

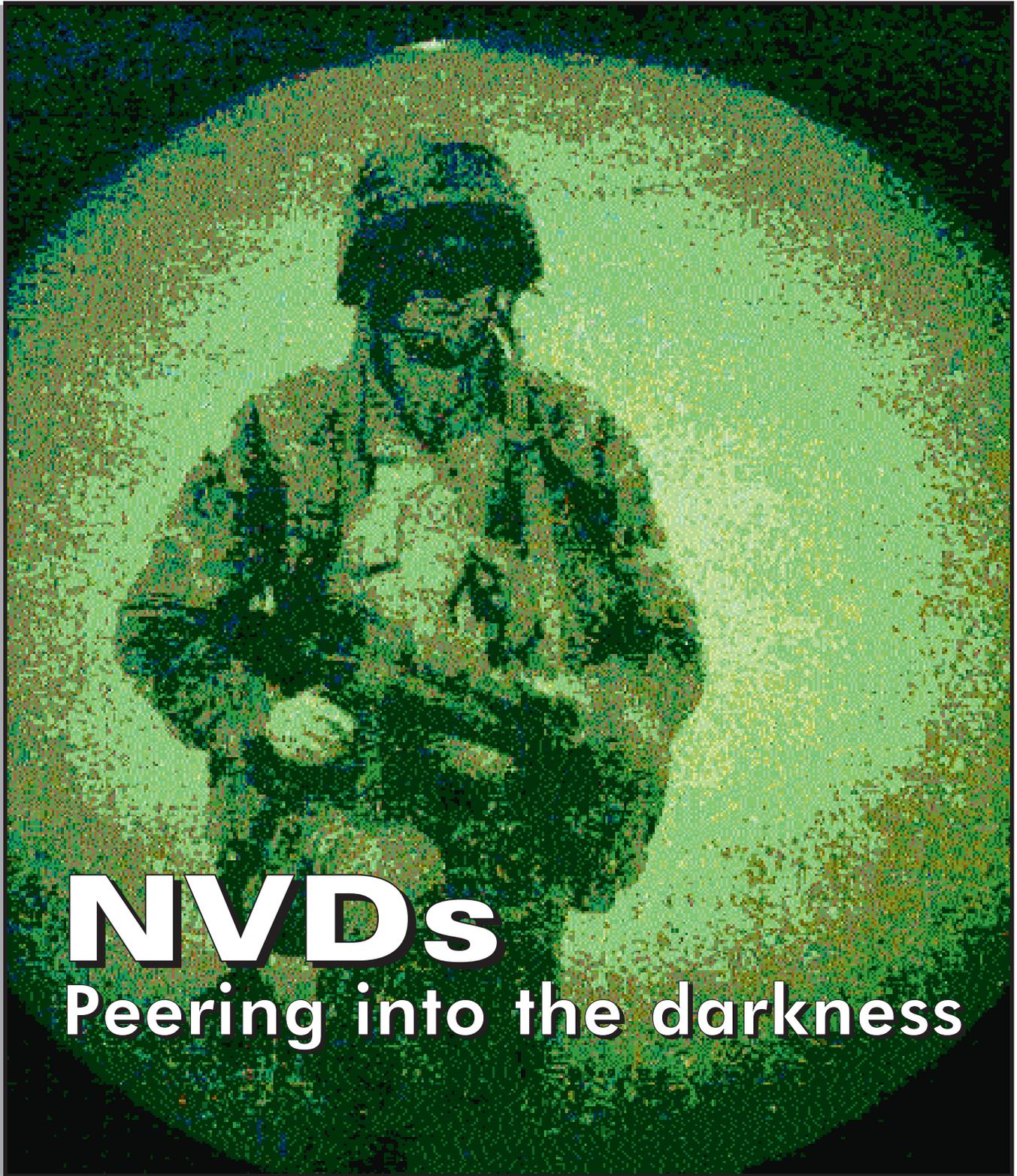
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NVDs

Peering into the darkness

BC dies in night operation accident

Two soldiers operating an M3A2, Cavalry Fighting Vehicle(CFV), encountered catastrophe while en route from a Unit Maintenance Collection Point(UMCP) back to their troop assembly area.

The gunner acting as the Bradley Commander(BC) and the assigned driver were escorted from the UMCP by a HMMWV at approximately 2000 hours. The BC used the AN/PVS 7-B Night Vision Goggles(NVG) and the driver was using the AN/VVS-2, Driver's Night Vision Viewer(DNVV). Visibility was limited by the near zero illumination that night. The blackout drive headlights were not used to assist in movement because it was not consistent with unit SOP.

As the two vehicles turned off onto a tank trail, the HMMWV encountered a mud hole. The NCOIC decided to return to the MSR and wait until daylight to continue. As he drove past the CFV he shouted (in the dark, over the engine noise of both vehicles and through the CVC helmet) for the BC to turn around and follow him to the MSR. The NCOIC returned to the MSR, allowing the CFV operated by two Specialists to continue on by itself to the Assembly Area. When they arrived at the Assembly Area the Troop was no longer there. The BC called the Platoon Leader(PLT LDR) for new instructions. The PLT LDR told him to go to the Troop Operations Center(TOC). He also warned him of an arroyo that was near the TOC. The BC

did not have a map so he could not ascertain the exact location of the hazard in relation to his path to the TOC. The BC radioed the TOC OIC for the grid coordinates. The OIC suggested to the BC that "his best bet was to go to ground" due to the visibility and the arroyo to the north of the TOC. The BC continued towards the TOC aided by the NVG and the DNVV. One hour later the CFV drove over a 14 foot cliff(arroyo), landing on its turret and killing the BC.



■ The AN/VVS-2, Driver's Night Vision Viewer(DNVV) for track vehicles, is a second generation night device which is not very effective for detailing differences in terrain, especially depth perception.

The AN/VVS-2 is a passive night vision imaging device that uses an image intensification tube similar to the night vision goggles (NODs). Like the NODs, the VVS-2s amplify ambient illumination and present an image of the viewed scene. These night vision devices are terrific combat multipliers and, when operators are properly trained and the device limitations are planned for, make night operations more effective, easier and safer.

Several other accidents involving VVS-2s have revealed some consistent problem areas that leaders, planners, and users can easily and quickly resolve.

The use of the VVS-2 by the vehicle driver, combined with the vehicle commanders AN/PVS-7's is an effective combination when

both devices are optimized. The proper use of this combination can reduce the mission risk level. To optimize these devices, operators must ensure all pre-operational checks are completed.

In the case of the VVS-2, operators must ensure the mirrors or prisms and the eyepieces are clean. In addition to preventive maintenance checks and services (PMCS), operators should pay close attention to the *Operating procedures listed in paragraph 2-5 of TM 11-5855-249-10, Driver's Night Vision Viewer Operator's Manual*. This paragraph is very often overlooked by users but is key in optimizing the device.

When adjusting the brightness of the device, users must consider two very important elements:

■ Ensure that the brightness is set using a target that is 50 feet away. If the target cannot be clearly seen at 50 feet, notify unit maintenance so the VVS-2 can be properly adjusted.

■ Use a high contrast target, the best is NSN 5855-01-027-1567, listed in the AN/VVAS-2 technical manual. Too much brightness can wash out detail, and too little brightness can make the overall scene too dark.

AN/PVS-7 operators should go through the *focusing procedure* listed in *the operator's manual*. When focusing

the NVGs, be sure to also focus on a high contrast target. (See Feb 96

Countermeasure article "Less is More" with NVGs.)

Normally, when using the PVS-7s on vehicles, the goggles objective lens should be focused at infinity or all the way to the clockwise stop. The eyepieces should be focused for

individual acuity but should always be "plused up". To "plus up" the PVS-7s, make the basic focus adjustments, then take the individual diopter

or eyepiece rings and slowly turn them counterclockwise. If the image instantly gets fuzzy, stop and go back to the original setting. If the image stays clear, continue counterclockwise until it gets fuzzy and then re-adjust clockwise until the image is clear. (When operators "over minus" the eyepiece or diopter ring, the eye muscles accommodate and the scene is seen clearly. However, the muscles can become tired after a while and cause eye strain and headaches.)

When operating with both the VVS-2 and PVS-7, operators should recognize two not-so-obvious issues:

■ All VVS-2s are second generation image intensifiers. Resolution or how well you can see with them will normally be poorer than with the PVS-7s

Night vision devices are terrific combat multipliers and, when operators are properly trained, make night operations more effective, easier and safer.

regardless of the generation of tube in the NVG. PVS-7 users will be able to see things clearer and should not assume the driver using the VVS-2 can see the same things. The majority of PVS-7s have third-generation tubes in them. Leaders should identify the PVS-7s that have third generation tubes in them by using the TS-4348 so they can be used on the darker nights. A smaller target can be discerned with the third generation NVG. (Presently, there is not a program to upgrade the VVS-2 with newer generation tubes. The long term fix is to field the Driver's Vision Enhancement [DVE], a thermal imaging system).

■ When using these systems together, there are different viewing angles for each of the systems. Because the VVS-2 is located lower on the vehicle than the TC's head, the driver has a flatter viewing angle, which will hide some obstacles the TC can see using the PVS-7s. The fact that the TC can see things that the driver cannot makes crew coordination important when these two devices are used together.

Many TCs use the PVS-7s like binoculars rather than mounting the NODs because of the difficulty of moving up and down in the cupola. When the PVS-7s are used like binoculars, TCs should know that when they first remove the NODs from their face, their eyes are not fully dark adapted. It will take 2 to 3 minutes for their vision to fully adapt every time they remove the goggles. This will reduce the TC's ability to see at night.

There are times when there is not enough light for the devices to work well without supplemental lights. The use of low-intensity lights like black out drive and black out marker lights can make large improvements in the device's resolution. If the tactical situation limits the use of blackout drive lights, commander's should consider the use of ground guides to reduce the risk when dangerous terrain or obstacles are present in the area. Commanders should make a Risk Assessment to determine if ground guides or other controls are necessary to reduce the risk

of a tragedy like the one described above.

An important point leaders should consider is that operator training is key to the safe, effective use of the NVDs. Not only should the basic night vision training be thorough and detailed, leaders must know that NVD proficiency is highly perishable. The unit training program should include time to update training on this equipment. Just because a driver used the VVS-2 during the last NTC rotation does not mean the driver can do the same missions six months later without refresher training.

Commanders must ensure that they have



A soldier uses a special light designated for Night Vision use to locate equipment. This type of lighting devices are essential on nights when the illumination levels are very low and NVD operations could not occur.

a driver's night training program that familiarizes drivers with how to check all night vision devices to ensure they are operating within required parameters. Drivers must become very familiar with the -10 for the VVS-2s. It explains in detail how to ensure that the sight is functioning properly. Sight must also be serviced at the required interval and documented.

In the accident described several other control measures could have been implemented which may have reduced the severity of the accident or eliminated it completely.

- The BC was standing out of the hatch at waist level. This may not have allowed the BC sufficient time to get into the turret when the vehicle started to fall. Had the BC been at name tag defilade he may have made it into the turret. Although not doctrine in the Bradley community, commanders should consider enforcing name tag defilade when conducting operations.

- The M3A2 crew was not using the blackout drive headlight to supplement the near zero illumination. Policy was that scout vehicles don't use the blackout drive headlight. If visibility is low and the tactical situation restricts the use of black out drive then a ground guide should have been used.

- The BC did not have a map to assist in the identification of terrain features. He was solely relying on the plugger for navigation.

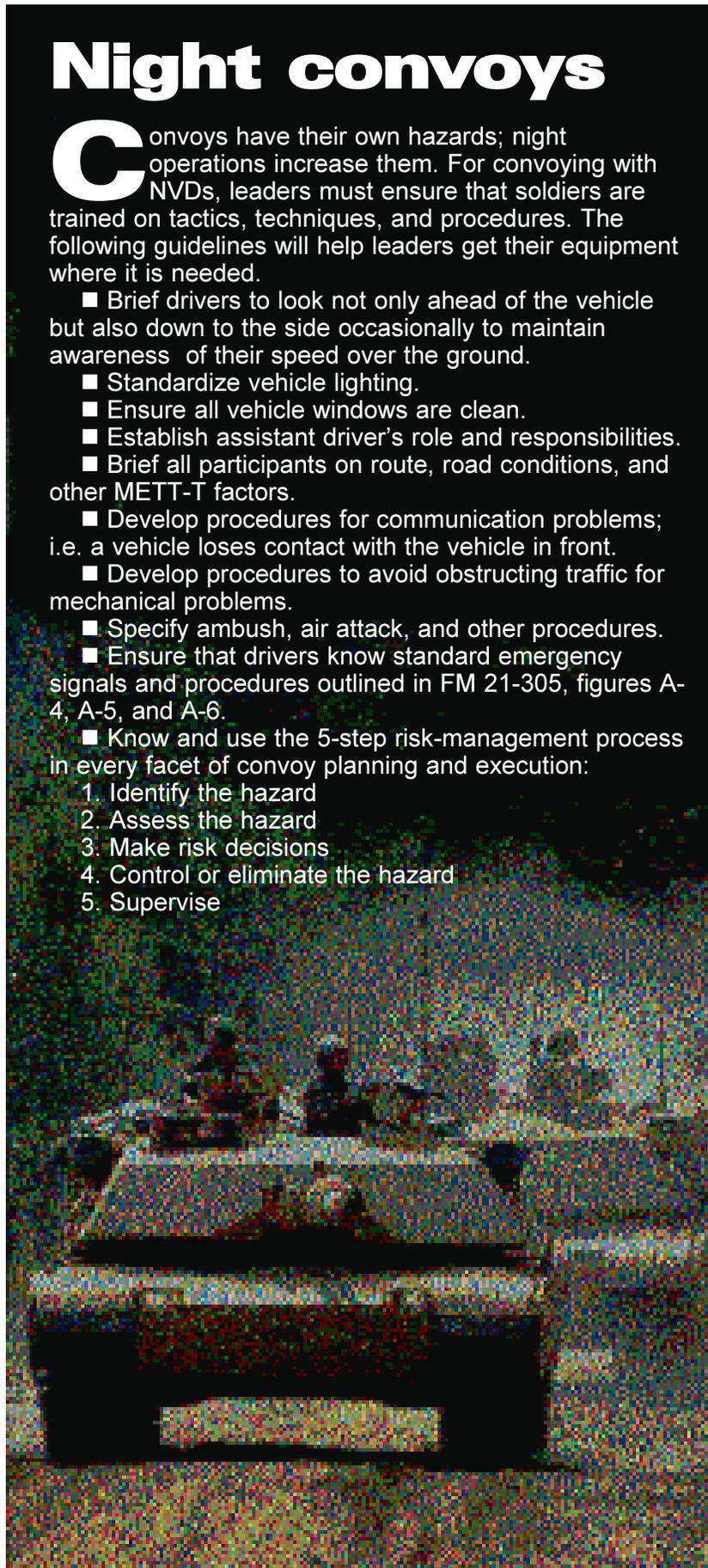
The identification of hazards and the implementation of effective controls if properly supervised will prevent the needless loss of a soldier's life. The breakdown in this accident was not in identifying the hazard but in implementing and supervising the controls which were available.

POC: LTC Pete Simmons for the accident, DSN 558-2926 and CW5 Bobby Brooks for night vision, DSN 558-2845.

Night convoys

Convoys have their own hazards; night operations increase them. For convoying with NVDs, leaders must ensure that soldiers are trained on tactics, techniques, and procedures. The following guidelines will help leaders get their equipment where it is needed.

- Brief drivers to look not only ahead of the vehicle but also down to the side occasionally to maintain awareness of their speed over the ground.
- Standardize vehicle lighting.
- Ensure all vehicle windows are clean.
- Establish assistant driver's role and responsibilities.
- Brief all participants on route, road conditions, and other METT-T factors.
- Develop procedures for communication problems; i.e. a vehicle loses contact with the vehicle in front.
- Develop procedures to avoid obstructing traffic for mechanical problems.
- Specify ambush, air attack, and other procedures.
- Ensure that drivers know standard emergency signals and procedures outlined in FM 21-305, figures A-4, A-5, and A-6.
- Know and use the 5-step risk-management process in every facet of convoy planning and execution:
 1. Identify the hazard
 2. Assess the hazard
 3. Make risk decisions
 4. Control or eliminate the hazard
 5. Supervise



Aggressive drivers?

“We estimate that about one-third of these crashes and about two-thirds of the resulting fatalities can be attributed to behavior associated with aggressive driving” stated the Honorable Richard Martinez, MD, Administrator National Highway Traffic Safety Administration on July 17, 1997, when he addressed the U.S. House of Representatives. In his address to

the Subcommittee, he explained that for years the highway safety spotlight has been focused on the impaired driver, the speeding driver, and the unbelted driver and passengers. Today we must add the aggressive driver to the list of those contributing to the problems on our nation’s roads and highways.

Aggressive drivers exhibit **“driving behavior that endangers or is likely to endanger people or property”**. This definition includes a diverse range of driving behaviors, ranging from erratic or abnormal maneuvers and escalating into dueling or violence on the road.

Aggressive drivers are most likely to:

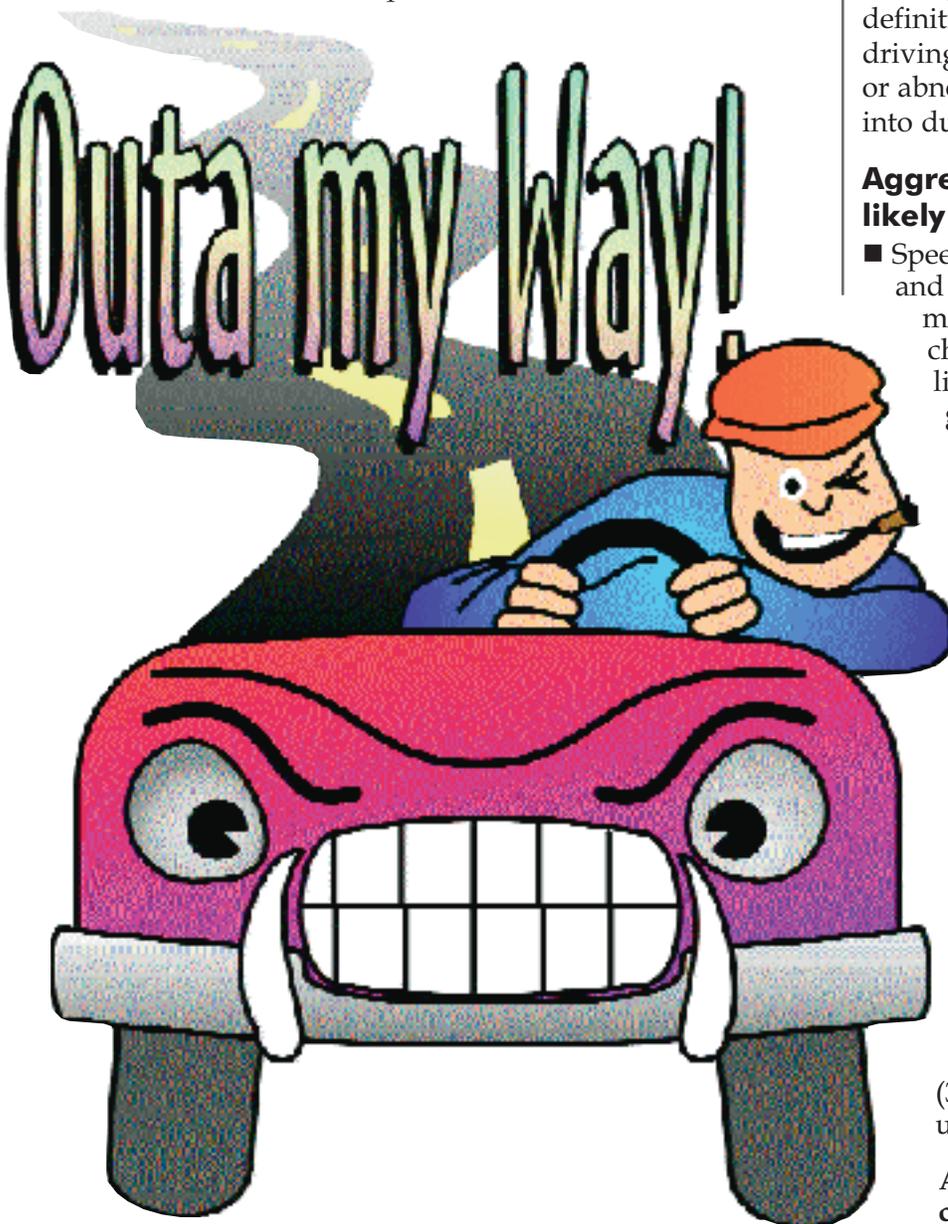
- Speed, tailgate, fail to yield, weave in and out of traffic, pass on the right, make improper and unsafe lane changes, run stop signs and red lights, make hand and facial gestures, scream, honk, and flash their lights
- Climb into the anonymity of an automobile and take out their frustrations on others at any time
- Allow high frustration levels to diminish any concern for fellow motorists
- Be impaired by alcohol or drugs, and drive unbelted or take other unsafe actions

What causes aggressive driving?

Three factors in particular are linked to aggressive driving:

- (1) Lack of responsible driving behavior.
- (2) Reduced levels of traffic enforcement.
- (3) Increased congestion in our urban areas.

Aggressive driving countermeasures. Focus on the 3 E’s: education, enforcement, and



engineering.

What can we do now?

- Don't become part of the problem
- Don't personalize or challenge
- Report aggressive driving behavior

The good news is that we are beginning to see an increased nationwide awareness of the consequences of aggressive driving. A few recent cases have charged aggressive drivers with negligent homicide.

Conclusion. *Seat belts are the best defense against aggressive driving!* Seat belts are now saving 9,500 lives annually. A person is twice as likely to die or sustain a serious injury in a crash if unbelted. The experience of 11 States that already have a primary seat-belt use law has shown that these laws are one of the most effective strategies for increasing seat belt—use and saving lives.

The testimony can be found on <http://www.nhtsa.dot.gov/announce/testimony/aggres2.html> SUBJECT: Aggressive Drivers

When Confronted by Aggressive Drivers. Get out of their way. Do not challenge them by speeding up or attempting to “hold your own” in your travel lane.

Wear your seat belt; not only will it hold you in your seat and behind the wheel in case you need to make an abrupt driving maneuver, but it will protect you in a crash.

- Avoid eye contact.
- Ignore gestures and refuse to return them.
- Report aggressive drivers to the appropriate authorities by providing a vehicle description, license number, location, and if possible, direction of travel.
- Don't block the passing lane, do not block the road while talking to a pedestrian.
- Don't tailgate.
- Don't switch lanes without first signaling.
- Don't raise your middle finger, you may be playing Russian roulette.
- Use your horn sparingly.
- Avoid the turning lanes if you are not turning.
- Do not take more than one parking

Questions and Answers on Commercial Drivers Licenses(CDL)

The following questions and corresponding answers are in response to an article published in the July 1997 issue of Countermeasure.

Question 1: Are school and church bus drivers required to obtain a CDL?

Answer: Yes, if they drive vehicles designed to transport 16 or more people.

Question 2: Do mechanics, shop helper, and other occasional drivers need a CDL if they are operating a Civilian motor Vehicle(CMV) or if they only test drive a vehicle?

Answer: Yes, if the vehicle is operated or test-driven on a public highway.

Question: Do active duty military personnel not wearing military uniforms, qualify for a waiver from CDL requirements if the CMVs are rental trucks or leased buses from the General Services Administration?

Answer: Yes, the driver(s) in question do not need to be in military uniform to qualify for the waivers as long as they are on active duty and the vehicle is owned or operated by the Department of Defense.

Question: Does the waiver of the CDL requirements for military personnel include National Guard technicians?

Answer: Yes, the waiver includes National Guard civilian technicians.

place, do not park in handicapped parking, do not allow your door to tap another vehicle and look before backing up.

- Don't approach a vehicle from the rear with high beams and then dim your lights as soon as you pass alongside that vehicle.

- Don't let the car phone become a distraction.

- When buying an alarm, select one that turns off after a short period of time.

- Refrain from showing any type of bumper sticker or slogan that could be offensive.

If you have a "Cell" phone, and can do it safely, call the police; many have special numbers (e.g. 9-1-1 or #77). If an aggressive driver is involved in a crash, stop a safe distance down the road from the crash scene, wait for the police to arrive and report the driving behavior that you witnessed.

Avoid the challenges or confrontations of an aggressive driver and support law enforcement's efforts to rid the streets and highways of this menace.

Examples of violent traffic disputes:

Each of the quotes listed below were taken from incidents that resulted in a death or serious injury:

- "It was an argument over a parking place".

- "He cut me off".

- "She wouldn't let me pass".

- "Because he hit my car".

- "Nobody gives ME the finger".

- "Because they were playing their radio too loud".

- "The Mth! kept honking their horn".

- "They were driving too slowly".

- "Braking and accelerating, braking and speeding up".

- "They kept crossing lanes without signaling- — maybe I overcorrected but it taught them a lesson".

- "I never would have shot him if he hadn't rear-ended me".

Weapons used by aggressive drivers

- Fists and feet.

- Tire irons and jack handles.

- Baseball bats.

- Knives, bayonets, ice picks, razor

blades, and swords.

- Hurlled projectiles, beer, liquor bottles, rocks, coins, soda cans, and garbage.

- Other clubs, crowbars, lead pipes, batons, 4X4 timbers and canes (with the elderly)

- Defensive sprays, Mace and pepper spray.

- Miscellaneous, eggs, water pistols.

Domestic violence plays a significant role in aggressive violence. Spouses and lovers often take to the road to vent their rage. When the flames of passion burn out, love turns to hate. Incidents involving hate or racism occur among every ethnic group. These disputes are usually committed by groups of men and are directed towards a specific group(s) and the victims are usually sought out.

Some aggressive drivers are struggling with their own inner demons and are just angry at the world. Frequently they vent their anger by crashing through offices, homes, hospitals, schools or other properties. Aggressive drivers have intentionally plowed their vehicles into crowds of people.

Some control measures for the person who feels frustration when driving:

- Alter your schedule.

- Change your route for variety.

- Improve the comfort of your vehicle.

- Concentrate on relaxation when in traffic.

- Don't drive angry.

- Give the other driver the benefit of the doubt.

- Allow more time to arrive.

- Relax, relax, relax. Driving relaxed may take more time, but an accident or confrontation will guarantee you'll be late. The outcome is also often permanent death or injury.

Additional information can be found in the AAA Foundation, Three Studies, 1440 New York Avenue, NW Suite 201, Washington, D.C. 2005 on the Internet at <http://www.aaafoundation.org/aaa>

POC: Mr Al Brown, Force Management Division, U.S. Army Safety Center, DSN 558-9377 (334-255-9377), e-mail brownj@safety-emh1.army.mil

'Tis the Season to be... "HUNTING"

As the days begin to shorten and the evening air turns briskly cool, many of us will feel a quiet desperation and almost longing for the woods on a bitter cold day. This feeling is commonly referred to as buck fever. You can almost taste the excitement as many hunters around the country eagerly await the opening of their favorite season.

Most of us won't think of Risk Management as part of our preparations for the onset of the season. However, Risk Management is necessary if we want to see the next season. We must apply the same thought process to our recreation as we do our work. It is imperative to protect ourselves from hazards that each type of hunt presents.

Almost every state now has a requirement for hunter safety course if born after a certain date. These courses are interesting, informative and have significantly reduced hunting accident rates. If you have never attended one or its been awhile, it might be a good idea to get a refresher. Another way to approach the course is to go with a young hunter and help teach the next generation of hunters.

Hunting is one of the safest sports in terms of the ratio of people involved to people injured or killed. However, due to the nature of the sport, most accidents have drastic results. If hunting is to survive as a safe sport, hunters must apply Risk Management when they go into the field.

The most frightening hazard when hunting is the risk of being shot by another hunter. There are several controls if thought about ahead of time and implemented properly will reduce the risk of becoming an accidental target.

1. The proper dress for the type of season open.
■ **BLAZE ORANGE** during deer season. The more the better (the deer can't see it; but other

hunters can). Most states have a minimum amount that you must wear, so check your local game laws.

■ **NEVER** wear blue or red during Turkey season. You might be mistaken for a Turkey.

■ **NEVER** wear brown or white during deer season. These are the primary colors of a deer and you may get shot at by mistake. It is important to note that these rules apply to all

people in the woods during hunting season, no matter what the reason.

2. Never carry a deer or turkey on your shoulder through the woods. Carry it as low as possible. It is also a good idea to mark it with blaze orange to prevent someone else from shooting at it.

3. Never shoot at sound or movement. Make sure you identify your target before you shoot. Make sure you also check the background. Don't shoot if you're uncertain where the bullet might end up.

4. If you see another hunter, but are concealed from his view, step out into the open so he can see you.

5. Make sure everyone in the hunting party knows where each other is hunting and pre-coordinate any movements.

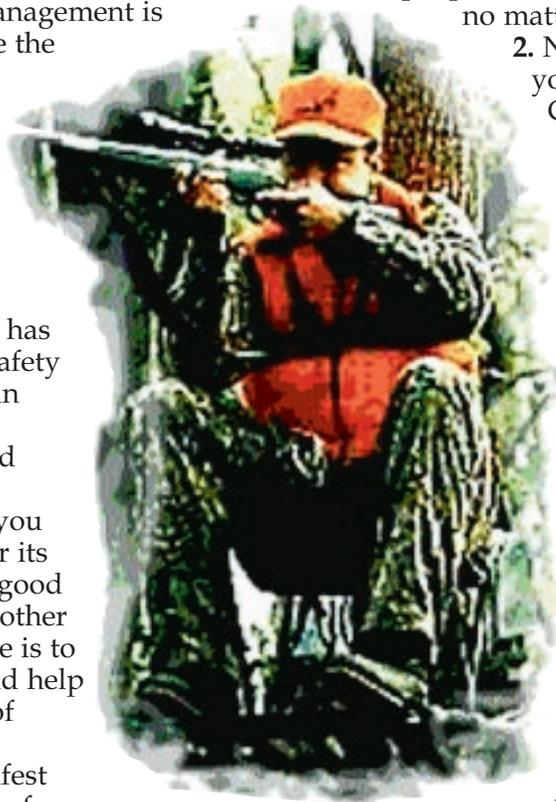
6. Use a flashlight and unloaded weapon when moving in darkness. Always carry a spare flashlight.

7. Never use your scope for binoculars.

8. When in a ground stand or a blind keep a rock or tree to your back to prevent getting shot in the back.

9. Always handle firearms as if they were loaded. Never assume someone is handing you an unloaded weapon. Visually check it and then treat it as if it is still loaded.

10. Make sure someone knows where you're going and when you plan to return. Never hunt alone. ♦



Understanding your ballistic helmet...

Sized To Provide Comfort and Protection?

Recent surveys conducted by the U.S. Army Natick Research, Development and Engineering Center found that the Helmet, Ground Troops and Parachutist's (PASGT), better known as the Kevlar® Helmet, is not being properly fitted. One of the major reasons for conducting the surveys was to obtain data on how soldiers are sized for issuance of a helmet. A large percentage of the respondents stated that they were asked "What size hat do you wear?", then issued a helmet based on their hat size.

Determining the correct size helmet to issue is the responsibility of the Central Issue Facility (CIF) that services your unit or installation. The proper procedure for sizing the PASGT includes obtaining three separate measurements of the head. The first measures the circumference of the head using a tape measure placed just above the eyebrows

and above both ears. Second, head length is measured using calipers. Lastly, the head width is measured by using the calipers. The soldier is then issued a helmet based on the largest of the three measurements.

A properly fitted helmet will –

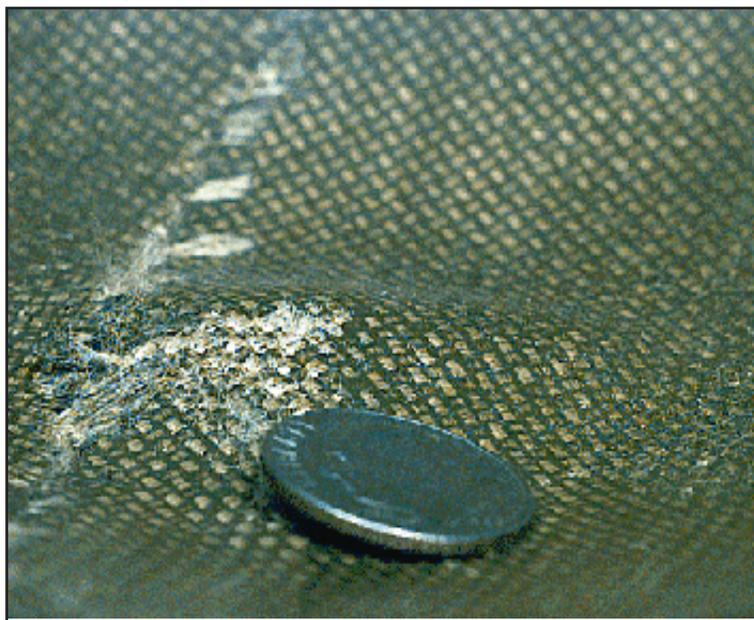
- Maintain a minimum ½-inch stand-off from your head in all directions for cooling and ballistics.
- Be stable, whether marching, running, or hitting the dirt.
- Be compatible with your weapons, equipment and clothing, even in the prone position.
- Provide comfort and protection.

The PASGT helmet is the best ballistic protective helmet in the world. However, if not properly sized, the helmet may not provide the protection that it was designed to provide. Before you leave CIF the next time, ask yourself "Does my helmet fit properly?"

Remember that a projectile that hits the helmet will cause an indentation, and the kinetic energy of the impact will dissipate over the surface of the helmet. Proper sizing is critical to this process.

U.S. Army Natick Research, Development and Engineering Center has written an instruction pamphlet for the helmet. The title is This is your Ballistic Helmet. The instruction pamphlet comes with each new helmet from the manufacturer. Try to get a copy from your CIF and become familiar with its contents. Additional information can be obtained from the Natick homepage <http://www-sscom.army.mil>, or by contacting Mr. Scott Bennet, DSN 256-5442, (508)233-5442, e-mail sbennet@natick-emh2.army.mil.

POC: MSG William R. Gunter, U.S. Army Safety Center, DSN 558-2913, comm'l (334)255-2913, e-mail gunterw@safety-emh1.army.mil



This close-up photo shows permanent deformation to a Kevlar helmet that occurred when struck with a fragment simulating projectile, during testing. The need for the ½ standoff that a properly sized helmet allows is clearly illustrated.

Hazard alert for tactical laser pointers

The use of potentially hazardous near-infrared laser diodes is becoming widespread in many applications. Hazards have been identified by the laser safety community. Users of these products need to be alerted to the hazards associated with these devices.

Devices of concern

One device has raised particular concern—the tactical laser pointer. Relatively inexpensive, readily available and powered by common batteries, these small lasers can produce a very narrow, powerful beam that can be used in night operations for aiming fire, illuminating targets and area marking. One accident has occurred to date, from an individual staring into this type of device. These Class 3b laser products range in power from 5mW to 500mW, and they can cause serious eye injury if used improperly. Examples of tactical pointers of concern are the Torch, LPL-30 and the GCP-1. The AN/PAQ-4 series of tactical laser pointers are Class 1 IAW ANSI Z136.1 and are not hazardous. An exemption label has been affixed to these devices indicating they have been exempted from Title 21, Code of Federal Regulations (CFR) Part 1040, Performance Standards for Light Emitting Products. This label suggests the use of personal protective equipment and procedures when operating these devices. However, during normal operation, the use of personal protective equipment and procedures is not necessary.

Hazard identification

The hazard is limited to the unprotected eyes of individuals who look at the laser from within the direct beam. No skin hazard exists. These lasers are infrared, thus the beam normally is not visible to the unaided eye. Even looking directly into the beam at a very close range a

viewer will only see (at most) a very weak “red” dot. Therefore, individuals could stare directly into hazardous levels of laser radiation at close range and not realize the serious risk to the eye. Individuals should never look at the laser from within the beam. Buyers should be wary of seller claims of device safety, unless the laser is clearly labeled a Class 1 laser product IAW Title 21 CFR, Part 1040. This information, by law, must be on the label.

How devices are promoted

These laser pointers are currently marketed to military organizations through mailing brochures and electro-optics trade shows. Although some of these devices contain warning labels, many have been erroneously advertised as “eye safe.”

How to use the devices safely

Users of the laser pointer must never aim the pointer at unprotected personnel. Users could also unscrew the case enough to disable the power source or remove the batteries when storing it in their shirt pocket or rucksack. These devices are not flashlights and should not be used haphazardly.

Conclusion

Despite their size and the fact that most are powered by small, commonly available batteries, these tactical pointing devices can cause, and have caused, eye damage as a consequence of improper operation. The device should be clearly labeled a Class 1 laser IAW 21 CFR 1040; if not, the organization listed below should be contacted before using these systems.

**POC U.S. Army Center for Health Promotion and Preventive Medicine
ATTN: MCHB-DS-L Aberdeen Proving Ground, MD 21010-5422 Phone: DSN 584-3932/2331 Comm'l (410)671-3932**

Maintenance Advisory Message for the M16A2 Rifle

Recently, there have been several reports of accidental firing of the M16A2 rifle. TACOM-ACALA has issued Maintenance Advisory Message(MAM) NO. 97-14 for the M16A2 rifle.

The MAM does not contain safety-of-use information, but directs all users to perform the function check described in TM 9-1005-319-10 THE OPERATOR'S MANUAL M16A2 RIFLE prior to firing the weapon.

MAKE SURE THE WEAPON IS CLEAR

1. SAFE

Pull the charging handle to the rear. Place the selector lever on safe. Pull the trigger. The hammer should not fall.

2. SEMI

Place the selector lever in semi. Pull trigger. Hammer should fall. Holding the trigger to rear, charge the weapon and release the trigger slowly without hesitation until the trigger is fully forward (an audible click should be heard). Hammer should not fall. Repeat a second time.

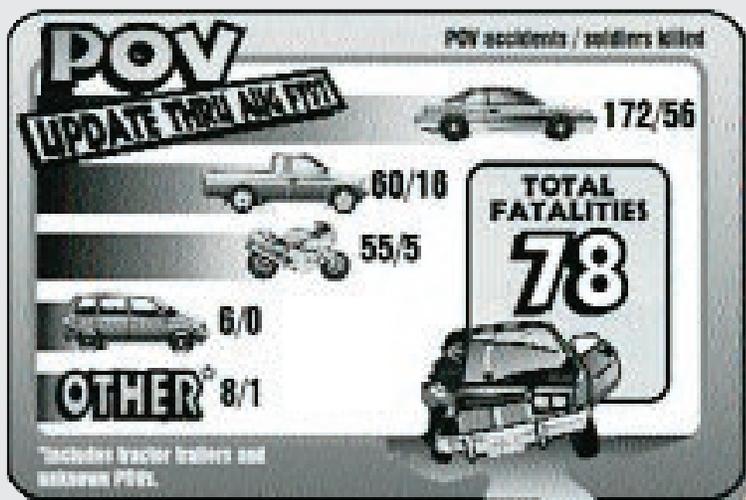
3. BURST

Place selector lever in burst. Charge weapon and squeeze trigger. Hammer should fall. Holding the trigger to the rear pull the charging handle to the rear and release it three times. Release trigger. Squeeze trigger. Hammer should fall.

If any faults are found during the function check notify the unit armorer. The weapon is Non-Mission Capable until the faults are corrected at the proper level of maintenance.

Normal range safety precautions shall be followed at all times. When not in a range training situation, normal firearms safety precautions shall be followed; i.e., always point weapon in a safe direction, always assume weapon is loaded, always clear weapon before disassembly, cleaning, inspecting, transporting, or storing.

POC: Mr. Neal Christianson, AMSTA-AC-ASIR, DSN 793-0034,
e-mail nchristi@ria-ehm2.army.mil.



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