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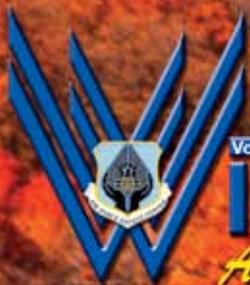
WINGMAN

Airmen Taking Care Of Airmen

The United States Air Force Journal of Occupational, Operational and Off-Duty Safety

- **Can't I Just Call 9-1-1?**
- **Intramural Sports**
- **Hunting Safety**





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Airmen Taking Care Of Airmen

The United States Air Force Journal of Occupational, Operational and Off-Duty Safety

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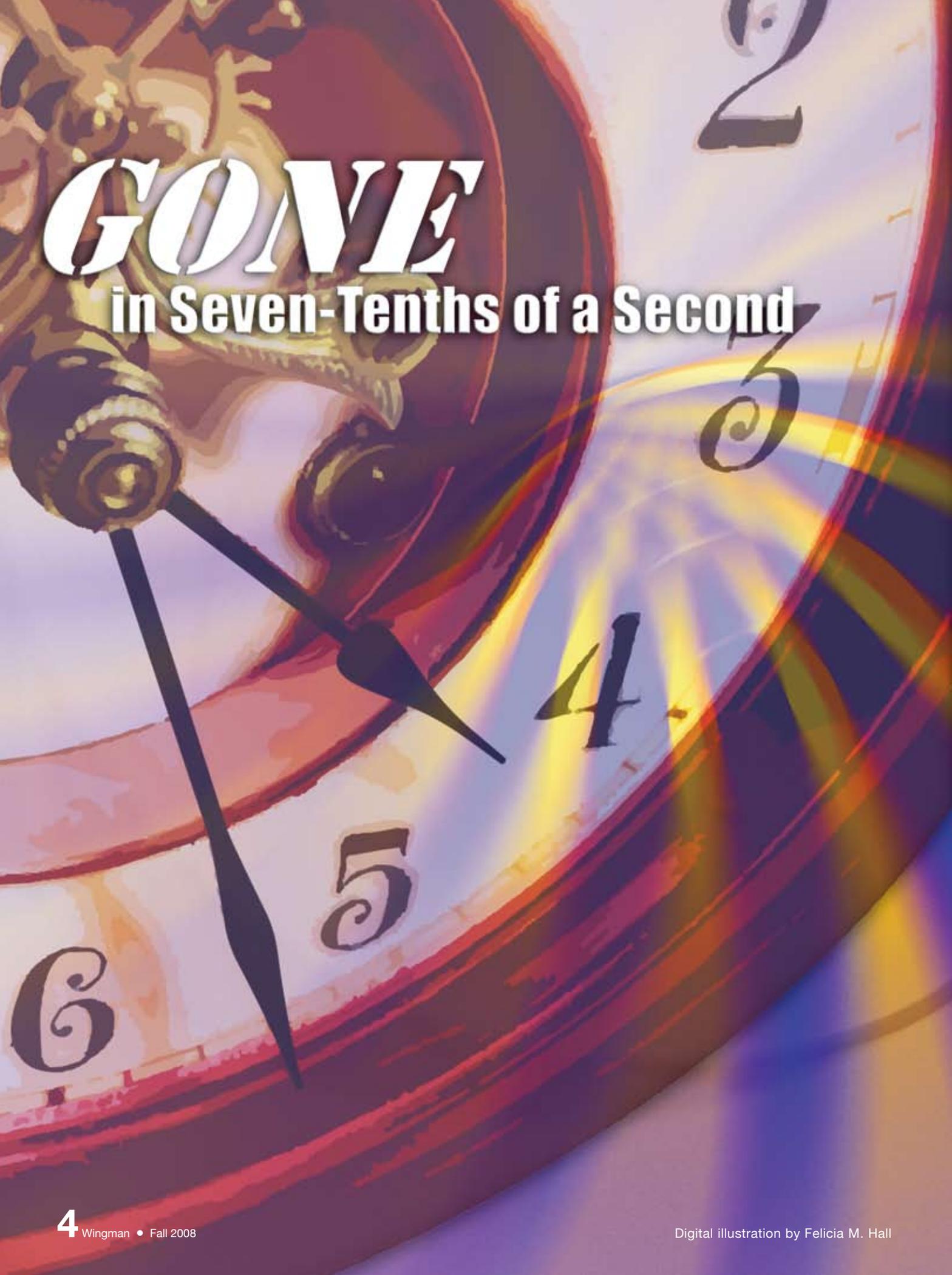
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GONE

in Seven-Tenths of a Second

FRANK L. KELLEY
Air Force Safety Center
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Every day you see drivers exceeding the posted speed limit or driving too fast for conditions. If the speed limit is 35 mph, they'll want to go 55 mph. You know the type — you're doing the speed limit and they're right on your bumper and first chance they get — Zoom! — they speed past you and most likely cut back into your lane after passing. How about the driver who speeds past the line of bumper-to-bumper traffic, then tries to cut into the head of the line at the last second? At times like that, most of us tend to wonder, "Where's a cop when you need one?" Have you ever found yourself speeding up a bit to prevent someone from cutting in line? Have you ever found yourself stuck behind some slowpoke doing the speed limit when you're in a hurry? For all the speeding and line-cutting and motorcyclists lane-splitting, you only save a few minutes.

While we can't control the behavior of other drivers, we can control our own. How much control we exercise depends on our perception of acceptable risk. That perception is determined by what we think is the worst thing that can happen. Most see a traffic ticket or a minor fender-bender as the worst thing. After all, they weren't going that fast. Their perception of the chance for a fatal mishap is small. Perhaps you'd agree with them and if so, consider this: speeding is a factor in one third of motor vehicle fatalities. Residential streets, where speed limits are generally below 55 mph, account for 23 percent of the total speeding fatal mishaps.

It's a sobering thought to know that you don't have to be the one speeding to be involved in a fatal mishap. How much more sobering is it to know that your speeding could have caused the fatal mishap? It's worth your consideration, but if you need more proof, then consider this: it takes seven-tenths of a second to kill a person in a vehicle crash. Studies at Yale and Cornell Universities provided a dramatic split-second chronology of what happens when a car rams into a tree at 55 mph.

SEVEN-TENTHS OF A SECOND:

At one-tenth of a second, the front bumper and grill collapse.

At two-tenths of a second, the hood crumbles, rises

and smashes into the windshield, while the grill disintegrates.

At three-tenths of a second, the driver is sprung upright from the seat, his knees break from being jammed under the dashboard, and the steering wheel bends and twists under his grip.

At four-tenths of a second, the front of the car is destroyed and dead still, but the rear of the vehicle is still traveling at 55 mph. The half-ton motor strikes the tree.

At five-tenths of a second, his fear-frozen hands bend the steering column into an almost vertical position as he's impaled on the steering wheel shaft. Jagged steel punctures his lungs and arteries.

At six-tenths of a second, the impact rips the shoes off his feet. The vehicle chassis bends in the middle, and his head slams into the windshield. The vehicle's rear end begins its downward fall as its spinning tires churn into the ground.

At seven-tenths of a second, the car's entire body is twisted grotesquely out of shape. In one final agonizing convulsion, the front seat rams forward, pinning the driver against what used to be the steering wheel shaft and dashboard. Blood pours from his mouth, the result of massive internal injuries. His face is torn into horrible lacerations from smashing through the windshield and almost every bone in his young body is broken. Shock has frozen his heart, but he doesn't mind, because he's already dead.

Winston Churchill once said, "Man will occasionally stumble over the truth, but most of the time he will pick himself up and continue." Being a creature of habit, man will see or hear the truth, but will go right back to doing what he was doing before the truth popped up. Most of the time there's little ill effect, but over time, doing the same thing repeatedly will result in a number of near misses, and at least one mishap up, including fatal results.

Speed limits exist for a very good reason. Ignoring the reason can be far too costly. There will always be times when it may appear never to be fast enough, but those are the times you need to ask yourself, "Is it worth the risk?" ■

Can't I Just Call 9-1-1?



CAPT. JEFF MONTGOMERY
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Living overseas is often one of the greatest opportunities the military offers. The experience of living and learning in a different culture is a chance many people never have. Yet, with all the benefits of such an assignment comes a good amount of adjustment. The language, transportation, living conditions and everyday routines are usually very different from what we know. As a result, we must put some extra thought and planning in preparation for many situations that we may have taken for granted back home — a lesson that took a frightful night for me to learn.

My wife and I enjoyed living in our off-base apartment during our last overseas assignment. While we didn't have all the amenities and conveniences of back home, we liked living among the local culture. Having lived there about 10 months, we were quite comfortable with our surroundings and figured we knew as much as we needed to go about our daily lives. That's at least what I thought until one January night.

The night started well with my wife and me joining some squadron friends downtown at one of the local restaurants for dinner. After the meal, we returned home and went to bed, with only one more workday

remaining before going on leave. While I slept soundly, my wife woke up several times with an upset stomach. Each time she ventured to the guest bathroom at the far end of the apartment so that she wouldn't wake me up. Sometime around 2 a.m., she fainted leaving the bathroom, most likely from dehydration. The first I knew of this was a faint cry of my name coming from the other end of the apartment.

I approached the guest bathroom to a sight I hope to never see again. My wife was sitting up with matted blood woven throughout her hair and pooled up beside her. Thankfully she wasn't bleeding heavily at this point, and while in much pain, she was still fully conscious. Fearing that I would make the wound worse by moving her hair and starting the bleeding once again, I decided not to try finding the cut on her head. I wrapped a towel around her head and ran to get her more covering for the winter night, knowing the only help I could get her was 10 minutes away on base. As I ran back with the keys, our IDs, and our cell phone, I thought of how in the States I could easily call 911 — but what could I do now?

Without really thinking through the implications, I tried dialing the local equivalent of 911, hoping that they would speak English. However, since I had never considered how to dial that from our pre-pay cell phone in an already complicated phone number system, I wasn't too surprised when the call didn't go through. My only chance for help was to get her on base myself.

I also realized we'd be passing a local fire rescue station on the way, yet one thought of my inability to explain anything in another language kept me driving toward the base.

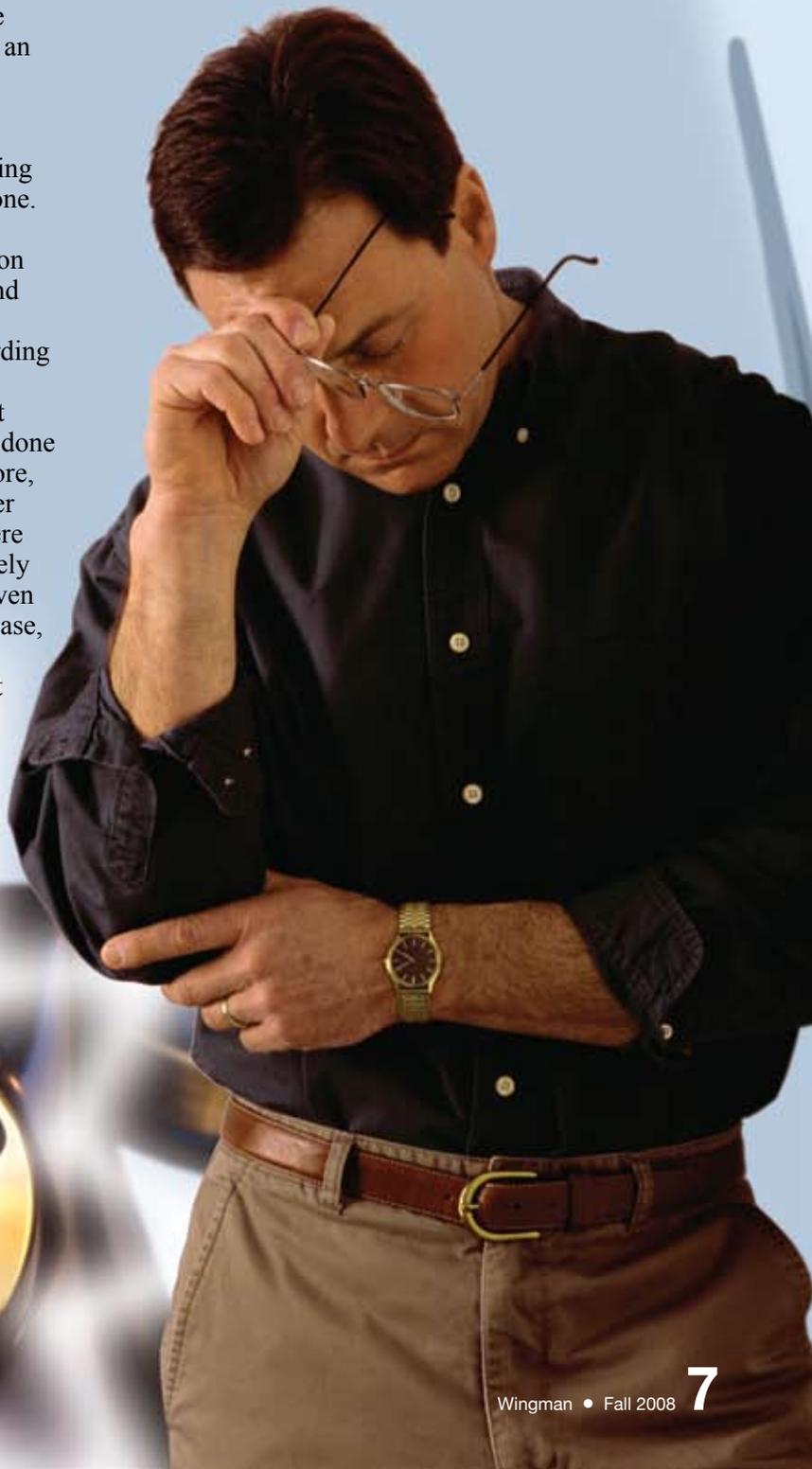
The next obstacle arose after Security Forces let us quickly through the gate. The dense fog common during the winter mornings had already arrived. Thankfully for us, at 3 a.m., the roads were quiet. The fog was so dense I missed the hospital emergency room entrance twice before finally pulling up next to the ambulances and running inside. Finally, my wife was in the hands of the ER professionals. Thanks to some great care, we returned home about three hours later with my wife having four staples and a big headache to show for an accident that could have been much worse.

What did I learn from this incident? First, I should have written down specific phone numbers for dialing the base emergency room from an off-base cell phone. I also should have known how to dial the local off-base emergency services number in case the situation warranted immediate care, which leads to the second lesson learned. I failed to remember what the local restrictions were for emergency care off-base according to the Status of Forces Agreement. The ER staff informed me that even if I had called, they couldn't have responded off-base. The best they could have done under the SOFA was to meet us at the gate. Therefore, if my wife's injuries had been worse, perhaps by her being unconscious or a suspected spinal injury where I couldn't move her, I would have had to initially rely on the local off-base emergency services. Third, given the limited access to U.S. emergency services off-base, I should have had a substantial first aid kit ready at our apartment in order to make sure we had at least some capability for care before making the trip on base.

The first two lessons were factors I never had to

think about during our previous stateside assignments. As for the third lesson, we always had first aid items in our stateside homes, but I failed to consider the need for more extensive supplies with emergency care being less accessible overseas. Therefore, if you find yourself overseas and living off-base, make sure you understand the limits of the care the base can provide, and check into the capabilities of the local emergency services. I'm thankful that my lack of preparation didn't cause any more harm that winter night. My job now is to make sure we're ready if the need ever arises again. ■

Digital illustration by Felicia M. Hall





When Maj. Gen. Larry New climbs onto his Harley-Davidson or into the cockpit of an Air Force fighter jet, he's prepared with an array of tools. Operational Risk Management. Defensive maneuvering. Knowledge of previous mishaps. For this officer, it's not enough to have basic skills, because whether in the air or on the road, he's facing a

High-Risk Environment

Maj. Gen. Larry D. New, left, Deputy Director for Force Protection, Force Structure, Resources and Assessment Directorate, Joint Staff, and then-Maj. Gen. Philip K. Breedlove, then-Vice Director for Strategic Plans and Policy, Joint Staff, took part in the Rolling Thunder motorcycle rally in Washington, D.C. May 25, 2008.

MASTER SGT. ADAM M. STUMP
Joint Staff Public Affairs
Washington, D.C.

“You’re in a high-risk environment where you could be seconds away from a fatal event.”

When Maj. Gen. Larry New uttered those words, it would be easy to think the general was talking about flying high-performance fighters. After all, he is a command pilot with more than 3,300 flying hours in the F-15 and F-16. But the dangerous scenario New spoke about was an activity that proved fatal for 18 Airmen in Fiscal Year 2007: motorcycle riding.

The two-star general knows about the dangers of riding. When he isn’t serving as the Joint Staff deputy director for Force Protection in the Force

Structure, Resources and Assessment Directorate at the Pentagon in Washington, D.C., New often rides his silver 2003 Harley-Davidson Road King on day trips around Maryland, Virginia and the District of Columbia.

He said part of the reason for his relatively brief four-year riding background is because of his respect for motorcycling and safety, adding that he probably wasn’t mature enough to ride when he was younger.

New is a stickler for protective gear. He said both his jackets have bright colors and reflective material, meeting military requirements. One is made of flow-through mesh material that he uses in hot weather. The general said if he’s not wearing a reflective jacket, he wears a vest with reflective tape from the Motorcycle Safety Foundation.

Goggles are another of New's essential pieces of safety hardware. He swears by his Wylie X set, with interchangeable lenses for day or night use.

He adds an optional item to his selection of riding safety gear – earplugs. As a fighter pilot, New is used to wearing them in the cockpit to protect his hearing. He takes the same precaution for motorcycle riding.

Fortunately, New hasn't had to test his protective equipment in a major mishap. He credits this success to using safety principles taught to every Airman.

"I attribute that to applying the same Operational Risk Management principles to motorcycle riding that we use to manage risk in our Air Force activities," the general said. "We know in relation to the other vehicles on the road that a motorcycle has more risk, both in likelihood and severity of a mishap. Therefore, I need to manage that risk to an acceptable level."

The general said he uses multiple methods of managing risk. One is to study mishap statistics and learn from them.

"For example, a large percentage of motorcycle mishaps occur at intersections," New said. "I try to pick a route with fewer intersections if there's an alternate route available."

The Road King rider also said making sure there's an "out" is important because riders should always assume other vehicles don't see the motorcycle.

"If there are multiple lanes, I'll pick an interior one with the least conflict from other vehicles turning into the intersection," New said. "In an interior lane, I shield myself with other vehicles in the outer lanes. I make sure to avoid camping in their blind zones."

New said another tactic he always uses is something taught to every vehicle operator: defensive driving.

"Constantly play the 'what if' drill. Be ready to react and leave yourself an out," he said.

New said riders should always be asking themselves questions like, "What if that car turns into me?"; "What if that car behind me doesn't stop at the intersection?"; and "What if that car runs a stop sign or red light?"

Beyond having tools he can use in any situation, New said it's also important to know the local surroundings. For example, riding where wildlife are



Maj. Gen. Larry New's goggles have pop-out lenses he can change depending on the riding conditions.



Maj. Gen. Larry New puts on gloves during the Rolling Thunder motorcycle rally in Washington, D.C., May 25, 2008.



Maj. Gen. Larry New's 2003 Harley-Davidson Road King has a signature element on the primary engine cover: his commander's coin when he was in charge of the 325th Fighter Wing at Tyndall Air Force Base, Fla.



on the road presents a significant threat.

“I’ve lived in two locations with significant deer populations,” he said. “In many cases, the deer pose your highest risk. I try to avoid riding at dawn or dusk, when more deer strikes occur. I ride slower to decrease my braking distance. I constantly scan the roadside for deer motion. Though I’ve seen deer dart to and fro when on the run, I’ve never observed them completely reversing course. Therefore, my strategy is to steer toward their tail as an initial reaction.”

New, a graduate of the Motorcycle Safety Foundation’s Basic Rider Course, said he also periodically self-trains with motorcycle-handling drills to increase his riding confidence and become more familiar with maneuvering the 700-pound vehicle. He credits the training and tactics with enabling him to ride accident-free.

“I can honestly say, using these techniques and several others, that I have avoided mishaps.”

The general said riding should always be approached from a very serious perspective because most accidents he’s seen could have been avoided.

“What concerns me most is that too many of our motorcycle mishaps are preventable,” New said. “Every Airman is valuable to our mission. When we lose an Airman, either temporarily or permanently, it impacts not only the rider’s family and fellow Airmen, but also the mission.”

New said there are parallels between flying an airplane and operating a motorcycle.

“In low-level, high-speed flying, we’re in a similar situation where we’re seconds away from a fatal event,” the general said. “There’s a saying that if you find yourself comfortable, you’re doing it wrong. The same is true on a motorcycle. If you find yourself comfortable, you’re not paying enough attention to the looming threats around you.” ■



Partnering with Safety for Mission Success

GARY COLE

75th Air Base Wing
Hill AFB, Utah

When a friend from the Safety Center asked me to contribute an article for *Wingman*, I was flattered and honored. I asked him if it was because of my expert command of the English language, or maybe my unique ability to organize thoughts on paper. He told me no, it was because I was older than dirt and maybe I could pass on some of the stupid things I've done to help others avoid the same mistakes. Oh. Then I asked him if I could write about loading AIM-9Ps on F-4Es in the PI, and he said that since very few readers knew what any of those things were, maybe I'd better stick to safety topics.

For this issue, I'll cover a couple of areas that frequently fly under the safety radar: tool/equipment purchases and facility modifications. I'll also address some problems

I've seen as a result of not getting appropriate safety reviews, my thoughts on why safety is often excluded, and how we can right the ship for the future.

Since any good call to action requires some "thou shalt" references from an AFI, here are a couple of nuggets I found under "safety staff responsibilities" in AFI 91-202, USAF Mishap Prevention Program:

8.2.8. Establish procedures to ensure that local purchase requests for equipment meet safety requirements.

1.6.11.15. Establish a proactive mishap prevention program, which ensures plans, procedures, facility and equipment modifications/acquisitions, hardware, software, and operations receive a safety review and incorporate reasonable risk management and hazard elimination and reduction features.

In my travels as a wing, base and NAF safety manager, I've seen numerous injuries and thousands of dollars wasted by not getting safety involved in these processes.

Everything from non-UL-approved tools and space heaters to machinery lacking required guards, and expensive equipment purchased only to find out the things aren't compatible with the facility or operation that they were purchased for. In one case, a machine was bought for tens of thousands of dollars, and on delivery day, the would-be users suddenly discovered that it wouldn't fit through the doors or even in the room it was destined for.

Facility modifications can be even more critical. Self-help projects often turn into self-hurt projects, as well-intended people bite off more than their skills and qualifications can chew. Either that or the result of some swell improvement project creates life/fire safety code violations (blocked aisles, overloaded circuits, etc.). Another problem beginning to raise its ugly head are facility modifications for Lean initiatives. I'm a big fan of Lean and have seen huge successes in this area. I've also seen cases where machinery has been crowded together to "do more with less," but unfortunately violates machine layout requirements that allow safe flow and handling of materials (AFOSH Std. 91-501, paragraph 7.3.1.1.1). In another situation, a mezzanine was built in a maintenance bay to relocate a machine shop. As the supervisors stood around patting themselves on the back for their accomplishments, it was discovered that the machines violated floor load ratings for the structure. Back to the drawing board!

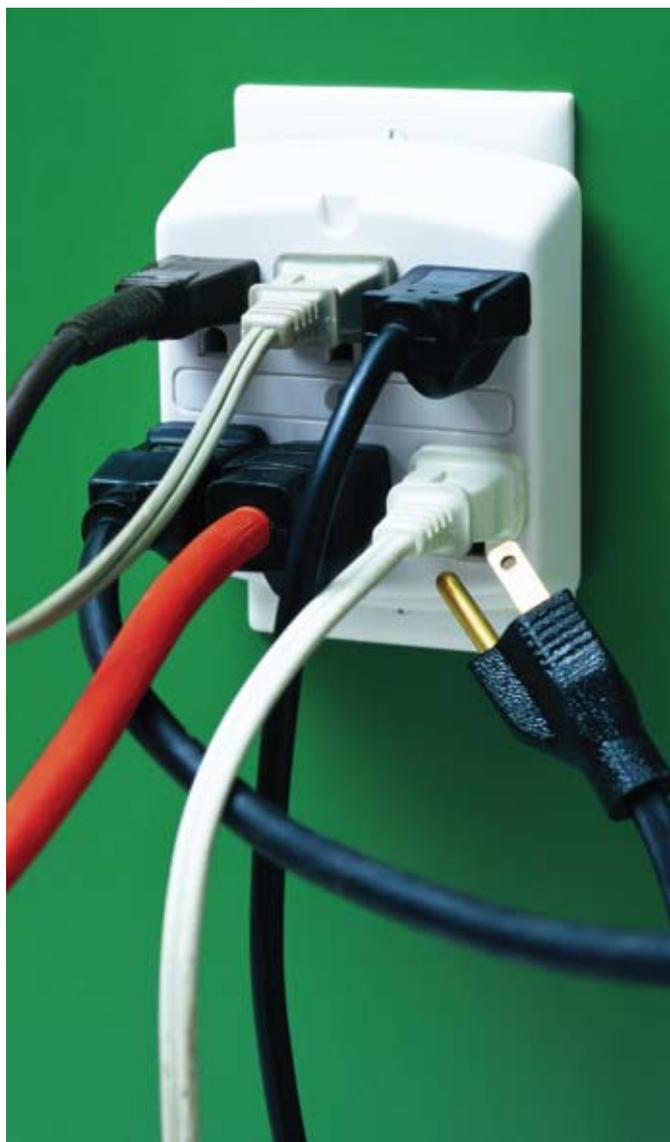
I could go on, and many of you have your own stories, but why do we do this to ourselves? I think it's partly because many supervisors are not aware of the requirement to involve safety in such matters. Another problem, if I may be so bold, is with the safety professionals. Many of us don't get out enough to keep our finger on the pulse of our units, and when we do get out and happen upon an unsafe situation, our approach creates more problems. I've seen my fair share of safety geeks who approach a new piece of equipment, facility modification, or operation with the mindset of shutting them down, rather than looking for ways to meet the mission. As a result, supervisors turn into "stealth ground pilots," trying to sneak everything they do past the safety office.

The solutions to this dilemma are simple. If your organization's people aren't aware of the requirement for safety reviews of nearly everything they do, you can launch an aggressive education campaign and establish a well-defined program to meet the requirements. Supervisors, please remember there are very strict guidelines for using GPC cards to purchase local equipment, and there should be built-in procedures obtaining safety approval. Also, as hard as it is sometimes, get away from the desk and "get out

among 'em" more often. It'll be much easier to spot new equipment or changes to the facilities, before they turn hazardous. As you visit with your shops, look for ways to support the mission using risk-management principles. You'll find that the rapport you build with your organization will pay huge dividends in the long run, as commanders and supervisors at all levels increase their reliance on your partnership. That can only benefit everyone.

I hope this article has helped supervisors and safety professionals understand the need for safety reviews of equipment purchases and facility modifications, the problems that can occur by not following this guidance, and some benefits to establishing better coordination between safety and the work force.

Who knows? Maybe if this article goes to print, they'll let me tell a war story next time, about the days of 'Nam, when I used to fly Dash-60s out of Korat! ■





Safety Research Update

The following information is courtesy of *SafetyLit*, a service of the San Diego State University Graduate School of Public Health. Information about the occurrence and prevention of injuries is available from many sources and professional disciplines. *SafetyLit* staff and volunteers regularly examine and summarize 2,600 scholarly journals from 35 professional disciplines and scores of reports on safety research from government agencies and organizations. We've included these summaries in *Wingman* for their interest to the Air Force community. For more information, go to www.safetylit.org.

Motorcycle Helmets Save Lives

Using cross-sectional time series data for the 50 states and Washington, D.C., covering 1975-2004, we estimate fixed effects regression models that examine the effects of universal and partial helmet laws on three different motorcyclist fatality rates, while controlling for other state policies and characteristics. Depending on the measure employed, states with universal helmet laws have motorcyclist fatality rates that are on average 22 percent to 33 percent lower than states with no helmet law. Additionally, partial coverage helmet laws are associated with average reductions in motorcyclist fatality rates of 7 percent to 10 percent.

(Source: Houston DJ, Richardson LE. *Accid Anal Prev* 2008; 40(1): 200-8. Copyright © 2008, Elsevier Publishing.)

Seat Belts Save Lives & Prevent Injuries

The purpose of this study was to estimate seat belt effectiveness in preventing fatal and nonfatal injuries to motor vehicle occupants when they are involved in crashes. The double pair comparison method was used and the estimations were based on police reported highway crash data of Kansas. Two vehicle groups were considered: passenger cars and other passenger vehicles (vans and pickup trucks). Only front seat occupants older than 14 were considered. Based on estimations, seat belts were found to be 53 percent effective in reducing fatal injuries to front seat occupants in passenger cars. In other passenger vehicles, effectiveness of seat belts in reducing fatal injuries is 57 percent. For nonfatal injuries, seat belts are 52 percent and 42 percent effective in reducing incapacitating and

non-incapacitating injuries, respectively, in passenger cars. Seat belts are 34 percent effective in reducing possible injuries to front seat occupants in passenger cars. Seat belts reduce incapacitating injury risk to occupants in other passenger vehicles by 47 percent, while they reduce non-incapacitating injury risk by 42 percent in the same vehicle group. In addition, seat belts are 28 percent effective in reducing possible injuries to occupants in other passenger vehicles.

(Source: Dissanayake S, Ratnayake I. *Adv Transp Stud* 2007; 13: 67-76. Copyright 2007, Arcane Publishers.)

Fatigue, Speed & Drunk Driving Caused Most Military Fatalities

The aims of the present study were to determine the current prevalence of personal car usage for holiday trips among Finnish conscripts and to analyze conscripts' fatal road accidents. The data included questionnaire data collected from 259 young conscripts at a garrison in southeastern Finland and data on 46 fatal road accidents caused by conscripts during 1991-2004, extracted from the national database of fatal road accidents studied in depth. The questionnaire data showed that one-third (35.9 percent) of young Finnish conscripts had used personal cars to travel to or from the garrison in the preceding two months. More than one-half of them reported driving while fatigued (a majority reported several occasions of such driving). In addition to those driving themselves, 41.6 percent of the conscripts rode at least occasionally as a passenger in a car driven by a fellow conscript. Analysis of the fatality data showed that one-half of the conscripts' fatal accidents occurred on the way to or from the garrison or while on duty. Falling asleep was the main cause of all conscripts' accidents (34.8 percent), with the largest proportion occurring when departing for leave (42.9 percent). Haste (including speeding) was the second greatest factor contributing to accidents occurring on the way to or from the garrison (26.1 percent), whereas drunk driving (22.7 percent) and suspected suicides (18.2 percent) were typical of accidents occurring on leave.

(Source: Radun I, Radun JE, Summala H, Sallinen M. *Mil Med* 2007; 172(11): 1204-10. Copyright 2007, Association of Military Surgeons of the United States.)

Family Fun, Family Tragedy on ATVs

As riding all-terrain vehicles has become an immensely popular family activity, the availability and use of ATVs has led to increased exposure to hazardous and unsafe conditions that have caused hundreds of deaths and thousands of injuries nationally. The estimated number of deaths associated with ATVs has risen nearly 180 percent, from 276 deaths in 1995 to 767 in 2004 (the most recent year for which annual fatality data are available). Recreational riding often involves the driver/operator and passengers. A brief review of fatal ATV crashes in West Virginia between 2001 and mid-2007 found that 21 percent (48 of 225) of the crashes involved ATVs carrying passengers. Forty-six percent (22 of 48) of these victims were passengers; 57 percent of the victims were male with an average age of 33.0 years, and the remainder female with an average age of 21.5 years. Sixteen percent of these crashes involved alcohol.

(Source: Helmkamp JC. *Inj Prev* 2007; 13(6): 426-8. Copyright 2007, BMJ Publishing Group.)

Lower BAC Limits Save Hundreds of Lives Each Year

PROBLEM: Hundreds of laws have been implemented in the United States over the past few decades designed to reduce alcohol-impaired driving and the crashes that often result. One approach has been to lower the legally allowable alcohol concentration for drivers. We examined the effects of changes in legal BAC limits in 28 U.S. states from January 1976 to December 2002. **METHOD:** An interrupted time-series quasi-experimental design was used, incorporating non-alcohol-related crashes as comparisons. Four outcome measures of alcohol-related crash involvement were examined: single-vehicle nighttime, BAC = 0.01-0.07, BAC = 0.08-0.14, and BAC \geq 0.15. Missing BAC test result data were handled by using multiple imputations. Analyses involved estimation of state-specific ARIMA models, controlling for other factors affecting overall crash rates and other major DUI policy changes. Inverse variance weighting methods were used to pool results across states for the most precise underlying estimate of effect of legal BAC limits. **RESULTS:** Considerable state-by-state variability in estimated effects was observed, but results from the pooled analyses were clear and consistent. Changes in legal BAC limits significantly affected alcohol-related fatal crash involvement for both the SVN and BAC test result measures, and the laws affected drivers at all drinking levels. **SUMMARY:** An estimated 360 deaths are prevented each year in the United States because of the move from a 0.10 to 0.08 legal limit in recent years, and an additional 538 lives could be saved each year if the United States reduced the limit to 0.05, consistent with limits in most countries worldwide.

(Source: Wagenaar AC, Maldonado-Molina MM, Ma L, Tobler AL, Komro KA. *J Safety Res* 2007; 38(5): 493-9. Copyright 2007, U.S. National Safety Council, Published by Elsevier.)

Cell Phone Using Drivers Engage in Other Risky Behaviors

INTRODUCTION: The purpose of this investigation was to identify risky driving behaviors and dispositions that distinguish drivers who use a cell phone while operating a motor vehicle from non-cell phone using drivers. **METHOD:** Annual telephone surveys were used to identify drivers who reported using a cell phone while driving in the last month ($n = 1803$) and were compared to those who said they did not use cell phones while driving ($n = 1578$). **RESULTS:** Cell phone using drivers were more likely to report driving while drowsy, going 20 mph over the speed limit, driving aggressively, running a stop sign or red light, and driving after having had several drinks. They were also more likely to have had a prior history of citation and crash involvement than non-cell phone using drivers. Cell phone using drivers also reported they were less careful and more in a hurry when they drive than non-cell phone using drivers. **CONCLUSION:** Cell phone using drivers report engaging in many behaviors that place them at risk for a traffic crash, independent of the specific driving impairments that cell phone usage may produce. Strategies that combine coordinated and sustained enforcement activities along with widespread public awareness campaigns hold promise as effective countermeasures for these drivers, who resemble aggressive drivers in many respects.

(Source: Beck KH, Yan F, Wang MQ. *J Safety Res* 2007; 38(6): 683-8. Copyright 2007, U.S. National Safety Council, Published by Elsevier.) ■

answers to puzzle on page 11



NO DESIGNATED DRIVER.
NO DESIGNATED DRIVER.
I'M GLAD.





Illustration by Mauricio Chavez and Felicia Hall

Intramural Sports — All Fun and Games?

1st Lt. ALISON HESTERMANN
47th Medical Operations Squadron
Laughlin AFB, Texas

Do you like to play sports? Do you enjoy the fun, competitive, adventurous thrill you get when you gather a group of your friends and play a sport of choice? Do you always remember to properly plan and prepare for the multitude of injuries and problems an athletic encounter can bring? If you said “yes” to the first two questions, but “no” to the third, you’re most likely within the norm. I think it’s safe to venture to say that sports injuries are not at the top of our “worry list” when we’re suiting up for a pick-up game or organized contest. I say all this to get you thinking about a few



things that aren’t always in the forefront of our brains.

Dangers and risks of playing intramural sports include, but are not limited to: serious injury to virtually all internal organs, bones, joints, muscles, ligaments and tendons; and serious neck and spinal injuries, which may result in complete or partial paralysis, brain damage, and even death. The injury may lead to a decrease in your general health and well-being or allow you to improperly perform the work you need to do at your job.

Now that you know the gloom and doom that could come about from playing sports, let’s look at a few simple steps to take in order to avoid previously listed dangers.

If it’s been a while since you’ve done physically demanding exercise, you may want to consider consulting your physician to give you the “thumbs up” before lacing up your basketball shoes. Perhaps you’ve been exercising, doing the weekly group PT routine, but maybe not to the extent you want to reach, or even to make it safely around the bases come softball season. Make sure you gradually increase your exercise time

and intensity to allow your body the needed adjustments to the extra stress. Keep hydrating and eating well-balanced meals before and following exercise or a sporting event.

One important piece of advice people tend to ignore is to “listen to your body.” If you experience any sharp pain, weakness or light-headedness during exercise, pay attention. This is your body’s way of signaling something is wrong, and you should stop exercise or the sport you’re playing. Even if you live by the adage “pain is weakness leaving the body,” pushing through acute pain is the fastest way to develop a severe or chronic injury. Following any type of strain or sprain, give your body adequate time to recover so you don’t create additional injuries.

If you were hoping to get through this article without hearing about the dreaded “S” word, I’m sorry to disappoint you. Yes, stretching does need to be addressed as it can be very valuable in preventing injuries and helping to reduce recovering time. However, most people have been taught to stretch their muscles before any activity, which may not be the best for your body. The best time to stretch is after warming up the muscles for 10-15 minutes with some dynamic exercise, in order for your muscles to have increased blood flow and oxygen exchange. Also, stretching



during the “cool-down” phase, after your team has scored that winning shot, brings your muscles back to their optimal length and improves your range of motion.



If you’ve been reading this article thinking that you’ve heard this from day one, you try to follow these rules, or perhaps they don’t apply to you, this last submission may be a novel idea for the intramural athlete. Winning a game is not the end-all be-all. Being an overaggressive player can be detrimental not only to yourself, but to the others you’re playing with. Not too many athletes enjoy losing, so it’s only natural to give it your all, even pushing yourself beyond your physical limit. The problem with this is that most likely your body is not functioning quite the same as it did in high school, but you may not always recognize this. Perhaps you’re the exception and you’ve maintained peak physical performance throughout the years, but even so, you’re most likely going to be participating in mixed company, so maybe scaling it back a notch won’t be the end of the world. Intramural sports are intended to be fun, increase morale, and a great way to get “fit to fight,” but keep it at that – you’re not in a professional game, match, etc. Keep it fun and competitive, minus the futile injuries. Take advantage of the unique fitness opportunities afforded through the military and use these tips to keep those pesky injuries at bay. ■

PMV Task Force Report

CMSgt ROBBIE B. BOGARD

Safety Career Field Manager
Air Force Safety Center
Kirtland AFB, N.M.

Since 1998, 774 Airmen warriors have lost their lives in mishaps. This equates to one death every five days. Of these deaths, 77 percent involved private motor vehicles. Said another way, three out of four off-duty deaths are the result of private motor vehicle operations. Nearly one out of three involves a drunk driver. These facts are alarming and should send the following warning signal to everyone – "Driving on our public roads is a very dangerous activity!"



Most readers are thinking, "Yeah, I know that, but I'm a safe driver." According to a recent Traffic Safety Culture Survey conducted by the AAA Foundation for Traffic Safety, 75 percent of drivers believe they are more careful than most other drivers. Those "careful drivers" rated distracted driving as a serious traffic safety problem, but half of them admitted to using the cell phone while driving, and another 14 percent admitted to reading and/or sending text messages while driving.

It appears that we can all be "careful drivers" and "not-so-careful drivers" at any given time.

Who is at the greatest risk for being involved in a fatal vehicle mishap? Historically speaking, our automobile fatal profile is male (81 percent), age 18-26 (64 percent) with an average age of 25,

Staff Sgt. or below (75 percent), not wearing a seatbelt (35 percent), under the influence of alcohol (27 percent), 50 percent of the mishaps are at night, with half being on a weekend. For our motorcyclists, the fatal profile is male, average age 22.5, 12 percent involving alcohol, 33 percent at night, and 17 percent are not wearing a helmet. The lack of seatbelt use (35 percent), no helmet use (17 percent), and the influence of alcohol (27 percent for cars and 12 percent of motorcycles) are particularly disturbing.

Maj. Gen. Wendell Griffin, the Air Force Chief of Safety, calls reducing private motor vehicle mishaps the Air Force Safety Center's No. 1 priority. To this end, a cross-functional team involving a myriad of expertise has been formed to combat the Air Force's largest killer. The PMV Task Force will examine such issues as current DoD and AF policy, current technologies, the traffic safety culture inside and outside the Air Force, current training for motorcyclists and automobile operators, and will also form focus groups to delve deeper into traffic safety issues. The findings of the task force will be implemented into a strategic plan aimed at reducing vehicle mishaps.

What can be done in the interim?

Commanders, command chiefs, first sergeants, senior NCOs and supervisors: Ensure your talks with your warriors highlight the dangers of driving, and the Air Force's zero tolerance policy for

lack of seatbelt/
helmet use and
driving under the
influence.

Drivers: Drive
defensively, follow the
rules, and plan your
journeys so you don't
overextend yourself.
Driving under the
influence can greatly
increase your chances
of having a mishap,
and failing to wear
your seatbelt (or
helmet) increases
your chance of severe
injuries or death.
Although a cliché, it
still bears repeating:
Don't drink and drive,
and buckle up.

Passengers/wingmen:
Passengers riding
with vehicle operators
who are speeding
or drunk have been
killed in mishaps.
As a passenger,
speak up if you're
uncomfortable with
the driver's behavior.
It's better to speak up
than become another
fatality statistic.

We can reduce the
number of private
motor vehicle fatalities.
Every Airman has
a role in making it
happen. What part are
you going to take? ■



Tomorrow
is the
best reason for
driving safely
today



Hunting Safety

ROBERT W. BRAUN

Senior Safety Consultant
DoD VPP Center of Excellence
Plexus Scientific Corporation

The deer hunter's thoughts were racing. Confusion filled his mind. He pictured the cool, crisp fall morning as he'd made his way to his deer stand nestled deep in the woods. It was the perfect spot, and he knew today was the day for that trophy deer he'd spotted earlier. But now, interspersed with this vision were bright lights and masked faces. He was trying to sort out reality. He remembered having difficulty maneuvering into the tree stand with his rifle. He'd decided to raise the rifle up to the stand using a rope tied to the trigger guard. His vision cleared and he saw himself pulling up the gun by the rope, heard the sound of the rifle discharging and felt the impact of the round striking his right forearm and exiting through his arm. Now he felt the pain, saw the reality.

Fortunately in this case, a friend was near who provided immediate emergency care and called 911. At a nearby hospital, doctors treated his gunshot wound. There was no long-term damage. He'd be able to hunt another day.

Deer hunters experience more hunting-related accidents than any other type of hunters. Gun and deer-stand injuries are among the most serious outdoor hunting accidents. Improper weapons handling, poorly fabricated deer stands and non-use of a safety harness are the primary. Like other accidents, these can be prevented. Most hunting accidents occur because of poor or hasty decision making – poor operational risk management.

As in the above experience, adequate preparation is

essential to a safe hunting experience. Knowing your weapon, hunting craft skills, the terrain, being in good physical condition and having a game plan are all critical factors for a successful hunt.

Handling any weapon should be a reflex as much as a conscious thought process based on proper education, training and experience. Get familiar and proficient with your weapon before hunting season begins.

If possible, scout the area you'll be hunting in before hunting season to familiarize yourself with landmarks, obstacles and dangers. Know what lies behind your zones of fire.

Get in good physical condition before hunting season with regular exercise and a good diet. Dress appropriately for all potential weather conditions. Consider clothing that's visible to other hunters. Hunter-orange clothing is proven to reduce accidental shootings.

Have a game plan. Be sure someone knows where you're going and when you expect to return. What's your plan if you're injured? You need to think about the equipment you may need so you can be found quickly in the event of an accident. Test your communications gear.

As you prepare to join the other hunters this season, remember these basic rules of firearm safety:

W = Every *WEAPON* should be treated as if it is loaded. Never assume a firearm is unloaded, even if you watch as it is being unloaded. Make it a habit to treat a weapon as if it's loaded at all times.

I = Always point the weapon *IN* a safe direction. About a third of all hunting accidents are self-inflicted injuries. A safe direction is a direction where the projectile will travel and do no harm to anyone in the event of an unwanted discharge. There are no accidental discharges with firearms, only unwanted discharges. Carry your weapon in a safe manner based on the number of people you're hunting with, the terrain in the area and any special circumstances.

N = Ensure *NOTHING* is in the field of fire but the intended target. Take time to fire a safe shot. Know the range of your weapon. Know what loads you have in the chamber. Know how accurate you are with your bow and how far it'll shoot. Be absolutely certain of your target and what is beyond it before deciding to shoot. In addition to identifying the target, a hunter must know that a safe backstop is present in every shooting situation. You don't always hit your target, and, in some cases, the projectile may pass through the target. A safe backstop guarantees no one will be hurt. If you're hunting with others, establish "zones of fire" so each hunter will not endanger the others.

G = Keep your finger outside the trigger *GUARD* until ready to shoot. If a hunter stumbles with a firearm in one hand and nothing in the other, the hand holding the weapon automatically mimics what the free hand does. If a finger is inside the trigger guard, it's likely going to close around the trigger, causing an unwanted discharge.

M = *MAKE* sure the safety on your weapon is engaged. Don't become complacent about handling a weapon just because the safety is "on."

A = *ALWAYS* keep your weapon unloaded until you're ready to use it. Never climb into a tree stand, climb over a fence, in or out of a boat, or in or over a duck blind with a loaded weapon. Unload your gun before climbing a steep bank or traveling across a slippery or difficult area of terrain.

N = *NEVER* use your rifle scope to survey the area. Use binoculars or a spotting scope to check for possible game.

Hunting accidents can be prevented when hunters take the time to learn and apply proper techniques and safety rules. Learn more about hunting and weapons safety. Enroll in a hunter clinic, basic hunter education class or weapons safety class. ■





Avoiding Fatigue Risks While Behind The Wheel

CAPT. BARRY R. REEDER
711th Human Performance Wing
Wright-Patterson AFB, Ohio

The Big Squeeze

You've had a long, tough work week. The weather is perfect (finally), it's nearly quitting time Friday afternoon, and you can't wait

to get to your weekend destination. You packed the night before and the family is waiting for you to pick them up so you can hit the road ASAP. The goal is to squeeze every possible minute out of your weekend before you have to return to the grindstone Monday. After an hour or two on the interstate, your excitement wanes as you struggle to keep your eyes open and stay in your own lane and off the rumble strip. Sound familiar?

As Air Force professionals, we try to maximize every 24-hour period to get in as much work and play as possible. Striking a balance between working long hours and shift work, completing PME and college requirements, and spending time with our families typically requires us to neglect one of our most important physiological needs ... sleep. Sleep is a basic need, no different from food or water. When we get hungry, only food will suffice, ditto thirst and drink. Not satisfying these physiological drives will result in weakness and dehydration after several hours, and after a few days, death. The effects of continuing to neglect your drive to sleep can also result in serious consequences that can occur much sooner than you think.

What is Fatigue?

Fatigued, groggy, sleepy and drowsy are not four of the Seven Dwarfs. These terms all have the same meaning. These terms describe a physiological state associated with reduced overall alertness and performance, poor motivation and reduced output. "Red flag" symptoms of fatigue include increased yawning, problems focusing, forgetfulness, and involuntarily closing your eyes, also known as micro-sleep. These performance decrements typically follow periods of reduced sleep or prolonged wakefulness, and can affect your ability to safely operate a vehicle. Symptoms of fatigue are more prevalent between 2 a.m. and 6 a.m., and between noon and 4 p.m. A driver who is already sleep-deprived will find it especially difficult to remain alert during these periods.

In their 2003 book, "*Fatigue in Aviation: A Guide to Staying Awake at the Stick*," Dr. John Caldwell and Dr. Lynn Caldwell explain that many people have the misconception that fatigue is merely a state of mind. Further, they outline how many individuals with this opinion incorrectly think that dedicated and professional Airmen can overcome the problems associated with fatigue by simply gutting it out. Such attitudes toward fatigue risks can lead to an exhausted workforce and subsequent mishaps, both on and off duty.

How Big a Problem is Fatigue?

The Air Force Safety Center reports that fatigue was present in 21 percent of the Class A Aviation mishaps in fiscal year 2006, and 23 percent of the Class A mishaps in fiscal year 2007. Off duty, fatigue was a contributing factor to 22 percent of 166 Airmen fatalities between 2005 and 2007. The National Highway Traffic Safety Administration reports that fatigued driving causes more

than 100,000 vehicle accidents annually, resulting in 40,000 injuries and 1,550 fatalities per year.

NHTSA and the Virginia Department of Transportation released a report in 2006 entitled, "*The Impact of Driver Inattention on Near-Crash/Crash Risk: An Analysis Using the 100-Car Naturalistic Driving Study Data*." The study collected 43,300 hours of video and other sensor data over a one-year period, when 82 crashes, 761 near-crashes and 8,295 critical incidents were recorded. The report said that driver drowsiness caused more crashes and near-crashes than any other event.

Percentage of driving behavior contributing to crashes and near-crashes:

22.16	Drowsiness
3.58	Dialing hand-held devices
3.56	Talking/listening to hand-held devices
2.85	Reading
2.15	Eating
1.41	Applying makeup
1.23	Reaching for objects
1.11	Reaching for moving objects
0.91	Looking at external objects
0.35	Insects in vehicle

A 2006 follow-on report linked to this study, "*Phase II – Results of the 100-Car Field Experiment*," focused on specific driving behaviors and related risks. The report indicated that driving drowsy increases the risk of a crash or near-crash by at least a factor of four. This isn't hard to imagine, considering that drowsy driving can have the same effect on your alertness and performance as having too much alcohol.

I Don't Drink and Drive, So I'm a Safe Driver ... Right?

Driving drowsy is just as dangerous as driving while intoxicated. If you stay awake for 17 hours, your cognitive psychomotor performance, or ability to see-and-avoid, is decreased to a level equivalent to the performance impairment observed of someone with a blood alcohol concentration of 0.05 percent (Dawson & Reid, 1997, p. 235). Remaining awake for 24 hours will produce the same performance problems as having a blood alcohol concentration of 0.10 percent, which is beyond the legal limit in most states.

Remember the Air Force professional who departed his duty station Friday afternoon immediately



after work? This is a common scenario, and many Airmen drive for 12 hours or more without a rest break. That's 12 hours plus an eight-hour duty period, totaling 20 hours of sustained wakefulness. Remaining awake for that long places them in the same see-and-avoid category as someone who is legally intoxicated!

What Can I Do?

The good news is that driving safety risks associated with fatigue-induced alertness and performance problems can be avoided. Getting adequate sleep and keeping your sleep time sacred are critical to staying alert behind the wheel. Additionally, following the guidelines below will help to reduce the performance-sapping effects of fatigue and will help you to stay off the rumble strip.

Sleep Hygiene Considerations

- ✓ Establish consistent sleep/wake times and stick to them (even on the weekends)
- ✓ Use the bedroom for sleep only
- ✓ Develop a soothing before-bed routine (take a bath, read, etc.)
- ✓ Don't engage in aerobic exercise within three hours of bedtime
- ✓ Stop caffeine use four hours before bedtime
- ✓ Don't use alcohol to induce sleep
- ✓ Don't smoke within an hour of going to sleep

Fatigue Risk-Control Measures Before and During the Trip

- ✓ Always get a good night's rest before a long road trip
- ✓ For long trips, plan your breaks
- ✓ Recognize fatigue "red-flags" (heavy eyelids, increased yawning, wandering thoughts)
- ✓ Travel with a companion and switch driving tasks when you get sleepy
- ✓ Make frequent rest stops (every two hours)
- ✓ During the rest stops, get out of the vehicle and walk around for a few minutes if possible
- ✓ Use caffeine strategically (a cup of coffee or soda every three hours), but not in lieu of rest
- ✓ Avoid taking medicines that cause drowsiness (check the bottle)
- ✓ Micro-sleep is bingo-fuel. If traveling solo and your eyes get heavy, find a safe place to take a nap

Note: Rolling down the window, using air conditioning, and turning the radio up are NOT effective risk-control measures.

Take-Home Points

Fatigue causes thousands of driving accidents and fatalities each year. Airmen are vulnerable to fatigue due to mission requirements, long duty hours, and shift-work. Neglecting your drive to sleep and "pushing through it" puts you at greater risk of being involved in a traffic accident. Getting adequate sleep before a long road trip and being sensitive to the warning signs of fatigue while driving are the most effective risk-control measures. ■

Call for Articles and Imagery



U.S. Air Force photo by Danny Meyer
Photo illustration by Dan Harman



Wingman needs your stories! Reach out to your fellow Airmen with your "There I Was" safety tales. Any subject that relates to safety is fair game for publication.

Imagery

In addition to articles, supporting high-resolution photos and graphics are also welcome. We prefer Joint Photographic Experts Group image files of 8 x 10 inches at 300 pixels per inch, with a file size of 3.2 megabytes, but jpegs of 5 x 7 inches at 300 ppi, with a file size of 1.5 Mb, will work.

The following information on print-imagery requirements addresses the problems that arise from trying to reproduce in print the low-resolution images associated with Web pages and PowerPoint® briefings.

This preferred image is printed actual size. It is 5 x 7 inches at 300 ppi, and about 2.5 Mb when compressed to jpeg file format.

This is the same image, reduced to 96 ppi, (typical resolution on the Web and PowerPoint® briefings), showing how it appears at 300 ppi in print. It now has a file size of 945 kilobytes, and is unusable for print unless shrunk to these dimensions.

Higher-resolution photos are highly prized for print use. Ideal images are 8 x 10 inches, 300 ppi jpegs that are about 4.5 Mb (compressed from 20 Mb).



300 ppi



96 ppi

These two images are enlargements of the same area, revealing what happens when the low-resolution image's available data is enlarged to the size of the high-resolution image. Scaling degrades the available data, subsequently blurring the image.

Contact Us

To submit an article or discuss a story idea, send an e-mail to the editor at afsc.semm@kirtland.af.mil, or call DSN 246-0983 or commercial (505) 846-0983. The fax extension is - 0931. The magazine's postal address is:

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Thanksgiving Day Food Safety Tips

With Thanksgiving comes the traditional turkey dinner. However, improperly storing, cooking and serving roast turkey can lead to the growth of harmful bacteria such as salmonella, which can cause foodborne illness.

The DuPage County Ill. Health Department advises consumers that safe handling of turkey and other holiday foods is essential in preventing foodborne illness. Here are some tips to share with your family for preparing a Thanksgiving bird safely:

- Thaw the frozen turkey in the refrigerator. Allow one day for each five pounds of turkey. A 20-pound turkey will take about four days to thaw. Hint: For faster thawing, remove neck and giblets from inside the bird as soon as possible.
- Don't thaw on the kitchen counter. If you don't have time to thaw in the refrigerator, you can thaw it in cold water, provided that the turkey is in a leak-proof packaging, it is submerged, and you change the water every half-hour. For this method, allow 30 minutes per pound of turkey.
- Cook fresh turkeys within two days; thawed ones within four days.
- Wash your hands with hot, soapy water before and after handling raw poultry. Also wash all knives, cutting boards and utensils after contact with raw poultry.

- Read and follow the cooking directions on the label. Cook turkey

until it's done (165 degrees F). Don't slow-cook overnight at low temperatures, or partially cook. Some turkeys come with pop-up thermometers. They're only guides to doneness. Take the temperature with a meat thermometer to be sure the temperature is more than 165 degrees F.

- Don't prepare the stuffing a day ahead and don't stuff the turkey until you're ready to cook it. A quicker, safer method is to cook the stuffing separately in a casserole, using some of the pan juices to flavor and moisten it.
- Eat the meal as soon as it is prepared. Don't leave leftovers out on the counter or table after dinner. Cut the meat off the bones and put it in shallow containers in the refrigerator.
- Reheat all leftovers to 165 degrees F. Use your meat thermometer. Bring gravy to a rolling boil.

Source: DuPage County Health Department, 111 N. County Farm Road, Wheaton, Ill 60187. (630) 682-7400, TDD (630) 932-1447. ■

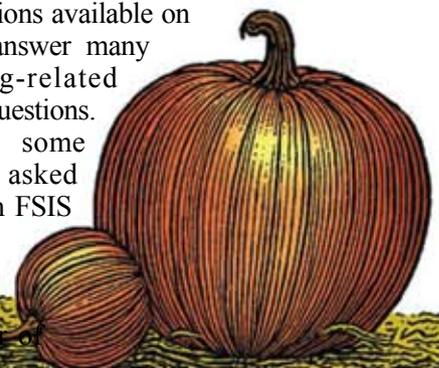
USDA Turkey Tips

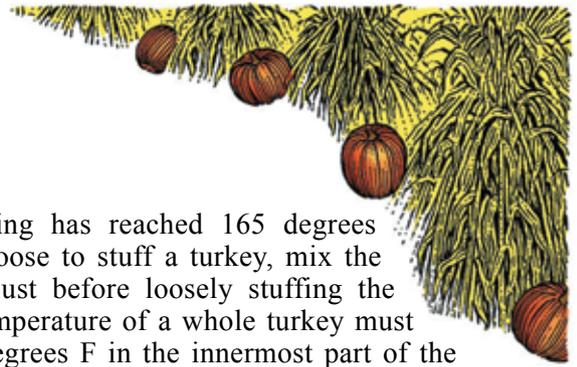
The U.S. Department of Agriculture's Food Safety and Inspection Service has information to help consumers prepare a safe, easy and delicious Thanksgiving Day meal.

"Let's Talk Turkey, A Consumer Guide to Safely Roasting a Turkey." Every facet of getting a turkey from the grocery store to the dinner table is included — buying fresh vs. frozen, safe thawing methods, stuffing, roasting and even storing and reheating leftovers. The brochure and other information related to turkey preparation are available from the FSIS Web site at <http://www.fsis.usda.gov>. Hard copies of the guide are available at no charge by sending e-mail to fsis.outreach@usda.gov.

Other publications available on the site can answer many Thanksgiving-related food safety questions. Here are some frequently asked questions from FSIS fact sheets:

The color of





"We had a big family argument at Thanksgiving dinner. Aunt Mildred wouldn't eat the turkey because the cooked meat looked pink. Is pink turkey safe?"

cooked meat and poultry is not always a sure sign of its degree of doneness. Only by using a food thermometer can you accurately determine that meat has reached a safe temperature. Turkey, fresh pork, ground beef or veal can remain pink even after cooking to temperatures of 160 degrees F and higher. The meat of smoked turkey is always pink.

"What is brining, and what are its benefits?"

"Brining" means to treat with or steep in brine, a strong solution of water and salt. The salt has two effects on poultry, reports Dr. Alan Sams, a professor of poultry science at Texas A & M University. "It dissolves protein in muscle, and the salt and protein reduce moisture loss during cooking. This makes the meat juicier, more tender and improves the flavor. The low levels of salt enhance the other natural flavors of poultry." For best results, submerge poultry in solution and store covered in refrigerator, at least overnight. Discard brine after use. Cook turkey within two days.

"Is it safe to deep-fry a turkey?"

You can safely deep-fry a whole turkey if the turkey has been completely thawed and is not stuffed. For more information on deep-frying as well as cooking turkey in an electric roaster, grilling, smoking, cooking it frozen, microwaving and pressure cooking, visit the Web site and read ***"Turkey: Alternative Routes to the Table."***

"I just discovered I cooked the turkey with the package of giblets still inside the cavity. Are the turkey and giblets safe to eat?"

If you left the giblets in the cavity during roasting, and if the giblet packaging hasn't melted, the turkey and giblets are probably safe to use. However, if the packaging material containing the giblets has changed shape or melted in any way during cooking, do not use the giblets or the turkey because harmful chemicals from the packaging may have penetrated the surrounding meat.

"How can I be sure a stuffed turkey is safely cooked?"

For safety and uniform doneness of the turkey, cook stuffing separately in a casserole. Use a food thermometer to check that the internal temperature

of the stuffing has reached 165 degrees F. If you choose to stuff a turkey, mix the ingredients just before loosely stuffing the bird. The temperature of a whole turkey must reach 180 degrees F in the innermost part of the thigh and the center of the stuffing must reach 165 degrees F. Remember to set your oven temperature no lower than 325 degrees F.

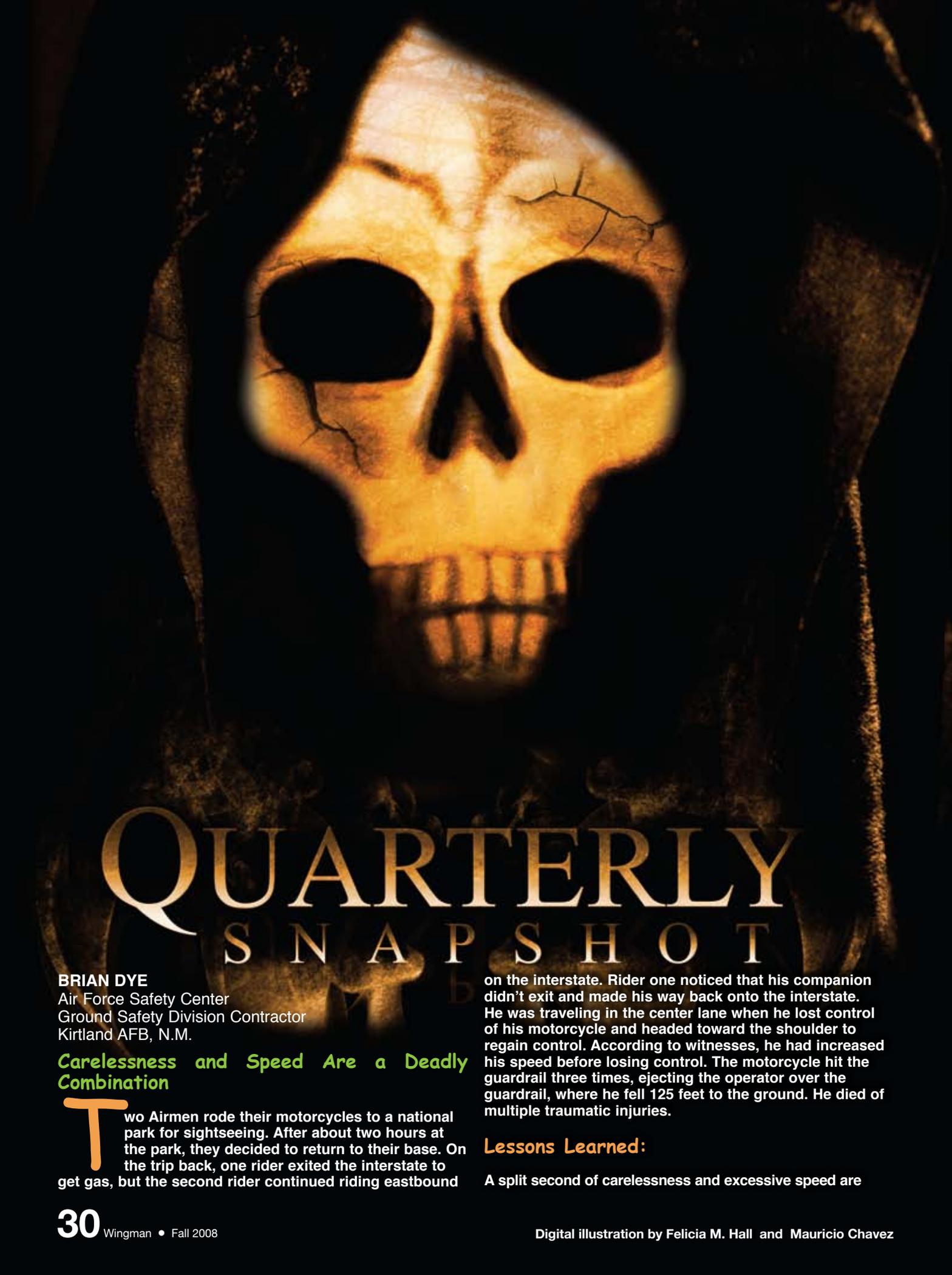
"I'm picking up a hot, cooked turkey dinner at a restaurant. What do I do with hot takeout food?"

If you eat within two hours, handle the hot food as follows: Pick up the food HOT ... and keep it HOT. Merely keeping foods warm is not enough. Harmful bacteria multiply fastest between 40 degrees and 140 degrees F. Set the oven temperature high enough to keep the internal temperature of the turkey and all side dishes at or above 140 degrees F. Use a food thermometer to check food temperatures. Covering the food will help keep it moist.

If you're not eating within two hours, remove all stuffing from the turkey cavity and refrigerate in shallow containers. Reheating a whole turkey is not recommended. Cut turkey into smaller pieces and refrigerate. Slice breast meat; legs and wings may be left whole. Refrigerate potatoes, gravy and vegetables in shallow containers. Reheat turkey pieces and all side dishes thoroughly to 165 degrees F, until hot and steaming. Bring gravy to a rolling boil. If using a microwave oven, cover food and rotate dish so it heats evenly. Follow the microwave manufacturer's instructions.

USDA makes it easy to obtain food safety information 24/7 via phone or on the Internet. Cooks who prefer the personal touch can speak to a food safety specialist (English or Spanish) or hear food safety messages by calling the USDA Meat and Poultry Hotline toll-free 1-888-MPHotline (1-888-674-6854) or TTY: 1-800-256-7072. Or, they can receive a personal answer electronically by e-mailing a question to ***mp hotline***. ***fsis@usda.gov***. Publications are available at the FSIS Web site ***http://www.fsis.usda.gov***.

Also on the FSIS Web site, users can get an instant answer 24/7 by typing a question to ***"Ask Karen."*** Karen is a Web-based automated response system that answers questions about the safe handling, preparation and storage of meat, poultry and egg products. Users can also type a category and view a list of questions from an extensive database of food safety information. ■



QUARTERLY SNAPSHOT

BRIAN DYE

Air Force Safety Center
Ground Safety Division Contractor
Kirtland AFB, N.M.

Carelessness and Speed Are a Deadly Combination

Two Airmen rode their motorcycles to a national park for sightseeing. After about two hours at the park, they decided to return to their base. On the trip back, one rider exited the interstate to get gas, but the second rider continued riding eastbound

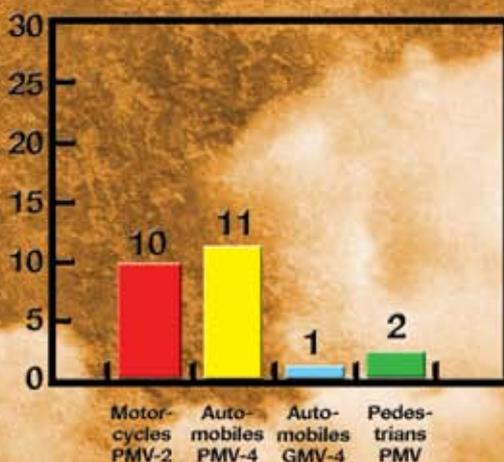
on the interstate. Rider one noticed that his companion didn't exit and made his way back onto the interstate. He was traveling in the center lane when he lost control of his motorcycle and headed toward the shoulder to regain control. According to witnesses, he had increased his speed before losing control. The motorcycle hit the guardrail three times, ejecting the operator over the guardrail, where he fell 125 feet to the ground. He died of multiple traumatic injuries.

Lessons Learned:

A split second of carelessness and excessive speed are

Motor Vehicle Fatalities

Total FY08
(as of July 9)



an unforgiving combination. These two factors could have been compensated for by ORM and good wingmanship. Paying attention to surroundings, watching speed and staying with and being accountable to a buddy are all things that could have changed this mishap into a safe return of the Airman. If Airmen look out for and are accountable to others, then there will be fewer such mishaps.

Proper Maintenance and ORM Are Keys to Success

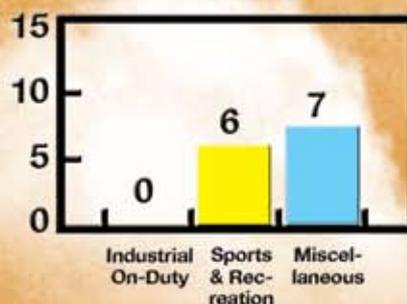
Two Airmen arrived at work early in the morning. At mid-morning, one attempted to start a golf cart and it wouldn't start. He called maintenance to have the golf cart examined. An hour later, maintenance came to pick up the vehicle but couldn't find it. About two and a half hours later, both Airmen walked from the building they were working in to the golf cart, which was parked at an open hangar near the building. They both got into the vehicle, and the driver tried unsuccessfully to start the vehicle. Both workers exited the vehicle and one raised the dump bed to check the battery. Both workers failed to ensure the ignition was in the off position before troubleshooting the vehicle. One reached into the engine compartment, and when the engine accidentally started, it severed his index finger near the first knuckle and the tip of his middle finger. He ran to the driver's side of vehicle, where his co-worker gave him some rags to wrap around his left hand. The second worker closed the dump bed, removed the keys from the ignition and drove the injured man to the hospital.

Lessons Learned:

Proper and timely maintenance along with ORM are paramount to completing a mission successfully and

Non-Motor Vehicle Fatalities

Total FY08
(as of July 9)



safely. Half the battle in avoiding such mishaps is taking the time to ensure equipment and vehicles are in safe working order, and conducting proper preventive maintenance on schedule. ORM can help avoid the additional causes of mishaps. Even though these steps might cost a little extra time, they'll save more significant things, like an Airman's fingertips, or even a life.

Hurriedness and a Deer Can Make for a Bad Day

On the day of the mishap, the Airmen woke up early to go hunting. After getting ready to go, they drove to the hunting location. Once they arrived, they started unpacking their vehicle and walked toward the hunting area. When they reached the hunting area, one hunter immediately started hanging strap-on tree steps that provide more support than the screw-in type steps. Next, he cleared away tree branches from an existing tree stand. When all the tree steps were in place, he went down to get the rest of his hunting equipment and placed the equipment on the tree stand. As he went down to get the last piece of equipment, he saw a deer. He got excited and started rushing down the tree stand steps and lost his footing, causing him to fall to the ground injuring his back and wrist. His partner immediately called 911, and the injured hunter was transported to a medical facility.

Lessons Learned:

Getting excited and rushing at any task can lead to a bad day. When you take the time to assess the situation, you can prevent mishaps like this one. Airmen need to be aware of their surroundings at all times to remain safe, even when off-duty. Take your time, do the job/activity the right way, and always use ORM. ■



RED CROSS HALLOWEEN SAFETY TIPS FOR KIDS AND ADULTS

With witches, goblins and superheroes descending on neighborhoods across America at the end of October, the American Red Cross offers parents some safety tips to help prepare their children for a safe and enjoyable trick-or-treat holiday. Halloween should be filled with surprise and enjoyment, and following some sensible practices can keep fun events safe.

- Walk, slither and sneak on sidewalks, not in the street.
- Look both ways before crossing the street to check for cars, trucks and low-flying brooms.
- Cross the street only at corners.
- Don't hide or cross the street between parked cars.
- Wear light-colored or reflective clothing so you're more visible. Put reflective tape on bikes, skateboards and brooms, too.
- Plan your route and share it with your family. If possible, have an adult go with you.
- Use a flashlight to light your way.
- Keep away from open fires and candles; costumes can be extremely flammable.
- Visit homes that have the porch light on.
- Accept your treats at the door and never go into a stranger's house.
- Use face paint rather than masks or materials that will cover your eyes.
- Be cautious of animals and strangers.

Have a responsible adult check your treats before you eat them. Don't eat candy if the package is already opened. Small, hard pieces of candy are a choking hazard for young children.

<http://www.redcross.org/services/hss/tips/October/octtips.html>