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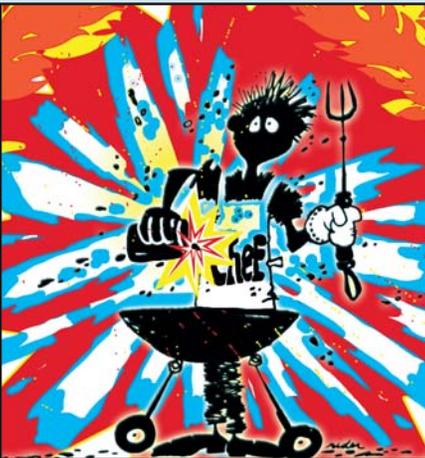
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125 ~~101~~ Critical Days

COL WAYNE L. THOMPSON
45 SW/SE
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The 45th Space Wing Commander's Zero Tolerance Seatbelt Program is working.

The initial process began last year when the AFSPC Commander directed all wings to conduct a 125 Critical Days of Summer Campaign, to begin 1 May instead of the traditional 101-day campaign. The 45th Space Wing Commander had already approved Wing Safety's 101 Critical Days of Summer campaign plan prior to 1 May, and part of the plan was to increase seatbelt and motorcycle PPE surveys.

We began conducting the surveys every two weeks and reporting the results at Wing Staff, Operations Status (OPSTAT) and Mission Partner (tenant) meetings. The commander decided 100% was the standard and instructed the Security Forces to include the 30-day suspension in the wing base traffic supplement. After the coordination process was completed and the instruc-

tion published, Wing Safety and Security Forces conducted mass advertisement of the new requirements and gave a grace period of 30 days. On 1 Dec 02, the wing began enforcing the program. When drivers are found in violation, they are issued a citation, their driving record is assessed four points and they are issued a 30-day suspension letter on the spot. If a passenger is in violation, then the driver is issued a citation and assessed four points. This policy is applicable for anyone entering or operating on the 45th Space Wing installation.

The results thus far have been remarkable. Since the enforcement date, 4453 vehicles have been checked. The seatbelt usage rate exceeds 99.2% and violations have dropped 61.5%. ■

USAF photo by TSgt Michael Featherston

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You've Completed the Required Riding Course...



What's Next?

SSGT DANIEL SHORT

27 FW/PA

Cannon AFB NM

While an approved motorcycle-riding course is required for all military members who ride a motorcycle, that training is just the beginning of the learning that will continue throughout a rider's life.

Rider training comes in many different ways, from an experience on the way to work to a classroom and controlled riding exercises. There are many different and effective ways to continue rider education. The important thing is to make sure it gets done.

Just like our daily jobs, whether you fly a plane or work the grill at the dining facility, riding a motorcycle requires constant practice and



dedication to improve.

Most military riders take an approved Motorcycle Safety Foundation rider's course before riding a motorcycle. This course teaches the basic skills required to ride a motorcycle on the streets. But that's where it stops, with the "basic skills." These skills act as a foundation for riders to continually practice and, more importantly, build upon. (*Editor's note:* If you completed the basic course, consider taking MSF's Experienced Rider Course next year as a skills refresher and builder.)

Many riders may feel they do not need to continue their education. They may feel they already "know all they need to know." To those people: This is a good sign that you do not need to be riding anymore. Find a new hobby or passion. Take up golf. Consider curling. Just get off your bike and get your kicks somewhere else, because this game takes constant attention and continual learning.

No matter what type of bike you ride, where or how often you ride it, continuing rider education is important. A rider's knowledge and experience translate

into skills. These skills continue to be refined with each ride. They are what provide the opportunity to manage the risk of riding our bikes in a world that is not so perfect for riding.

But where do riders go for this needed continuing education? They can start by making a commitment to continually practice and keep their basic skills fresh. You never know when you may need to swerve quickly or make a

quick stop to prevent an accident.

Some of those basic skills are physical. They require us to have precise control of our bike and the knowledge to put it to use. But, we all know that the other 90 percent of riding is handled upstairs in the cranium. That's where it all starts.

Routine rider maintenance is as important as physical maintenance of your bike. Getting good rest before riding, knowing how to handle your bike and how it will handle your inputs. But there's still more to it than that.

Everything we do while riding starts in our heads. We need to refine our decision-making processes and be able to make the decisions that could save our lives in an instant. This process takes a lot of patience and practice. However, this practice does not have to be through "real" events.

Practicing different situations when you have the opportunity gives your mind and body the chance to learn and get ready for the real thing. Besides, who knows when that moment will be? And who wants to come to that moment unprepared?

There is a quote that says, "Education is the shortcut to experience." I don't know about you, but I am not willing to crash ten times to learn one lesson. I would rather learn through continual rider education than plain, old-fashioned experience—at least experience of the negative kind. That is not just my mind talking either, the rest of my body agrees; and so does my wallet.

Not many people I know are willing to take the experience over the education. But that is what happens when riders walk away from that first class and treat it as a requirement or prerequisite. It is more than just filling a box. It's the means for obtaining the tools necessary to safely ride a bike on the street.

Keep practicing those skills. You never know where and when you will need them. And I am betting you want them ready when you need them. ■

(SSgt. Daniel Short is nationally certified as a RiderCoach by the Motorcycle Safety Foundation, and is a graduate of the Freddie Spencer High Performance Riding School and the New Mexico Motorcycle Safety Program. He has been riding motorcycles since 1977.)

(Editor's note: Next issue, we'll take a look at some of the continuing education opportunities available around the country, focusing on high-performance riding schools and how they make street riding safer through education and experience.)

'Tis the Season...

MSgt Dave Hembroff
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Finally! The sun starts peeking through the gray winter clouds and the temperature assures you there can be no ice on the roads and you realize that winter is over and it is time to ride. Your motorcycle has weathered the last several months in your carport or garage and now starts calling to you for some fresh air. The bike looks ready to ride, but is it? More importantly, are you?

Let's first look at your trusty steed from the ground up. Check the tires for cracks in the sidewall that indicate dry-rot, and replace them if necessary. Take a look at the tire pressure as well. Even a tire in top-notch condition will lose two or more pounds of pressure each month in storage, and the average tubeless tire will lose more. Tire condition and improper inflation account for more tire failures than objects on the road.

While you are checking out the tires, take a look at the condition of your suspension. Your shocks and struts work in concert with the tires to keep your motorcycle controllable at all speeds. Is it time to change fork oil, or replace shocks that have lost their spring?

Next, have a peek at the engine and drive train. Are there any leaks on the floor under your motorcycle? Rubber gaskets and lines will deteriorate over time, vacuum hoses and carburetor intakes can develop pinhole leaks due to age and temperature

changes over the course of a winter. Don't take for granted that all the bolts and fittings are as secure as when you last rode. If you find something you think needs attention, you are better off working on it now than waiting until you are stranded on the road.

Now for the electrical system. First, inspect your battery. Did you re-

move it from the bike and leave it on a trickle-charger over the winter? If not, does it have any juice left in it? How does your wire harness look? Believe it or not, many rodents consider electrical wiring insulation mighty good eats and very suitable for bedding material.

Are all of your lights working? Is your headlight aligned properly?

Finally, take a look at the fluids. Ask yourself how long it's been since you changed the oil on your motorcycle. High-revving engines require more frequent oil and other fluid changes—sometimes as often as every 2000-3000 miles. It is always a good idea to change the oil on your bike before you put it up for storage.

What about the gas? Is it over three months old? Did you use stabilizer when you stored your

bike for the winter? Draining the tank and replacing old gas with new could be just the ticket.

While you are at it, why not give your bike a complete pre-season tune up to go along with the inspection you just made?

Once you are sure your bike is squared away, why not look into the condition of a motorcycle's most important moving part—you? Are you as physically fit as you were at the end of the last riding season?

Did you develop any new aches and pains over the long winter months? Are you more or less active than you were when you put your motorcycle up? Honestly evaluate yourself just as you did your bike so you can take care of any preventive "maintenance" and avoid those unexpected "breakdowns."

While physical condition plays a big role in how well you handle your motorcycle, your mind plays an even more crucial role. If you haven't ridden in a few months, you will likely be rusty, unsure or unsteady when you get back on two wheels. Looking over your notes from the motorcycle course you took, or buying a magazine or book that showcases tips and tricks for riding, is a good way to get your head back in the game.

Convince yourself to start out more conservatively on your first few motorcycle outings. Start with shorter rides and gradually ride further as you gain recent experience. Now would be a good time to consider re-taking an accredited course like the ones offered by the state or the Motorcycle Safety Foundation.

A little pre-season preparation goes a long way to a fun and safe riding season. The secret of motorcycle safety is minimizing risks so you can maximize your enjoyment. Spend a few extra moments to make sure both you and your bike are ready, and you have a better chance of enjoying

the highway from the traffic lanes, rather than the breakdown lane. ■

MSgt Hembroff is a Motorcycle Safety Foundation RiderCoach with over 16 years of riding experience. He has averaged over 20,000 miles of accident-free riding each year.



What To Do When Your Brakes Fail

Courtesy of **National Safety Council**

Having your brakes fail while you are driving is a dangerous and horrifying experience, especially when you are traveling on an interstate highway or other high-speed roadway.

The National Safety Council has these tips for coping with brake failure:

- At the first sign of trouble, try not to panic. Instead, work your vehicle into the right lane and then toward the shoulder or, if possible, toward an exit. If it is necessary to change lanes, do so smoothly and very carefully, closely watching your mirrors and the traffic around you.

- Remember to use your directional signal to indicate your intentions to other drivers. When you reach the right lane, turn on your emergency hazard lights.

- Let the car slow down gradually by taking your foot off the gas pedal. Simply steer as your vehicle slows and shift the car into a lower gear to let the engine help slow the car.

- Once off the traveled roadway, shift into neutral and gradually apply the hand brake until the vehicle stops. If that brake has also failed, direct the car onto a soft shoulder or rub the wheel against a curb which

will help you slow down. Get the car off the roadway and to a safe place to avoid stopping traffic or being involved in a rear-end collision.

- When safely off the road, put out flares, warning flags or reflective triangles beside and behind your vehicle to alert other drivers; keep your emergency flashers going.

- You will need professional assistance. Raise your hood and tie something white to the radio antenna or hang it out the window so police officers or tow truck operators will know you need help. Don't strand behind or next to your vehicle; if possible, stay away from the vehicle and wait for help to arrive.

- All interstate highways and major roads are patrolled regularly. Also, some highways have special "call-for-help" phones and, of course, if you have a CB radio or cellular mobile phone you can call from your vehicle.

- It is inadvisable to walk on an interstate. However, if you can see a source of help and are able to reach it on foot, try the direct approach by walking, but keep as far from traffic as possible.

A final caution: Do not be tempted to drive your vehicle, no matter how slowly, without brakes! Call for help to get your disabled vehicle towed and then have the brakes repaired by a qualified mechanic. ■

Rose Colored Glasses (Not Quite!)



MSGT JEFFREY D. HARRIS
HQ AFSC/SEG

The Air Force Safety Center is pleased to announce the partnership with the USAA Educational Foundation in presenting the Driver Safety Awareness Program to Air Force personnel.

Our shared purpose in partnering on the Driver Safety Awareness Program is to lower the number of individuals killed or injured in motor vehicle mishaps. There were 42,116 individuals killed in the United States in motor vehicle mishaps in 2001. In the last ten years the Air Force has lost 477 lives to motor vehicle mishaps, that's an average of 48 airmen each year. Air Force rates for the last 15 years indicate a steady downward trend. However, in looking at the last five years we are seeing a negative, upward trend. FY02 ended with a total of 71 fatalities, the most we have had since FY91.

When the USAA Educational Foundation approached the DoD Traffic Safety Working group and expressed a desire to work with the services on driver safety awareness, it couldn't have come at a better time. The programs being provided by the Educational Foundation will consist of a script for a 45-minute presentation and a disk containing a PowerPoint version of the accompanying visual aids. The curriculum guides the presenter as he/she proceeds through the accompanying slides. It includes questions and discussion topics to generate group participation. The topic of the first module is "Impaired Driving." Subsequent topics may include: Drowsy and Distracted Driving, Aggressive Driving, Driving Under Emergency Conditions and possibly

others. These modules seek to improve driver safety by reminding drivers of basic information they need to keep in mind to remain as safe as possible on the roadways. It incorporates information every driver should already know along with information of which they may not be aware.

As part of the materials provided for the first module on "Impaired Driving," the Educational Foundation has provided the Air Force with sets of Fatal Vision Goggles™. These goggles are specially designed to mimic the impact of varying levels of blood alcohol concentration on an individual's coordination and response time. The Safety Center will distribute the goggles along with the written lesson plans to major installation safety offices, including geographical separated units, Reserve and Guard bases.

The "Impaired Driving" module, as well as subsequent modules, provides the installation with a professionally developed traffic safety library to select from. Potential uses include seasonal campaigns like "101 Critical Days of Summer," Commander's Call and Pre-holiday briefs. The timing of this effort complements the Air Force's fielding of a suite of formal traffic safety training.

The Safety Center would like to thank the Educational Foundation for their support in this endeavor as we strive to lower the number of fatalities due to motor vehicle mishaps. ■

Illustration by Dave Rider
Digital Enhancement by Felicia Moreland



Okay, it's time for barbequed steaks and burgers, fish and chicken, shish kebob, or even the lowly hotdog. Smell that aroma of charcoal on the grill! Meat sizzling over the flowing coals! Hair singed off by getting too close with a can of lighter fluid!

Yes, it never fails: Some inspired clod will get the idea he can speed up the fire preparation by dousing an already-burning pile of briquettes with "just one more" squirt of charcoal lighter. If he's fast, he might get back before the fire flares up in his direction. If he's not, he might find himself minus his mustache or his eyebrows—or worse.

Never, never pour charcoal lighter fluid on burning coals or an open flame to get the fire burning more quickly! Once the coals start turning white, they are ignited. That extra drenching with lighter fluid is just too dangerous.

If you're just in too big a hurry for your food, leave the charcoal fires for those with patience, and do your cooking in a microwave. ■

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Eight-Foot Ditch

My little sister is teen-aged, cherubic and arguably the cause of most of my Mother's gray hair. She is 18 going on 18, and she scares me into fits of nervous giggles when she talks about her wild weekends amidst the beauty of some familiar New England back roads. Her most recent escapade left me slack-jawed in awe of the positions she so innocently yet perilously places her very cherished life.

This weekend she went out with friends and enjoyed the day in much the way they are fond of doing, swimming in a nearby lake followed by a campfire. The day ended, and the group of friends parted ways. For the ride home, the teen-aged apple of my eye jumped into a new acquaintance's car.

At this juncture in the story, I could proceed with a precise, long-winded and sleep-inducing account of the events that ensued, but in the interest of space and my gracious reader's attention span I will keep it short.

Synopsis: Five teens piled in a car, driver drives recklessly, turns sharply on a wet road covered in pine needles, car slides, rolls over and comes to rest in an eight-foot ditch.

Amazingly and thankfully, no one was seriously hurt. On-scene toxicological testing as well as a thorough search of the vehicle revealed no use of alcohol or other illegal substances. Just some teens pretty shaken up. My sister was the only one who sustained the most minor of injuries in the form of fine cuts to her left arm from broken glass. The cuts were so small she thought little of them after the handsome

young
paramedic

gave her his phone number (I recount this story as my sister told it to me). She was also the only one wearing a seat belt.

At hearing this story, I immediately felt my maternal/sisterly instincts fiercely rise up inside of me, and I wanted to grab hold of her and wring her 18-year old neck.

That maternal mantra kept whirling through my mind: What was she thinking? Better yet, was she thinking? Arrgh! To trust her life with someone she didn't even know! She got in the car with someone she had no knowledge of! No trust in! Someone I didn't get to do an extensive background check on! She could have been killed! Arrgh!

Readers, thank you for holding on this long. Here is the moral to my melodramatic tale: Know in whose hands you are entrusting your life. Be aware of the risks around you. If you love someone, teach him or her these same things. To make good decisions, to treat themselves like precious cargo and never place themselves in a position that is seemingly safe but has the potential for sending them to the bottom of an eight-foot ditch. ■



**G. DANIEL HOWARD
D.L. POER**
Road & Rec, April 1989

You don't like how you feel, or how you look in the mirror. Your waistline is somewhat expanded, your breath comes quicker on climbing stairs, and your heart rate goes up faster than you'd like. Time to get back to the gym for some aerobics or basketball.

Or: Your supervisor has ordered you to lose some weight. Although you have long prided yourself on being a first-class couch potato, you know you can't ignore the warning. You decide to try some jogging in the park.

Whatever the reason for your new (or renewed) interest in being in shape, you have to remember your body's limitations. No matter what your age, your body needs a warm-up period to get it prepared for vigorous exercise. This includes a series of stretching movements to limber up stiff muscles and get blood flowing.

*The following article originally appeared the U.S. Navy's publication **Lifeline**. At that time, the authors were professors in the health and safety department at Indiana University. The*

article contains some valuable information to assist you in avoiding injury as you work yourself back into shape.

The explosive growth of recreational sports, particularly tennis, jogging/running, bicycling, and racquetball in recent years has resulted in an accompanying surge in sports-related injuries.¹ As the role of sports in American life grows even larger, more and more of these injuries are likely to occur unless the casual athlete realizes there are realistic limits to human performance.

This article focuses on general strategies for preventing common recreation sports injuries so that participants can more fully enjoy the benefits of their activity. If you follow some very basic rules of preventive exercise, you can improve your performance and reduce your chances of getting hurt.

GOALS

First, set realistic goals. Before beginning a program of physical exercise, consider: When was the last time you exercised strenuously? Beginners rarely stop to realistically assess their physical condition before starting an exercise

program. Thus, too often, the beginner aspires to unrealistic goals, becomes discouraged, and quits exercising.

Ask yourself why you are beginning an exercise program. Almost everyone has a personal goal in mind, such as weight control or cardiovascular fitness, but few beginners assess their exercise program in light of their goals. You should be able to achieve your goal through the exercise program you choose.

CAUTION

Second, proceed with caution. Once you design your program to help achieve your goals, reassess your program in terms of your present physical condition. Consult a physician and discuss the value of an exercise stress test before starting your chosen program of exercise. (See reference 2 for a discussion of sports physicals.) Trying to do too much too soon will lead only to unnecessary setbacks and the possibility of injury.

Poor physical condition is normally the outcome of negative living habits (such as poor diet

and lack of exercise) which have accumulated over a period of years. A basic goal in any program of exercise should be to help you reach and maintain a level of physical fitness that is in step with positive daily living habits, including proper diet, exercise, and adequate rest.

As you try to overcome poor physical conditions which developed over a long time, remember Rome was not built in a day. Ease into your program of exercise, then proceed at a rate that corresponds to the ability of your body to adapt to the exercise. Listen to your body and heed its warnings—tenderness, pain and dizziness.

WARM-UP

Next, include a proper warm-up and warm-down in your exercise program. A proper warm-up, whether it involves stretching or simply beginning to exercise slowly, will increase the flow of blood to the muscles. This in turn reduces stress, improves flexibility, and increases the range of motion. In short, a proper warmup prepares the body for the strenuous physical exercise that is to follow.

A good warm-down is the warmup process in reverse. The warm-down gradually relaxes

the body, releases metabolic wastes that build up in the muscles during exercise, and helps to alleviate cramping. (Consult reference 3 for information on proper warmup and warm-down techniques.)

DIET

Fourth, maintain a proper diet and drink plenty of unsweetened fluids. Don't eat before exercise. Food taken within three hours of a workout tends to lower the blood sugar rather than raise it, making the participant less efficient and more fatigue-prone. Fatigue leads to injury.⁴

Drink plenty of unsweetened fluids prior to and during warm weather or high humidity. "You should drink a cup or two of unsweetened liquid every 15 minutes as you work out, especially on hot days," Dr. Gabe Mirkin says, "to re-place water lost in sweat."⁵

Don't push yourself too hard or too soon. The purpose of exercise is to strengthen the body by stressing it, then allowing it time to recuperate. However, the body is strengthened or improved during periods of recuperation, not exercise. Exercise actually "tears" the body down physically. During periods of recuperation, the body rebuilds itself to withstand a greater amount of stress or exercise. Too much stress or too little rest weakens the body, making it more susceptible to injury. (Consult reference 6 for information on proper nutrition and rest.)

PAIN?

Finally, listen to your body when exercising. Don't ignore pain. If it hurts, it is signaling you to stop. "Pain is a body defense mechanism that warns that the body has a problem, such as torn muscle fibers, sprained ligaments, or internal muscle bleeding," says Dr. Mirkin. "Failure to heed such signals can make the injury worse and prolong healing time."⁷

Remember, exercise shouldn't hurt. With realistic goals and some basic physical conditioning, you're ready to start getting serious about the sports you enjoy. ■

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Lightning— The Underrated Weather Hazard!



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You're having a unit picnic one fine Friday summer afternoon. The weather is wonderfully warm and sunny as off in the distance you hear a rumble of thunder. You're having fantastic fun when suddenly there is a blinding flash of light and your life is ruined as family and friends are killed and crippled. Lightning has struck!

Lightning is the second leading cause of storm deaths in the U.S., killing more than tornadoes and hurricanes on average—only floods kill more. But the real story of lightning isn't the deaths, it's the injuries. Only about ten percent of those struck are killed; 90 percent survive. But many of the survivors suffer life-long injury. The injuries can be so severe that the person is debilitated and can't earn a living. These injuries are primarily neurological, with a wide range of symptoms, and are very difficult to diagnose. Lightning also causes about \$5 billion of economic loss each year in the U.S.

The Southeast, Midwest, and Front Range of the Rocky Mountains have the most lightning in the U.S., but no place in America is safe from lightning. Florida is the "Thunderstorm Capital" of the U.S., with central Florida being "Lightning Alley." A recent study from the Center of Disease Control identified the military as especially at risk from lightning, due to the large amount of outdoor activities in the profession of arms.

Public education is the key! The vast majority of lightning casualties can be easily, quickly and cheaply avoided, if only people knew what to do. People need increased awareness of the lightning hazard and increased knowledge of lightning safety. But while lightning safety is easy, it is also inconvenient. It requires diligence and

continual reinforcement and encouragement. Lightning safety is a multi-level process, with each level providing a decreasing amount of protection. While no guidelines can give you 100 percent guaranteed safety from lightning, a few simple-to-follow steps will help you avoid the vast majority of lightning casualties.

NO PLACE OUTSIDE IS SAFE NEAR THUNDERSTORMS!

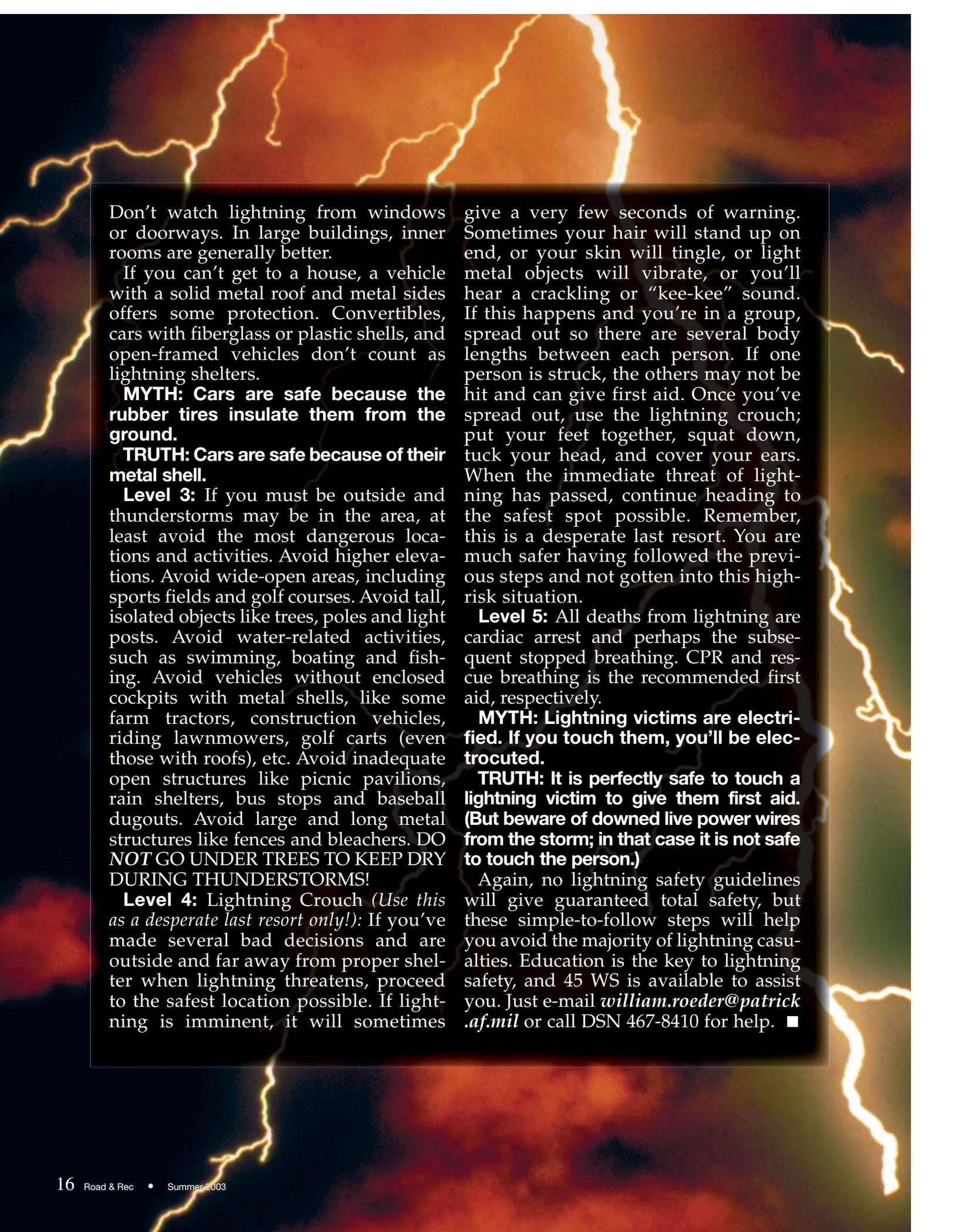
Level 1: If you are planning to be outside, watch the weather forecast and know your local weather patterns. Plan around the weather to avoid the lightning hazard. On base, use your local weather unit's forecast. Off base, the local National Weather Service office provides the local weather. While National Weather Service doesn't issue weather warnings for lightning, look for key words in their products like thunderstorms and lightning. You can link to your local National Weather Service at www.srh.noaa.gov.

Level 2: If you are going to be outside, stay near proper shelter and use the "30-30 Rule" to know when to go seek proper shelter. Don't hesitate; seek shelter immediately! The lightning casualty stories are replete with events where people were about to make it to shelter when they were struck. If they'd just started a minute earlier, they'd have been safe.

The "30-30 Rule" is this: If there is *30 seconds* or less between the lightning and its thunder, go inside. Don't go outside until *30 minutes* or more after hearing the last thunder before leaving shelter. If you can't see the lightning, then just hearing the thunder can be used as a warning to go inside.

Safer locations? The safest place commonly available against lightning is a large fully-enclosed building with wiring and plumbing (e.g., a typical house). Once inside, stay away from any conducting path to the outside. Stay off the corded telephone. Stay away from electrical appliances, lighting and electric sockets. Stay away from plumbing.

continued on next page



Don't watch lightning from windows or doorways. In large buildings, inner rooms are generally better.

If you can't get to a house, a vehicle with a solid metal roof and metal sides offers some protection. Convertibles, cars with fiberglass or plastic shells, and open-framed vehicles don't count as lightning shelters.

MYTH: Cars are safe because the rubber tires insulate them from the ground.

TRUTH: Cars are safe because of their metal shell.

Level 3: If you must be outside and thunderstorms may be in the area, at least avoid the most dangerous locations and activities. Avoid higher elevations. Avoid wide-open areas, including sports fields and golf courses. Avoid tall, isolated objects like trees, poles and light posts. Avoid water-related activities, such as swimming, boating and fishing. Avoid vehicles without enclosed cockpits with metal shells, like some farm tractors, construction vehicles, riding lawnmowers, golf carts (even those with roofs), etc. Avoid inadequate open structures like picnic pavilions, rain shelters, bus stops and baseball dugouts. Avoid large and long metal structures like fences and bleachers. **DO NOT GO UNDER TREES TO KEEP DRY DURING THUNDERSTORMS!**

Level 4: Lightning Crouch (*Use this as a desperate last resort only!*): If you've made several bad decisions and are outside and far away from proper shelter when lightning threatens, proceed to the safest location possible. If lightning is imminent, it will sometimes

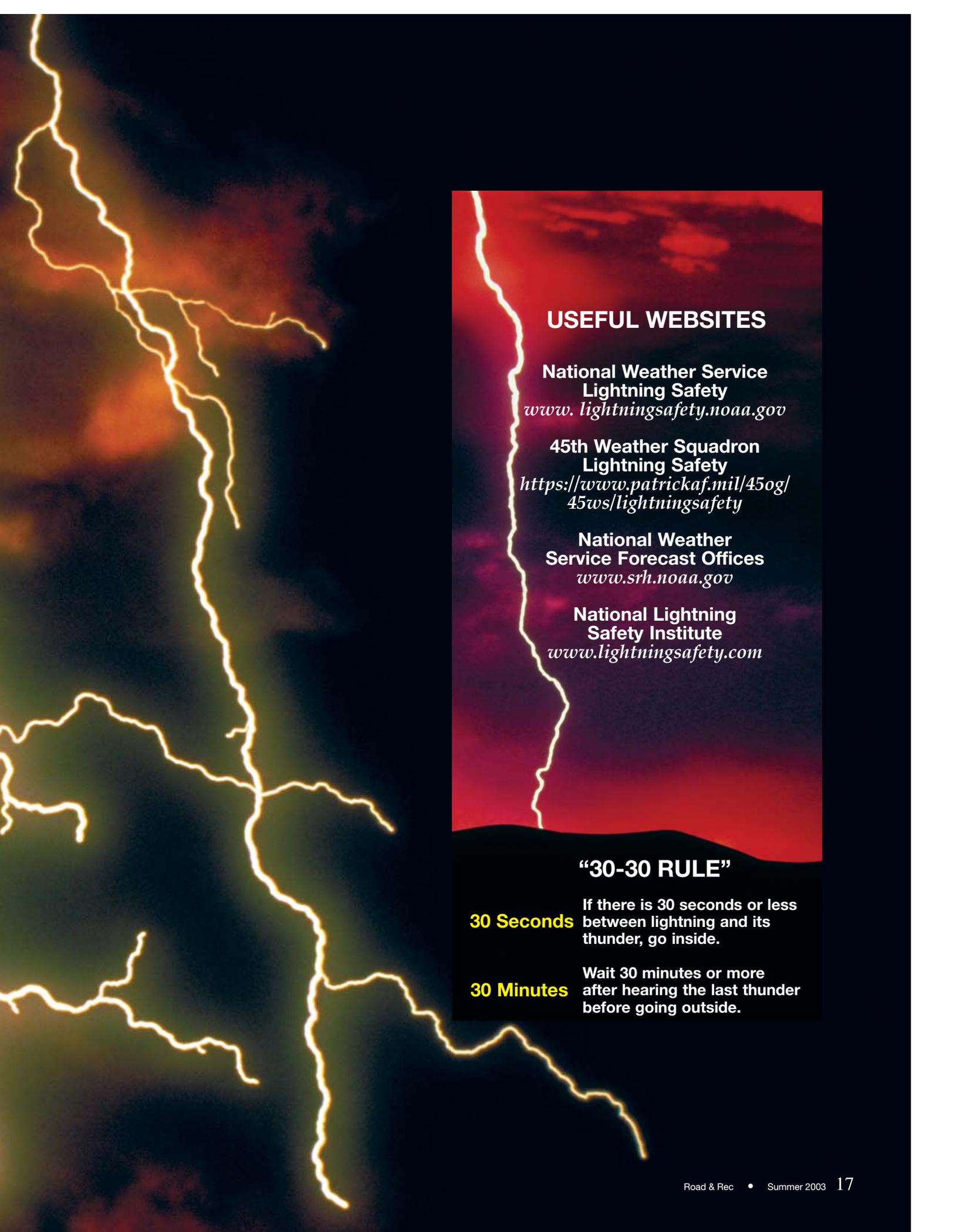
give a very few seconds of warning. Sometimes your hair will stand up on end, or your skin will tingle, or light metal objects will vibrate, or you'll hear a crackling or "kee-kee" sound. If this happens and you're in a group, spread out so there are several body lengths between each person. If one person is struck, the others may not be hit and can give first aid. Once you've spread out, use the lightning crouch; put your feet together, squat down, tuck your head, and cover your ears. When the immediate threat of lightning has passed, continue heading to the safest spot possible. Remember, this is a desperate last resort. You are much safer having followed the previous steps and not gotten into this high-risk situation.

Level 5: All deaths from lightning are cardiac arrest and perhaps the subsequent stopped breathing. CPR and rescue breathing is the recommended first aid, respectively.

MYTH: Lightning victims are electrified. If you touch them, you'll be electrocuted.

TRUTH: It is perfectly safe to touch a lightning victim to give them first aid. (But beware of downed live power wires from the storm; in that case it is not safe to touch the person.)

Again, no lightning safety guidelines will give guaranteed total safety, but these simple-to-follow steps will help you avoid the majority of lightning casualties. Education is the key to lightning safety, and 45 WS is available to assist you. Just e-mail william.roeder@patrick.af.mil or call DSN 467-8410 for help. ■



USEFUL WEBSITES

National Weather Service Lightning Safety

www.lightningsafety.noaa.gov

45th Weather Squadron Lightning Safety

<https://www.patrickaf.mil/45og/45ws/lightningsafety>

National Weather Service Forecast Offices

www.srh.noaa.gov

National Lightning Safety Institute

www.lightningsafety.com

“30-30 RULE”

30 Seconds

If there is 30 seconds or less between lightning and its thunder, go inside.

30 Minutes

Wait 30 minutes or more after hearing the last thunder before going outside.

Personal Lightning Safety Tips

1. PLAN in advance your evacuation and safety measures. When you first see lightning or hear thunder, activate your emergency plan. Now is the time to go to a building or a vehicle. Lightning often precedes rain, so don't wait for the rain to begin before suspending activities.

2. IF OUTDOORS...Avoid water. Avoid the high ground. Avoid open spaces. Avoid all metal objects including electric wires, fences, machinery, motors, power tools, etc. Unsafe places include underneath canopies, small picnic or rain shelters, or near trees. Where possible, find shelter in a substantial building or in a fully enclosed metal vehicle such as a car, truck or a van with the windows completely shut. If lightning is striking nearby when you are outside, you should:

A. Crouch down. Put feet together. Place hands over ears to minimize hearing damage from thunder.

B. Avoid proximity (minimum of 15 ft.) to other people.

3. IF INDOORS...Avoid water. Stay away from doors and windows. Do not use the telephone. Take off head sets. Turn off, unplug and stay away from appliances, computers, power tools and TV sets. Lightning may strike exterior electric and phone lines, inducing shocks to inside equipment.

4. SUSPEND ACTIVITIES for 30 minutes after the last observed light-

ning or thunder.

5. INJURED PERSONS do not carry an electrical charge and can be handled safely. Apply first aid procedures to a lightning victim if you are qualified to do so. Call 911 or send for help immediately.

6. KNOW your emergency telephone numbers.

National Lightning Safety Institute
891 N. Hoover Ave.
Louisville, CO 80027

LIGHTNING SAFETY IN OUTDOOR RECREATION

Practice and training increase recreation performance. Similarly, preparedness can reduce the risk of the lightning hazard. Lightning is the number one weather hazard impacting athletics events. Baseball, football, swimming, soccer, golf, horseback riding, fishing and boating... all these and other outdoor sports have been visited by lightning.

Education is the single most important means to achieve lightning safety. A lightning safety program should be implemented at every facility. The following steps are suggested:

A responsible person should be designated to monitor weather conditions. Local weather forecasts—from The Weather Channel, or NOAA Weather Radio—should be observed 24 hours prior to athletic events. An inexpensive portable weather radio is recommended for obtaining timely storm data.

Suspension and resumption of athletic activi-

ties should be planned in advance. Understanding of *safe* shelters is essential. Safe evacuation sites include:

Fully enclosed metal vehicles with windows up.

Substantial buildings.

The low ground. Seek cover in clumps of bushes.

Unsafe shelter areas include all outdoor metal objects like flag poles, fences and gates, high mast light poles, metal bleachers, golf cars, open golf shelters, machinery, etc. *Avoid* trees. *Avoid* water. *Avoid* open fields. *Avoid* the high ground.

Lightning's distance from you is easy to calculate: If you hear thunder, it and the associated lightning are within audible range...about six to eight miles away. Caution: Although this is true, subsequent lightning flashes might be much closer, so ask yourself why you should *not* go to shelter immediately *any time* you see lightning. Of course, different distances to shelter will determine different times to suspend activities.

A good lightning safety motto is: "*If you can see it (lightning) flee it; if you can hear it (thunder), clear it.*"

If you feel your hair standing on end, and/or hear "crackling noises," you are in lightning's electric field. If caught outside during close-in lightning, immediately remove metal objects (including baseball cap), place your feet together, duck your head, and crouch down low in baseball catcher's stance with hands over your ears.

Wait a minimum of 30 minutes from the last observed lightning or thunder before resuming activities.

People who have been struck by lightning do not carry an electrical charge and are safe to handle.

Apply first aid immediately if you are qualified to do so. Get emergency help promptly.

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LIGHTNING SAFETY AWARENESS WEEK

The National Weather Service is sponsoring the third annual national Lightning Safety Awareness Week 22-28 Jun 03. Each day has its own theme: Monday is "**Lightning Overview**," Tuesday is "**Lightning Science**," Wednesday is "**Lightning Safety Outdoors**," Thursday is "**Lightning Safety Indoors**" and Friday is "**Medical Impacts of Lightning**." The USAF's own 45th Weather Squadron (45 WS), which supports the space launches at Cape Canaveral Air Force Station and NASA Kennedy Space Center, is even on their national advisory board. Their website (www.lightningsafety.noaa.gov) also has much more information on lightning safety including lightning facts, survivor stories, etc. For more lightning safety information go to the 45 WS website: <https://www.patrick.af.mil/45og/45ws/lightningsafety>. (Please note the 's' in 'https'.) ■

The Case of the DUI*



Clues to Drunk Driver Detection

Amateur Detective time: It's late, and you're driving back from picking up some groceries. Ahead of you, a car exits a parking lot and motors down the road, weaving back and forth in the lane. "I'll bet that guy's drunk!" you think to yourself.

Odds are you're right, because it's been estimated that one out of every 10 drivers at night is drunk. But what are your actual chances of being right when you think you see someone driving like they're loaded? The following information is adapted from the National Highway Traffic Safety Administration's (NHTSA) "Guide for Detecting Drunk Drivers at Night." NHTSA developed this guide to help law enforcement officers, but we think it might help *you* spot—and avoid—drunk drivers. While NHTSA calls it "only an aid," it is valuable information on what indicates a drunk driver.

Probability Values

The number given with each visual clue is the probability that a driver exhibiting that clue has a BAC (Blood Alcohol Content) equal to or greater than .08—the legal definition of a DUI (Driving Under the Influence of alcohol) in most states. For example, the 65% for the first clue, Turning With Wide Radius, means that chances are 65 out of 100 that a driver who turns with a wide radius at night will have a BAC equal to or greater than .10. The 50% for Drifting means the chances are 50 out of 100 (50:50) that a driver who is drifting at night will have a BAC equal to or greater than .10.

Each value shown is based on seeing only one clue. However, multiple clues are seen more often than single clues. When two or more clues are seen, add 10 to the largest value among the clues observed.

When you want to predict from an observed clue the probability that a driver has a BAC equal to or greater than .05 (considered

"impaired" in most places), add 15 to the value shown for that clue. For multiple clues, add 15 after adding 10 to the largest clue value.

Visual Clue Descriptions

Turning with Wide Radius—65%. During a turn, the radius defined by the distance between the turning vehicle and the center of the turn is greater than normal.

Straddling Center or Lane Marker—65%. The vehicle is moving straight ahead with the center of lane marker between the left-hand and right-hand wheels.

Appearing to Be Drunk—60%. This clue is actually one or more of a set of indicators related to the personal behavior or appearance of the driver. Examples of specific indicators might include:

- Eye fixation
- Tightly gripping the steering wheel
- Slouching in the seat
- Gesturing erratically or obscenely
- Face close to the windshield
- Drinking in the vehicle
- Driver's head protruding from vehicle

Almost Striking an Object or Vehicle—60%. The observed vehicle almost strikes a stationary object or another moving vehicle. Examples include: passing abnormally close to a sign, wall, building or other object; passing abnormally close to another moving vehicle; and causing another vehicle to maneuver to avoid collision.

Weaving—60%. Weaving occurs when the vehicle alternately moves toward one side of the roadway and then the other, creating a zigzag course. The pattern of lateral movement is relatively regular as one steering correction is closely followed by another.

Swerving—55%. A swerve is an abrupt turn away from a generally straight course. Swerving might occur directly after a period of drifting when the driver discovers the approach of traffic in an

oncoming lane or discovers that the vehicle is going off the road; swerving might also occur as an abrupt turn is executed to return the vehicle to the traffic lane.

Speed Slower than 10 MPH Below Limit—50%. The observed vehicle is being driven at a speed that is more than 10 mph below the speed limit.

Stopping Without a Cause in Traffic Lane—50%. The critical element in this clue is that there is no observable justification for the vehicle to stop in the traffic lane; the stop is not caused by traffic conditions, traffic signals, an emergency situation, or related circumstances. Intoxicated drivers might stop in the lane when their capability to interpret information and make decisions becomes severely impaired. As a consequence, stopping (without cause) in the traffic lane is likely to occur at intersections or other decision points.

Following Too Closely—50%. The vehicle is observed following another vehicle while not maintaining the legal minimum separation.

Drifting—50%. Drifting is a straight-line movement of the vehicle at a slight angle to the roadway. As the driver approaches a marker or boundary (lane marker, center line, edge of the roadway), the direction of drift might change. The vehicle might drift across the lane marker into another lane, then the driver makes a correction and the vehicle drifts back across the lane marker. Drifting might be observed within a single lane, across lanes, across the center line, onto the shoulder, and from lane to lane.

Tires on Center or Lane Marker—45%. The left-hand set of tires of the observed vehicle is consistently on the center line, or either set of tires is consistently on the lane marker.

Braking Erratically—45%. The driver of the observed vehicle brakes unnecessarily, maintains pressure on the brake pedal ("rid-



ing the brakes”), or brakes in an uneven or jerky manner.

Driving Into Opposing or Crossing Traffic—45%. The vehicle is observed heading into opposing or crossing traffic under one or more of the following circumstances: driving in the opposing lane, backing into traffic, failing to yield the right-of-way, driving the wrong way on a one-way street.

Signaling is Inconsistent With Driving Actions—40%. A number of possibilities exist for the driver’s signaling to be inconsistent with the associated

driving actions. This clue occurs when inconsistencies such as the following are observed: failing to signal a turn or lane change, signaling opposite to the turn or lane change executed, signaling constantly with no accompanying driving action, and driving with four-way hazard flashers on.

Slow Responses to Traffic Signals—40%. The observed vehicle exhibits a longer than normal response to a change in a traffic signal. For example, the driver remains stopped at the intersection for an abnormally long period of time after the traf-

fic signal has turned green.
Stopping Inappropriately (Other Than in Traffic Lane)—35%. The observed vehicle stops at an inappropriate location or under inappropriate conditions, other than in the traffic lane. Examples include stopping in a prohibited zone, at a crosswalk, far short of an intersection, on a walkway, across lanes, for a green traffic signal, or for a flashing yellow traffic signal.

Turning Abruptly or Illegally—35%. The driver executes any turn that is abnormally abrupt or illegal. Specific examples include: turning with excessive speed, turning sharply from the wrong lane, making a U-turn illegally, turning from outside a designated turn lane.

Accelerating or Decelerating Rapidly—30%. This clue encompasses any acceleration or deceleration that is significantly more rapid than that required by the traffic conditions. Rapid acceleration might be accompanied by braking traction; rapid deceleration might be accompanied by an abrupt stop. Also, a vehicle might alternately accelerate and decelerate rapidly.

Headlights Off—30%. The observed vehicle is being driven with both headlights off during a period of the day when the use of headlights is required.

Those are the clues. Two lessons are evident here. One: If you try your hand at being a detective the next time you’re driving at night, you will probably spot more than one possible drunk driver. They’re pretty obvious, and avoiding them could save you and your passengers from serious injury or death. Two: They’re obvious to the observer, but they think they’re driving very well. (Which is a subtle way of telling you, “You look just as obvious when you’re driving drunk. Don’t do it”)

One other thing: If you do see a drunk driver, contact the police to deal with it; it’s their job to enforce the law. ■

If Your Car Breaks Down On The Highway



Courtesy of *National Safety Council*

You are driving down the highway when suddenly you have car trouble. The National Safety Council suggests the following measures when your car breaks down or has a flat tire on the highway.

At the first sign of car trouble, gently and smoothly take your foot off the accelerator. Do not brake hard or suddenly. Carefully work your vehicle toward the breakdown lane or the side of the road. If you are on an interstate, try to reach an exit. Signal your intentions to drivers behind you. If necessary to change lanes, closely watch your mirrors and the traffic around you.

Once off the road, make your car visible. Put flares, warning flags or reflectorized triangles behind your vehicle to alert other drivers and use your emergency flashers. If it is dark, turn on the interior dome light.

When you have flat tire, be certain that you can change it safely without being close to traffic. If that is possible, change the tire as you normally would. Remember, safety must take precedence over your schedule or whatever other concerns you may have.

However, when the car is beyond repair, it is best to get professional help. Do not try to flag down other vehicles. Raise your hood and tie something white to the radio antenna or hang it out a window so police officers or tow truck operators will know help is needed. Don't stand behind or next to your vehicle. If the car is in the roadway, stand away from the vehicle and wait for help to arrive.

If your car is safely out of traffic, wait inside the vehicle with the doors locked. If someone stops and offers to help, open the window slightly and ask them to call the police.

Watch for a uniformed police officer or other emergency personnel. All interstate highways and major roads are patrolled regularly. Also (if you don't have a cell phone), some highways have special "call-for-help" phones.

It is inadvisable to walk on an interstate, especially during inclement weather. However, if you can reach a source of help on foot without jeopardizing your physical or personal safety, try the direct approach by walking. Keep as far from traffic as possible and walk on the right side of the roadway. Never attempt to cross a multi-lane, high speed roadway. ■



Clean-Jerk that Fishing Hook!

CMSGT DON A. BENNETT (RET)
Road & Rec, Summer 1995

The first time I had a fishhook caught in my hand was when I was a little fellow. I was fishing with my dad and brothers during a family outing. The hook was firmly planted in my skin and wouldn't "back out." Of course, that's because the hook barbs are meant to keep the bait on and the hook from easily backing out of a hooked fish.

Anyway, after a lot of tugging and pulling on the hook with a pair of needle-nosed pliers, and with plenty of ragged skin and blood surrounding the entry wound, I finally got it out.

Sometime later in my childhood, one of my brothers got a fishhook nicely planted in his body, too. Well, an ol' fishing buddy snipped off the hook's shank, got a firm hold of the curved part of the hook with (you guessed it—a pair of needle-nosed pliers) and pushed it up, through, and out of the skin again.

This method seems to be the preferred way of removing fishhooks among those dedicated to the "art of fishing." I knew that when I first removed my own hook some time earlier. However, I wasn't about to reinjure myself by making another hole in my skin. It didn't matter that I finally reamed that hole four times larger than it was originally by doing it my way. No, sir, I just wasn't about to make another hole! Looking back, I think a two-puncture hole wound looked a lot less painful than the crater wound I made.

It was many years later, into my adulthood, when I got hooked again—big time!

One bright, clear, beautiful fishing afternoon, I was presented, by my bass fishing partner, an 8-inch bass surface lure with three large treble hooks. I say "presented," but having the lure slammed into the back of your head during one of your boat partner's casts is not exactly how I like to be given presents! Of course, he immediately apologized and spent half an hour cutting out all three of the lure's treble hooks from my fishing cap (naturally, it was my favorite lucky fishing cap), hair, and shirt collar. Plus, he had to delicately unscrew the only treble hook that was deeply planted in the back of my head from the lure body. Now, if you crave some extreme excitement and stress during your fishing trips, just try that delicate little act someday when you're bored! YEE HAW!

Like a buddy, he offered to drive me to a nearby base emergency clinic so I could get some relief. (Two of the treble hook's three sharp barbs were stuck in my skin—one deep and the other halfway. Whenever I moved my head or neck, I was reminded just how hooked on fishing I really was!) Upon arrival at the emergency room reception counter, I was immediately ushered into a treatment room. I had only a few minutes to mentally prepare myself for what I knew was going to be another exciting experience! But as it turned out, my fears weren't warranted.

The doctor took a quick look at the wound. Then, for a few minutes, he seemed to be doing some of that medical pre-op stuff beside my gurney. Next, I briefly felt his hands on the hook, followed by a sudden movement in my peripheral vision. He started walking away with some brief instructions to a medical technician. I asked him, "How long

will the procedure take? Will it hurt? Will the affected area be deadened?" The doctor had two responses: "The hook is already out," and "You will probably need a tetanus shot."

Well, I was surprised, relieved, and inquisitive. How could he have removed a fishhook I was positive would require, at the very least, some minor surgery. I especially wanted to know how he could remove the deeply embedded hooks without me recognizing the very moment of extraction? Hey! I didn't feel a thing—no jerks, no pain?

The doctor was kind enough to explain the procedure. Surprisingly, it does require a mighty jerk to do it effectively and to minimize the pain to the patient. The basic principle is to quickly back the hook through the same hole path it went in. The points on the hook's barbs are like miniature knives and will easily accomplish this, but only if you keep the hook's shank close to your skin! This is the purpose of firmly pressing a finger on the shank's eyelet—to keep the shank from rising up when the string is jerked. If that happens, the string could ride up the shank and cause the hook to be driven even deeper into the skin.

To illustrate, he used a pillow for a "hooked" patient, firmly sticking a hook deeply into it. He took a long piece of string and threaded it around the inside curve of the hook. He held it out about 12 inches from the hook, then threaded back again through the hook curve, and back out again to line up with the end of the first length of string. Next, he put the thumb of his other hand on the hook's shank and pressed the end of the shank against the pillow. With a sharp, quick jerk, the hook came out effortlessly and cleanly.

The doctor allowed me to try it, too. I couldn't help wondering why something so ridiculously simple hadn't already been the rule instead of the exception. I'd never heard of this procedure until that day. That was over 10 years ago, and I've never heard of anybody else describing or performing this method since. In fact, several years ago I came across an article in a natural sports magazine in which the author described the correct

way to perform the ol' double-puncture-wound method. Over the years, I've demonstrated this clean-jerk method many times to friends, coworkers, Boy Scout troops, and a couple of fishing clubs.

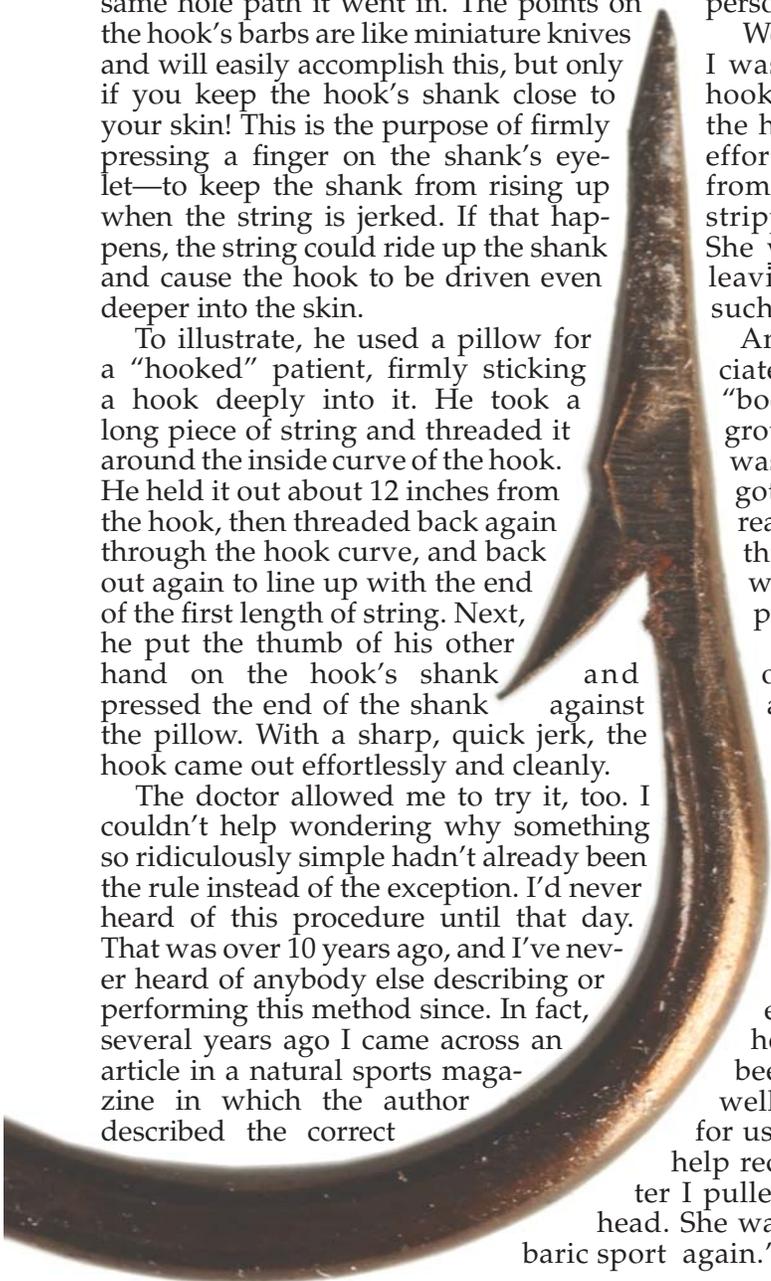
Ironically, several months after my incident, I was bank fishing with my family. We heard a woman screaming to her husband, "Get it out! It hurts!" I finally went to see what happened after she kept screaming while her husband hovered over her back and seemed to be struggling with something. She had hooked herself while casting and wasn't in a very good mood when I walked up to them. I could tell her husband wasn't going to get the hook out anytime that week, so I offered my newly discovered, personally tried and true procedure.

Well, that poor lady didn't care what I was going to do. She just wanted that hook out—right now! So I clean-jerked the hook out. And I can only assume the effort was painless. After the lady got up from the ground, she immediately started stripping her husband of his birthrights. She yelled something about never again leaving her ceramics class to partake in such a barbaric thing.

And I can only assume the lady appreciated my help because she didn't say "boo" to me after she launched off the ground. It doesn't matter—I think she was just having a bad day. Anyway, I got to try the clean-jerk method on a real person rather than a pillow. And this event boosted my confidence—this was, indeed, better than the double-puncture-wound method.

I decided to write this article after overhearing two fishermen talking about a nasty encounter one of their children had with a deeply penetrated hook. Both were in their early thirties, and both had been fishing most of their lives. I interrupted to tell them about this clean-jerk procedure. Both said they had never heard of it, but it did make sense, and they would try it the next time.

Maybe this better, cleaner, safer, easier, and relatively painless fishing hook extraction procedure really hasn't been well publicized over the years. Oh well, sometimes the things that are good for us aren't very well received. But I can't help recalling that poor lady's comments after I pulled out the hook from the back of her head. She wasn't going to "partake in such a barbaric sport again." ■





It's Boating Season...

Courtesy **National Safety Council**

Approximately 70 million Americans enjoy recreational boating each year. Boating provides the perfect opportunity to spend quality time outdoors with family and friends.

To ensure a fun, positive experience, it's important to always boat safely. Without caution, your pleasure trip can quickly turn disastrous.

According to the United States Coast Guard, 701 fatalities and 4355 injuries in the United States and its territories were associated with recreational boating in 2000. Drowning was the leading cause of death, accounting for 74% of fatalities. It is estimated that life jackets could have saved the lives of approximately 86% of boaters who drowned.

The following are several basic boating tips designed to help keep everyone safe:

- Learn to swim. To stay safe in and around the water, it is important that anyone participating in a boating activity knows how to swim.
- Always wear a life jacket. U.S. Coast Guard-approved life jackets can be effective in drowning prevention. One size does not fit all. Look at the label for weight, size and use information. Check the fit—with straps and buckles secured, the life jacket should not slip over your head or come over your ears.
- Know the weather forecast. Keep an eye out for changing conditions and act accordingly. Access weather information from the television, radio, newspaper or Internet. The National Weather Service also broadcasts marine weather forecasts regularly—tune your



VHF marine radio to 162.4 Mhz or log onto the NWS website at www.nws.noaa.gov.

- Tell someone where you're going. If you have a change of plans, make it known.

- Have the proper equipment. Make sure your boat has a radio, lifejackets, air horn, first aid kit, VHF radio and fire extinguishers. Know how to properly use them.

- Avoid alcohol. It affects your judgment, vision, balance and coordination.

- Know your boat. Understand the operation and handling characteristics of your boat. Be aware of its passenger capacity and whether your passengers can swim.

- Be compliant. Practice the Rules of the Road (Navigational Rules). Know and obey Federal and state regulations and waterway markers.

- Shut off your engines when approaching swimmers.

- Keep updated navigational charts on your boat and use them.

- Be observant. Be watchful of anyone being towed behind your boat (water skiers, tubers, etc.).

- Take at least one certified boating safety course.

The U.S. Coast Guard also suggests participating in the Vessel Safety Check (VSC) Program, a free public service provided by the Coast Guard Auxiliary and the U.S. Power Squadron volunteer organizations. Volunteer personnel check safety equipment and provide information about equipment purposes, safety procedures and applicable regulations. Visit <http://www.usps.org> for details. ■

For additional information:

Safe Boating Campaign, <http://www.safeboatingcampaign.com>

U.S. Coast Guard—Office of Boating Safety, <http://www.uscgboating.org>.



Vacation Safety Check



Even in these days of cell phones and instant communication, a vacation breakdown can be a pain in the backside. The delay while waiting for a tow might be shorter, but the cost is as great, or even more. It's better to make sure your faithful metal steed will get you where you're going trouble-free.

The wise traveler always gives the car a complete maintenance servicing before any long trip, with a heavy emphasis on safety. (Even if you plan to stay close to home, you should do these jobs regularly.) If you're not the do-it-yourself type, pay close attention because you'll be asking somebody else to perform the work. Here's a checklist to help.

CHECKLIST

BE SURE TO CHECK:

- All drive belts (fraying, cracking, adjustment)
- All electrical connections (including starter and alternator)
- Clutch play
- Entire cooling system
- Radiator hoses and clamps
- Radiator cap pressure
- Manifold heat valve

- Air conditioning system for leaks
- Air conditioning refrigerant level
- Windshield wiper blades
- Windshield washer system and fluid
- Entire brake system and fluid
- Tire condition and tread depth
- Tire pressure (including spare!)
- Shock absorbers (condition, leaks)
- Engine mounts
- PCV valve
- Sparkplug wires
- Differential fluid level
- Emergency jack

REPLACE:

- Engine oil
- Oil filter
- Air filter
- Sparkplugs (points and condenser if your vehicle is old enough to have them)
- In-line fuel filter
- Windshield wiper blades
- Coolant, after flushing and back-flushing radiator and block separately

LUBRICATE:

- Front suspension
- Universal joints
- Shifting linkage
- Wiper linkage
- Hood release



- All body hinges

ADJUST:

- Timing
- Dwell
- Clutch pedal free travel

ROTATE:

- Tires

Once the car is ready for the trip, then it's time to pack an emergency road repair kit for it, just in case. Some of the equipment you'll want to carry in your car include wheel chocks, safety triangles or flares, jumper cables, gloves, a first aid kit, electrician's tape, safety wire and a tool kit. The tool kit should include adjustable wrenches, a couple (each) of slotted and Phillips screwdrivers, locking pliers, a tire tread gauge and tire pressure gauge.

In addition, you'll want to have a battery-powered light, spark plugs, ignition parts, lower and upper radiator hoses, drive belts, heater hose, epoxy sealer, silicone gasket, fuses, carb cleaner and a good fire extinguisher. It's always a good idea to take a shop manual along. Of course, brake fluid and a couple of cans of oil can always come in handy.

If your vehicle is exotic enough

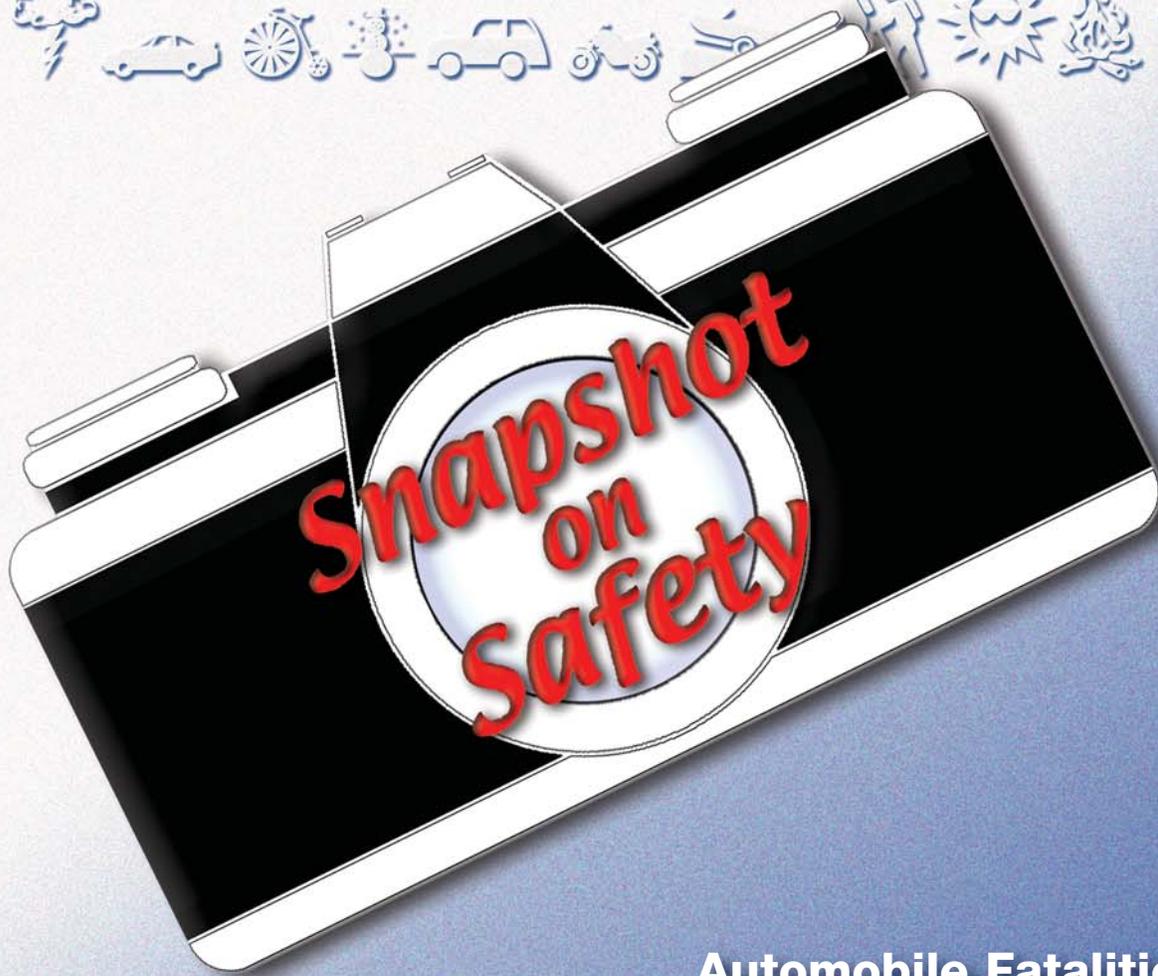
that you may not find spare parts for it in most small towns, then you may also want to pack whatever parts you know it has an appetite for, such as a fuel pump.

Once you're on your vacation, be sure to do the following daily checks to keep your vacation trouble-free.

DAILY CHECKS INCLUDE:

- All drive belts
- Engine oil (and at every stop)
- Power steering fluid
- Automatic transmission fluid
- Hoses
- Electric connections
- Coolant level
- Operation of AC system
- Wiper condition and washer fluid level
- Tire condition and inflation
- Lights and signals
- Brake fluid
- Battery (even the so-called "maintenance-free" kind)

All these checklists may seem like overkill, but the alternative could be spending your leave time broken down at the side of a deserted highway miles from nowhere. And that just takes all the fun out of time off. ■



Automobile Fatalities

- A passenger was killed when the vehicle in which she was riding failed to stop at a stop sign and was broadsided by a pickup truck. The passenger was wearing her seatbelt.
- While driving on snow covered and icy roads the driver lost control of his pickup truck, crossed the median, entered the oncoming traffic lane and was struck on the driver's door by a state highway snowplow.
- A driver was killed when he attempted to pass a slower moving vehicle on a two-lane highway. Another driver was attempting to pass that same vehicle at the same time. The lead vehicle completed the pass and returned to the appropriate lane, narrowly avoiding oncoming traffic. Unable to avoid the oncoming vehicle, the AF driver collided head-on with an oncoming vehicle.
- A driver lost control of his vehicle, crossed the median and struck a concrete wall. The unrestrained passenger was ejected upon contact with the wall, sustaining fatal injuries.
- A driver lost control of her vehicle when she drifted off the main road and onto the shoulder, overcorrected, departed the roadway and struck trees on the driver side door.





Motorcycle Fatalities

- While traveling at a high rate of speed, a motorcyclist lost control of his bike in a curve and struck a tree. The motorcyclist had several years of riding experience and was wearing all the required protective gear, including a full-face helmet.

Sport and Recreational Fatalities

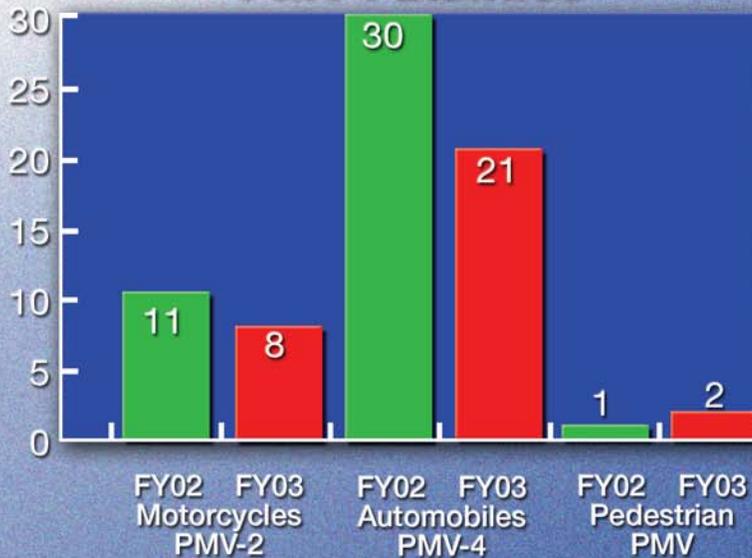
None

Pedestrian Fatalities

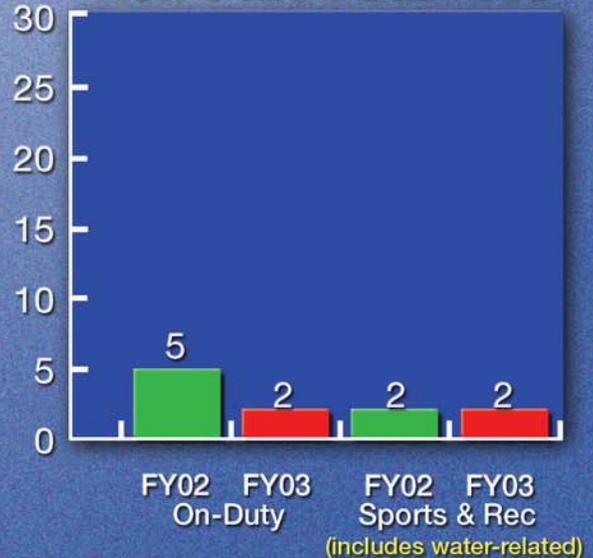
- Two airmen were struck by a vehicle while standing in the middle of the road. The airmen had exited the vehicle in which they were riding to confront a tailgater. While conversing with that operator a third vehicle came from the other direction, striking them. One was fatally injured and the other treated and released. Both were under the influence of alcohol, with a BAC of .21 and .23 respectively.

- Three airmen were walking along the shoulder of a road when a suspected drunk driver veered into their path, striking and killing one of the airmen. ■

PMV Fatalities



Non-PMV Fatalities



FY03 Second Quarter Fatalities

(as of 30 Apr 03)

