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Special Edition

WINGMAN

Airmen Taking Care Of Airmen

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





WINGMAN

Airmen Taking Care Of Airmen

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

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ONE WINGMAN'S VIEW

BUD REDMOND

Air Force Safety Center
Executive Director
Kirtland AFB, N.M.

This special edition of *Wingman* is dedicated to all the great Airmen in our Air Force who go out every day and take care of business — making sure we are ready to fly, fight and win in the air, space and cyberspace domains. They protect, mentor and ensure that our most valuable assets are ready to support the Global War on Terror. Protecting them from preventable mishaps is the single focus of the Air Force Safety Center and of the Air Force safety professionals serving around the world.

Being a good Wingman resonates with me because I grew up reading about great historical Wingmen who, when the chips were down, came through in combat to save their flight leads, their No. 2 men, and others in wartime. The illustration (right) “Pardo’s Push,” is about a Wingman who wouldn’t give up. Four aviators came back home after a mission in Vietnam because of their ingenuity and dedication to “bringing every Airman home.”

One of the hardest things for me in Desert Storm was to escort airplanes, be out of missiles, and watch the bad guys shoot at airplanes I was protecting. To be a good Wingman in that conflict as a Wild Weasel meant every shot had to be a kill. In the F-15E Strike Eagle and B-1 Bone, it meant not only putting bombs on target, but also using our sensors to give everyone the same level of situational awareness to make the right decisions. One of my greatest moments as a Wingman occurred over Afghanistan supporting Soldiers and Airmen in their individual fights, sometimes in two feet of snow. Part of that support was bombs on target; part was to ensure that our Wingmen on the ground knew where the adversaries were.

Every day, I get up wanting to be a good Wingman to the 700,000-plus Airmen who make up our Total Force — Active, Guard, Reserve and civilians. I want to ensure they have the latest mishap data for the trends we see, and



On March 10, 1967, Capt. Bob Pardo, pilot of the lower F-4, pushed Capt. Earl Aman’s fuel-depleted F-4 to a safe ejection area. Painting by Steve Ferguson.

easy access to the tools that allow them to understand that 24/7 we must manage risk, prevent hazards, and have the courage to speak up and protect our fellow Airmen. Pardo and his three Wingmen did that in Vietnam, and they would expect nothing less from this generation of Airmen.

Being a good Wingman means that I must be prepared to take care of every Airman, on and off duty. It also means that I extend that assessment to my family. My duty hours for risk management are 24/7. I also need to bring the same risk-assessment skills to everything I do, to fully protect the people who are counting on me. In this magazine and online, two areas we’ve highlighted are human factors and resources. Because most mishaps result from human error, we’ve provided material related to this area of major concern. We’ve also included information resources that may help you lower the risk of your daily activities. To the right is our Airman’s Creed. Its last paragraph tells me my responsibilities as a Wingman.

We have even more information online, with a set of tools on the Safety Center’s Web site (<http://afsafety.af.mil>). We hope this special edition of *Wingman*, the online resources, and all the other products and services of the Air Force Safety Center prove valuable to you. Please let us know how we can improve our service. Send your comments to us at afsc.sem@kirtland.af.mil. Air Force Safety and the Air Force Safety Center are dedicated to being the best Wingmen we can be!

The Airman's Creed

*I am an American Airman.
I am a warrior.
I have answered my nation's call.*

*I am an American Airman.
My mission is to fly, fight, and win.
I am faithful to a proud heritage,
A tradition of honor,
And a legacy of valor.*

*I am an American Airman,
Guardian of freedom and justice,
My nation's sword and shield,
Its sentry and avenger.
I defend my country with my life.*

*I am an American Airman:
Wingman, Leader, Warrior.
I will never leave an Airman behind,
I will never falter,*

And I will not fail.

We are all Wingmen!

INTERVIEW

AL JONES

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JOHN COCHRAN

Air Force Safety Center, Media Branch

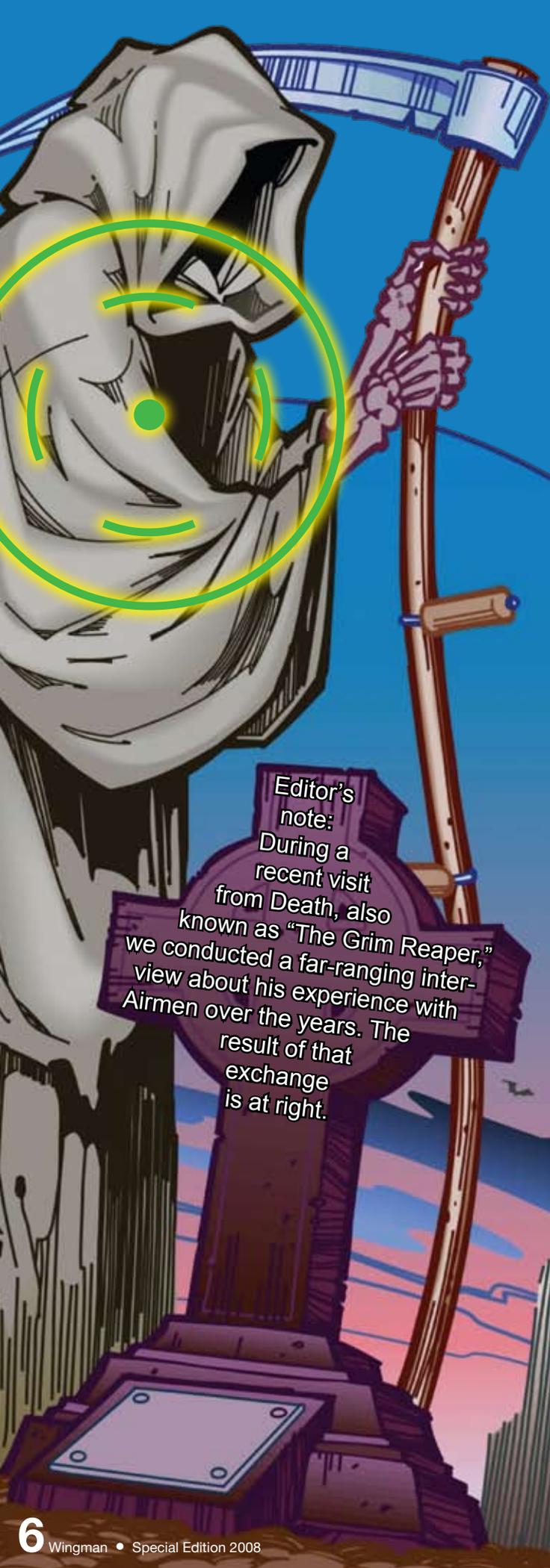
Kirtland AFB, N.M.

Q: Mr. Death, what brings you to the Safety Center?

A: Please, call me "Grim." After all, the Air Force has been a great client of mine for a long time. You folks have really put up some impressive numbers over the years. I have to say, though, that I'm a little concerned about where our relationship is going. That's why I'm here. You people are putting so many resources into preventing mishaps, I'm afraid that I might not meet my goals this year.

Q: Every business goes through ups and downs. Things may be a bit rough for you right now, but you've lasted through lean times before. You must've had some "glory days," too, surely.

A: Don't call me "Shirley." Yes, I've had my moments. The Middle Ages stand out among my best times. The bubonic plague was great for my bottom line. The lack of medical knowledge and sanitary practices back then helped quite a bit. Millions of people dying left and right ... truly a peak experience for me. Once that era passed, though, I slipped into a depression. Then one day I told myself, "You have to hang in there and keep a positive attitude. Your numbers will pick up again." Patience is one of my best attributes, you know. So I waited, collecting some customers here and there in wagon



Editor's note:
During a recent visit from Death, also known as "The Grim Reaper," we conducted a far-ranging interview about his experience with Airmen over the years. The result of that exchange is at right.

WITH "THE GRIM REAPER"

mishaps and whatnot. Momentum started to build when the Industrial Revolution got lots of people into factories. Then when the automobile came along, I quickly saw its full potential. I knew I could get a synergistic effect by combining the automobile and alcohol. Before long, I was back on top of my game. I gotta tell you, mixing driving and alcohol has become one of my all-time favorites. Adding motorcycles to the party is the frosting on the cake. I love it! Those young guys with no riding experience, thinking they can't die. Typical scenario: one of those guys and a buddy, who's an experienced rider, come home from a deployment with money in their pockets. His buddy buys a big bike, so the youngster buys one just like it. Overpowered bike, inexperienced rider ... that's such a powerful combination for my purposes. Then you've got the old guys who rode back in their school days, thinking, "I don't need no stinking motorcycle-driving course!" They buy a bike and try to recapture their youth by hitting the road with no safety training. I guess they do capture the part of their youth where they made knuckle-headed decisions. Not wearing a helmet ... that's money in the bank. The funny thing is most of those old guys are losing their hair. They should wear a helmet just to hide their shiny domes. But I digress.



Q: Sounds like you're getting plenty of work. What's your complaint?

A: While I still get the "natural causes" cases, I'm seeing a drop in the numbers of "death by misadventure" that I used to enjoy so much back in the good old days, before the Air Force got so serious about preventing mishaps. We had a good thing going then, and I'd hate to see that fall by the wayside after so many good years together.

Q: Why are you so negative about the Air Force?

A: Don't get me wrong, I'm not down on anyone. I'm a people person. The way I look at it, everyone's a potential customer. You gotta love the living. They're always out there, helping me out by making tremendously bad decisions. That's what I need from the Air Force – more people making bad decisions. That's my bread and butter. So you people in the blue suits, go knock yourselves out. I mean that in the best possible way.

Q: You say the Air Force is helping Airmen make better decisions. Can you be more specific?

A: Sure. Let's take the Voluntary Protection Program, for example. If I understand it right, you want everyone in the service to take more interest in workplace safety, just so the Air Force can get some fancy-schmancy "Star" rating from OSHA? As if! You expect people to get their work done and be safe at the same time? That's just crazy talk. I see nothing wrong with cutting a few corners here and there, and I know some of the troops agree with me. I like those guys, and I'll be seeing a number of them soon. Seriously, what are you people trying to do to me with this stuff? Do you want me to sit around idle, with nothing to do? I like to be active, just like anybody else. Hobbies are fun, but we're talking about my livelihood here. A guy's gotta make a living, you know. Even me.

Q: Is anything else out there scaring you?

A: I don't scare easily, but I am worried about your "Wingman" program. Remember, my best business comes from poor decision-making. Those people who think, "It can't happen to me" or "I can get away with it this one time." When those folks have wingmen helping them with the decision-making process, it complicates the whole issue. Give you a recent example: I was just down in Biloxi, Miss. I had a staff sergeant ready to go. He'd gone to a party, and he made no plans to get home if he drank too much. "It couldn't happen to him." He had



three beers in an hour and had to get going, so he was about to drive the short distance back home "just this one time." He said he felt fine and could drive. There were about 10 people there who saw him drink the beers, but they didn't want to say anything. One teeto-

taling senior airman just had to speak up, though. He pointed out that it wasn't worth the risk to the sergeant's career to get a DUI. He offered to drive the guy home that night and give him a ride the next day to pick up his car. The sarge accepted the offer, and I was out a lot of time and effort. That kind of nosy behavior would really chap my hide — if I had any.

Q: The NCO would have died if he'd driven home?

A: Not at all. I have a soft spot for folks in uniform. He was going to run a red light and hit a blue 2005 Ford Focus. I love those cars, because they handle well and get really good gas mileage. I miss the Pinto, though. Anyway, the woman who was driving would have survived, but her seven-year-old twins were going home with me. It took a lot of time and effort to set that up, and then that pesky Airman ruined everything when he spouted off. I didn't see that coming ... and I have pretty good insight into the future. Now I have to file my DTS voucher, and I have no justification for the trip.

Q: "DTS" voucher?

A: The "Death Travel System." Talk about something that'll kill you ... it's a real bear. I can't find anybody to help me with it ... don't get me started.

Q: So the Air Force has a few programs in place that are starting to give you trouble. Don't you think you're exaggerating the situation?

A: You don't get it. It's not just this program or that program. It's the whole change in culture and attitude. Your folks are actually starting to think ahead about things they do. It's becoming automatic for them, and that's bad for me.

Q: Is it really such a big deal?

A: You bet it is! Look, when you're walking and you approach a busy street, you automatically look both ways before you walk across. Your parents drilled that into you when you were young. Now it's second nature. You automatically look both ways and make an informed decision before crossing the street.

Q: So if our people start automatically taking just a

few seconds to consider the safety piece in all their decision-making, they may just start saving lives?

A: Now you're getting the big picture. Every decision may not be life-saving, but if thinking safety becomes automatic throughout all of someone's decision-making, sooner or later, it's going to have an impact. That troubles me, and frankly, I find it disrespectful, after all the time I've put into working with your people.

Q: You're facing some legitimate challenges. I almost feel sorry for you. Are you genuinely worried? What do you see in your future?

A: I don't need your pity. I'll be just fine. I've faced business slowdowns before, but it always picks up eventually. My great advantage is that I can outwait the living. Even with all your programs, people will get complacent. They'll skip steps to save time, and when they do, I'll be there. I'm on the job 24/7, baby. I enjoy being on call, because I truly love what I do.

Q: Thanks for stopping by. I can't really wish you luck, but I do appreciate your time.

A: No problem — I have some business in the area, anyway.

Q: Anyone I know?

A: You did just buy that 1800cc motorcycle, didn't you?

Q: Hey, I took the motorcycle safety course. I wear all the gear, and I'm careful out there.

A: I know, but that little old lady who's going to turn right in front of you will say, "I never saw him."

Q: Not today, buddy. I'll ride home with a friend, I'll take a taxi, I'll just stay at work ...

A: Ahhh, I'm just messing with you! You'll be fine. I'm taking that little old lady out with a heart attack this afternoon at 2, but I had you going, didn't I?

Q: Yeah you did, but that's just gonna make me be on my guard even more in the future. Thanks again for your time. We know we'll see you again later.

A: I'll be back. You can count on it. Peace out.



Air Force Safety Center Online Resources

Are you looking for information to update your safety program, or to create a quick safety briefing? Maybe you're just surfing for an interesting Web page. Look no further — the Air Force Safety Center has it. Check out the new and improved site at <http://afsafty.af.mil>. Here are some highlights:

Safety Campaigns: This page provides links to a comprehensive collection of material for wing and group commanders, command chiefs, squadron commanders and first sergeants. It provides information on trends, analysis, working with high-risk Airmen, and safety campaigns, such as the "101 Critical Days of Summer" and "Bird/Wildlife Aircraft Strike Hazards." Additionally, you can find posters, videos, best practices, and lessons learned. You can also learn how to get help in determining your unit's safety culture through the Air Force Cultural Assessment Safety Tool.

Commander's Toolboxes: The toolboxes on this page give Air Force leaders at all levels instant access to information that will keep Airmen alive. The Air Force Chief of Safety is attacking risk to Airmen ages



18 to 26; those at highest risk of being killed off-duty. We've produced these toolboxes so leaders don't have to guess where to put limited resources. The toolboxes contain off-the-shelf solutions, awareness information, statistics, epidemiological research, safety assessment tools and much more.

Posters and Videos: This page has a variety of mishap-prevention materials. If you have mishap-prevention material to share with the rest of the Air Force Safety Community, send it to the Air Force Safety Center, Ground Safety Division Webmaster at afsc.seg@kirtland.af.mil.

If you haven't been to the AFSC Web page in a while, "click on" and take a look. You may be surprised at the available resources. All the information from the previous site, such as the course schedule, links to the magazines and the Air Force Safety Automated System are still there. As always, we welcome your comments.



OFF-DUTY FATALITIES

FY 05-07

DR. BRUCE BURNHAM

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In October 2007, the Air Force Safety Center's Research and Epidemiology Branch reviewed 166 off-duty fatalities for Fiscal Years 2005-07, which were reported and closed as of October 1, 2007. These mishaps fell into the following five subcategories: Automobile, Motorcycle, Sports & Recreation, Miscellaneous, and Pedestrian.

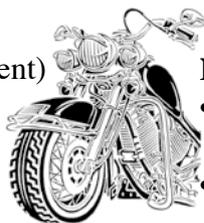
Automobile (78 mishaps):

- An AF operator at fault in 69 (88 percent)
- Risk factors:
 - a. Speed
 - b. Alcohol
 - c. Driving after dark
 - d. Highway driving
- Risk factors result in:
 - a. Operator's loss of control
 - b. Collision with vehicles or objects near the road
- Odds of a fatal outcome when not wearing a seat belt: seven times greater
- Thirty-two vehicles had an unbelted fatality and at least one belted survivor



Motorcycle (45 mishaps):

- The operator was at fault in 37 (82 percent)
- Risk factors:
 - a. Speed (71 percent)
 - b. Negotiating curves (33 percent)
- Experience level made little difference
- Helmets were worn in 83 percent of mishaps — use of helmets in the remaining mishaps would have saved three lives



Sports & Recreation (23 mishaps):

- Alcohol abuse was uncommon, present in only three mishaps (13 percent)

- Risk factor was water recreation (52 percent)
 - a. Ten not wearing PFDs
 - b. Six known as poor swimmers; none of them wore PFDs
 - c. All drownings occurred in natural bodies of water

Miscellaneous (13 mishaps):

- Risk factor:
 - Impaired by alcohol (78 percent)
- The secondary factors included:
 - a. Falls
 - b. Fire
 - c. Farm equipment
 - d. Firearms
 - e. Freezing
- The clear message from this subcategory is that alcohol abuse results in bad decision-making, which leads to tragic results



Pedestrian (7 mishaps):

- All seven mishaps occurred after dark
- Four victims wore no contrasting clothing
- Common thread: a bad decision that resulted in exposure to traffic
 - a. Bolting out into traffic (3)
 - b. Crossing a highway (2)
 - c. Not facing traffic (2)



Notes:

- Common risk factors across all fatal mishap categories were speed, alcohol, and high-risk activities
- Seat belt use was below and helmet use was above U.S. averages
- For motorcyclists, weather was not a factor, and experience was not protective
- Older riders of cruiser-style motorcycles are an emerging risk, matching a U.S. trend
- Most AF motorcyclists and vehicle drivers were "at fault" in their mishaps
- Lack of water safety skills and knowledge is a problem

Safety Course Grads Eligible for College Credit

ROBERT BURNS

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Kirtland AFB, N.M.

In August, the American Council on Education recommended college credit for graduates of three of the courses taught at the Air Force Safety Center, Kirtland AFB, N.M.

ACE recommended three semester hours credit in aircraft accident investigation and one semester hour credit in aircraft accident investigation laboratory, in the upper-division baccalaureate category, for undergraduates who have completed the Flight Safety Officer Course. For graduate students, the council recommended three semester hours in aviation safety and human factors.

Graduates of the Aircraft Mishap Investigation Course may qualify for three semester hours credit in mishap investigation analysis and one semester hour in mishap investigation analysis laboratory, in the upper-division baccalaureate category.



U.S. Air Force photos by Dennis Spotts

For the Mishap Investigation Non-Aviation Course, the recommended credits are three semester hours in mishap investigation analysis and one semester hour in mishap investigation analysis laboratory, in the upper-division baccalaureate category.

Under the ACE recommendation, the credits may be available to FSO and AMIC students who graduated since October 2007. Students who completed the MINA course since January 2008 may also apply for credit.

Course graduates may apply for the credits by providing their course completion certificate(s) and a copy of the ACE guide, available at www.militaryguides.acenet.edu, to the colleges in which they are enrolled.

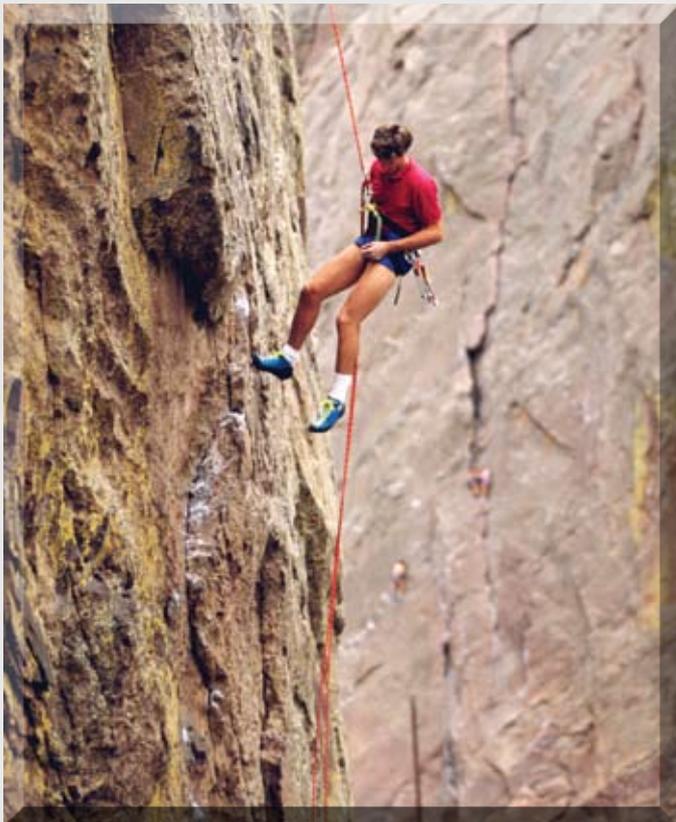


EXTREME SPORTS

ROGER G. COX

341st Missile Wing
Ground Safety Manager
Malmstrom AFB, Mont.

While use of the term “Extreme Sports” has spread far and wide to describe a multitude of different activities, exactly which sports are considered extreme or high-risk is debatable. Several characteristics are common to most extreme sports. While not the exclusive domain of youth, most extreme sports tend to have a younger target audience. Extreme sports are rarely sanctioned by schools and tend to be more solitary than traditional sports. Many are composed of dangerous activities that offer adrenaline rushes to the participant. In addition, beginning extreme athletes tend to work on their craft without the guidance of a coach. Several have gained their reputation as being



“extreme” because they are a variation of a safer sport that is performed at a greater level of difficulty. An example is mountain biking. While bicycling is often considered to be relatively safe, a downhill trek through wooded terrain at high speeds with jumps, would not be considered safe for the average bicyclist. Below is a list of some extreme sports examples:

- Base Jumping – Parachuting off cliffs, buildings, bridges, etc.
- BMX Freestyle – Stunt BMX bicycle riding
- Bodyboarding – Wave riding with a small, rectangular board of hydrodynamic foam
- Bossaball – Mixes soccer, volleyball and gymnastics on trampolines and inflatables
- Bouldering – A style of rock climbing undertaken without a rope
- Cave Diving – A type of diving where specialized SCUBA equipment is used to enable the exploration of natural or artificial caves which are at least partially filled with water
- Extreme Skiing – Skiing performed on long, steep slopes in dangerous terrain
- Freeboarding – Combines aspects of water skiing and surfing
- Flowboard – Combines aspects of surfing, skating, skateboarding and snowboarding
- Ice Climbing – Ascending inclined ice formations
- Kitesurfing – Using a power kite to pull a rider through the water on a small surfboard
- Kneeboarding – Towed behind a motorboat on a convex and hydro-dynamically shaped board
- Mountain Biking – Riding bicycles off-road, often over rough terrain
- Mountain Boarding – Riding a large skateboard with pneumatic wheels down a mountain
- Mountaineering – Walking, hiking, trekking and climbing up mountains
- Sandsurfing – Attach a skateboard deck or other similar objects to the back of an ATV or other vehicle

- Skiboarding – A winter sport that combines elements of skating, snowboarding and skiing
- Skimboarding – Riding a board on an outgoing wave
- Skysurfing – Skydiving in which the skydiver wears a board attached to his or her feet
- Street Luge – A specialized skateboard for extreme downhill racing
- White-water Kayaking – Paddling a kayak on a moving body of water, typically a whitewater river
- Wind Sports – Involving wind power, often with a non-rigid airfoil, such as a sail or a power kite
- Zorbing – Rolling downhill inside a large plastic ball

- Buddy up – In case something goes wrong
- Start slow and gradually advance – Don't tackle the mountain 'til you can safely maneuver on level ground.
- Eat right and get in shape – Going from couch potato to extreme sport activist could result in a serious injury.
- Warm up – As with any activity, a proper warm-up is needed to keep muscles and joints flexible.
- Environment – Know the terrain, keep watch on the weather, and let somebody know where you are.
- Check your equipment – Check everything once, check it twice and then check it again.
- Never use alcohol or drugs – Need I say more?

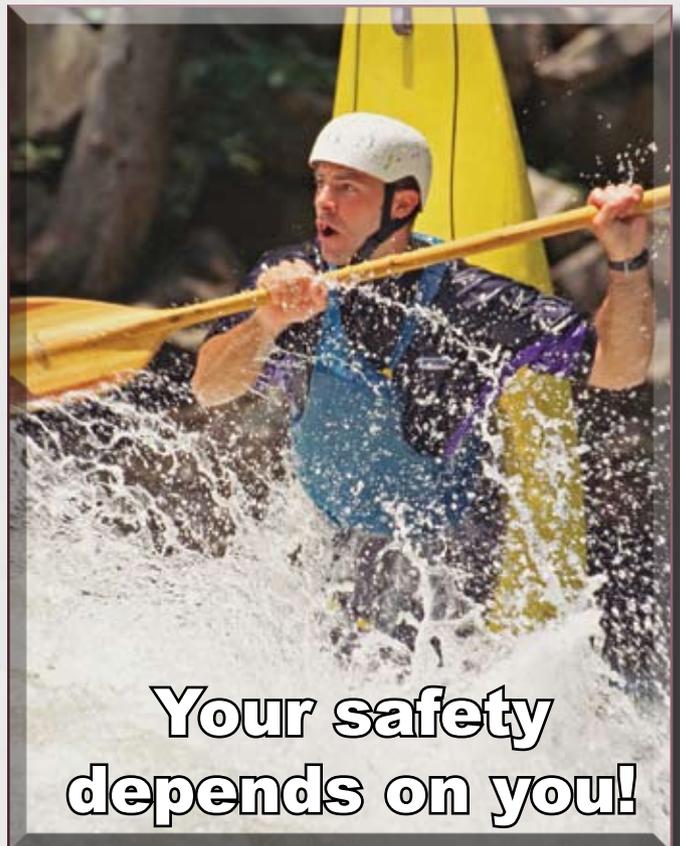


Many people engage in these activities because it is perceived to have a much higher level of risk and involve speed, height and tremendous physical exertion. However, many uncontrollable variables can affect the outcome of the activity. When mistakes are made, they can result in serious injury or death. However, many Airmen don't consider them either extreme or sports. They just enjoy developing physical and mental skills, mastering hostile environments, or love the wilderness. Some of these activities require excellent physical conditioning, special training and/or equipment. All participants should seriously consider the risk involved and how to manage it. Some may even require certification before they take part. It's important to get as many details about the activities as possible. Here are some safety tips to consider before participating in any sport or high-risk activity:

- Do a risk assessment of your health and abilities – Knowing your limits before becoming involved will save you a lot of pain.
- Wear the proper personal protective equipment – Make no mistake. You will fall, slip or crash. When that happens, you'll be thankful you wore the gear – fashion statement or not.
- Get training – Take a course. Join a base or local club. Find a mentor.

Extreme sports can be enjoyable and rewarding, but do your homework. Know what you're getting into. Doing so will allow you to safely participate in the activity while minimizing the risk of injury or death. Also, be sure to inform your supervisor and commander of any activity you're going to be involved with. Note – there may be additional requirements.

For wings where extreme sports are popular, AFSC recommends that the wing support mentor programs to ensure new participants learn from those with experience.



**Your safety
depends on you!**

SAFETY CAMPAIGNS

CALLENDAR



January 2009

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June 2009

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July 2009

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August 2009

September 2009

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October 2009

November 2009

December 2009

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Air Force Campaigns

Winter / Holiday Campaign
(Dec 1, 08 - Feb 28, 09)

Spring Safety Campaign
(Mar 1 - May 21)

101 Critical Days of Summer
(May 22 - Sept 7)

Fall Safety Campaign
(Sept 8 - Nov 30)

National Campaigns

Burn Awareness (Feb 1-7)

Save Your Vision (Mar 1-7)

Playground Safety (Apr 19-25)

Click It or Ticket (May 18-31)

Sun Safety (June 7-13)

National Campaigns

Fireworks Safety (July 4)

Over The Limit-Under Arrest
(Aug 21 - Sept 7)

Fire Prevention (Oct 4-11)

Tie One On For Safety (MADD)
(Nov 26 -Jan 1)

Important Dates

January 1: New Year's Day

January 19: Dr. Martin Luther King Jr.

February 16: President's Day

March 8: Daylight Saving Time Begins

May 25: Memorial Day

July 4: Independence Day

August 1: Air Force Day

September 7: Labor Day

October 12: Columbus Day

November 1: Daylight Saving Time Ends

November 11: Veteran's Day

November 26: Thanksgiving Day

December 25: Christmas Day

December 31: New Year's Eve

SAFETY IS ALWAYS IN SEASON



The following short articles are derived from actual Air Force Class C and D mishaps. Our intent is not to make light of anyone's pain, even if it is sometimes self-inflicted; it's the questionable decisions and behavior we're pointing out. This is just a different approach to getting people to read — and think — about safety. Check 'em out — you just might learn something.

One Tough Sharpness Test

The setting is a break room during lunch. Before starting his work shift, our subject eats his lunch, then stows his cutlery for safekeeping. He places the knife, wrapped in a plastic bag, inside a helmet bag so he won't leave the steak knife at work and anger his wife. Those lightweight nylon bags are great for carrying personal gear for work, such as a headset, gloves and earplugs, which is exactly why this bag "went to work" that day. The bag makes its way onto the flight line, along with a tool bag in a maintenance van. Once the guy reaches the work site, he grabs both bags by the handles, and they swing toward his leg. No big deal, except one little detail: momentum and the force of the tool bag push the helmet bag into his thigh. Bingo — the three-inch serrated steak knife jams into his leg at least half an inch deep. They just don't make those knife-proof plastic bags like they used to.



When the Cab Catches You

Having dinner, drinks and a cab ride home is a sensible plan. In a designated taxi area, several cabs were parked waiting for fares. Two filled quickly, leaving one to move up in line. The next fare didn't want to miss her ride, so she walked to the cab, not realizing that the cabbie wasn't watching her as he backed into the next designated spot. Why should she move out of the way? The cabbie'll stop. Then the driver did stop — right on

his next fare's foot. The woman caught her cab, or maybe it caught her, but she also got a fractured foot and a hospital stay. It makes you wonder if she had a friend pick her up from the medical hobby shop when it was time to go home, or if she hailed another cab, but from the sidewalk this time.

Asleep at the Wheel

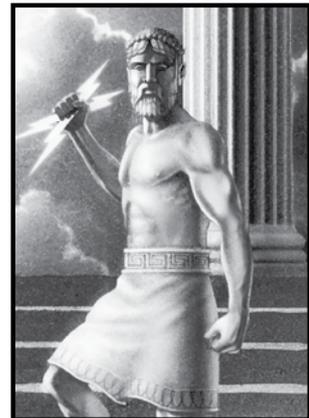
Sleep deprivation and short turnaround between jobs caused one Airman to have a rude awakening. After working armed security for several clubs, bars and venues from 5 to 10:30 p.m., and grabbing a 4½ hour catnap, Mr. Security showed up for his normal patrol duties. Working solo, he went out in his vehicle to run a fence check on a narrow, one-lane road. He dozed off for about three seconds and drove off the road into a wooded area. Striking multiple trees and traveling 96 feet, the driver awoke abruptly and had to make the call no one ever wants to make. "I just totaled the work truck," he said, "but at least I'm awake."



More importantly, the driver was not injured, and tox testing proved it was nothing more than lack of sleep that caused this nightmare. No matter how young, how vibrant or how determined you are, fatigue will always catch up — just, we hope, not with a tree.

Score One for Mother Nature

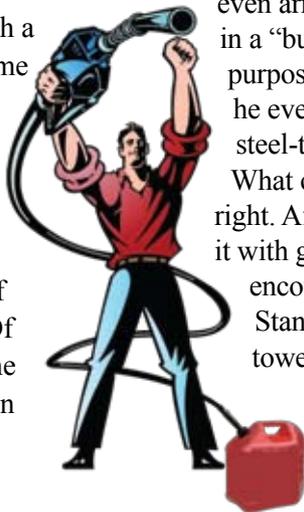
Amazing photographs of lightning have been taken for years, and it was just such a photograph that one shutterbug was seeking during a passing thunderstorm. The photographer thought the safest place to be was his porch, an enclosed area with a four-foot-by-six-foot opening, perfect for pointing the camera out of. He figured if lightning did strike, it would hit the highest point. There were plenty of trees around much higher than his porch. He really isn't sure what happened, but he was snapping away when he saw a bolt of lightning strike a tree 200 feet away; what followed was a bright flash and a hot blast of heat to his entire body. Several minutes later, he woke up across the sidewalk about 30 feet away. Whether he was directly struck or the lightning bounced off the tree, he didn't know, but he'd been hit in the right leg and had to drag himself back home to get help. The irony here is that the lightning enthusiast is a weather forecaster. Even the professionals can't always forecast how Mother Nature will act.



Beer, Bonfire & Gasoline Don't Mix

... Well

Ah, those days of socializing around the bonfire with a couple of beers. Visiting friends is always a great time to knock back a few and start a hearty bonfire. It seems that one friend thought this particular fire needed to be stoked, and what better way than to use a little gasoline? With a slinging motion, the trusty gasoline was added to the fire. On the return, a nice little trail of gasoline streamed onto the leg of the visitor. Instant ignition of the boots and jeans! Of course, the flames were quickly extinguished, but the burns remained. Upon his return to duty, an infection set in and another visit was set up, this time to the hospital.



It's Only a Little Gasoline

A guy is cutting and clearing brush for his neighbor. He even arranged an eight-foot-by-eight-foot pile of brush in a "burn pile" that had previously been used for that purpose in the past. The area all around was dirt, and he even wore all the appropriate "gear" for the job – steel-toed boots, sunglasses, a hat and work gloves. What could possibly go wrong? He'd done everything right. After placing all the brush onto the pile, he doused it with gasoline. He'd done this many times and never encountered a problem, so he thought all was well. Standing at the edge of the burn pile, he lit a paper towel and dropped it onto the brush. It just wasn't his day – right after feeding the fire, he saw a flash and was engulfed in a fireball. Poor guy – infection set in on his burns and he underwent surgery to remove second-degree burned skin from his legs, arms and face.

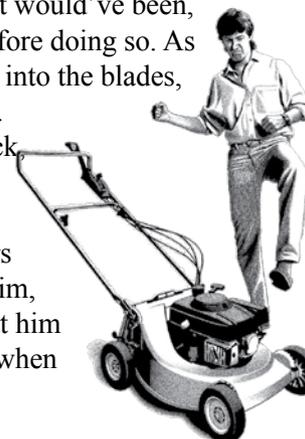
Bull Wins – Runner, Not So Much

What could get the adrenaline going as much as participating in the San Fermin Festival in Pamplona, Spain? Yes, the Running of the Bulls. Participation is definitely not mandatory, unless you're one of the selected bulls. A young Airman made the critical decision to try his luck with the bulls along that historic path. He ended up cornered by a bull at, of all not-so-happy places, Dead Man's Curve. Luckily for him, his only damage was being gored in the buttocks by the bull's horns. A puncture wound in the left cheek required immediate medical attention; four stitches and six days in a local hospital gave him time to ponder whether it was worth the rush.



Mowing the Lawn Can Be Dismembering

On a warm summer afternoon, what better way to spend the time than mowing your lawn? OK, there are hundreds of better ways. But that's not the point of this story. Mowers have minds of their own, and this one kept stalling because of the dried grass stuck in its discharge chute. Banging it on the ground failed to remove the obstruction, so the green thumb operator decided to stick his hand into the discharge chute. Sounds benign enough, and it would've been, except that he started the mower before doing so. As he attempted to push the grass back into the blades, his right hand found the blades first. He immediately pulled his hand back but to little avail – both his middle and ring fingers sustained damage. Surgeons had to remove both fingers close to the first joint. Luckily for him, his partial loss of limb didn't restrict him from performing his normal duties when he was allowed to return to work.



Is This Considered "Training?"

Conflicting stories and medical opinions leave this open to interpretation, but this is definitely a case of being in the wrong place. After visiting local establishments and downing a few drinks, a TDY group heads back toward their hotel on a course that takes them onto the pedestrian walkway of a train overpass. Perhaps their thought process went something like this: "If a train goes by, why not stop and look?" Maybe even brag a little: "Hey, I could jump on that from here!" One member of the party leans out a bit too far and falls over a three-foot-high fence, landing on the train. He then jumps off the train after realizing what happened. No one sees the fall or knows how he fell, but somehow he ends up under the bridge. Talk about adventures in sightseeing.



Eye Ain't Afraid of No Palm Frond

Annual combat survival training is a time to brush up on survival, evasion, resistance and escape techniques. In this case, aircrew members entered a marshy area, trying to stay away from aggressors. Everyone started out wearing protective glasses, but they kept fogging up, so, after having to continuously wipe them clear, they took off their glasses and pressed on. One trainee walked into a snapping palm frond, which poked him right in the eye. The following day, his eye still hurt; the docs diagnosed a torn cornea. That condition is exactly as much fun as it sounds.

Need more Funnies? Check out the Navy's Web site:
www.safetycenter.navy.mil/funnies

Red Light, Green Light

STAFF SGT. JACQUILINE HODGE
1st Aerospace Medicine Squadron
Langley AFB, Va.

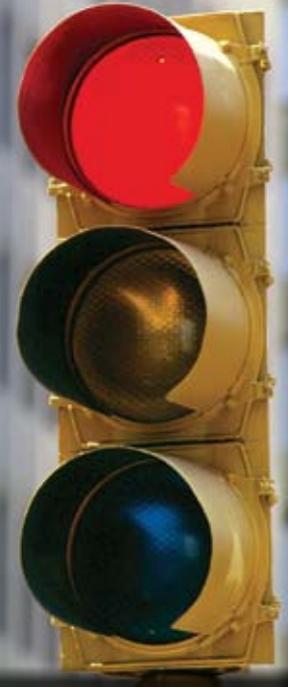
Did you ever play the game “Red Light, Green Light”? One person would act as the “light,” and the rest would act as the “cars.” The light would yell out, “Green Light!” and the cars would start moving forward. The light would yell, “Yellow Light!” and the cars would slow down. The light would yell, “Red Light!” and the cars would stop. If any cars were still moving after the light was red, they would return to the starting line.

It seems like every day, people are still playing “Red Light, Green Light.” Unfortunately, they’re playing with actual vehicles. According to the U.S. Department of Transportation, 56 percent of Americans admit to running red lights. One in three individuals stated they knew someone who had been injured or killed in a red light-running crash — similar to the percentage of people who know someone killed or injured as a result of a drunk driver. Red light-running crashes have a 47 percent injury rate, higher than other crash types.

Just who is running these red lights? People who are younger, have no children, are employed in jobs requiring less education, or who are unemployed are more likely to run red lights. Riding with passengers (especially young children) significantly reduces the likelihood of running a red light.

Now that we know who is running red lights, the bigger question is, “Why?” Are we in such a hurry that we’re willing to risk injury to save a couple of minutes? Maybe it’s that we’re trying to do too many other tasks while driving (talking on the phone, eating breakfast, balancing the checkbook, etc.). While driving, we need to be consistently focused on our speed, the condition of the road, other vehicles and traffic signs. When we try to do other things besides drive, we severely lower our effectiveness. As part of a Federal Highway Administration study, researchers reviewed the police reports of 306 crashes that occurred at 31 signalized intersections in three states. In 139 cases, traffic signal violations were a contributing factor. The reasons for the violations were as follows:

“40 percent didn’t see the signal or its indication”



40 percent didn’t see the signal or its indication

25 percent tried to beat the yellow-signal indication

12 percent mistook the signal indication and reported they had a green-signal indication

8 percent intentionally violated the signal

6 percent were unable to bring their vehicle to a stop in time, due to vehicle defects or environmental conditions

4 percent followed another vehicle into the intersection and didn’t look at the signal indication

3 percent were confused by another signal at the intersection or at a closely spaced intersection

2 percent were varied in their cause

Although many people run red lights for a variety of reasons, there are things we can do to ensure we don’t make the same mistake. Don’t speed up to try to beat a yellow light. Remember that it’s better to arrive late than not at all. Talking on your cell phone, eating breakfast or reading a map while driving means that you’re not fully concentrating on what you need to be doing as effective driver. You can’t control what other people do on the road, but you can control what you do.

“Red Light, Green Light” may have been fun to play as a kid, when the only thing that happened to you if you ran a red light was to go back to the starting line. The consequences can be much more dire if you play that game with a car.

HUMAN FACTORS

AL JONES

Air Force Safety Center
Human Factors Division
Kirtland AFB, N.M.

Many times we hear about an accident being caused by human error or “human factors.” Human error is a causal factor in 80 to 90 percent of mishaps. Just what is a human factor?

In aviation, human factors cover everything from the location of the switches in the cockpit, the leadership and supervision within a squadron, the personality disorder of the mishap crew member involved, and everything in between. Air Force aircraft mishap investigators look at 147 specific areas when determining whether human factors were causal, or contributing, to a mishap. To get a handle on all the human factors, the Air Force turns to the Department of Defense’s Human Factors Analysis and Classification System. HFACS assigns a code to each human factor to facilitate identification and tracking.

Some of these human factors

codes, such as PC312 Hypoxia, apply mainly to aviation. However, most human factors apply just as well to the driver of a car as to the pilot of an aircraft, and whether you die from aircraft accident or an automobile accident ... dead is dead.

PC312 Hypoxia

Hypoxia is a factor when the individual has insufficient oxygen supply to the body, causing an impairment of function.

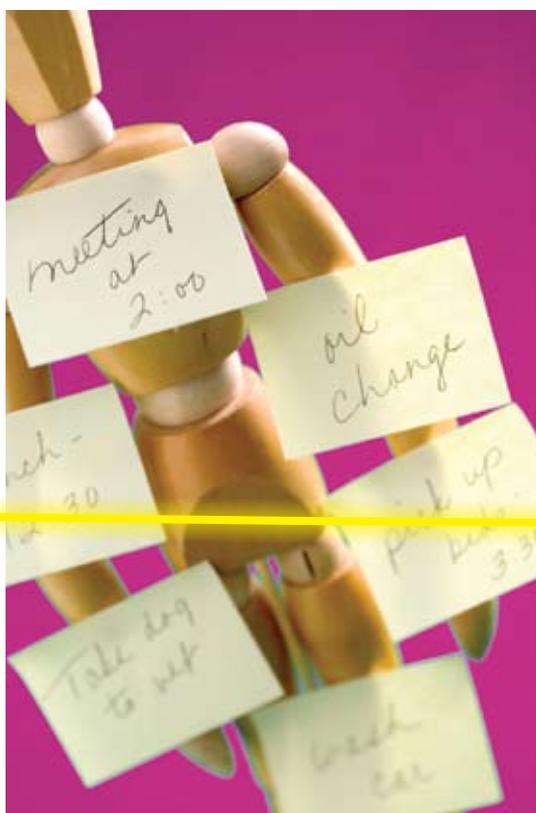
Note: This factor is limited to aviation unless you routinely drive at 18,000 feet above sea level or with a plastic bag over your head.

Below are 10 of my favorite human factors. See if you can spot any that you may have experienced yourself or at least have observed other drivers falling prey to.

PE110 Noise Interference

Noise Interference is a factor when any sound not directly related to information needed for task accomplishment interferes with the individual’s ability to perform that task.

Examples of this factor include the subwoofer from the car next to you at the stoplight with its windows



down or a spouse providing unsolicited guidance/directions/supervision or just yelling at you for no good reason. (Note: If the subwoofer is extremely loud, you may also experience PC103 Vibration.)

AE102 Task Misprioritization

Task misprioritization is a factor when the individual doesn't organize, based on accepted prioritization techniques, the tasks needed to manage the immediate situation.

Example: When you change lanes while driving, the proper technique is to signal before changing lanes. The turn signal shouldn't be used to notify the world of an action that has already occurred.

PE101 Vision Restricted by Icing/Windows Fogged/Etc.

Vision Restricted by Icing/Windows Fogged/Etc. is a factor when the investigator determines that icing or fogging of the windshield/windscreen or canopy restricted the vision of the individual to a point where normal duties were affected.

Example: You could go ahead and drive to work, crouching down to see through the three square inches of windshield that is not iced over, hoping the sun will eventually melt the ice on your windshield. Or you could take two minutes out of your life and scrape the ice off your windows.

PC104 Confusion

Confusion is a factor when the individual is unable to maintain a cohesive and orderly awareness of events and required actions, and experiences a state characterized by bewilderment, lack of clear thinking or (sometimes) perceptual disorientation.

Example: Certain drivers (usually accompanied by PE 110 Noise Interference) ... enough said.

PC102 Channelized Attention

Channelized Attention is a factor when the individual is focusing all conscious attention on a limited number of environmental cues to the exclusion of others of a subjectively equal or higher or more immediate priority, leading to an unsafe situation. May be described as a tight focus of attention that leads to the exclusion of comprehensive situational information.

Example: You've just got to find that radio station you always listen to.



PC206 Overconfidence

Overconfidence is a factor when the individual overvalues or overestimates personal capability, the capability of others or the capability of aircraft/vehicles or equipment, creating an unsafe situation.

Example: “Hey, everybody ... watch this!”

In most accident investigations, we don't discover just one human factor. Usually several combine to cause, or at least contribute to, an accident.

Be aware that you're only human. You could experience any of these factors any time you get behind the wheel.

Slow down and think about what you're doing and keep your eyes on the other humans out there ... human factors are everywhere.

Before we go, one more human factor to consider:

PC310 Trapped Gas Disorder

Trapped Gas Disorder is a factor when gases in the middle ear, sinuses, teeth, or intestinal tract expand or contract on ascent or descent, causing an unsafe situation.

Note: When someone riding in your vehicle is experiencing PC310 Trapped Gas Disorder and elects to expel that gas, you may find yourself experiencing PC106 Distraction.



For more information about DoD HFACs and a complete list of all 147 nanocodes, see the DoD HFACS Guide at <http://afsafety.af.mil/SEF/Downloads/hfacs.pdf>.



PC106 Distraction

Distraction is a factor when the individual has an interruption of attention and/or inappropriate redirection of attention by an environmental cue or mental process that degrades performance.

Example: “No really, I can text message or apply makeup or read the paper and drive at the same time ... no big deal.”

PC211 Overaggressive

Overaggressive is a factor when an individual or crew is excessive in the manner in which they conduct a mission.

Example: “Not me, of course, but I've seen this in many other jerks who shouldn't be on the road ... idiots!”

PC213 Get-Home-Itis/Get-There-Itis

Get-Home-Itis/Get-There-Itis is a factor when an individual or crew is motivated to complete a mission or reach a destination for personal reasons, thereby short-cutting necessary procedures or exercising poor judgment, leading to an unsafe situation.

Example: If we just keep pushing, we can make it home tonight ... no need to stop and pay for a motel.

PP202 Alcohol

Alcohol is a factor when the acute or residual effects of alcohol impair performance or create an unsafe situation.

Example: “I'm fine – no, really, I'm OK. If I wasn't OK, I'd know it, right? I love you, man.”

Fatigue

Facts

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

Did you know that staying awake for an extended time can have an effect similar to drinking alcohol? Blood alcohol concentration, also called “blood alcohol level,” measures the amount of alcohol in a person’s blood. Someone who’s awake for 17-19 hours has similar impairment as if he had a BAC of 0.05. Staying up for 20-24 hours equals a BAC of 0.10. Most states define driving under the influence as having a BAC of 0.08 or higher.

Fatigue is exhaustion, which can be mental or physical. Fatigue may be brought on by disease, medicines, overwork and stress. Physical and mental illness can also cause fatigue.



The Facts:

- You’re at greater risk of being involved in an accident between 1 a.m. and 6 a.m. due to fatigue. The lesson: Don’t start a long trip after putting in a full day at work.
- Ingesting caffeine, playing loud music, and taking regular breaks will only keep you awake for a short time.
- Being well-rested before driving will cut your chances of having a fatigue-induced accident!

DUI PAY

AL JONES

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Human Factors Division
Kirtland AFB, N.M.

“DUI Pay” is actually reduced pay. You’ve heard over and over that a conviction for driving under the influence will cost you big bucks, but just where will your hard-earned money go? Your total costs may vary from state to state. Here are some estimates:

Fines	\$500 to \$2,500
Auto towing and storage	\$100 to \$1,000
Bail	\$150 to \$2,500
Court costs	\$500 to \$1,000
Income loss due to jail/community service	\$1,000 to \$6,000
High-risk insurance	\$3,600 to \$6,600
Rehabilitation/alcohol counseling	\$250 to \$375
License reinstatement	\$100 to \$510
<u>Legal fees</u>	<u>\$2,000 to \$5,000</u>
Total:	\$8,200 to \$25,485



How does that really affect you, up close and personally, every payday?

Let's say you only get stuck for \$10,000 (I'm giving you a break because I like you). So maybe \$5,000 of the \$10,000 is due to increased insurance rates for the next three years (your rates could easily be affected for the next five years, but I'm giving you another break). You still need to pay \$5,000 in fees, fines and other costs (that's if you didn't have a wreck and kill/injure someone or destroy someone's property ... I'm giving you yet another break).

Unless you have an extra \$5,000 sitting around the house, you're going to need a loan. You'll probably need a co-signer, because most legitimate banks won't touch you with a 10-foot pole. At a legitimate bank, on a good day, perhaps you could get a 10 percent interest rate for that kind of loan. If you could get a credit card with a \$5,000 limit, you could probably get the loan for 18 or 20 percent (NO, YOU CAN'T USE YOUR GOVERNMENT CREDIT CARD). Be sure not to miss a payment on this loan, or any other monthly payment over the next three years, because that could automatically boost the interest rate up to 30 percent or more.

I'm going to give you another break ... you get the \$5,000 loan at 10 percent. The total payoff will be \$5,808.24. Over the next three years, you will get 72 paychecks. Simply divide \$5,808.24 by 72 and you get \$80.67 (because I still like you, let's round that down to an even \$80).

Subtract \$80 from your current take-home pay and you get your "Adjusted DUI take-home pay." Oh, wait ... I forgot the increased insurance cost.

Your insurance rates have increased by \$5,000 over the three-year period. \$5,000 divided by the 72 pay periods equals \$69.40 (let's just make that an even \$69).

The total effect is \$149 twice a month. What was your take-home pay last paycheck? Subtract \$149.

If you get a lot of breaks, you're only out \$149 each pay period for the next three years. That's the kind of thing that could drive you to drink ... ***all because you chose to drink and drive.***

STORM SEASON

LORENZO VILLARREAL

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

We've all witnessed how a beautiful day can quickly turn into a frightening, storm-filled day with many unpredictable events and life-threatening conditions. Whether you're at work, at home, on vacation, indoors or outdoors, serious precautions should always be taken with storms. When a storm strikes, you must be prepared for everything it brings, including rain, hail, wind, lightning, tornadoes, floods and other hazards caused by these natural occurrences. Will you know what to do when severe weather strikes? Even if you think you have the answer to this question, review these provisions and warning signs as a refresher.

What to do during a lightning storm:

- Watch for signs of an approaching thunderstorm.
- Postpone outdoor activities if thunderstorms are imminent. This is your best way to avoid being caught in a dangerous situation.
- If you can hear thunder, you're close enough to the storm to be struck by lightning.
- Move to a sturdy building or hardtop automobile. If safe shelter is not available, find a low spot away from trees, fences and poles.
- Squat low to the ground on the balls of your feet, and place your hands on your knees with your head between them, making yourself the smallest target possible.
- If boating or swimming, get out of the water to land and find shelter immediately

Know the signs of an approaching tornado!

- Really dark, often greenish sky
- Hail or heavy rain followed by either dead calm or a fast, intense wind shift
- Strong, persistent rotation in the cloud base, often

in a funnel shape

- Loud continuous roar that doesn't fade in a few seconds like thunder

If these signs exist, go to a designated shelter area such as a safe room, basement, storm cellar or the lowest building level away from corners, windows, doors and outside walls.

Put as many walls as possible between you and the outside. Get under a sturdy table and use your arms to protect your head and neck. Don't open windows.

Avoid hazards of heavy rains and floods

Get out of areas subject to flooding. This includes storm drains, viaducts, arroyos, canyons, washes and ditches.

Stay away from flooded and high-velocity flow areas. Don't attempt to cross flowing streams. If you come upon a flowing stream where water is above your ankles, turn around and go another way.

If driving, be aware that the road bed may not be intact under flood waters. Never drive through flooded roads! Be especially cautious at night when it's harder to recognize flood dangers.

After the storm

Keep your distance from power lines and puddles with wires in them; they may still be carrying electricity. Keep away from areas with broken glass, nails and other sharp objects. Keep out of any heavily damaged houses or buildings; they may collapse at any time. Don't use matches or lighters in case of nearby leaking natural gas pipes or fuel tanks. Remain calm and alert, and listen for information and instructions from emergency crews or local officials.

EMERGENCY PREPAREDNESS

LYNN MADISON

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

If you got caught in a power outage caused by adverse weather conditions, would you be prepared? Does your family have a disaster-preparedness home kit, complete with the essentials for emergencies? If your answer is no, here are some suggestions to help you prepare a home kit:

- Bottled water - one gallon/person for 3-7 days; check the expiration date every six months
- Food - canned meats, vegetables, dried fruits and energy bars, infant formula, etc.
- Plastic ware - utensils, paper plates, cups, paper towels, etc.
- Can opener
- Thermal blankets, sleeping bags
- Sanitation supplies - toilet paper, disinfectant, feminine supplies, wet towelets, diapers, etc.
- Garbage bags
- 2-5 gallon bucket with a tight-fitting lid
- First-aid kit
- Chlorine bleach - as a disinfectant: 1 Tablespoon/1 gallon water; for water purification use: 8 drops/1 gallon, ½ teaspoon/5 gallons water
- Clothes - change of clothes (i.e., jackets, raingear, under garments, sturdy shoes, etc.)
- Family fun activities - puzzles, games, books, etc.
- Universal tool - Swiss army knife or Leatherman
- Wrench - turn off utilities if needed
- Prescription medication - enough for one week; check with pharmacist for expiration dates
- Extra pair - glasses or contacts and solution
- Radio - preferably hand-cranked, solar-powered with a plug in for a cell phone adapter
- Light source - flashlights and batteries (1/person), light sticks, candles and matches
- Fire extinguisher
- Signal whistle

For Pets:

- Bottled water - one gallon/pet for 3-7 days
- Collapsible food/water bowls
- Food - canned wet and dry food (in an air-tight container)
- Prescription drugs - enough for one week; check with vet for expiration dates
- Thermal blanket
- Collars/leashes
- Rope - minimum 50 feet, to be used as a tie down outdoors
- Toys - bones, balls, etc.
- Sanitation - kitty litter/container, poop bags

Suggested Disaster Preparedness Kit

Container ideas:

- Heavy-duty plastic trash can with wheels and locking lid
- Backpacks
- Heavy-duty plastic storage containers

Additional suggestions:

- Have a designated meeting area and/or evacuation location for your family
- Make copies of important documents (insurance, mortgage, property ownerships, photos); if possible, leave them with an out-of-state contact
- As soon as able, make contact with out-of-state family or friends
- Medical insurance cards (physician information)
- Learn CPR and Basic First Aid
- Pet information (shot records, veterinarian, kennel, etc.)
- Annual inspection and restock of the home kit
- Cash or traveler's checks

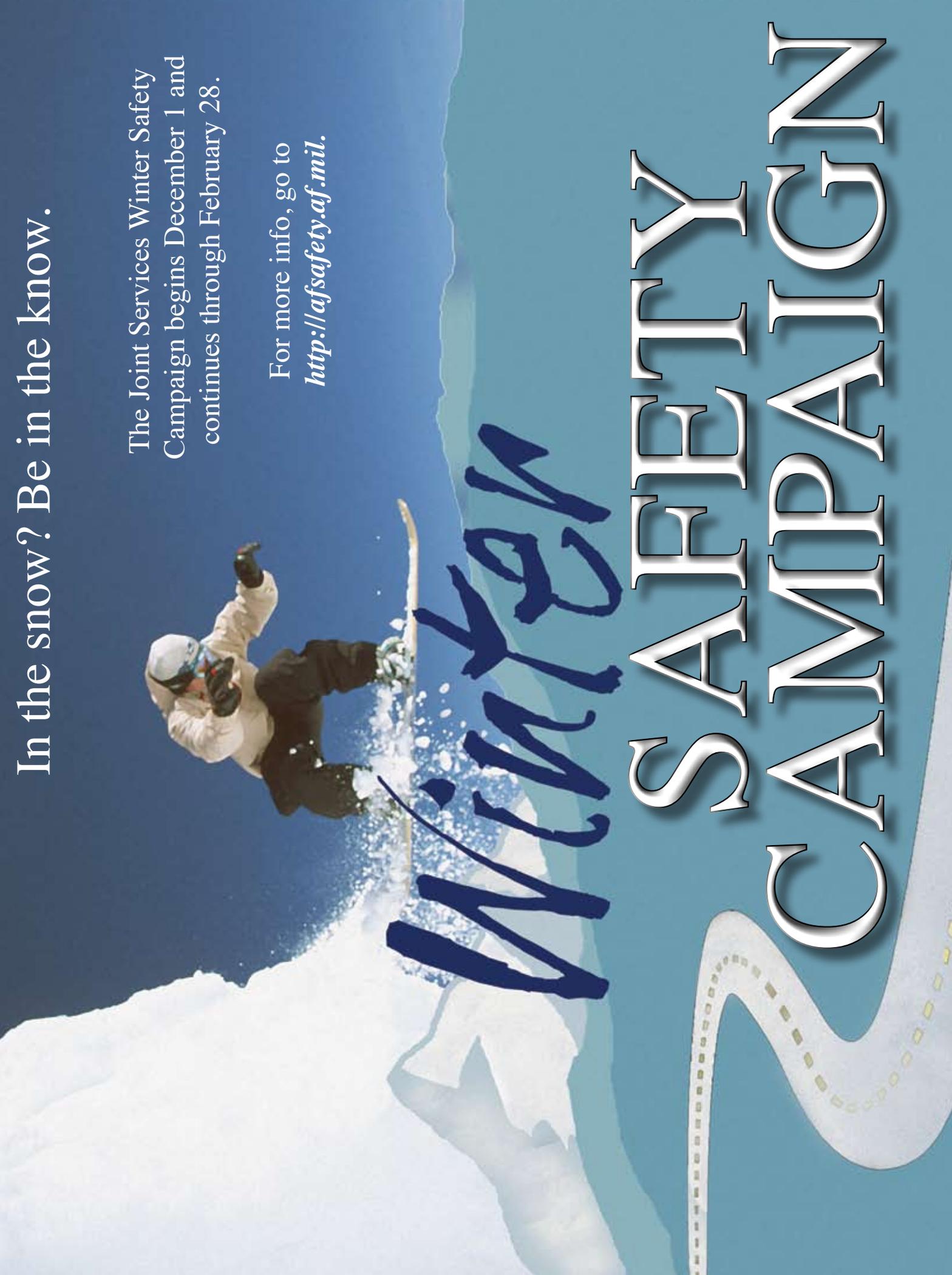
NOTE: Each regional area may require different essentials for your kit; this list is merely a suggestion of basic items.

Don't wait until it's too late ... prepare now!

In the snow? Be in the know.

The Joint Services Winter Safety Campaign begins December 1 and continues through February 28.

For more info, go to
<http://afsafety.af.mil>.



Winter

SAFETY
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