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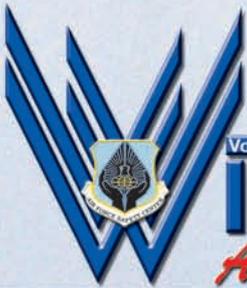
WINGMAN

Airmen Taking Care Of Airmen

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

PREMIERE ISSUE!
(Formerly "Road & Rec")





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Winter 2008

WINGMAN

Airmen Taking Care Of Airmen

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

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DEPARTMENT OF THE AIR FORCE
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Wingman
HQ Air Force Safety Center
9700 G Avenue SE, Ste 283
Kirtland AFB, NM 87117-5670

Extract from June 7, 2007 CSAF's Vector: Wingmen for Life

One of my top three priorities is developing our Airmen and taking care of them and their families. It's a notion that's deeply rooted in our Air Force culture and heritage. "Taking care of Airmen" means more than just providing them with the training, equipment and quality of life they deserve. It also calls for providing leadership they can trust unconditionally. The wingman concept — the bond we all share as Airmen — is at the core of this conviction. It reflects the ultimate confidence in our fellow Airmen: we trust each other, quite literally, with our lives. It may have begun at the tactical level, with pilots checking each others' six for mutual support, but it has come to transcend flying. Now it extends from taking care of our wingmen during everyday routine ops — both on and off duty — to saving lives in combat, and beyond.

T. MICHAEL MOSELEY, General, USAF, Chief of Staff

Air Force Recurring Publication 91-2

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To discuss your story idea, contact the managing editor by telephone, e-mail or fax.

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Winter Safety Message



MAJ GEN WENDELL L. GRIFFIN
United States Air Force Chief of Safety
Commander, Air Force Safety Center

While the winter months can be an exciting time of year, they can also be extremely dangerous. Twenty Airmen lost their lives from December 2006–March 2007,



and as a result, the lives of their families will never be the same!

Winter not only brings low temperatures,

fewer hours of daylight, and slippery road conditions; it brings countless circumstances that can have a negative impact on all Airmen. By emphasizing the use of personal risk management in assessing the environment for risk, considering the options to limit risk, and taking appropriate action, we can increase the odds of an accident-free winter season.

Each year, we see examples of Airmen making poor decisions that cost their lives or the lives of others. Being in a hurry, drinking and driving, not wearing seat belts, not driving to the road conditions, and poor planning are often contributing factors in fatalities. Before traveling, ensure your vehicle is in good mechanical condition, map out your route, know the weather, and get plenty of sleep. Let's not forget that when traveling, temperatures can go from 70 degrees to freezing in a matter of hours — prepare for the conditions.

During winter recreational activities, make sure you have the proper equipment for the activity and don't exceed your limits. Don't take chances — follow your instincts. When things don't seem right — they're probably not!

Use sound fire-prevention measures. Ensure seasonal decorations, electrical lighting, and smoke detectors are in good condition, and that fire extinguishers are readily available. Have your fireplace and furnace inspected before use. By preparing your home in advance for winter and observing safety precautions, you can reduce the risk of potential life-threatening situations.

Leaders and supervisors at all levels should get involved and "set the conditions" to ensure their Airmen fully understand the risks of winter and implement the proactive measures necessary for success. To sum it up — remain vigilant, don't drink and drive, be prepared for emergencies, and above all else, maintain your situational awareness!

Please be safe this winter! ★★

HQ AFSC/SEG Interview

Editor's note: In mid-October, Mr. John Phillips, the Air Force Chief of Ground Safety, spoke about his vision for the magazine's new name and focus.

Q: What are your goals for "Wingman?"

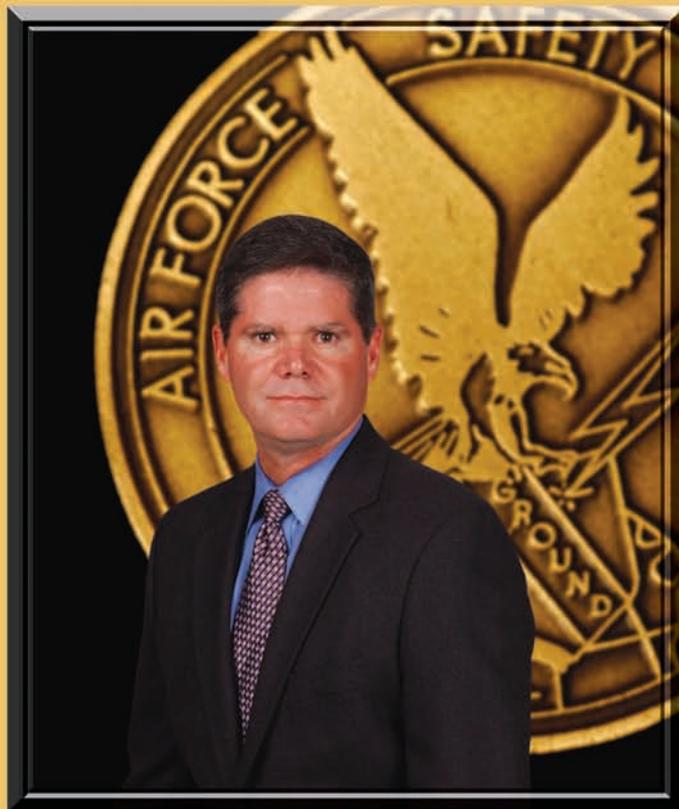
A: The rationale and the purpose behind the name change is to broaden the scope and content of the magazine, to not only focus on, as we have done historically, off-duty, traffic and recreational safety issues, but to also discuss occupational and operational safety issues, as well. Even beyond that, we want to broaden beyond purely safety issues, to include occupational health, fire prevention, and other subjects, so that this magazine is truly something that provides information that would cover everything that our Airmen do, both on- and off-duty.

Q: What would you like the readers to know?

A: We want the magazine to be an information source for people both on the job and off, to not only help them stay abreast of mishap trends that we're experiencing, but also as a tool to update them on a variety of issues and topics — such as changes in policy or standards that they need to be aware of. We'll also use it as an educational tool, to provide information on programs that will benefit the broad audience on topics where we may need additional awareness or education, such as lock out-tag out or confined-space requirements, procedures and standards. We really want to make this a resource that people will look forward to referring to. One way I might gauge success is if people would keep these magazines as a reference, to go back to occasionally. I'd like people to use some of the articles as an information source for briefings that they might give in their shops on these topics.

Q: Who do you see as the target audience for "Wingman?"

A: I don't want this to be a magazine targeted to safety and occupational health specialists. I still want to cover the off-duty, traffic and recreational safety issues that apply to everyone. We want to broaden this so that those same people — that Airman, civilian or contractor — who works in a shop or is deployed — that there would be information that they're interested in, with respect to what they're doing on the job. The whole idea



is that we want to provide them with information so that they can do their jobs better and safer, for themselves and their co-workers, or "Wingmen." The "Wingman" concept applies both off the job and on the job, and the better informed people are about the requirements, trends and issues, the better they can take care of themselves and their Wingmen.

Q: Is there anything else specific to "Wingman" that you want to get across?

A: We're excited about expanding the scope of this magazine, and hope that people in the field will provide inputs if they have something in their workplace, something they did during a deployment, or even at home that they'd like to share with others in a crosstell or lessons-learned kind of way. It doesn't have to be a "There I Was" story, although it could be. It might be something they did that worked well for them that they'd like to share with other people. This magazine gives us the ability to do that. If you have a checklist, a training program, a procedure or process that you've implemented that you'd like to share, this is an opportunity to do so. We hope that people will provide those kinds of inputs, including pictures. It's my hope that "Wingman" makes a difference — helps us make our Air Force safer for our Airmen and our equipment. ■



Lock Out/Tag Out: The LOTO Jackpot We Can All Win

CMSGT ROBBIE B. BOGARD
HQ AFSC/SEG
Kirtland AFB NM

Anyone who operates, cleans, services, and repairs machinery or equipment must be aware of the hazards associated with those machines. Any powered equipment or electrical device that can move or store energy in a manner that could put a person in harm's way is a piece of equipment that needs to be locked out and/or tagged out. Failure to lock out or tag out power sources or mechanical actions of equipment has resulted in electrocution, amputation, and even fatal mishaps.

Since 2000, five Airmen have been fatally injured in mishaps related to lock out and tag out. Although several other factors were present in the mishap chains, had LOTO procedures been applied, this needless loss of life may have been prevented.

During recent inspections by Major Command and IG inspectors, many discrepancies were noted with the Air Force's LOTO programs. These included lack of required annual program reviews, individual training records not properly documented, inadequate maintenance

of LOTO logs, inadequate inventory control of locks and keys, improper documentation, and lack of management oversight of the program. Additionally, poor knowledge of the physical application of the program was prevalent throughout the field of technicians interviewed and observed.

Because of these factors, the Air Force Inspector General has implemented Special Interest Item 08-1, Lock Out and Tag Out Program, effective February 1, 2008-January 31, 2009. MAJCOM and Agency IG teams will be closely evaluating all units with equipment that requires LOTO.

All shop supervisors who have powered and electrical equipment should review their LOTO procedures, and if they have any questions regarding LOTO, contact their local safety office.

We have enemies who are trying to cause the loss of life of our warriors. We need to make sure we're doing everything at our bases to ensure we're not causing injury or the loss of life of our warriors through lack of knowledge or disregard for safety rules.

For more information regarding LOTO, see Air Force Occupational Safety and Health Standard 91-501, Chapter 21, or contact your ground safety office. ■

WATCHING
over your
WINGMAN

USAF & OSHA
driving success
through the Voluntary
Protection Program

KEEPING our
Airmen **SAFE**
ON & OFF duty

USAF & OSHA
driving
through
Protec



Edwin G. Foulke (left) and William C. Anderson sign a partnership agreement between the Air Force and Occupational Safety and Health Administration Aug. 27 in Washington, D.C. The agreement formalizes each organization's commitment to improve safety and health, and reduce injuries and illness within the Air Force through the Voluntary Protection Program. Mr. Foulke is the assistant secretary of labor for occupational safety and health, and Mr. Anderson is the assistant secretary of the Air Force for installations, environment and logistics.

Program Takes Safety, Occupational Health To Next Level

SSGT MONIQUE RANDOLPH
SAF/PA
Washington DC

AS of September 15, 2007, in the 17 years since operations Desert Shield and Desert Storm, 82 Airmen have died in combat,

and 1,370 Airmen have lost their lives in the same time frame in off-duty incidents — in their homes, in their cars or during recreational activities.

William C. "Bill" Anderson, assistant secretary of the Air Force for installations, environment and logistics, presented this very



statistic before an audience of approximately 2,000 civilian industry and Air Force members from across the U.S. during a speech Aug. 29 in the nation's Capitol.

Mr. Anderson was the keynote speaker at the 23rd Annual National Voluntary Protection Programs Participants' Association Conference where participants gathered to share safety, health, and environmental best practices and programs.

"The Voluntary Protection Program takes occupational safety and health from a compliance-based program to a participation-based program," Mr. Anderson said. "It drives partnerships between management and labor, and industry and the federal government and, much like our Air Force wingman concept, it's focused on each person looking out for his or her co-worker."

VPP, administered by the Occupational Safety and Health Administration, focuses on improving safety and occupational health performance. So far, 18 Air Force bases are participating in VPP, and Air Force officials plan to take the program service-wide within two years.

Under VPP, employees from civilian companies who have achieved the highest levels of health and safety performance, called VPP Star sites, mentor employees at other locations, including the Air Force, to improve safety and occupational health performance. Statistics have shown that VPP sites have 30 percent less injuries than non-

VPP sites, Mr. Anderson said.

"In the past, (Air Force bases) relied heavily on instructions and regulations to provide guidance for safety matters. With VPP, we rely more on the people who do the job," said Dan Gamboa, the base safety manager at Tinker Air Force Base, Okla. Tinker AFB was one of the first nine bases to participate in VPP in the Air Force.

VPP is a true partnership that promotes open communication between commanders and Airmen, Mr. Gamboa said. As a result, more employees are identifying hazards and safety issues and taking actions themselves to correct them. "Before, we had a responsive dialogue with workers after someone was hurt, but now we're seeing paperwork (identifying potential hazards) before anyone gets hurt," he said. "Workers feel confident that there will be no reprisals from reporting hazards, because it's for the betterment of the work environment."

The Air Force's ultimate goal is to make VPP an on- and off-duty priority for all Airmen, Mr. Anderson said.

"As long as we have one non-battlespace injury in the Air Force, we can improve," he said. "Every illness, every injury, and every fatality is unacceptable in the non-battlespace workplace. As leadership, I feel it's our responsibility to give our Airmen the safest possible environment in which to work, live and play. I believe VPP can help us achieve that." ■

Air Force Obstacle Course Safety



CMSGT DONALD CANTWELL
AF/A30-AS
Pentagon
Washington DC

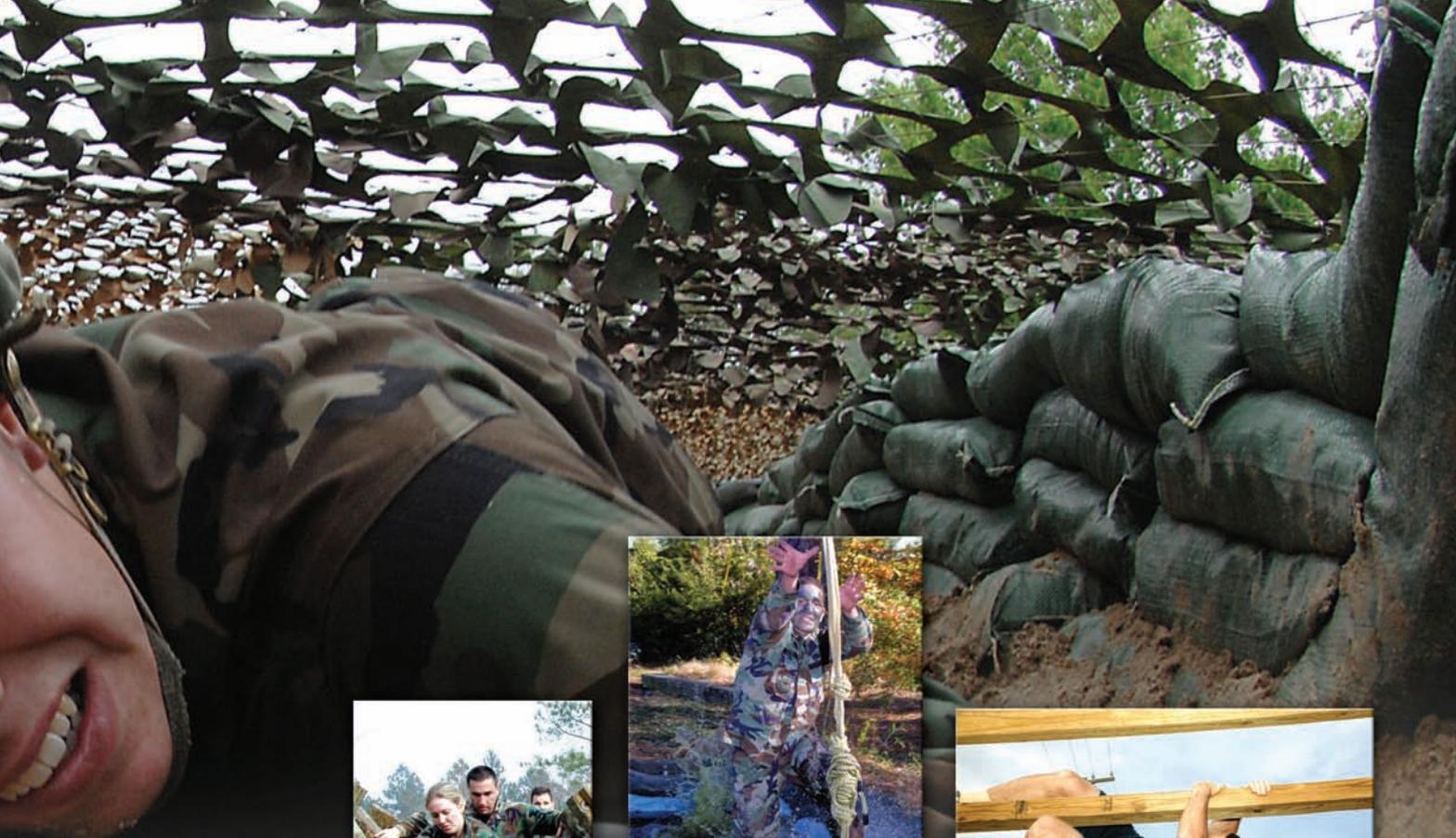
We've all been there; covered in mud, sweating, arms fatigued, with a rope, a log, or a 10-foot wall staring you in the face. "How am I supposed to negotiate this obstacle without falling on my butt?" Most of us summoned the strength and made it through the obstacle course. Many relied on the support of fellow Airmen to make it through. Regardless of how you did it, we all had to endure the same type of conditions, either in basic training or through a commissioning source.

After years of training on obstacle courses, the Air Force recently conducted a thorough review of the entire program across the total force. This review was driven by a fatal accident that occurred on an obstacle course. Gen. T. Michael Moseley, the Chief of Staff of the Air Force, received the safety board's evaluation after the accident and took immediate action to close all obstacle courses until a review of the requirements for this training was

complete and written guidelines were in place.

With clear guidance from the CSAF, we tasked all of the MAJCOMs to provide their requirements for obstacle course training and impact if not completed. A definitive requirement for this type of training was established by multiple sources, but we kept coming back to one of the Chief's original questions. "What is the training benefit to our Airmen that justifies placing them at critical risk of injury?" We needed to find a way to mitigate the risk without watering down the benefits of negotiating an obstacle course, such as team building, warrior ethos and enhanced physical training.

We began by defining obstacles based on their risk. This led to several categories of obstacles based on height and risk of injury. Our initial plan was to develop written guidance that provided a level of oversight to current obstacle courses while making them available to the Airmen that required them. It became apparent



as we briefed this plan up the Air Staff chain that this would not be the best approach. Simply redefining obstacles and placing restrictions on who can negotiate them would only provide minimal risk mitigation. In order to meet the Chief's intent, we needed to develop a program where the reward clearly outweighed the risk.

When we began to really look at ways of reducing the risk to our Airmen, we realized the need to address the risk associated with the highest obstacles. As we prepared to brief the Air Force Operational Safety Council, the answer was presented to us. "What training benefit is realized from negotiating obstacles 50 feet high that cannot be accomplished closer to the ground? Obviously, you lose the pure fear factor of climbing to these heights unsupported, but does this one benefit outweigh the risks associated with training at these heights?" The answer from

the AFOSC was a resounding "No."

The major lesson learned for me from this process was the need to be able to look at risk assessment problems from outside the process. When we are too close to an issue, often the solution remains beyond our grasp. We sometimes have difficulty identifying issues that seem obvious to those of us familiar with the task and are unable to determine solutions.

With approval from the safety council, we completed our draft of the new AFI 36-2202, Air Force Obstacle Course Program, and it was published in July. This AFI establishes the requirements for maintenance, inspection and operation of AF obstacle courses. All Air Force obstacle courses were reopened pending their compliance with this new guidance. Any obstacles that did not meet these new guidelines were scheduled for removal or destruction. We now have official guidance that allows us to train our people safely while maintaining the ability to build warrior ethos in our Airmen. ■

Safe Riders ...

You Make Snowmobiling Safe!

ROD KRAUSE
5 BW/SEG
Minot AFB ND



Across the northern plains of North Dakota and Montana, and the wooded areas of Minnesota and Wisconsin, more than 10 million people look forward to that blanket of white and the pleasures of enjoying the outdoors on snowmobiles. Many things make snowmobiling fun: the breathtaking beauty of snow-filled woods, field or mountain; the precision performance of a well-designed machine; and the satisfaction of traversing the winter landscape with friends and family.

Snowmobiling is fun, but it's work, too. It challenges the body and mind, and that's part of the reason you're so relaxed at the end of a day of snowmobiling. While you're riding, the wind, sun, glare, cold, vibration, motion and other factors work together to affect both driver and passenger. Yes, there's plenty of challenge awaiting you as you drive your snowmobile into the winter wonderland; however, there are other

factors to take into consideration when operating a snowmobile.

Alcohol magnifies and distorts those challenges and can quickly turn an enjoyable outing into a situation that's hazardous for you and others. Alcohol and snowmobiling simply do not mix. Forget that myth that alcohol warms up a chilled person. It opens the blood vessels and removes the feeling of chill, but it does nothing to increase body heat. Instead, it can increase the risk of hypothermia, a dangerous lowering of the body's core temperature. With alcohol, you may only feel warmer, while your body chills dangerously. Alcohol increases fatigue, fogs your ability to make good decisions, and slows your reaction time. It's part of a formula for disaster. And don't forget – most states have laws prohibiting the operation of a snowmobile while under the influence of alcohol.

Know your abilities and don't go beyond them;



know your machine's capabilities and don't push beyond them. Know your riding area. Get a map. Talk to local riders. Learn more -- read manuals and other materials from manufacturers, administrators and snowmobile associations, or watch videos or computer programs from these sources. Snowmobile clubs, and state and provincial associations offer courses, information and activities. Many members are certified driving and/or safety instructors. Keep your machine in top shape. You have two good guides available for snowmobile maintenance: the owner's manual that comes with your machine and your dealer. Consult both to make sure your machine is kept in top form for dependable, enjoyable fun. Your local club or association may also conduct safety and maintenance programs. Before each ride, follow the "pre-op" check outlined in your owner's manual. Regulations on sled registration and use are different in various parts of the Snow Belt. Check with natural resource and law enforcement

agencies, and snowmobile dealers or clubs in the area you're visiting to make sure your ride results in legal and hassle-free snowmobiling. Remember, too, that some states have age restrictions for snowmobile operation, often requiring that children are supervised by adults.

Wear layers of clothing, so that you can add or remove a layer or two to match changing conditions. A windproof outer layer is especially important, as are warm gloves or mitts, boots and a helmet. Make sure your helmet is safety-certified, the right size and in good condition. A visor is essential for clear vision and wind protection, and the chin strap should be snug. Wear glasses or goggles that offer protection from the sun.

Remember, it's you, the Safe Rider, who makes snowmobiling safe. Many problems will be avoided by using common sense. Minor problems can be overcome by carrying a useful tool kit,

spare parts, flashlight, first-aid kit, and a few survival items such as high-energy food, fire-starting equipment, and a compass.

Today's snowmobile is a mechanical marvel. It provides inspiring performance, reliability and pleasing aesthetics, combined with essential safety design and components. Safe Riders drive within the limits of their machine and their abilities. Remember, speed is not the measure of snowmobiling fun. You should always ride at a speed in which you can stop within your line of sight. Slow down and enjoy the scenery and the experience. Ease up on the throttle especially when near other machines, people, trees, animals and other objects. It's good sense -- and it's the law!

Don't snowmobile alone. Not only is snowmobiling more fun with family and friends, but it's safer too. File a plan like pilots and boaters do, so that others know where to look if they're overdue. "Snow plans" describing your machine and your planned route can be time- and life-savers. Leave one with your family or friends. Like those who file travel plans, always let your family and friends know when you're back or have arrived at your destination. No one likes needless searches.

Safe Riders snowmobile to enjoy the outdoors. They treat it with respect. They wait for enough snow cover to protect vegetation. They avoid running over trees and shrubs. They appreciate, but don't disturb, animals or other outdoor users. Focusing on the taillight of the snowmobile ahead of you is the cause of many accidents. If your eyes are fixed on the taillight, you're not likely to notice the slight turn the machine ahead makes to avoid collision or the object that was almost hit. After snowmobiling for several hours, your reaction time slows. Be aware that even though you may not feel tired, the motion, wind and vibration

of the machine may begin to dull your senses.

Low light and darkness require special care. Slow down and watch for others. Overcast days require extra caution. Don't over-drive your headlights. Ask yourself, "Am I driving slow enough to see an object in time to avoid a collision?" At night on the lakes and large open fields, estimating distances and direction of travel may become difficult. It is important to keep some point of reference when riding at night.

The safest snowmobiling rule is never to cross lakes or rivers. Besides the danger of plunging through the ice, you have far less traction for starting, turning and stopping on ice than on snow. Collisions on lakes account for a significant number of accidents. Don't hold the attitude that lakes are flat, wide open areas, free of obstructions. Remember, if you can ride and turn in any direction, without boundaries, so can other riders. The threat of a collision then can come from any direction. However, if you do snowmobile on the ice, make absolutely sure the ice is safely frozen. Trust the judgment of other snowmobilers. You are responsible for your own safe snowmobiling. Drowning is a leading cause of snowmobile fatalities. Consider buying a buoyant snowmobile suit. If you go through the ice, remember that your snowmobile suit (even a non-buoyant one) and helmet may keep you afloat for several minutes.

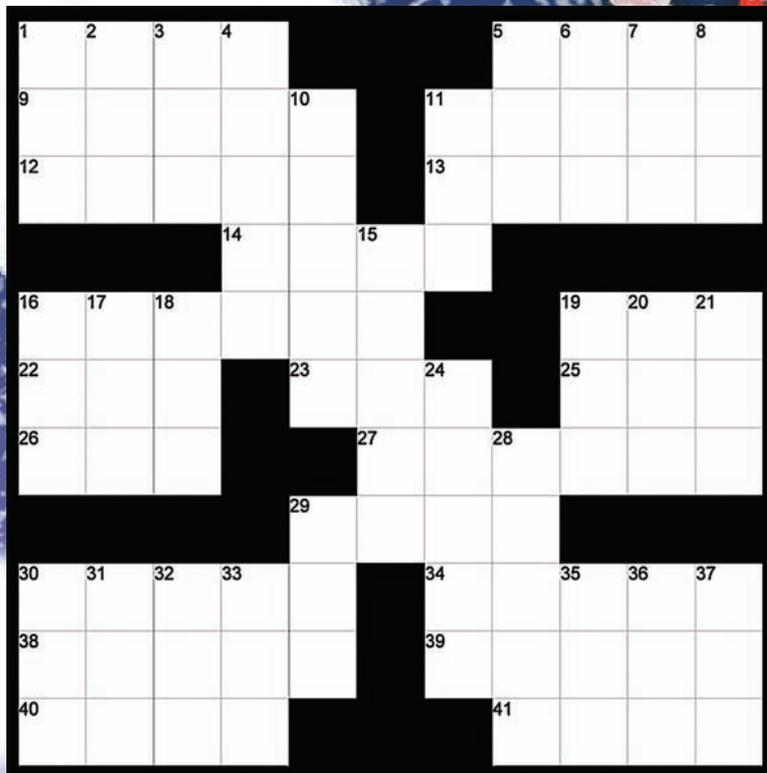
Even if we don't live near mountains, many of us want to visit the Cascades, Adirondacks, Rockies or other mountains someday. Mountain snowmobiling is spectacular but can pose extra dangers, such as avalanches. Some avalanche areas may be posted and closed. Be cautious of avalanche dangers throughout mountain country. Riding in these areas should only be done after receiving proper mountain riding training. Mountain snowmobilers should carry avalanche beacons, shovels, and probe poles for locating people buried in snow and a portable radio to summon help.

Just because you've parked the sled for the day, don't rest your Safe Rider good sense. If after-snowmobile activities include drinking alcohol, select a non-drinking designated driver for auto travel. That will help keep everyone alive and in good shape for that next snowmobile outing. ■



In The Cold

CAPT TONY WICKMAN
71 FTW/PA
Vance AFB OK



ACROSS

1. DoD process to reorganize base infrastructure
5. To be confined to rest when sick, treatment for 40 ACROSS
9. Exhales audibly in a long deep breath, as if weary or tired
11. Country home to 31st Fighter Wing
12. Spring month
13. ___ and desist
14. Give up; forfeit the possession of
16. General body condition of soundness and vigor
19. Outrage
22. "Atlas Shrugged" writer Rand
23. Cry
25. "The Man of a Thousand Faces" actor Chaney
26. Remove ___ clothing as a treatment for 40 ACROSS
27. Wound in concentric rings or spirals
29. "Sorry, Blame It On Me" hip-hop singer
30. Colorado town known for skiing and snowboarding
34. African striped mammal
38. Detailed examination and analysis of a subject
39. Mistake
40. ___ thermia; reduction of body temperature caused by cold
41. Short, sharp-pointed nail, usually with a flat, broad head

DOWN

1. William D. Boyce org. founded in 1910
2. Tear
3. USAF Reservist category
4. Wind ___; winter safety concern
5. Dined
6. Sheep's cry
7. Golfer Ernie
8. Change or add color to
10. Narrow openings; grooves
11. Type of crystal formed in tissue during frostbite
15. Body's potentially fatal reaction to 40 ACROSS
16. Utter a sound representing a hesitation or pause in speech
17. Observe
18. Picnic crasher
19. Becoming sick
20. Fish egg
21. Terminate
24. Item never to be consumed to ward off 40 ACROSS
28. Having no inherent power of action, motion, or resistance
29. Whatever or whichever it may be
30. Burn residue
31. Pig's pen
32. Young seal
33. Tokyo, formerly
35. Woman's undergarment
36. Mythical bird of prey with enormous size and strength
37. "Raiders of the Lost ___"





WINGMAN'S TECHNOLOGY FLAG

I WANT YOU

To Write A Safety Story For "Wingman" Magazine.

Send it to afsc.semm@kirtland.af.mil



Consumer Product Safety Commission's Top Five Hidden Home Hazards

Each year, 33.1 million people in the United States are injured by consumer products in the home. Below are the Consumer Product Safety Commission's top five hidden home hazards associated with products that people may use every day, but are unaware of their dangers.

With little or no investment, incidents and injuries from these dangers are preventable. Simply by being aware of these hazards, many lives can be spared and life-altering injuries avoided:



#1 - Magnets

Since 2005: One death, 86 injuries; 8 million magnetic toys recalled.

Today's rare-earth magnets can be very small and powerful, making them popular in toys,

building sets and jewelry. As the number of products with magnets has increased, so has the number of serious injuries to children. In several hundred incidents, magnets have fallen out of various toys and been swallowed by children. Small intact pieces of building sets that contain magnets have also been swallowed by children. If two or more magnets, or a magnet and another metal object are swallowed separately, they can attract to one another through intestinal walls and get trapped in place. The injury is hard to diagnose. Parents and physicians may think that the materials will pass through the child without consequence, but magnets can attract in the body and twist or pinch the intestines, causing holes, blockages, infection, and death, if not treated properly and promptly.

Watch carefully for loose magnets and magnetic pieces and keep away from younger children (less than six years old). If you have a recalled product with magnets, stop using it, call the company today, and ask for the remedy.

#2 - Recalled Products



About 400 recalls each year.

CPSC is very effective at getting dangerous products off store shelves, such as recalled toys, clothing, children's jewelry, tools, appliances, electronics, and electrical products. But once a product gets into the home, the consumer has to be on the lookout. Consumers need to be aware of the latest safety recalls to keep dangerous recalled products away from family members.

Get dangerous products out of the home. Join CPSC's "Drive To One Million" campaign and sign up for free e-mail notifications at <http://www.cpsc.gov/cpsclist.aspx>. An e-mail from CPSC is not spam – it could save a life.



ly out of the reach of children. Consumers should cut looped cords and install a safety tassel at the end of each pull cord or use a tie-down device, and install inner cord stays to prevent strangulation.

Never place a child's crib or playpen within reach of a window blind.

The dangers of windows don't end with window coverings and pull cords. Kids love to play around windows. Unfortunately, kids can be injured or die when they fall out of windows. Don't rely on window screens. Window screens are designed to keep bugs out, not to keep kids in.

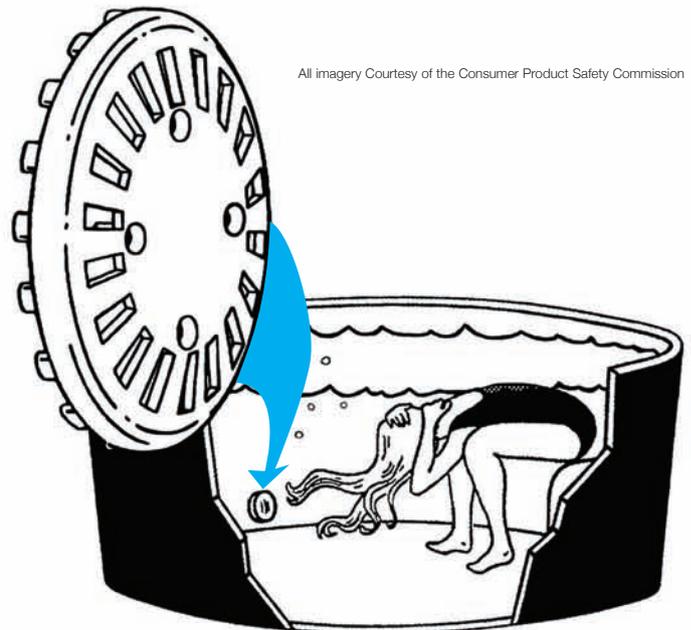
Safeguard your windows: repair pull cords ending in loops and install window guards or stops today.

#3 - Tip-overs

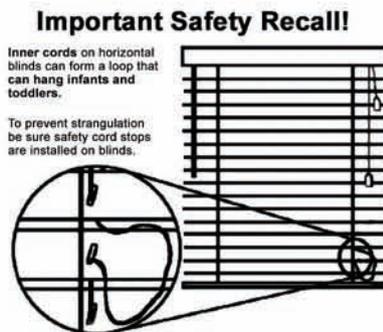
Average of 22 deaths per year; 31 in 2006 and an estimated 3,000 injuries.

Furniture, televisions and ranges can tip over and crush young children. Deaths and injuries occur when children climb onto, fall against, or pull themselves up on television stands, shelves, bookcases, dressers, desks, and chests. TVs placed on top of furniture can tip over, causing head trauma and other injuries. Items left on top of the TV, furniture, and countertops, such as toys, remote controls and treats, might tempt kids to climb.

Verify that furniture is stable on its own. For added security, anchor to the floor or attach to a wall. Freestanding ranges and stoves should be installed with anti-tip brackets.



All imagery Courtesy of the Consumer Product Safety Commission



#4 - Windows & Coverings

Average of 12 deaths annually from window cords; average of nine deaths and an estimated 3,700 injuries to children annually from window falls.

Children can strangle on window drapery and blind cords that can form a loop. Parents should use cordless blinds or keep cords and chains permanent-

#5 - Pool & Spa Drains

15 injuries, two fatalities from 2002-2004.

The suction from a pool drain can be so powerful that it can hold an adult under water, but most incidents involve children. The body can become sealed against the drain or hair can be pulled in and tangled. Missing or broken drain covers are a major reason many entrapment incidents occur. Pool and spa owners can consider installing a safety vacuum release system, which detects when a drain is blocked and automatically shuts off the pool pump or interrupts the water circulation to prevent an entrapment. Every time you use a pool or spa, inspect it for entrapment hazards. Check to make sure appropriate drain covers are in place and undamaged.

To learn more about these and other home hazards, and to sign up for recall information, visit the CPSC Web site at <http://www.cpsc.gov>. ■



It's Not Enough To Think

ELIZABETH A. JODRY
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I think it was being a Girl Scout and taking the "Be Prepared" motto to heart that contributed most to my cautious personality. Though learning to sew at my grandmother's elbow and hearing her "Measure twice, cut once" admonition to prevent having to buy more material certainly helped. Actually, there were probably a lot of things my parents taught me that made me tend to be a bit cautious about what I do and how I do it. It's not that I'm not adventurous, but I take calculated risks and try to ensure I have all the skills or equipment I'll need to succeed, or at least not hurt myself. Consequently, I tend to have the biggest suitcase when traveling; full of clothes for every situation and supplies for any emergency. My cautious

approach also makes me a pretty good candidate for safety monitor.

How the heck did I fall victim to the winter scourge of falling on the icy pavement? I've been a safety monitor through two winters, and I was a supervisor conducting safety meetings through three winters before that. At every meeting throughout all those winters, I've mentioned all the safety tips (OK, I've been missing one, and I'm getting to that) for that perilous walk across the snowy, icy slip 'n' slide that is our parking lot. How was it that I was the one to take a flyer? Simple: I failed to remember to wear the proper shoes. I was walking very carefully, taking small steps, keeping my feet under me. I wasn't carrying anything bulky



Even Safety Managers Slip Up!

About *Almost* Everything

USAF photos
Photo Illustration by Dan Harman

or awkward. What I was carrying was balanced in each hand. I was paying attention (this really is the most important thing to remember in all situations) to what I was doing. But it was all for naught, because I chose the wrong shoes. That morning, my slouchy dress boots looked best with my outfit. Instead of slipping on the snow boots and carrying the dress boots into my building, I wore the dress boots. They have a rubber sole, but virtually no texturing. They might as well have been ice skates. So I fell, in spite of all the other precautions.

I was lucky. I didn't hit my head or break any bones. But I'm not a small person, and hitting the ground on parts not designed for that purpose hurts. A lot. The parking lot survived unscathed,

but I'm still stiff all over. And I landed on my side hard enough to actually jar my spine a tiny bit out of alignment. I'm going to physical therapy to get my spine back in shape and strengthen my muscles to hold the correct posture. Not the greatest holiday gift to myself.

I don't know what annoys me the most about this incident: the pain, the treatment, the paperwork (there are so many forms), or the humiliation of being known as "The Unsafe Safety Monitor." But I do know that I'll choose my footwear more carefully and I'll remember to NOT take safety for granted. I can't afford it. You can't afford it. It hurts too much. It really is worth just an extra pause to consider, "Did I think of everything?" ■

Winter Is Slip And Fall Season;

Let's Be Careful Out There

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Walking to and from parking lots and between buildings during the winter requires special attention to avoid slipping and falling. We often forget how dangerous slipping and falling can be. The National Safety Council estimates that occupational falls cause more than 1,500 deaths per year, along with about 300,000 injuries.

No matter how well the snow and ice are removed from streets and sidewalks, people will encounter some slippery surfaces when walking outdoors in the winter. Each year, many are injured in slips and falls. It's important to be continually aware of the dangers and to walk safely on ice and slippery surfaces. The ultimate responsibility is on YOU.

Follow these tips:

- Plan ahead; give yourself sufficient time and plan your route.
- Wear shoes or boots that provide traction on snow and ice: rubber and neoprene composite. Avoid plastic and leather soles.
- Use special care when entering and exiting a vehicle; use the vehicle for support.
- Walk in designated walkways as much as possible. Taking shortcuts over snow piles and in areas where snow and ice removal is not feasible can be hazardous. Look ahead when you walk; a sidewalk completely covered with ice may require you to travel along its grassy edge for traction.

When you have no choice but to walk on ice, consider the following:

- Take short steps or shuffle for stability.
- Bend slightly and walk flat-footed with your center of gravity directly over your feet as much as possible.

When these helpful hints don't work, and you know you're going to slip, try to reduce your potential injury when falling by taking the following actions:

- Roll with the fall. Try to twist and roll backward, rather than falling forward.
- Relax as much as possible when you begin to fall.
- Toss the load you are carrying. Protect yourself instead of the objects you're carrying.
- If you fall, fall with sequential contacts at your thigh, hip and shoulder. Avoid using your arms to protect against breaking a bone.
- Bend your back and head forward so you won't slam your head on the pavement as your feet shoot out from under you. ■





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Kirtland AFB NM

Photo Illustration by Dan Harman

1. AFOSH Standards to become collectors' items. That's right; the Safety Center is doing away with AFOSH Standards. AFSC agreed with the Air Force Policy, Plans and Resources Directorate that a separate publication system (AFOSH) was not needed for safety and health guidance, and that safety needs could be met using AFIs. AFSC is consolidating all 91-series (Safety) AFOSH Standards into a single AFI, which should be published in spring 2008. The 48-series (Health) AFOSH Standards will be changed to AFIs when revised.

2. AFSC is changing the guidance in AFOSH 91-25, Confined Spaces. With delays in publishing the all-encompassing guidance in AFOSH 91-501, Consolidated Standard, which includes changes to AF confined space guidance, AFSC will soon issue an interim change to AFOSH 91-25. Primary changes include increased MAJCOM oversight of installation confined-space programs, additional information on confined-space training and clarification of confined-space requirements for installation supervisors, and confined-space program teams. The IC should be published February.

3. Arc flash hazard assessment, currently required by Unified Facilities Criteria 3-560-01, Electrical Safety O&M for Civil Engineering personnel, will be required for all operations exposing personnel to electrical circuits of 50 volts or more. OSHA adoption of NFPA 70E, Standard for Electrical Safety in the Workplace (2004), requires employers to assess arc flash hazards and provide protective equipment if needed. While NFPA 70E specifically states it does not apply to aircraft or watercraft, OSHA can cite an employer for failure to protect employees against known or foreseeable hazards using their General Duty Clause. As arc flash is a known hazard, AFOSH (AFI) guidance will incorporate the requirement for an arc flash assessment for all AF operations exposing personnel to 50 volts or more. The Safety Center is working with Air Force Materiel Command and the Air Force Civil Engineer Support Agency to determine how to best apply arc flash assessment guidance to aircraft acquisition and depot maintenance operations. Results will be provided to MAJCOMs to help scope installation arc flash assessments. ■



Find Time

To Reach Peak Fitness Without Being Sidelined

MAJ DANA L. WHELAN
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Sports fans know that their favorite team's win/loss record can suffer because of player injuries. Successful athletes have two things in common -- dedication to their sport and staying injury-free, to keep in top form. The same principle applies to you and me as we strive to get physically fit and healthy. *[Remember, balanced training includes cardiovascular conditioning, muscular strength, muscular endurance, and flexibility.]* Injuries can become a vicious cycle by increasing risk of weight gain and de-conditioning which, in turn, may increase the chance for further injury. So, how do you keep off the injury list and stay dedicated to your workouts?

Don't forget to warm up

Begin each exercise session with a 5-minute gradual warm-up of low-intensity activity. This increases blood flow to the working muscles and prepares your body for more intense exercise.

Ways to improve your fitness level

You should apply the following principles to your workout sessions: frequency, intensity, and duration of activity. As you strive for greater fitness, increase only one area at a time. For frequency, add another day of exercise. Boost intensity by jogging faster or bumping up the resistance on the bike. Add a few minutes onto your current session to increase the exercise duration. Change only one principle at a time to allow your body to adjust to the increased demands and avoid putting your muscles at risk for injury or overuse.

Cool down and stretch

Finally, end each session with a cool down and stretching of the muscles you just worked. The cool down allows your heart rate and breathing to return to normal. Since the muscles are warmed up, taking a few minutes to stretch will safely increase your flexibility.

Portion control can shed damaging pounds

Consider the impact of excess body weight on your risk for injury. How many people have lugged around a heavy backpack or protective vest and gotten tired because of the excess weight? Nearly two-

thirds of active-duty Airmen are lugging around at least 15 extra pounds of "cushioning" 24 hours a day. This extra weight really affects your joints. Simply cutting back on food portions is one easy way to shed damaging pounds. Visit the nutrition expert at the Health and Wellness Center or the "Shape Your Future Your Weigh" Web site for more ideas: <http://www.airforcemedicine.afms.mil/shape-yourfuture>.

Finding time to exercise

It's hard to beat a well-conditioned body. You now know how to avoid injury but, how do you dedicate exercise into your busy schedule? Here are some ideas to consider:

Circuit Training – two workouts in one. Add circuit training. It can provide both cardiovascular and muscular conditioning benefits in one workout. Better yet, you can easily do this type of training in any location and with limited equipment. If you're trying to improve your physique, circuit training can help. Check with your physical training leader, fitness center, or fitness program manager for some circuit training ideas.

Exercise while watching TV. On average, Americans watch five hours of television each day. What if you combined one of those hours with physical activity? You could easily do cardiovascular training on a treadmill, stationary bike or elliptical trainer while watching TV at home. Use commercial breaks for doing push-ups, crunches or a variety of muscular endurance exercises. Talk to your fitness expert at the HAWC for ideas.

Keep your exercise appointment. Treat your body like the high-performance machine it can be. It needs regular maintenance. Schedule exercise just as you would any other essential appointment. Your body is worth the attention to get in top condition. **KEEP** the appointment!

Commitment

Commitment to a regular exercise schedule and being smart about your fitness routine will keep you in and on top of your game. Contact your HAWC experts for help with safely improving your fitness, as well as other health-promotion topics. ■

USAF photo by TSgt Rob Jensen



From These Remains, We Learn Much About Ancient Man

ZACHARY WAKEFIELD

Times have certainly changed. Serving in the Air Force no longer means you get to be the guy who sits in the catapult with a bag of rocks in preparation for an aerial assault on neighboring villages. There is no longer an AFSC for long boat operator, barnacle scraper, designated berserker or any number of other once useful positions. In ancient Air Forces, all those positions existed entirely to support the guy in the catapult. Now quite naturally the positions have evolved along with the mission requirements and what have you, but the fundamentals haven't changed a great deal, with the obvious exception that those for whom you work are now far more interested in your personal safety than they once were. They want the guy in the catapult to get a safe round trip so he can return home still breathing, so that he might then enjoy a frosty brew with those responsible for maintaining the systems in place to keep him alive.

That being said, it is also vital that those NOT being loaded into the catapult practice rigorous safety precautions so as to

ensure they too survive. Everybody needs to live at least long enough to bequeath their wisdom unto the next generation. What a waste it would be if nobody got to teach anybody else what they had learned. The patent office would be riddled daily with blueprints of the wheel. It is only through the safe practices of our ancestors that any of us know anything today or indeed are even alive. Most policies exist to remind people of obvious things they already know. Don't go outside naked in the snow. It's cold and you will die. Not good. Sounds pretty obvious, but you'd be surprised how many people show up in shorts when it's cold outside. Keeping yourself warm (years of training insist that I add "with layers of clothing") will also help keep you from getting popcorn in your hair, as those behind you at the movies don't want to hear your sniffing and hacking up of nasty throat goobers.

New laws and ordinances have folks standing shivering outside in the cold smoking cigarettes, while their comrades sit comfortably inside near roaring hearths, wrapped in furs, and largely not suffering from lung cancer. Let's hope folk have enough sense to at least minimize the damage being done to their bodies and wear warm clothes. Should you find yourself standing out under the eaves for

Experts Say Reflective Belts Could Have Saved the Dinosaurs: Film at Eleven

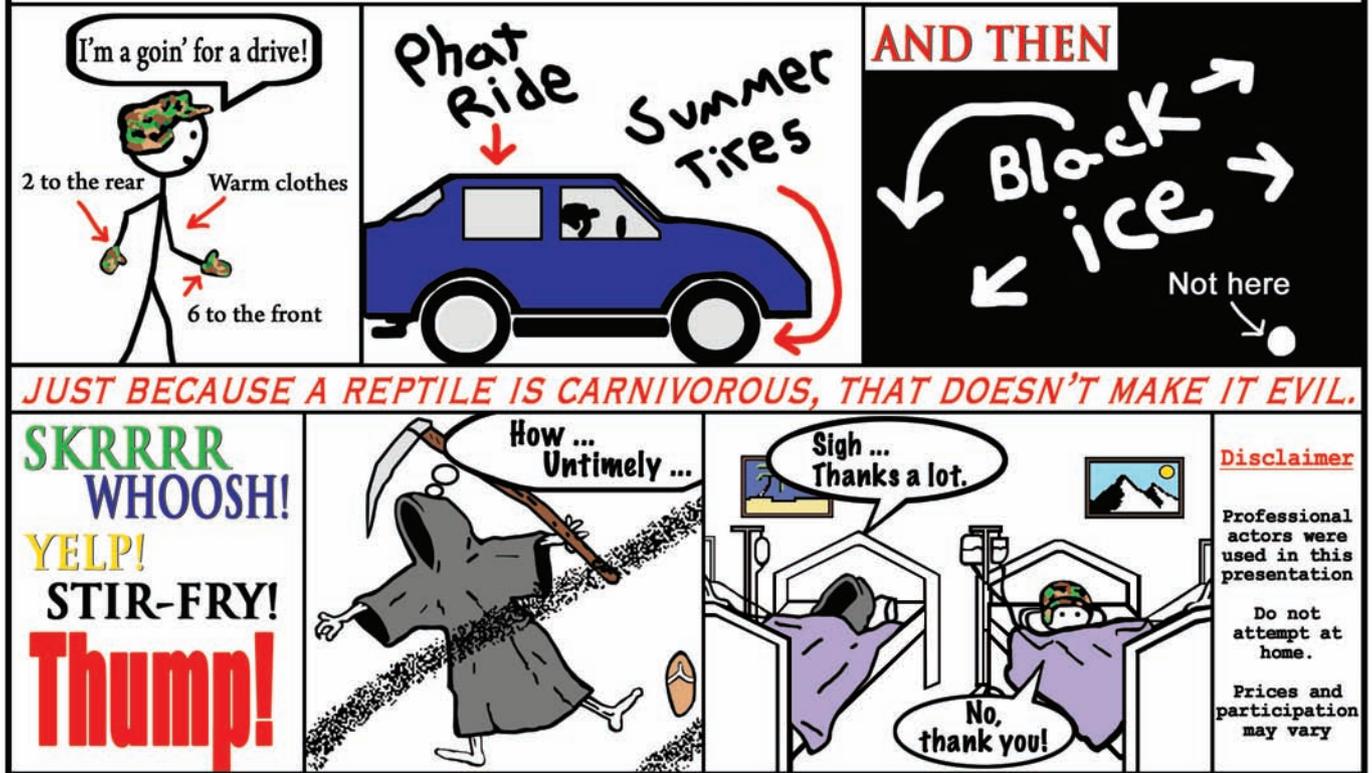


Illustration by Zachary Wakefield

whatever reason, it might be worth your while to notice if said eyes are laden with ice spears aimed directly for the ever so tender spot on top of your noggin, just south of the poof ball on your knitted camouflage hat. Take time to notice as well the neighbors' kid in the bushes with the BB gun, aiming at the wide part of that would-be frozen blade of skull penetrating death. Nothing makes you want to say "Boy would I ever love not to have this spike through my brain" more than a jolly great spike through your brain. That last is a guess; naturally I'm assuming that one's response would be less than positive should that happen.

Safety nugget of the minute: The responsibility to avoid pain and untimely death does not lie solely in the hands of the one with the most stripes. It's in your hands too, and no amount of sobbing, gnashing of teeth, or reciting of eloquent Shakespearean soliloquies will rend it forthwith from their grasp. ■

Don't do dumb things!!!

Sincerely,

Bjorn, Your Friendly Neighborhood Safety Viking

*Juggler of chainless saws
Borrower of non-reusable perishables
Disher-out of safety nuggets to the huddled masses*

Safety Shorts



Poll: Americans have pessimistic view of accident prevention

Findings from a new survey on attitudes toward safety issues show nearly 1 in 3 Americans believe nothing can be done to prevent accidental injuries – a belief some experts say poses a hurdle to reducing injuries.

The National Safety Council released the findings Oct. 15 at its 95th Annual Congress & Expo in Chicago. The survey of more than 1,600 people found that despite their pessimistic view on prevention, respondents are recognizing that accidental injuries are a major concern, and are receptive to safety advocacy efforts or are taking precautions at home.

“We’re encouraged that Americans recognize accidental injuries as a major concern in their everyday lives,” National Safety Council President and CEO Alan C. McMillan said in a statement. “However, this survey clearly shows that we have our work cut out for us in educating Americans about how to prevent injuries from ever occurring.”

Additional survey data shows:

58 percent of Americans believe accidental injuries are a serious public health concern.

46 percent ranked accidental injuries as the greatest risk to their health and well-being; while 25 percent ranked violent crime as the greatest risk.

76 percent say their companies are concerned about injury prevention at work.

61 percent believe their employer is prepared to deal with emergency situations, compared

with 57 percent who believe their family is prepared and 50 percent who believe the community is prepared for such situations.

84 percent have one or more smoke detectors, 63 percent have one or more first aid kits, and 46 percent have looked for and corrected hazardous areas around their homes.

(Source: National Safety Council)

Fewer people washing hands, study says

The hand-washing habits of Americans are getting worse – and we’re lying about it, a new study reveals.

While 92 percent of people surveyed by telephone said they always wash their hands after using public restrooms, only 77 percent were observed doing so. A similar study two years ago showed 83 percent were found to wash their hands.

The study from the American Society for Microbiology and the Soap and Detergent Association included the telephone survey in conjunction with researchers “discreetly” observing hand-washing habits at six public restrooms in four cities: Atlanta, Chicago, New York and San Francisco.

Men were by far the worst offenders, with only 66 percent observed washing up – an 11 percent drop from 2005. Women were seen maintaining much higher standards, dropping only to 88 percent in 2007 from 90 percent in 2005.

Having clean hands is the single most important factor in avoiding illnesses and preventing the spread of germs, according to the Centers for Disease Control and Prevention.

(Source: National Safety Council)



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.

Helmets Protect Skiers, Snowboarders from Traumatic Brain Injury

Background/Objective: Traumatic brain injury is an important cause of morbidity and mortality in skiing and snowboarding. Although previous studies have advocated the use of a helmet to reduce the incidence of TBI, only a minority of skiers and snowboarders wear helmets. The low use of helmets may be partially due to controversy regarding their effectiveness in a high-speed crash. The protective effect of a ski helmet is diminished at the high speeds a skier or snowboarder can potentially obtain on an open slope. However, ski areas have undergone significant changes in the past decade. Many skiers and snowboarders frequent nontraditional terrain such as gladed areas and terrain parks. Since these areas contain numerous physical obstacles, we hypothesized that skiers and snowboarders would traverse these areas at speeds slow enough to expect a significant protective effect from a helmet. **Methods:** Speed data were obtained via radar analysis of two groups of expert level skiers and snowboarders traversing a gladed woods trail and terrain park. **Results:** A total of 113 observations were recorded. Forty-eight observations were made of nine skiers and snowboarders in gladed terrain, and 65 observations were conducted of 21 skiers and snowboarders in the terrain park. In 79 percent of the cases in gladed terrain and 94 percent of the instances in the terrain park, observed speeds were less than 15 mph. **Conclusions:** Skiers and

snowboarders navigate nontraditional terrain at speeds slower than on open slopes. At the observed velocities, a helmet would be expected to provide significant help in diminishing the occurrence of TBI. Medical authorities should advocate the use of helmets as an important component of an overall strategy to reduce the incidence of TBI associated with skiing and snowboarding.

(Source: Williams R, Delaney T, Nelson E, Gratton J, Laurent J, Heath B. *Wilderness Environ Med* 2007; 18(2): 102-5. Copyright 2007, Wilderness Medical Society.)

Speeding Young Drivers Have 60 Percent More Crashes

Objective: To determine the characteristics of speeders, defined as drivers of vehicles traveling at least 15 mph above the posted speed limit and relatively faster than surrounding vehicles. **Methods:** Vehicle speeds were recorded on 13 roads in Virginia with speed limits ranging from 40 to 55 mph. Speeders were compared with slower drivers, defined as drivers of adjacent vehicles traveling no more than 5 mph above the speed limit. License plates were used to identify vehicle owners; owners were inferred to have been driving if observed gender and estimated age matched those of the registered owner. For these drivers, information on exact driver age and gender, vehicle make and model, and driving record was obtained from the Virginia Department of Motor Vehicles. **Results:** Five percent of the vehicles observed were traveling at least 15 mph above the limit, and three percent qualified as speeders, as defined in this study. Speeders were younger than drivers in the comparison group, drove newer vehicles, and had more speeding violations and other moving violations on their records. They also had 60 percent more crashes. **Discussion:** Speeders are a high-risk group. Their speeding behavior is not likely to be controlled without vigorous, consistent enforcement, including the use of automated technology.

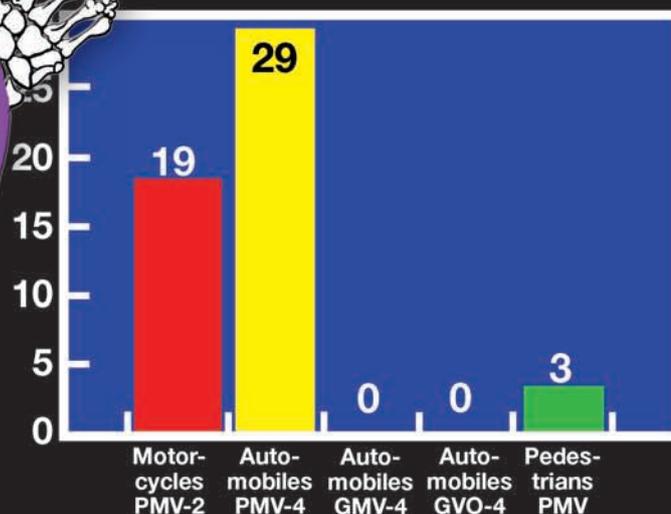
(Source: Williams AF, Kyrychenko SY, Retting RA. *J Safety Res* 2006; 37(3): 227-32. Copyright 2006, U.S. National Safety Council, Published by Elsevier.)

Snapshot on Safety

4th Quarter FY07 Update

Motor Vehicle Fatalities

Total FY07



BRIAN DYE

HQ AFSC/SEG Contractor
Kirtland AFB NM

Alcohol, Poor Judgment, Lack of Proper PPE: A Fatality Waiting to Happen

An Airman departed his work center the day before the mishap to spend the weekend at a cabin. He borrowed an ATV from a friend, and was observed late the next afternoon by neighbors, riding the ATV near where he was staying. Then the Airman drove the ATV on a public road for a distance and turned onto a private road. A short distance from the intersection of the public road was a locked gate. Given the presence of the

locked gate and tire tracks that ended 15 feet from the gate, it was determined the Airman departed the left side of the gravel road down a 45-degree slope into the ditch about 3 to 4 feet below the road. The ATV overturned, pinning the Airman at the bottom of the ditch. Later, some people discovered him under the ATV and summoned help, but the Airman died as a result of the accident.

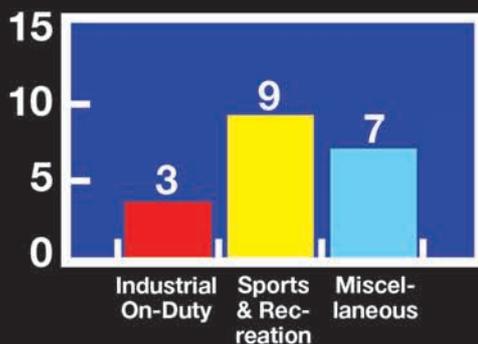
The Airman was not wearing a helmet or proper footwear for ATV riding. There were several unopened beer cans in the ATV's saddlebag. Tox testing established the Airman's blood alcohol concentration was .09.

Lessons Learned:

Alcohol and lack of proper PPE turned poor

Non-Motor Vehicle Fatalities

Total FY07



judgment into a deadly situation. Judgment and common sense are significant factors in the risk-management process. The Airman added alcohol to the equation, putting him at a disadvantage. The Airman's poor judgment and lack of common sense in choosing not to wear the proper personal protective equipment led to his death.

Hurriedness, Complacency, and Power Tools Make a Dangerous Combination

An Airman was using a table saw to cut wood for a remodeling project. He was in a hurry to finish the cabinet before a friend arrived to help install drywall. The cabinet had to be constructed and installed before the remodeling could be completed.

As the Airman was pushing the 1x4-inch piece of wood through the saw blade, he raised the guard to remove some debris without turning off the power. As he was removing the debris, it made contact with the saw blade and pulled his hand into the blade, amputating a finger on his left hand.

Lessons Learned:

The mixture of rushing an activity, complacency and power tools made for a dangerous situation. Off-duty activities can be just as dangerous as on-duty activities. Risk management is needed in all aspects of life, not just at work. When activities get rushed or complacency sets in because of routine and a mishap occurs, poor RM is to blame. Even if the activity or process has been accomplished many times, RM needs to be considered and used.

Speed and the Unknown Don't Mix

On the day of the mishap, an Airman was released from work after working a complete shift. Late in the evening, the Airman met a buddy and went to another friend's house to install an engine part on a vehicle. About an hour and a half later, the two had finished installing the part and decided to take the vehicle for a test drive. They traveled through town, eventually turning onto the local road where the mishap occurred. The road was a two-lane undivided residential road, consisting of small winding hills with several sharp curves, no street lights, and a posted speed limit of 25 mph.

The Airman was traveling on a straight part of the road, speeding up to approximately 60 to 70 mph as he approached a small hill that curved sharply. He was unable to see the curve ahead in the darkness and failed to negotiate it, causing the vehicle to leave the road and travel down an embankment. The right front portion of the vehicle eventually struck the end of the embankment, after the passenger side struck a tree. The vehicle caught fire and the Airman tried to remove his buddy, but was unable to do so. The Airman was transported to a local hospital. His buddy was pronounced dead at the scene. Both occupants wore seat belts, and alcohol was not a factor in this mishap.

Lessons Learned:

Poor risk management was on display in this incident. The Airman did not know his surroundings and added speed to the mix. Good judgment and common sense, which are part of the RM process, were not exercised. The RM process must be considered and used in every situation, especially when the unknown or the unfamiliar are part of the equation. While RM takes a few extra minutes at the outset of an activity, those minutes could save a life. ■

WINTER SAFETY TIPS

Winter is a time of increased accidents and injuries. Here are some tips from the National Safety Council on how to stay safe:

ON THE ROAD & TRAVELING

- Carry emergency supplies in your vehicle. Be prepared for emergencies. Must-haves include blankets, jumper cables, flashlight, first-aid kit, shovel, flares, tow chain, nonperishable snacks, and sand or cat litter for traction.
- Check your manual for proper tire pressure and fill tires accordingly.
- Check windshield wipers and replace if needed. Keep your windshield wiper fluid full and use fluid that can withstand freezing temperatures.
- Keep a well-maintained, appropriately rated fire extinguisher in your vehicle, and know how and when to use it.
- Park in well-lit areas. Have your keys ready before you approach the car. Lock doors immediately after entering your car and keep windows rolled up.
- Have a map and plan your trip ahead of time. Give yourself enough time, knowing that traffic can extend your travel time.
- Take breaks if driving for long periods.
- Don't drive if you're drowsy.
- Never use your cell phone while driving a vehicle.
- Make sure all passengers in your vehicle are wearing their seat belts.

- Before a road trip, clean your car's headlights, taillights, signal lights and windows. Have your vehicle properly serviced by a mechanic. Also, check the battery, brakes, tires, belts, hoses, exhaust system and fluid levels.

- In airports, train or bus stations, stay within sight of ticket agents and other travelers.

- If you drink alcohol, don't drive. Designate a non-drinking driver

AT HOME

- Check labels on all packages, cans and jars to determine how the contents should be stored – especially after opening.

- Don't overfill your refrigerator. Cold air needs to circulate around the food to keep it safe.

- Marinate foods in the refrigerator. Don't use or taste marinades used for raw meat, poultry, or seafood on cooked foods unless it is boiled first.

- Never defrost foods at room temperature. Thaw them in the refrigerator, in cold water, or in the microwave.

- If you'll be walking on slippery surfaces, wear shoes or boots with a good tread.

- Have your furnace, fireplace, and chimney professionally cleaned.

- Check windows and doors for proper insulation and sealing.

USAF photo by TSgt Shannon Bond