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Immediate Action
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INTERIM CHANGE
NO. 101
EXPIRES 30 June 1982

DECORATIONS, AWARDS, AND HONORS

ARMY ACCIDENT PREVENTION AWARDS

This interim change is forwarded to the field to eliminate or modify a policy, procedure, or other specification that has a direct and immediate impact on units and the individual service member; expires 1 year from date of publication and will be destroyed at that time unless sooner superseded by a formal printed change; is being distributed by 1st class mail through the publications pinpoint distribution system to all holders of AR 672-74; is, as an interim measure, issued in other than page-for-page format; and will be included in change 1, AR 672-74.

Page 1, paragraph 5a is superseded as follows:

a. For purposes of aviation accident prevention awards, the term accident as used elsewhere in the regulation and previously pertaining to major and minor aviation accidents now relates to the Class A, B and C mishap classifications prescribed by AR 385-40.

Page 1, paragraph 5b is superseded as follows:

b. Activity. Pertains to a military organization, e.g., detachment, company, battalion, or group. Only activities that are authorized aircraft on Tables of Organization and Equipment (TOE) or Table of Distribution and Allowances (TDA) will be eligible for the Awards of Honor, Merit and Excellence.

Page 2, paragraph 8 is superseded as follows:

8. Delete in its entirety.

Page 3, paragraph 11b(1) is superseded as follows:

11b(1). The Deputy Chief of Staff for Personnel, HQDA, monitors the Broken Wing Award Program.

Page 3, paragraph 11b(4)(b) is superseded as follows:

11b(4)(b). Send a description and picture of the ceremony to the Commander, USASC, ATTN: PESC-CA, Fort Rucker, AL 36362.

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30 June 1981

Page 3, paragraph 12b is superseded as follows:

12b. Criteria needed for consideration. Emergencies for the reasons in (1) through (3) below will be given consideration. Only the skill and judgment of the pilot during the emergency will be considered. Age, past experience, total flying time, years rated, and the rationale that "an experienced aviator should be able to cope with the situation" will not be factors in judging the nomination.

(DAPE-HRS)

By Order of the Secretary of the Army

E. C. MEYER
General, United States Army
Chief of Staff

Official:

J. C. PENNINGTON
Major General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-9A, requirements for AR, Decorations, Awards and Honors.

Active Army: A

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ARMY REGULATION }
No. 672-74 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 15 May 1979

DECORATIONS, AWARDS, AND HONORS ARMY ACCIDENT PREVENTION AWARDS

Effective 15 June 1979

This is a new regulation of the Army Accident Prevention Awards Program. This information was formerly found in AR 385-10.

Local limited supplementation of this regulation is permitted, but not required. If supplements are issued, Army staff agencies and major commands will furnish a copy to HQDA(DAPE-HRS), WASH DC 20310; other commands will furnish one copy of each to the next higher headquarters.

Interim changes to this regulation are not official unless they are authenticated by The Adjutant General. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

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Section I. GENERAL

1. Purpose. This regulation establishes the Army Accident Prevention Awards Program and prescribes policies, procedures, and qualification standards to implement the program.

2. Policy. DA Policy is to recognize units and individuals for outstanding accident prevention.

3. Applicability. This regulation applies to all commands and activities of the Army, the Army National Guard, and US Army Reserve.

4. Responsibilities. Commanders of activities in paragraph 3 should establish and implement procedures for carrying out the awards program.

5. Explanation of terms. *a. Major and minor aviation accidents.* For purposes of aviation accident prevention awards, the term "accident" pertains to major and minor aviation accidents as described in AR 385-40.

b. Activity. Pertains to a military organization, e.g., detachment, company, battalion, or group.

c. Award of Honor and Award of Merit. The Award of Honor and the Award of Merit will be a certificate suitable for framing.

d. Award of Excellence will be a wall plaque.

e. The Broken Wing Aviation Safety Award

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will be a "broken wing" lapel pin and a certificate.

f. DA Form 1118 (Certificate of Merit for Safety) is given by commanders to subordinate elements for periods of outstanding accident

prevention.

g. DA Forms 1119 and 1119-1 (US Army Safety Award) are given by commanders to individuals for periods of outstanding accident prevention.

Section II. ARMY ACCIDENT PREVENTION AWARDS (GENERAL SAFETY)

6. Procedures. Commanders of MACOMs and HQDA agencies are authorized and encouraged to establish Army Accident Prevention Awards Programs. All commanders will recognize their subordinate elements and individuals for accident prevention contribution made to improve Army operations. Awards will be made to individuals and units based on their total safety record. Rating a safety program will be done by using the checklist in AR 385-10, appendix B; or by using a modified checklist tailored to a specific unit or installation.

7. Qualification standards. *a.* The following standards will be used by commanders to recognize achievement in preventing accidents by units or individuals under their command, or operational control. Commanders may use in-house awards in lieu of, or in addition to those in (1) and (2) below.

(1) *Certificate of Merit of Safety.* Eligibility for this certificate will be based on completing at least 1 year of outstanding accident prevention achievement. The installation safety manager will verify this.

(2) *Safety awards for individuals.* Commanders at all levels may present a US Army

Safety Award to individuals who have at least 1 accident-free year. This award will normally be for those persons whose work requires constant alertness and safe work procedures. Examples are motor vehicle operators, heavy equipment operators, other mechanical equipment operators, and maintenance personnel. These are minimum criteria; more stringent criteria may be developed and applied at the local level.

b. DA Forms 1118, 1119 and 1119-1 will be obtained from AG forms supply. All other safety awards will be planned and designed in house or procured locally. In addition to the Army safety awards in this regulation, individuals or groups may be presented awards within the limitations found in AR 672-1, AR 672-5-1, and AR 672-20.

c. Army Staff agencies and MACOMs may compete for the National Safety Council Award of Honor, Award of Merit, or Certificate of Commendation. If located in CONUS, they may take part in the National Safety Council Safe Driver Award Program.

d. Record of individual awards. A record of a safety award given to an individual will be included in his official personnel folder. Awards for safe driving will also be included on DA Form 348.

Section III. ARMY AVIATION ACCIDENT PREVENTION UNIT AWARDS

8. Procedures. Commander, US Army Safety Center (USASC) will review aircraft accident data annually, find organizations having accident-free records, and issue appropriate awards through command channels after approval by the Office of the Deputy Chief of Staff for Personnel.

9. Qualification standards. *a.* DA Aviation Accident Prevention Award of Merit is awarded to activities that have 12 or more consecutive months of accident-free flying.

b. DA Aviation Accident Prevention Award of Honor is awarded to activities that have 36 or more consecutive months of accident-free flying.

c. DA Aviation Accident Prevention Award of Excellence is awarded to aviation activities that have 72 consecutive months of accident-free flying.

d. The Award of Merit is meant to be an interim recognition while attaining eligibility for the Award of Honor, an accompanying Award of Merit is not authorized. Awards of the same type will not be given for overlapping periods. For example, when an activity has received an Award of Honor for the period, 25 April 1970 to 24 April 1973, that activity may not receive another Award of Honor for the period 25 April 1971 to 24 April

1974. The effective date of the unit Awards Program is 25 April 1970; therefore, only flying

after that date will be considered for award eligibility.

Section IV. BROKEN WING AVIATION SAFETY AWARD

10. Applicability. The Broken Wing Aviation Safety Award may be given to military and DA (DAC) civilian personnel, including students, who pilot or serve as crewmembers of Army aircraft. The aircraft must have been owned or leased by the Army at time of the occurrence.

11. Procedures. Follow the procedures below to nominate, select, and award the Broken Wing Aviation Safety Award.

a. The Broken Wing Award Selection Committee. This committee reviews and takes action on all nominations for the award. The Commander, USASC is chairperson of the committee. Other members will be aviators selected by the committee chairperson. Five members will compromise the committee and will represent the USASC, the US Army Aviation School, or other agencies at Fort Rucker, AL. At least one committee member will be qualified in the type and model of the aircraft involved.

b. Responsibilities.

(1) The Deputy Chief of Staff for Personnel, HQDA, monitors the Broken Wing Award Program and signs all award certificates.

(2) The Broken Wing Award Selection Committee chairperson will:

(a) Convene the committee when nominations are received.

(b) Provide clerical help to the committee and maintain pertinent records.

(c) Provide the "broken wing" lapel pin and certificate.

(d) Forward the award certificate and lapel pin to the commander of the crewmember selected.

(3) The committee will meet to review nominations and make selections.

(4) The commander of the crewmember receiving the award should:

(a) Present the award at a ceremony that meets with the wishes of the recipient.

(b) Send a description and picture of the ceremony to the Commander, USASC, ATTN: PESC-G, Ft. Rucker, AL 36362.

12. Qualification standards. a. Nominees.

(1) Nominees must have shown outstanding

skill while recovering an aircraft from an in-flight malfunction necessitating an emergency landing. The circumstances surrounding the occurrence must show the individual's skill, judgment, and technique in recovering from the situation and agree with qualification standards. Personnel in combat and emergency situations are eligible for the award if the above criteria are met.

(2) Normally, only one person will be nominated to receive the award for a single in-flight emergency. However, if more than one crewmember contributed to the actual recovery, all concerned will be considered for nomination.

(3) The selection committee (see para 11) will judge all nominees for the Broken Wing Award individually according to the following criteria.

b. Criteria needed for favorable consideration. Emergencies for the reasons in (1) through (3) below will be given favorable consideration. Only the skill and judgment of the pilot during the emergency will be considered. Age, past experience, total flying time, years rated, and the rationale that "an experienced aviator should be able to cope with the situation" will not be factors in judging the nomination.

(1) Emergencies resulting from:

(a) Complete power loss.

(b) Complete electrical failure during instrument flight rule conditions or night flight.

(c) Hydraulic failure.

(d) Partial loss of control capability.

(e) Loss of tail rotor.

(f) Gear malfunction.

(2) When lives are saved or there is minimal aircraft damage in these emergencies due to aviator skill.

(3) Loss of an engine in a multi-engine aircraft if complicated by conditions such as weather, load, or available landing site.

c. Actions not considered for award. Emergencies under the following conditions will not qualify one for the award.

(1) A self-induced emergency.

(2) An emergency actually occurred during

a simulated emergency; however, no added skill was required to land the aircraft successfully.

(3) Breaking rules, unless required by the mission.

(4) It is found that no emergency existed.

(5) When, in the committee's opinion, lack of discipline or aviator judgment may have induced the emergency.

(6) When the emergency occurred, the aircraft was at a hover and no circumstances were present to preclude a good landing.

(7) When the emergency occurred, the aircraft was within reach of an established helicopter landing area or airfield adequate for the aircraft and conditions.

d. Submission of nominations.

(1) All nominations for the Broken Wing Award will be sent to the Commander, USASC, ATTN: Chairperson of the Broken Wing Award Committee, Ft. Rucker, AL 36362. After a decision is made as to who will receive the award, the nomination papers will be sent through the MACOM or DA Staff agency for which the recipient works. USASC will send a copy to the intended recipient of the award. Any unit individual aware of the event may make a nomination for the Broken Wing Award. Nominations should describe the event to include:

(a) Full name, grade, social security number, and crew duty (instructor pilot (IP), pilot (P), copilot (CP), student pilot (SP)) of the pilot who actually made the precautionary or forced landing.

(b) Date, time, and location.

(c) Mission-type, design, and series of aircraft.

(d) Type of mission.

(e) Phase of flight when emergency occurred; i.e., hover, takeoff, climbout, cruise, descent, approach to landing, touchdown, or autorotation.

(f) Type of terrain over which emergency occurred; e.g., water, hills, mountains, dry or wet rice paddies, plains, vegetation and denseness, forest, desert, rocky, snow or ice, or tundra.

(g) Absolute altitude.

(h) Density altitude.

(i) Wind condition (direction and velocity).

(j) Gross weight of aircraft when landing.

(k) Concise description of emergency (engine failure, loss of tail rotor, etc.), if known.

(l) Action taken by crewmember to cope with the emergency.

(m) Lapsed time from onset of emergency to landing.

(n) Obstructions, dimensions, type, and condition of landing area.

(o) When available, photographs, drawings, and supporting data should accompany the nomination.

(p) Copy of the Preliminary Report of Aircraft Mishap (PRAM) message submitted.

(2) Nominations should be submitted within 15 days after the event.

(3) The effective date for consideration of nominations for the Broken Wing Award will be for acts occurring after 16 September 1968.

The proponent agency of this regulation is the Deputy Chief of Staff for Personnel. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) direct to HQDA(DAPE-HRS) WASH DC 20310.

15 May 1979

AR 672-74

By Order of the Secretary of the Army:

BERNARD W. ROGERS
General, United States Army
Chief of Staff

Official:

J. C. PENNINGTON
Major General, United States Army
The Adjutant General

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