TRADOC schools with minimal experience on the vehicles they are expected to operate. We have not updated AR 600-55: *The Army Driver and Operator Standardization Program* (Selection, Training, Testing, and Licensing), which governs driver's training, and until recently, we lacked an Army assessment team to help installations identify their units' weaknesses. We owe our leaders better products, and the Safety Center is working to those ends.

At the installation level, there are initiatives that can be taken to help units better train their drivers. Setting aside a designated area for driver's training provides the resource for continuous training for all units. Radar check and "Click-it-or-Ticket" programs hold soldiers

accountable for the safe operation of their vehicles. Most importantly, an active command evaluation program encourages units to put the proper emphasis on driver's training standards. Currently, the relative lack of emphasis on driver's training at the installation level has resulted in subordinate units putting their precious time and resources toward programs that are emphasized.

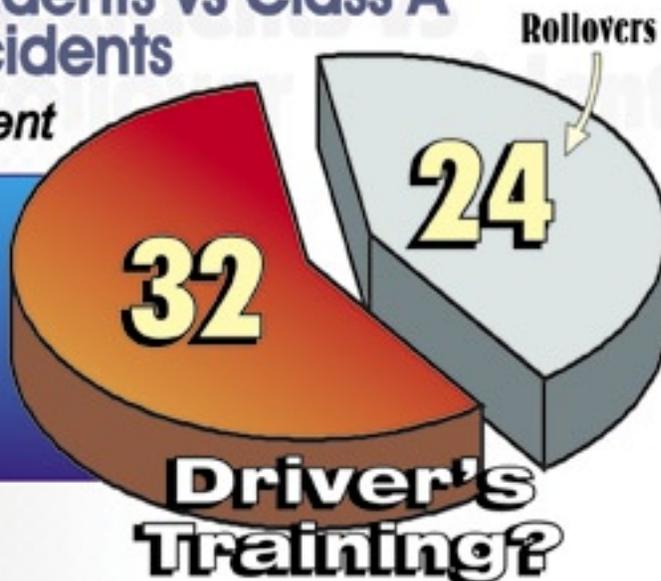


FY03 Army Military Fatalities

Total Army Motor Vehicle Class A Accidents vs Class A Rollover Accidents

FY02-Present

42.9% of all AMV Class A Accidents were Rollovers



Training

Across our Army, there is a lack of knowledge on the regulations regarding driver's training at the company and battalion level. Our ground assessment and accident investigation teams find that unit leadership and master drivers fail to follow the training procedures outlined in AR 600-55. This regulation provides guidance on the required training tasks, annual check rides, and remedial training required for a successful program. First-line supervisors should reference the TC 25-305 series to learn the specific tasks, from PMCS to NVG qualification, they are required to teach their soldiers. However,

since commanders are not familiar with the standards in these regulations, they fail to emphasize, resource, or enforce them.

Master drivers either are unfamiliar with AR 600-55, or know that they lack the time and resources to meet its requirements. In some units, master drivers are licensing soldiers on equipment they themselves are not authorized to operate!

As a team, we need to come together at all levels, because it is our soldiers who are dying and our families who suffer the loss. Leaders at all levels must pay special attention to movements of four or less vehicles. The

hazards of speeding, fatigue, and failure to wear seatbelts seem to manifest themselves in small serials where leadership is "1-Deep" rather than "3-Deep." Add the challenge of overseas environments and these missions quickly become high risk for an accident. Let's resource, plan, and execute small vehicle movements in accordance with FM 55-30, *Army Motor Transport Units and Operation*, just as we do when executing large convoy operations.

In aviation, we have found that the emphasis we place on safe flying and maintenance practices translates into safer driving on and off duty. I submit that if we attack our units' driver's training and standardization programs, we will see an overarching reduction in Army fatalities and a resulting increase in combat readiness. ✪

Army Motor Vehicle Accident Trends

Most accidents occurred in convoys in forward areas

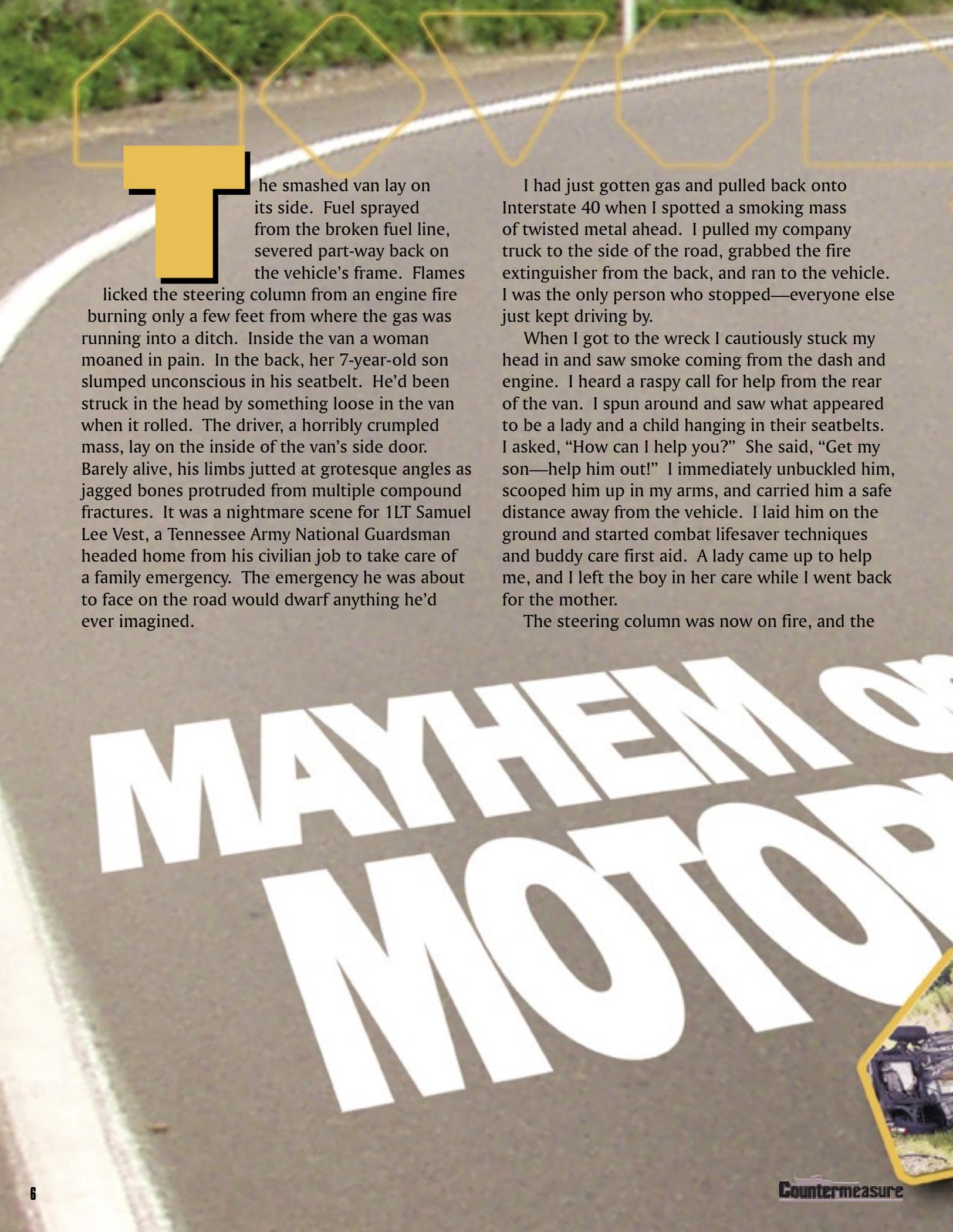
- **Speed was a factor in over 50% of the accidents studied**
- **Environment played a role in almost 50% of the accidents**
 - Dust
 - Civilian vehicles
 - Obstacles
- **Failure to use seatbelts contributed to severity of injuries in almost 50% of HMMWV accidents**

Army Totals
- 173 injuries
- 31 deaths

OIF Totals
- 42 injuries
- 26 deaths

As of 14 Sept 03

Joe Smith
BG Joseph A. Smith



The smashed van lay on its side. Fuel sprayed from the broken fuel line, severed part-way back on the vehicle's frame. Flames

licked the steering column from an engine fire burning only a few feet from where the gas was running into a ditch. Inside the van a woman moaned in pain. In the back, her 7-year-old son slumped unconscious in his seatbelt. He'd been struck in the head by something loose in the van when it rolled. The driver, a horribly crumpled mass, lay on the inside of the van's side door. Barely alive, his limbs jutted at grotesque angles as jagged bones protruded from multiple compound fractures. It was a nightmare scene for 1LT Samuel Lee Vest, a Tennessee Army National Guardsman headed home from his civilian job to take care of a family emergency. The emergency he was about to face on the road would dwarf anything he'd ever imagined.

I had just gotten gas and pulled back onto Interstate 40 when I spotted a smoking mass of twisted metal ahead. I pulled my company truck to the side of the road, grabbed the fire extinguisher from the back, and ran to the vehicle. I was the only person who stopped—everyone else just kept driving by.

When I got to the wreck I cautiously stuck my head in and saw smoke coming from the dash and engine. I heard a raspy call for help from the rear of the van. I spun around and saw what appeared to be a lady and a child hanging in their seatbelts. I asked, "How can I help you?" She said, "Get my son—help him out!" I immediately unbuckled him, scooped him up in my arms, and carried him a safe distance away from the vehicle. I laid him on the ground and started combat lifesaver techniques and buddy care first aid. A lady came up to help me, and I left the boy in her care while I went back for the mother.

The steering column was now on fire, and the

**MAYHEM ON
MOTOR**



flames were spreading into the driver's compartment. I climbed into the back of the van, unbuckled the woman, and helped her out the broken rear passenger side window. She was in shock and either her ankle or leg was broken. She could hardly move, and it took a lot to get her out of the van and away from the fire.

I placed her on a nearby incline and checked her injuries. As she lay there she asked, "Where's my husband?" I said, "I don't know, I don't see him. Where is he?" She answered, "Look in the van—I can't leave him!"

I had a sinking feeling. I went back to the van and looked inside. The man was lying on the inside of the window in the van's side door. He hadn't been wearing his seatbelt and had been thrown around inside the vehicle as it rolled over. A state trooper came up and broke the window. The man fell out and landed in the ditch. I grabbed a door panel that had been ripped off the van's passenger side to use as a makeshift stretcher. A truck driver helped me pull the man away from the wreck. We got him far enough away so we could safely do some immediate first aid. He was bleeding from his eyes, ears, nose, and mouth, and was having trouble breathing. The truck driver performed cardiovascular pulmonary resuscitation on the man, but he couldn't be saved. I watched him die right in front of me.

His wife and son were now my priority. I checked the boy's vital signs and tried to encourage him. I prayed for him as we waited for help to arrive. I also went back to the van and tried to put out the fire. I pulled the pin and squeezed the handle on my extinguisher, but it didn't work. I found out later it had been damaged when my company truck had been in an accident. No one had tested or replaced it, and I had no way of knowing it had been damaged.

The police, fire department, and an ambulance arrived within about 20 to 30 minutes. A medical evacuation helicopter landed and picked up the boy. I anxiously watched as the helicopter flew away, headed for the hospital. Soon after, an ambulance came and took the mother to the hospital.

I finally had a moment to survey the scene. It was utter

1LT SAMUEL LEE VEST

Tennessee Army National Guard

Photos Courtesy SGT Barry Waldrop

Tennessee State Patrol



“Seatbelts make a difference”

chaos. I hadn't paid attention to the people in the other crashed vehicle except to glance in and ask them if they were OK. I gave my statements to the police and highway patrol. I then called my civilian employer's safety officer, who is an Army National Guard lieutenant colonel, and reported the accident. After that I cleaned up, hit the road once again, and called my wife. She told me that just when I stopped to help at the accident my kids seemed, almost miraculously, to get better.

I went to the hospital to check on the mother and her son. I was allowed to go into the emergency room after I explained that I'd pulled them both to safety. Once inside, I comforted the mother. She had lost her husband, and her son was in a coma. Sadly, her son never recovered and died a few days later.

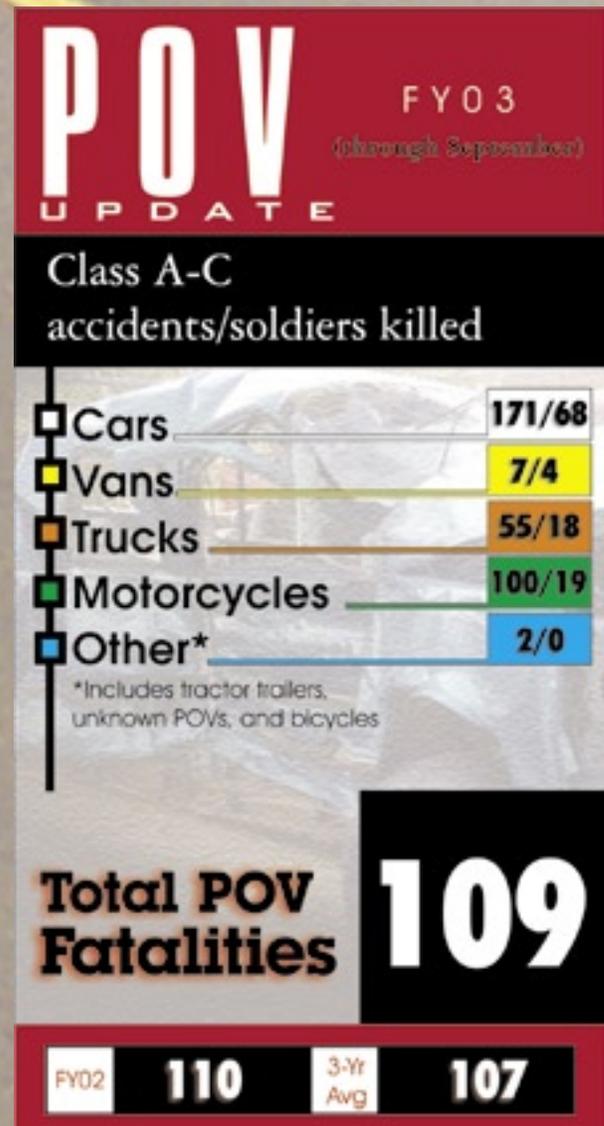
I found out later the accident had been caused by a careless driver who left a ladder sitting unsecured in the back of his pickup. The ladder slid off and fell into the left lane of the highway. Another vehicle swerved to miss the ladder, went out of control, crossed the median and hit the van. Two people died and three more were injured because the pickup driver didn't bother to properly secure his ladder.

There were a number of lessons to be learned from this accident. First, don't be like the pickup driver. Be responsible and properly secure anything you are carrying on a vehicle. Second, seatbelts make a difference. The unbelted van driver was thrown around inside the vehicle and died from his injuries. His wife's injuries would have been much more severe—possibly fatal—if her seatbelt hadn't restrained her. The people in the passenger car were wearing their seatbelts and survived with minor injuries. Third, anything you leave loose in a vehicle can become a deadly missile, especially during a rollover accident. The 7-year-old boy was restrained properly, but that didn't keep him from being killed by a loose object that struck him. Finally, make sure any safety equipment you carry in your vehicle is tested properly. The

time to find out your extinguisher isn't working properly is not when you're trying to fight a fire.

On the plus side, the fact that I was the first person on the scene might have been a coincidence, but the lifesaving training I have received in the Army was not. I have no doubt the years of training I received in buddy care and combat lifesaving helped me care for the victims of this accident. 🚒

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150 Pounds of Knucklehead

BOB VAN ELSBERG
Managing Editor



I had been itching to ride in Tony's Austin Healy 3000 sports car. No puny little four-banger under the hood on this puppy like on the other English sports cars. This baby had an overhead-cam, 3.8-liter, six-cylinder racing engine that could unleash a whole herd of ponies when you stepped on the pedal. It was the envy of the rest of us teenage guys who were lucky if we didn't have to pedal our transportation.

In addition to having a sports car, Tony also had an "interesting" sense of humor. He'd offer each of us a chance to go for a "performance demonstration" ride in his car. You know, "fun stuff"—like seeing if the 3000 really would do the advertised 140 mph. Of course, we all bit.

Finally, I got my shot. It was late on a Saturday afternoon, and we had the speedometer needle bent well past the speed limit. It was great—I had never gone so fast in my whole life! I thought it couldn't get any better than this when, suddenly, Tony nudged me. I looked over at him as he jerked the steering wheel off the column and handed it to me. With a big grin he said, "Here, Bob, you drive!"

My heart stopped as all 17 years of my misbegotten life flashed before my eyes. I could see the front page story, "Police scrape two badly mangled bodies off the interstate—coroner using dental records to identify remains."

I sat there for what felt like a lifetime holding what had been the vehicle's primary means of direction. As I wondered what my mother would say at my funeral, Tony reached under his seat, grabbed a pair of vice-grips, and latched them onto the steering column. At least we had some semblance of steering again. From

the look on his face, it was clear he took great delight in my stark horror.

Luckily—if luck can be thought to have played a part in this—the car didn't go out of control, nor did we have to dodge anything. I found out later I was just one of a long list of Tony's victims. All the previous initiates had been sworn to secrecy so the next unwary passenger could get the full terror of it all.

Still, for a few seconds of amusement, Tony could have killed us both—which leads us to the moral of this story. Just how much risk are you willing to take for a thrill, to amuse a friend, or show off behind the wheel? Yes, of course, YOU know you're a better-than-average driver—but what if you "blow it?" Can you live with the consequences? Can your passengers? What about the other people on the road? Can you live with seeing one of your buddies buried while the parents grieve at the funeral?

A reckless driver used to be called a "loose nut behind the wheel"—but that wouldn't quite work here. You see, the problem wasn't a few ounces of missing nut. It was 150 pounds of knucklehead in the driver's seat!

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2003 ROLL CALL

This Army was busy in Fiscal Year (FY) 2003. Deployments to Southwest Asia and combat associated with Operations Iraqi Freedom and Enduring Freedom have been on the minds of many soldiers and their families. The dangers of being in a war zone are obvious. But what about the dangers on the open road? Even with thousands of our troops deployed overseas, the Army's privately owned vehicle (POV) fatality rate in FY 2003 was nearly identical to that in FY 2002.

Many of our POV accident reports cite speed,

fatigue, alcohol, traffic violations, and not wearing seatbelts as contributing factors. This is not a new phenomenon—these same factors apply year after year, proving there are no new accidents, just new victims. Young soldiers and NCOs watch their leaders both on and off duty. A momentary lapse of judgment or single act of carelessness, as highlighted in many of the cases below, can quickly and tragically change many lives. Always keep your “leader lights” on and remember that *you* set the standard for your soldiers to follow.

E6, Male: Soldier suffered fatal injuries when his vehicle ran off the roadway.

O3, Male: Soldier was killed when a vehicle turned in front of his motorcycle, causing him to strike the vehicle and go over its roof.

E4, Male: Soldier died from injuries suffered when the vehicle he was riding in ran off the roadway, slid sideways, and hit a telephone pole. The driver of the vehicle, also a soldier, suffered a head injury.

E7, Male: Soldier was killed on his motorcycle when he hit a vehicle making a left turn. The motorcycle was engulfed in fire as a result of the accident.

E2, Male: Soldier died after his vehicle left the roadway and rolled several times.

E5, Male: Soldier suffered fatal injuries when his minivan collided head-on with another vehicle.

E4, Male: Soldier died from injuries suffered when he lost control of his motorcycle on a curve, ran off the roadway, and struck a concrete culvert.

E2, Male: Soldier was killed when the vehicle he was riding in overturned and caught fire. The driver, also a soldier, was treated and released.

E4, Male: Soldier died after being struck by another vehicle while changing a flat tire.

E3, Male: Soldier suffered fatal injuries when the rear wheel of his motorcycle locked, causing the bike to skid 75 feet.

E4, Male: Soldier was killed when the vehicle he was riding in ran off the roadway, hit a guardrail, and struck a brick embankment.

The vehicle then burst into flames.
Suspected contributing factor:
Alcohol.

E4, Male: Soldier died when the vehicle he was riding in entered a construction zone and rear-ended a tractor-trailer.

E2, Male: Soldier suffered fatal injuries when he lost control of his vehicle and it careened into a river.

E1, Female: Soldier was killed when her vehicle ran off the roadway, struck a guardrail, and hit a concrete support beam.

Cadet, Male: Cadet died when his vehicle drifted over the centerline and collided head-on with another vehicle.

E6, Male: Soldier suffered fatal injuries when he overcorrected his vehicle after it left the roadway and then struck a tree. **Seatbelt not worn.**

E3, Male: Soldier was killed when his vehicle left the roadway and hit a utility pole.

E3, Male: Soldier died after being thrown from a vehicle in which he was a passenger. The driver reportedly swerved to avoid an animal and caused the accident.

E4, Female, and E4, Female: Two soldiers suffered fatal injuries when their vehicle overturned after a tire blowout. The driver and two family members also were killed in the accident.

E4, Male: Soldier was killed when his vehicle crossed the centerline, careened off an embankment, and struck a tree.

E3, Male: Soldier died when his vehicle struck a chain-link fence. A section of the fence struck the soldier, causing the fatal injuries.

E4, Male: Soldier suffered fatal injuries when his vehicle crossed the centerline and struck another vehicle head-on. The soldier was on PCS leave at the time.

E4, Male: Soldier was killed when his vehicle left the roadway and struck a signpost. The soldier was towing a trailer.

E6, Male: Soldier died when his motorcycle collided with a vehicle that cut in front of him.

W2, Male: Soldier suffered fatal injuries when his vehicle ran off the roadway, through a ditch and across a yard, then hit a brick house and overturned.

E4, Male: Soldier was killed instantly when he lost control of his motorcycle and hit a curb.
Contributing factor: Excessive speed.

E4, Female: Soldier suffered fatal injuries when a tow truck slid off a 30-foot embankment and fell on top of her vehicle.

E2, Male: Soldier was killed when he lost control of his vehicle and it ran off the roadway and struck a tree.

E6, Male: Soldier died when his vehicle was struck head-on by another vehicle. The other vehicle was trying to avoid a tractor-trailer that was passing the soldier's vehicle.

E4, Male: Soldier suffered a permanent total disability after he lost control of his vehicle and struck a bridge abutment. Two civilian passengers in the vehicle were killed.
Seatbelt not worn by soldier.

E3, Male: Soldier was killed when he lost control of his motorcycle and hit a concrete barrier. **Suspected contributing factor: Excessive speed.**

2003 ROLL CALL

O5, Male: Soldier died when his motorcycle was struck by a vehicle that ran a red light.

E5, Male, and E6, Male: Two soldiers suffered fatal injuries when the driver lost control of his vehicle and entered a slough.

E2, Male: Soldier was killed when he was thrown from his vehicle. The soldier hit a standing pool of water and hydroplaned, causing the accident. **Contributing factor: Seatbelt not worn.**

E4, Male: Soldier died from injuries suffered in a multi-vehicle accident.

E5, Male: Soldier suffered fatal injuries after his motorcycle was involved in a head-on collision. The soldier was attempting to pass another vehicle.

E3, Male: Soldier suffered a permanent total disability when he was involved in a vehicle accident on his way home from training.

E6, Male: Soldier died when his vehicle was involved in a head-on collision.

E2, Male: Soldier was killed after he lost control of his vehicle, struck several trees, and was ejected. **Seatbelt not worn. Contributing factors: Excessive speed and wet conditions.**

E3, Male: Soldier suffered fatal injuries after he was hit by a vehicle on an interstate highway.

E4, Male: Soldier died after he lost control of his vehicle and it ran

off the roadway and hit a telephone pole.

E3, Male: Soldier was killed when his vehicle ran off the roadway and overturned.

E6, Female: Soldier suffered fatal injuries when her vehicle was hit by a tractor-trailer. Another vehicle had struck the soldier's vehicle and spun it across the median into the path of the truck.

E4, Male: Soldier died from injuries suffered in a multiple-car pileup.

E6, Male: Soldier was killed after his vehicle collided with a tractor-trailer. The soldier's vehicle was pinned under the truck and caught fire.

E5, Male: Soldier suffered fatal injuries when he was thrown from his vehicle. The soldier failed to negotiate an exit ramp and was ejected as his vehicle slid down an embankment. **Seatbelt not worn.**

E1, Male: Soldier suffered a permanent total disability (paralysis from the waist down) when the vehicle he was riding in spun and struck a guardrail. The driver lost control while passing another vehicle.

E4, Male: Soldier died from injuries suffered when his vehicle ran off the roadway, struck a curb, and crashed into a tree. **Seatbelt not worn.**

E5, Male: Soldier was killed when he lost control of his motorcycle on a country road.

E3, Male: Soldier suffered fatal injuries in a vehicle accident on his way to weekend drill.

E4, Male: Soldier died when the vehicle he was riding in struck a barrier in the roadway's center and overturned. The soldier and the driver, who was also a soldier, were both ejected. **Seatbelts not worn by either soldier. Suspected contributing factors: Alcohol and speed.**

E2, Male: Soldier was killed after the vehicle he was riding in ran off the roadway and overturned, ejecting him. The driver, also a soldier, lost control of the vehicle. **Suspected contributing factor: Alcohol.**

E3, Male: Soldier suffered fatal injuries when his motorcycle struck another vehicle.

E7, Female: Soldier died after her motorcycle ran off the roadway and overturned. The soldier had swerved to miss the vehicle in front of her just before the accident.

E1, Male: Soldier was killed when the vehicle he was riding in crossed the centerline and collided head-on with a pickup truck.

E4, Male: Soldier suffered severe internal injuries when his vehicle rear-ended a tractor-trailer. The soldier died nine days later.

E5, Male: Soldier died after his vehicle ran off the roadway, struck a guardrail and overturned. **Suspected contributing factor: Alcohol.**

E4, Male: Soldier was killed when his motorcycle rear-ended a pickup truck as he tried to catch up with his riding partner. **Contributing factor: Speed.**

E4, Male: Soldier suffered fatal injuries when the driver of the vehicle he was riding in lost control, causing the vehicle to run off the

roadway and overturn.

E4, Male: Soldier died nine days after he was ejected from his vehicle when it ran off the roadway and overturned.

E4, Male: Soldier was killed when the vehicle he was riding in went out of control and overturned. The driver, also a soldier, was injured. **Suspected contributing factors: Alcohol and speed.**

E4, Male: Soldier suffered fatal injuries when he was struck by an oncoming vehicle. The soldier was setting up warning triangles from a previous accident just before being hit.

E5, Male: Soldier died after he lost control of his vehicle and it ran off the roadway and struck a tree.

E5, Male: Soldier was killed when his vehicle struck a steel beam and exploded. The soldier lost control of his vehicle while negotiating a traffic circle.

E3, Male: Soldier suffered fatal injuries when he lost control of his vehicle and hit another vehicle head-on. The soldier had been attempting to pass several vehicles.

E2, Female: Soldier died when her vehicle ran off the roadway and struck a tree. Her passenger, also a soldier, suffered a permanent partial disability. **Seatbelt not worn by deceased soldier. Contributing factor: Speed.**

E4, Male: Soldier was killed after he fell asleep at the wheel and his vehicle hit an exit pillar. The soldier had been released from staff duty just prior to the accident.

E4, Male: Soldier suffered fatal injuries when the vehicle he was

riding in rear-ended another vehicle, spun out of control, and overturned. Two other soldiers in the vehicle, including the driver, were injured, with the other passenger suffering a permanent partial disability. **Seatbelts not worn by any of the soldiers. Suspected contributing factor: Alcohol.**

E4, Male: Soldier died after his vehicle was hit head-on by a minivan.

E5, Male: Soldier was killed when his vehicle was struck head-on by another vehicle. Two other soldiers were injured in the accident.

E3, Male: Soldier suffered fatal injuries after he was ejected from a vehicle in which he was a passenger. The vehicle overturned twice, and three other soldiers also were injured.

E3, Male: Soldier died when his vehicle was involved in a head-on collision. The soldier had drifted over the centerline and overcorrected to avoid oncoming traffic. **Seatbelt not worn.**

E4, Male: Soldier was killed when he was hit by a tractor-trailer. The soldier was changing a tire on his vehicle at the time of the accident.

E4, Female: Soldier suffered fatal injuries when her vehicle was rear-ended by a van, rolled over, and hit a pole. The civilian driver of the van was drunk.

E5, Male: Soldier died after he lost control of his vehicle and flipped it, finally sliding down an embankment. The soldier was attempting to change multiple lanes. **Suspected contributing factor: Speed.**

E3, Male: Soldier was killed when his vehicle left the roadway, struck an embankment and overturned. The soldier was ejected from the vehicle.

E6, Male: Soldier suffered fatal injuries in a single-vehicle accident on the way to his parents' home. **Suspected contributing factor: Speed.**

O3, Male: Soldier reportedly ran a red light and died when his vehicle was struck by another vehicle. The soldier had a history of seizures and might have been ill at the time of the accident.

E7, Male: Soldier was killed when his vehicle crossed into the path of a tractor-trailer and was hit head-on. **Suspected contributing factor: Fatigue.**

E4, Female: Soldier suffered fatal injuries when her vehicle overturned as she drove home from drill. The soldier was not wearing her seatbelt and reportedly was speeding on her vehicle's spare tire, or "donut," causing it to blow.

E4, Male: Soldier died after his vehicle rear-ended a tractor-trailer and flipped.

E3, Male: Soldier suffered a permanent total disability and another was injured when his vehicle veered off the roadway and rolled three times. **Seatbelts not worn by either soldier. Suspected contributing factor: Alcohol.**

E4, Female: Soldier was killed after her vehicle ran off the roadway, traveled up an embankment, and overturned.

E1, Male: Soldier died after his vehicle ran off the roadway, hit a telephone pole, overturned and

2003 ROLL CALL

caught fire. **Seatbelt not worn.**
Suspected contributing factors:
Speed and alcohol.

E1, Male: Soldier was killed after his vehicle veered off the roadway and hit a tree. **Seatbelt not worn.**
Suspected contributing factors:
Speed and alcohol.

E3, Female, and E3, Male: Two soldiers suffered fatal injuries and two others were injured when their vehicle crashed head-on into another vehicle. A civilian also was killed.

E2, Male: Soldier died after he fell asleep at the wheel and his vehicle ran off an embankment and struck a tree. Another soldier was injured in the accident. **Seatbelt not worn by deceased soldier.**

O3, Male: Soldier was killed after his vehicle ran off the roadway and into a ravine, hitting a tree.

E3, Female: Soldier suffered fatal injuries after she lost control of her vehicle on a curve and was broadsided by another vehicle.

E4, Male: Soldier died in a single-vehicle accident while on PCS leave.

E4, Male: Soldier died two days after his motorcycle hit a tree.
Contributing factor: Helmet not worn. **Suspected contributing factors: Speed and alcohol.**

E3, Male: Soldier suffered fatal injuries when the vehicle he was riding in was rear-ended by a tractor-trailer. **Seatbelt not worn.**

E3, Male: Soldier was killed in a rollover accident when he attempted to pass another vehicle, left the

roadway, and overcorrected. Another soldier was injured.

E2, Male: Soldier was killed after his vehicle overturned. Another soldier was injured in the accident.
Suspected contributing factor:
Fatigue.

E6, Male: Soldier suffered fatal injuries when his vehicle hit a tractor-trailer parked on the side of the roadway. **Suspected contributing factor: Speed.**

E6, Male: Soldier died after he lost control of his motorcycle, ran off the roadway and hit the back of a parked vehicle. **Suspected contributing factor: Speed.**

E3, Male: Soldier was killed when his vehicle ran off the roadway, hit a tree, and overturned. **Contributing factor: Seatbelt not worn.**
Suspected contributing factor:
Fatigue.

E5, Male: Soldier suffered fatal injuries when he was ejected from his vehicle, which overturned while the soldier was four-wheeling in a quarry.

E3, Male: Soldier died after his vehicle left the roadway and overturned in a culvert in severe weather. The soldier was on his way to drill. The vehicle's tires showed significant wear, possibly contributing to the accident.
Contributing factor: Seatbelt not worn.

E4, Male: Soldier was killed when his vehicle hydroplaned and struck a telephone pole.

E3, Male: Soldier suffered fatal injuries after his motorcycle hit a sport utility vehicle at an intersection.

E3, Male: Soldier died after the

vehicle he was riding in overturned.

E7, Male: Soldier was killed when he lost control of his vehicle and it struck a tree. The soldier was on his way home from work.

E5, Male: Soldier suffered fatal injuries when his motorcycle crashed into a vehicle that was being backed into a driveway.

E7, Male: Soldier died after his motorcycle was hit by a sport utility vehicle at an intersection. The vehicle reportedly ran a stop sign, causing the accident.

E4, Male: Soldier was killed after his vehicle hit a dump truck. The soldier had lost control of his vehicle and overcorrected, sending the vehicle into the grass median and oncoming traffic. **Suspected contributing factor: Alcohol.**

E6, Male: Soldier suffered fatal injuries when he was thrown from his motorcycle into the path of an M931A2. The soldier had lost control of his motorcycle, hit the vehicle in front of him, and was thrown onto the roadway.

Editor's Note: The information provided in this article is as accurate as possible from the accident reports received at the U.S. Army Safety Center. If you would like help establishing a POV safety program, call us here at the Safety Center. Also be sure to visit our Web site, <http://safety.army.mil>, and visit the POV Toolbox and 6-Point POV Program. In it you will find many useful tools and links to the most up-to-date POV accident prevention information available, including a special post-deployment driving insert. 

Comments regarding this article may be directed to Ms. Julie Shelley, (334) 255-1218, DSN 558-1218, or e-mail shelleyj@safetycenter.army.mil.

What Does it Take?

MATTHEW P. KETTEL
CP-12 Safety Intern

In April 1989, two of my soldiers were killed when they hit an oncoming vehicle. They'd both been drinking and neither was wearing his seatbelt. They'd been on their way to pick up a fellow soldier and bring him back to a party. However, they never returned and what happened changed my life forever. I was their platoon sergeant.

We had just finished several support missions, redeployed to home station, and were transitioning to Division Readiness Force (DRF) 1. It was a Thursday, and we had completed all our inspections and were getting ready for a 3-day weekend. The commander gave us our safety briefing, and afterward I briefed my platoon on the 2-hour recall procedures and gave them an additional safety brief. I covered drinking and driving, speeding, and wearing seatbelts. Also, because we were on DRF 1, I told them not to drink any alcohol.

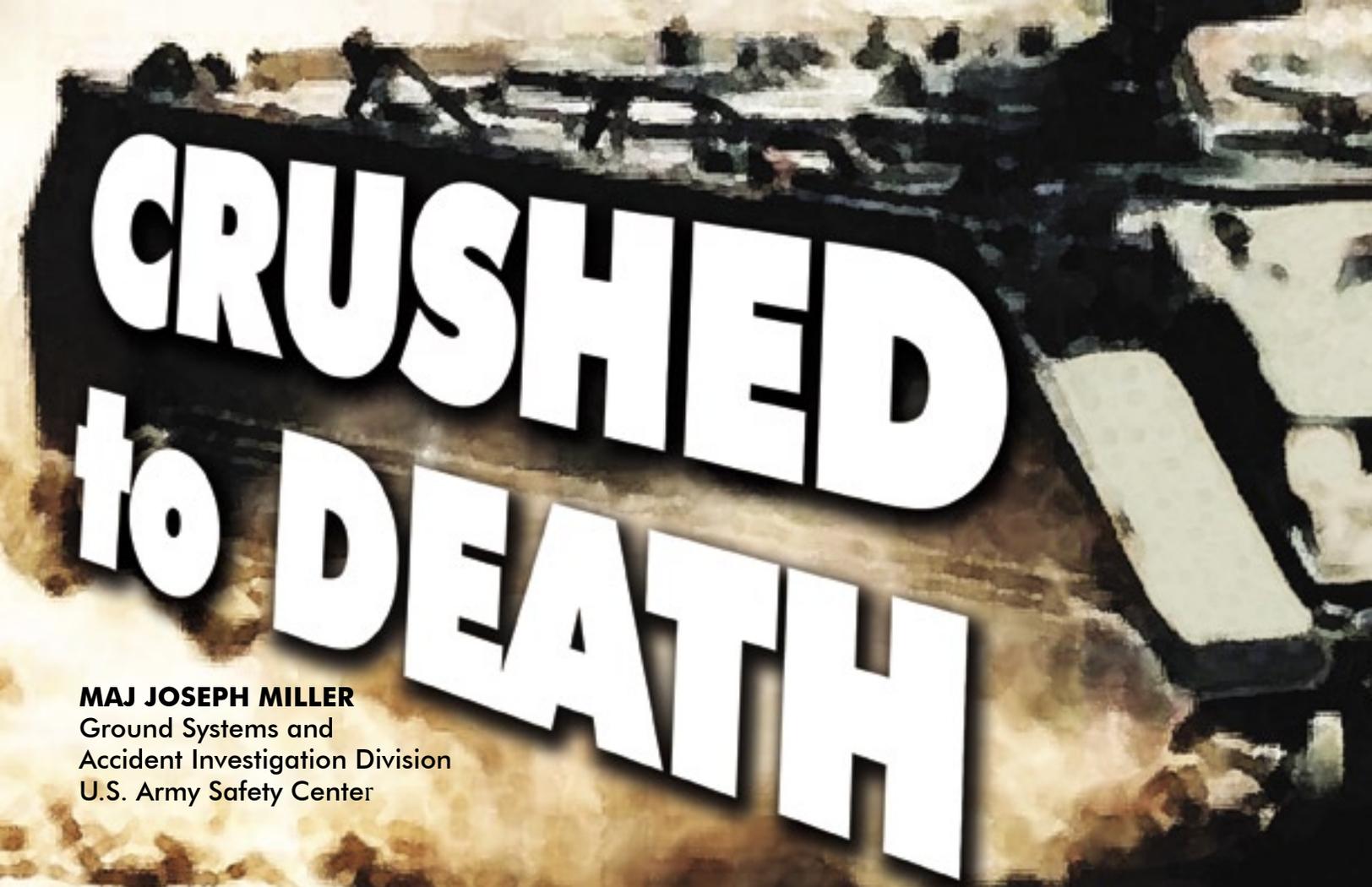
However, I was concerned about a couple of my soldiers. A day or so earlier their wives called me out of concern about their husbands' drinking and driving and lack of time at home. I decided to have a man-to-man talk with these soldiers about their wives' concerns. I set it up so I could talk to them individually at my home. The soldiers were 19 and 20 years old—at the prime of their lives—and had so much ahead of them. One was going to be a father in three weeks.

On Monday morning we had a recall formation to test the alert roster. As the squad leaders gave me their accountability reports, they reported two soldiers missing. The soldiers' wives were there, but the soldiers weren't. I went to the first sergeant's office to inform him of the report but he was with the commander, who asked me to come into his office. He told me the division staff duty officer had informed him that two soldiers were killed in an accident involving another soldier's car. The vehicle's owner told me that my soldiers had borrowed the vehicle.

The victims' bodies were burned beyond recognition. The coroner needed to check their dental records for proper identification. I was 99 percent sure they were my two missing soldiers. I asked the commander what we were going to do because the wives were at the staff duty officer's desk wanting to know where their husbands were. As time went by the wives became increasingly upset. They had not been told the full situation yet, but in time, the dreadful call came.

I often wonder how you tell a soldier the worth of his life, the importance of his family, and the happiness a newborn child will bring. I thought I had gotten through to these soldiers, yet they died—not in combat, something that might be justified—but in an avoidable accident. To this day I still ask myself, “What does it take?” 

Contact the author at matthew.p.kettell@us.army.mil



CRUSHED to DEATH

MAJ JOSEPH MILLER
Ground Systems and
Accident Investigation Division
U.S. Army Safety Center

The Accident Sequence

The M113 was part of a night convoy moving under white service light conditions. The driver moved too far to the right of the road where, instead of a shoulder, there was a 16-foot drop-off. Although the track commander (TC) told the driver to move to the left, the command came too late to keep the driver from taking the M113 to the right edge of the road. The driver turned the M113 sharply to the left, but the vehicle's rear began to drop off the roadside. As the vehicle began to roll over, the TC yelled "Rollover!" and dropped into the TC hatch. The driver, who had never conducted a rollover drill, did not lower her seat. The M113 rolled down the embankment and landed upside down. The driver was killed instantly and the TC and another soldier in the rear of the vehicle suffered minor injuries.

The driver had never driven a military or civilian vehicle before and hugged the right side of the road as she drove her M113. Being only 5 feet 2 inches tall, she removed her driver's seat back and placed it

on her fully-raised seat so she could sit high enough to see the road. Her TC was an experienced driver, but he was new at being in charge of a vehicle. He told his driver to wear her seatbelt, but did not check to see if she was actually wearing it. He talked her through the steps of what to do in case of a vehicle rollover, but never had her rehearse. He repeatedly told her to move the vehicle more to the left while driving. However, he didn't stop her and show her the proper way to drive an M113 on a rural road.

Why the Accident Happened

- The driver had not received the required training on the M113 prior to her road test. She had received only 40 hours of classroom training and one hour of driving in daytime conditions.
- The driver did not undergo a valid road test. Instead of a qualified master driver administering her road test, her TC, who recently made E5, gave her the road test. The TC did not set aside a specific



time for that road test; instead, he did it while road-testing the vehicle for its semi-annual service. The mechanic was riding in the back of the track.

- The post-accident technical inspection of the TC's combat vehicle crewman (CVC) helmet revealed the TC's communication to the driver was broken and distorted.

- Platoon, company, and battalion leaders did not have their "leader lights" on. This was evident because no one implemented and supervised the controls in the risk management worksheets.

Why the Severity of the Injury?

- The driver had never practiced a rollover drill. Her TC discussed the procedure with her, but never rehearsed it. As a result, when the vehicle began to roll over, she didn't use the proper procedures. Those procedures included grasping the driver's seat quick-release latch, dropping down into the safety of the driver's compartment, and holding both hands tightly on the steering wheel.

- The driver was not wearing her seatbelt. Her TC told her to wear the seatbelt, but did not make sure she was wearing it. As the M113 began to roll over, the momentum pulled her upper torso out of the driver's compartment. As a result, she was crushed instantly when the vehicle landed upside down.

Recommendations

- Conduct driver's training to the established standards. Supervisors cannot take shortcuts when it comes to training a young soldier to safely drive a 12-ton military vehicle.

- Rehearse rollover drills. Supervisors cannot just talk soldiers through the procedures on these lifesaving drills—soldiers must be trained to standard.

- Supervisors must show the courage to step up to the plate and stop soldiers who continue to perform unsafe acts. The TC, who was experienced with the M113, should have stopped the vehicle and swapped positions with the driver and completed the convoy movement. The TC should then have taken the driver out to a safe location at a later time and trained her not to drive so close to the right side of the road.

- Track commanders must ensure they can communicate clearly with their drivers prior to and during vehicle operations. An important part of clear communications is TCs and drivers taking the time to clean and maintain their CVC helmets.

- Commanders must ensure drivers are tall enough to see out of the M113. The M113 was designed for males whose height ranks them between the 5th and 95th percentile of the male population. A 5th percentile male is 5 feet 5-inches tall, but the driver in this case was only 5 feet 2-inches tall. For a driver to see the waist of an average female soldier ground guide 10 feet in front of the M113, the driver's eyes must be 30.75 inches above the top of the seat. This is the minimum height for soldiers to safely drive the M113 family of vehicles.

- Leaders at all levels must ensure risk management controls are implemented, supervised, and evaluated during all operations. 🚫

Contact the author at (334) 255-3261, DSN 558-3261, or e-mail millerj@safetycenter.army.mil.

WANTED: SAFETY SUCCESSSES

LTC ROBERT BLACK
Training Director
U.S. Army Safety Center

Attention commanders, safety managers, unit safety officers, and NCOs at levels! Do you know a MACOM, installation, military organization at division or below, or an exceptional Army member or DA civilian doing great things to further Army safety or with an outstanding safety program? Sure you do! Would you like to see your organization or that individual recognized at Army level for their accomplishments? Sure you would!

With the ever-increasing OPTEMPO and the worldwide high-risk environments our units and personnel are operating in, it is critical as safety leaders that we take time to recognize those who are getting it right. And while unit- and MACOM-level safety awards can be appropriate, another venue is available for those who clearly are the Army's best. The Chief of Staff, Army (CSA), and the Director of Army Safety (DASAF) both have awards for recognizing outstanding achievements in Army Safety.

These prestigious awards are available from the MACOM level down to individuals. Included are awards presented for annual achievements and those presented for specific events or acts. The regulation governing these awards is Army Regulation (AR) 672-74. Below is a list of the Army-level awards available.

The **Chief of Staff, Army, MACOM Safety Award** is presented annually to MACOMs that make significant improvement in evaluated areas. The award nomination is initiated by a MACOM commander or safety manager, or the DASAF. The nominations are due to the U.S. Army Safety Center (USASC) by 1 December each year. A USASC panel meets in January to determine the winner.

The **Chief of Staff, Army, Award for Excellence in Safety** is presented annually to Army personnel and DA civilians who make significant contributions to accident prevention. The award nomination is initiated by a brigade or higher commander, or MACOM or installation safety manager. The nominations are due to USASC by 1 December each year. A USASC panel meets in January to determine the winner.

The **Director of Army Safety Award** is presented annually to Table of Distribution and Allowances (TDA) or Table of Organization

and Equipment (TOE) detachments through division-level units, or activities or installations that make significant improvements in accident and injury rates. The award nomination is initiated by the unit commander, or installation or unit safety manager. The nominations are due to USASC by 1 December each year. A USASC panel meets in January to determine the winner.

The **United States Army Safety Guardian Award** is presented to Army personnel or DA civilians who take extraordinary action in an emergency. The nomination is initiated by the unit commander, or installation or unit safety manager. A USASC panel meets quarterly to determine recipients.

The **Army Aviation Broken Wing Award** is presented to Army and DA civilian aircrew members for outstanding airmanship while preventing or minimizing aircraft damage or personnel injury. The nomination is initiated by the unit commander, or installation or unit safety manager. A USASC panel meets as needed to determine recipients.

The **Director of Army Safety Special Award for Excellence** is presented to Army personnel and DA civilians who demonstrate exemplary leadership in safety programs in the field. This is a DASAF impact award. The award is initiated by the DASAF; however, nominations are encouraged from the field.

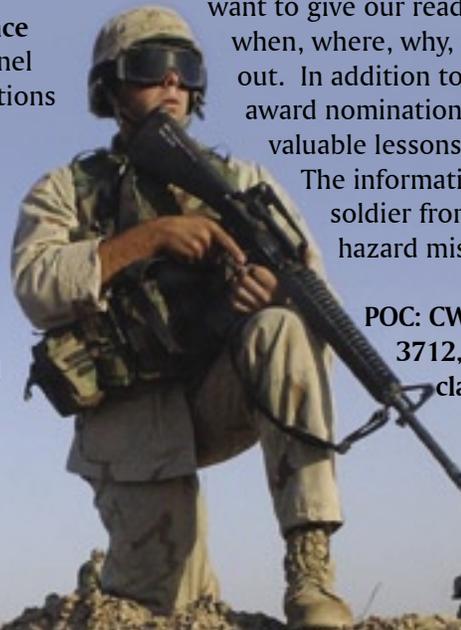
In order to breed safety success, you must foster it and then reward those who achieve it. The CSA and DASAF want to help reward your successes.

Your Awards Program

While the purpose of the awards program is to recognize deserving individuals, groups, and units for their mishap prevention efforts, we also want to give our readers the who, what, when, where, why, and how things turned out. In addition to serving as recognition, award nominations and write-ups provide valuable lessons learned for our readers.

The information could save another soldier from a similar situation or hazard mishap. 

POC: CW4 Paul Clark, (334) 255-3712, DSN 558-3712, e-mail clarkp@safetycenter.army.mil





ACV

Class B (Damage)

- Stryker suffered Class B damage when it overturned during driver's training. The driver lost control of the vehicle, causing it to overturn. The crew properly conducted a rollover drill. No personnel were injured in the accident.



AMV

Class A

- Soldier was killed when the HMMWV he was driving struck a tractor-trailer that had jackknifed while rounding a curve. Two soldiers riding in the HMMWV suffered minor injuries.

- Soldier was killed when the M915 tractor-trailer he was riding in overturned during a convoy movement. The soldier, who also was the vehicle's senior occupant, was pinned by the vehicle during the accident sequence. The driver was not injured.

Class B

- Soldier suffered a permanent partial disability (PPD) to his legs when he was struck by a HEMTT wrecker during off-load operations. The HEMTT was towing a deadlined HEMTT tanker at the time of the accident.



Personnel Injury

Class A

- One soldier was killed and two others were injured

when they were engaged by mounted troops outside their command post. No other details were provided.

Class B

- Soldier's toe was amputated when his M-16 fell from the wall of his quarters and struck his foot. The muzzle of the weapon caused the injury.

Class C

- Soldier broke his foot when he jumped off a 5-foot concrete wall while walking home from a bar. The soldier, who was intoxicated when he made the jump, required surgery for his injuries and was hospitalized for 5 days.

- Soldier suffered fractures to her leg when she tripped and fell on her barracks stairs. The stair light was out and had been on an emergency work order for more than a month at the time of the accident. The soldier's injuries required surgery, and she was hospitalized for 4 days.



POV

Class A

- Two soldiers were killed when the sport utility vehicle they were riding in blew a tire and overturned. The driver and two family members also were killed in the accident.

- Soldier was killed when he was ejected from a vehicle that had swerved to avoid an

animal. The civilian driver of the vehicle was not injured.

Class C

- Soldier suffered cuts and abrasions to his arm when his vehicle hydroplaned and rolled over. The soldier was driving down a country road during a rainstorm and was rounding a curve when the vehicle began to slide on the wet pavement. The soldier applied his brakes, but they locked and the car slid into an embankment and flipped. The soldier was wearing his seatbelt at the time of the accident.

- Soldier suffered fractures to his leg after he was struck by a vehicle while riding his motorcycle. The soldier was making a left-hand turn on the green arrow when he was struck by the oncoming vehicle. The soldier was wearing all necessary personal protective equipment (PPE) at the time of the accident, including a helmet, gloves, and reflective vest. He also is a recent graduate of the Motorcycle Safety Foundation-approved Experienced Rider Course.



Other

Class B (Damage)

- Army warehouse was reported to be burning during a thunderstorm with lightning. The building and its contents were destroyed in the fire.



Hi, I'm Joey! I'm a "hooah" soldier kickin' sand in Saddam's face, but sometimes I'm a bit more eager than experienced and bullets ain't friendly. At Forward Operating Base "Thunder" in Iraq, no one has gotten injured by an accidental discharge yet. That's because a couple of NCOs check the chamber of every weapon before it is carried into the base. I wish someone had done that here!

POW!

I'm trying to reduce the Army accident rate by 50% during the next 2 years.

Can you help me out with some ideas on how not to send fast-moving, pointy objects flying around where they shouldn't be? Maybe you've seen or had some close calls or near misses? We don't have to learn all our lessons the hard way! I could use your experiences or ideas and I'll share them with your buddies in this magazine. It doesn't matter how long or short they are, or whether they happened recently or sometime in the past. Just e-mail me at

joey@safetycenter.army.mil, or send a letter to: U.S. Army Safety Center, ATTN: "Joey," Bldg. 4905, 5th Avenue, Fort Rucker, AL 36362-5363. You can

also fax your story

to me at DSN

558-3003 (334-255-3003),

ATTN: "Joey".

PING!



DING!



JOEY