

The United States Air Force Journal of Occupational,
Recreational and Driving Safety

Road & Rec

Volume 19, Number 1

Winter 2007

- A Day In Moab
- ATV Training
- Ham Radio



Road & Rec

Volume 19, Number 1 Winter 2007

GEN T. MICHAEL MOSELEY
Chief of Staff, USAF

MAJ GEN STANLEY GORENC
Chief of Safety, USAF

GWENDOLYN F. DOOLEY
Chief, Air Force Safety Media, Education and Force
Development Division
DSN 246-4082

LTC ROHM "ELVIS" STILLINGS
Deputy Chief, Air Force Safety Media, Education
and Force Development Division
DSN 246-4110

JOHN COCHRAN
Managing Editor
DSN 246-0983

PATRICIA RIDEOUT
Editorial Assistant
DSN 246-1983

FELICIA M. MORELAND
Electronic Design Director
DSN 246-5655

Web page address for Road & Rec magazine:
<http://afsafety.af.mil/SEMM/rrfirst.shtml>

Commercial Prefix (505) 846-XXXX
E-Mail – afsc.semm@kirtland.af.mil

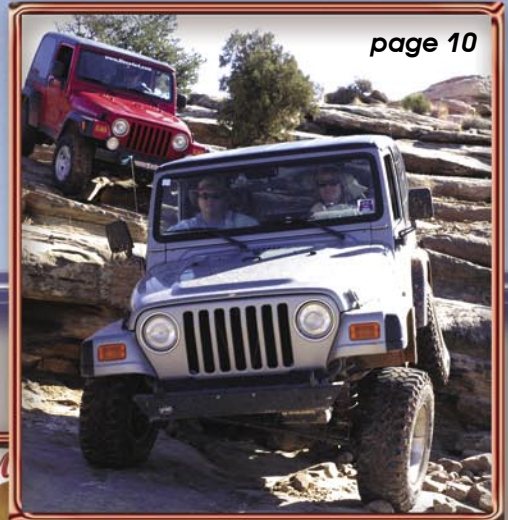
DEPARTMENT OF THE AIR FORCE
CHIEF OF SAFETY, USAF

PURPOSE—The Air Force Safety Center publishes *Road & Rec* quarterly, as part of the program to prevent vehicle and other ground mishaps. Contents are not directive unless so stated. **REPRINTS**—Air Force units may reprint *Road & Rec* articles without further authorization. Other organizations must advise the Editor of the intended use before reprinting. This coordination will ensure that articles are accurate and contain the most current information. The appearance of specific commercial products, commodities or services is for information purposes only and does not imply Air Force endorsement. Some individuals in this publication are not Air Force members, and may not conform to Air Force appearance standards. **DISTRIBUTION**—One copy for each five Air Force members. To establish or change requirements, Air Force units must contact afsc.semm@kirtland.af.mil, **Voice—DSN 246-1983; Fax—DSN 246-0931** or by mail to:

Road & Rec Magazine
HQ Air Force Safety Center
9700 G Avenue SE, Ste 283
Kirtland AFB, NM 87117-5670

**Limited numbers of back issues are available
from HQ AFSC/SEMM.**

page 10



page 18



page 20



page 26



Features

- 6 Road & Rec Wins Two Awards
- 10 A Bright, Beautiful Day In Moab
- 18 Ham Radio
- 20 The Snow Machine Ride:
How Did It Come To This?
- 26 AFSC Sponsors ATV & Dirt-Bike
Training

Departments

- 4 Bjorn, The Safety Viking
- 7 Safety Puzzle
- 8 Letters To The Editor
- 14 SafetyLit
- 16 Poster
- 23 Safety Shorts
- 24 Bumbles, Fumbles & Stumbles
- 30 Snapshot on Safety

POSTAL INFORMATION—*Road & Rec* (ISSN 1055-7725) is published quarterly by HQ AFSC/SEMM, 9700 G Avenue SE, Kirtland AFB, NM 87117-5670. Periodicals postage paid at Albuquerque, NM, and additional mailing offices. **POSTMASTER:** Send address changes to *Road & Rec*, Attn: Editorial Assistant, HQ AFSC/SEMM, 9700 G Avenue SE, Kirtland AFB, NM 87117-5670.

CONTRIBUTIONS & FEEDBACK—*Road & Rec* welcomes reader contributions, comments and constructive criticism. The editor may revise contributed material to improve clarity, without altering the author's intended meaning.

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

Commercial telephone: (505) 846-0983
DSN 246-0983
E-Mail—john.cochran@kirtland.af.mil





Sploosh, Shiver, Twitch and Groan

ZACHARY WAKEFIELD
332 ECS/SCMM
Balad AB Iraq

Where does the time go? One day you're swinging blissfully in a hammock with the radio playing some forgotten song, and the next day you're armpit-deep in a snow bank, wielding a shovel and listening to the denizens of pain play the xylophone on your vertebrae. It's not fair, I tell you, and something should be done about it! Since I can't think of anything I can do about the seasons inevitably coming back around to winter, perhaps I can help you avoid some small portion of the associated misery. Some of this might not apply to you, if you're a warm-climate sort. That crowd can just re-read the last couple of postings.

If, like me, you like to plunder shoreline villages well into the snowy months, there's always that little bit of ocean spray that comes blasting up over the bow. This can have the unpleasant effect of freezing your knuckles to the oars, unless you've taken the precautions

I'm about to describe. Winter tends to be cold. Cold is an absence of heat, and since we always want what we can't have, things that are cold will try to take heat from you. "I have plenty of extra heat!" you might argue, woefully unaware of the scarce surplus you actually possess. Even those salty polar bear divers don't stay in the water too long. They know ... being warm is important. Dress warm, wear layers of thick furs, and try not to jump naked through an ice-fishing hole.

Another fun little side effect of the cold is the flu. Not the bird flu—you'll probably be OK when it comes to that ... unless you're a bird. Most of us will have been appropriately inoculated for the season, but there is always that off chance that some folks will decide to do dumb things and forget said inoculation. This would be silly. While I could list unpleasant adjectives for days describing the effects of that nasty little nuisance, that would be disgusting and I'll skip it for the sake of class, or something akin to it. When it comes down to it, you might as well clobber yourself in the face with a hammer as forget your flu shot.

Need I mention driving? Black ice?

Sometimes, even Death needs a shovel.

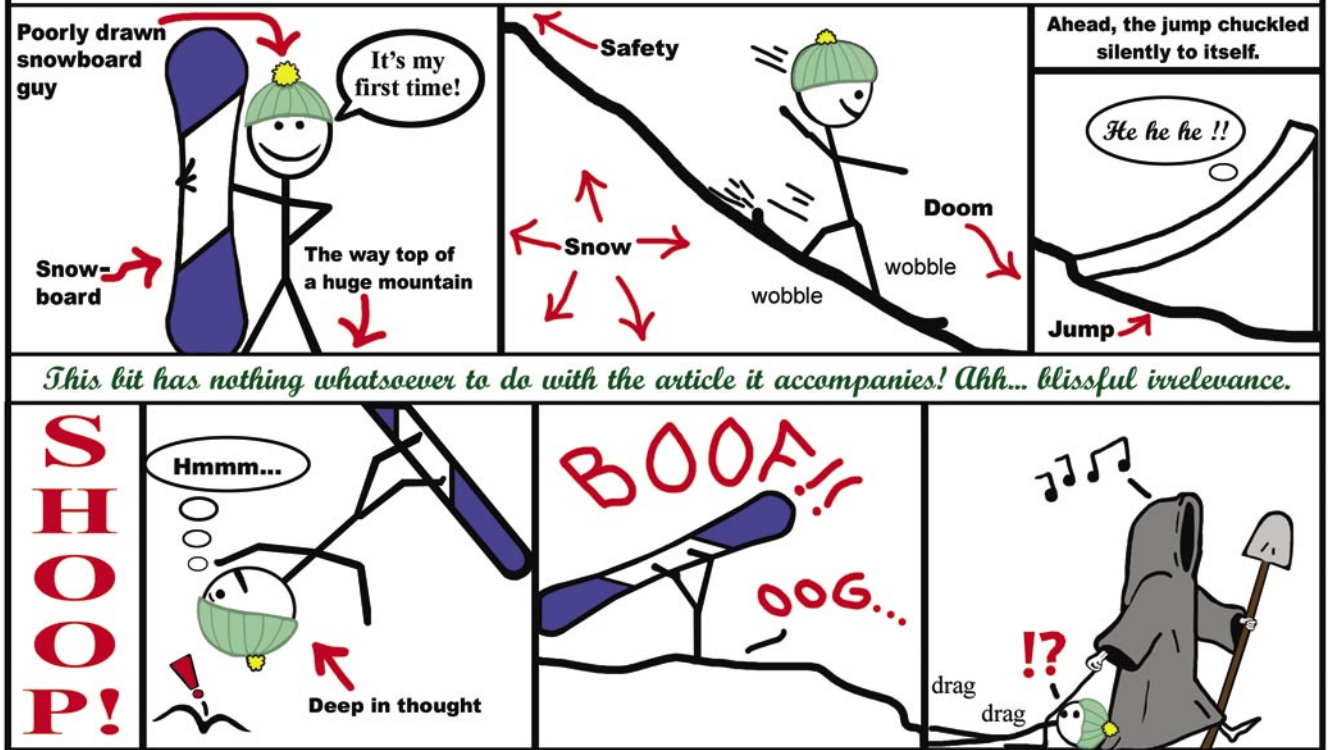


Illustration by Zachary Wakefield

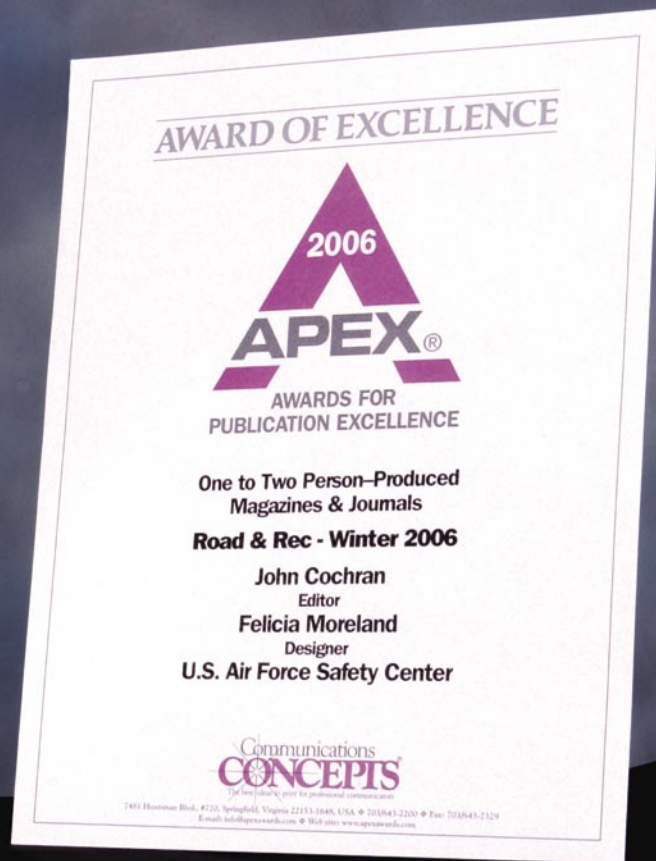
Glaciers? Yes. Jettisoning yourself into a glacier at top speed will damage the hull of your longboat. This will lead to excessive use of the soup ladle, as you bail for your life. If you are a land-lubbing type, jettisoning yourself at top speeds down icy roads will also lead to excessive use of a soup ladle, as you will probably wind up with a mouth full of cold pavement and won't be able to chew your own food. This is what I like to call "Mashed Potatoes Syndrome." That is, if you're lucky enough to own a blender that can get the spuds fine enough to fit through a straw. "I couldn't see the invisible ice!" you might then mumble incoherently in frustration. The invisible ice is, after all, very hard to see. "I thought my tibia was nigh-invulnerable!" Not so. It, too, can be snapped in half. Remember these tidbits as you stagger uncertainly toward the soft, snowy glow of winter.

Naturally, there is but one last crucial bit of advice I have to pass down:

Don't do dumb things!!

Sincerely,

*Bjorn, Your Friendly Neighborhood Safety Viking
Whittler of useless trinkets
Loyal and unwavering totem of strength
Gnarfler of the mighty Garthak*



Road & Rec Wins Two Awards

The staff of *Road & Rec* is pleased to announce that our magazine has received honors in two annual print-media competitions.

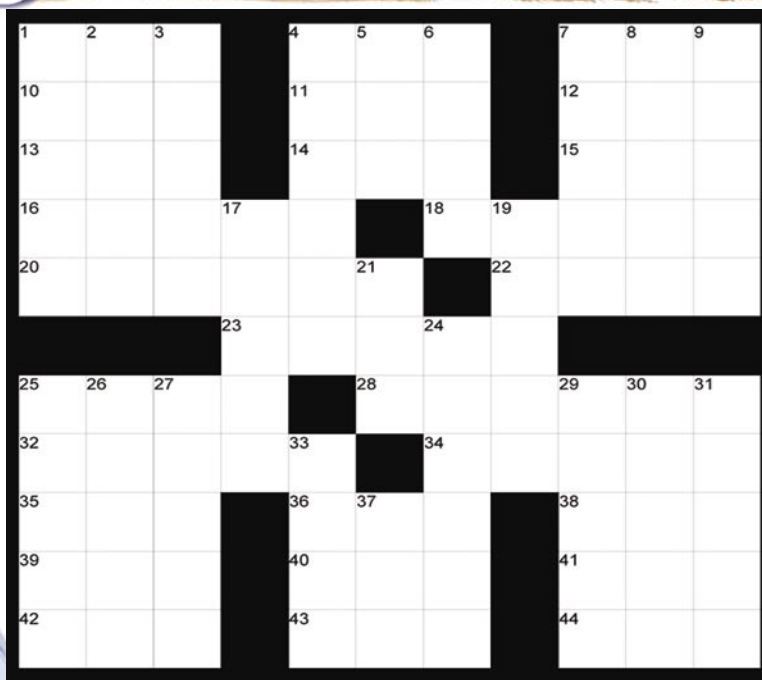
In the 2006 *Communicator Awards*, an international contest honoring excellence in communications, *Road & Rec* received the Crystal Award of Excellence—the event's highest level of recognition. Of more than 5,200 entries, only the top 14 percent achieved the overall Award of Excellence. A panel of judges grades each entry, and those earning 90 points and above win the Award of Excellence, which goes to those entries whose ability to communicate puts them among the best in the field. The competition is open to all companies, organizations, and individuals who produce communication materials for external or internal audiences.

In the 2006 *APEX Awards* competition, *Road & Rec* received the Award of

Excellence. Among 93 entries in its category, only 22 percent reached this degree of distinction. APEX is the Annual Awards for Publication Excellence Competition, open to communicators in corporate, nonprofit and independent settings. APEX 2006 was the 18th annual awards program recognizing excellence in publications work by professional communicators. APEX 2006 awards were based on excellence in graphic design, editorial content and the success of the entry—in the opinion of the judges—in achieving overall communications effectiveness and excellence.

We're able to win these awards because people in the Air Force provide us stories about their safety-related experiences. As a quarterly publication, we have a continuing need for new material, so we encourage our readers to become our writers. To discuss story ideas, please call the editor at DSN 246-0983 or commercial (505) 846-0983, or send an e-mail to: john.cochran@kirtland.af.mil. ■

Winter Survival



CAPT TONY WICKMAN
71 FTW/PA
Vance AFB OK

ACROSS

1. Flightline fixture, in short
4. Towel marker
7. Informer
10. Observe
11. Flightless bird
12. Boxing great
13. "2001" computer
14. Gorilla
15. German article
16. Conspicuous success (Fr.)
18. African nation
20. Winter survival need
22. Drunks
23. Standing
25. Distant
28. Flightline pavement
32. Conspiracies
34. Danger on 28 ACROSS
35. Golf score
36. Head bob
38. USAF telephone system
39. Deco or op
40. Night bird
41. Acquire
42. Grass field
43. Tiny
44. LES block

DOWN

1. Burn residue
2. Instruct
3. Orchestra item
4. Winter survival need
5. Scamp
6. Egyptian canal
7. Winter survival need
8. What one must be in winter survival
9. Winter survival need for autos
17. Turn away from; prevent
19. Houston pro baseball player
21. Allow
24. Winter survival kit need
25. To dismay
26. Winter survival kit need
27. Large artery
29. Barbie's pal
30. Valuable item
31. Pennies
33. Winter driving hazard
37. Due

answers on page 9



Editor's Note: We appreciate reader feedback, and want to correct errors, misunderstandings, unclear wording and other mistakes we make. We welcome questions, comments, kudos and constructive criticism. Contact us by phone at DSN 246-0983/Commercial 505-846-0983; by fax at extension -0931; by e-mail at john.cochran@kirtland.af.mil; or by postal mail at Editor, *Road & Rec*, HQ AFSC/SEMM, 9700 G Ave SE, Ste 286, Kirtland AFB, NM 87117-5670.

An article in the summer issue of *Road & Rec* generated the reader comments, and our response, below.

OS1 Ronnie Mason, U.S. Coast Guard, St. Petersburg, FL, wrote:

Reading through Volume 18, Number 3, I noticed a picture on page 26 that disturbed me. The whole magazine is about safety and using proper personal protective equipment (PPE), yet there is a guy riding on his motorcycle not wearing any gloves. Gloves are a part of the PPE, and I don't think there should be any pictures in the magazine of people without the

proper gear, unless it is showing the results of not wearing it. I try my best to promote the use of proper PPE to everyone I know who rides. I make sure when I ride, I do not go anywhere unless I am fully protected. This is a great magazine that takes great strides in promoting safety, and showing the risks of not practicing safe behavior. I'm sure this was just an oversight, but I wanted to bring it to someone's attention to ensure this doesn't happen again.

SSgt John Barnes, 367 TRSS/TSIDI, Unit Motorcycle Safety Monitor and Motorcycle Safety Foundation RiderCoach, Hill AFB, Utah, wrote:

I surely hope I'm not the only one to write about this subject. In the Summer 2006 issue, a story ran entitled "Richie's Rides." While the content of the article was very well written, my problem is with the picture of someone, I assume Richie, who appears to be riding a motorcycle without full-fingered motorcycle gloves, and his fashion-laden eyewear doesn't appear to be VESC-8 rated. When pictures like this appear in large magazines such as yours, it tends to send mixed messages to people. I am aware that this individual is a civilian, but this magazine is viewed by military. In the future, please make sure when you post pictures, that all PPE is being used.

I pulled the following quote from the article: "Have the guts to lead and mentor by example—we're all Wingmen." — Richard Cunningham

OS1 Mason and SSgt Barnes,

Thanks for your interest in *Road & Rec*. We always like to hear from readers, even when they point out our mistakes. As for the photo, you are correct. We should have noticed that the motorcycle rider (who is not the author) was not wearing gloves, as required. Thank you for pointing out the error. We'll be more careful to depict the correct wear of PPE in the future.

Regarding eyewear, the AFSC experts in ground safety provided the following current guidance.

"The eyewear is improper, not because

of the VESC-8 comment, but because of the DoDI requirements. Below is the relevant DoD Instruction, Air Force Instruction and Motorcycle Safety Foundation recommendation, for reference.”

DoDI 6055.4, Paragraph E3.2.7.1.2: Goggles and Face Shields. Impact- or shatter-resistant goggles or full-face shield properly attached to helmet. A windshield or eyeglasses alone are not proper eye protection.

AFI 91-207, Paragraph 14: Operator and any passenger must wear impact-resistant goggles or a full-face shield on their helmet. **EXCEPTION:** Goggles or a full-face shield are not required for the operator if the motorcycle is equipped with a windshield that is equal in height to or above the top of the helmet of the properly upright-seated operator.

MSF Recommendation—Basic Rider Course Rider Handbook Vol 6, Page 12: Eyeglasses with shatterproof lenses may protect the eyes, but may not seal out wind and dust that make eyes water. Helmets providing full-face coverage provide the best protection. ■

answers to puzzle



first impressions



COUNT

Your fellow riders are relying on you to be an ambassador for the sport of motorcycling. Take the high road by riding responsibly, obeying traffic laws and keeping the sound of your bike to a reasonable level.



(800) 446-9227
www.msf-usa.org

A Bright, Beautiful Day in Moab



SSgt SHANE STEPHENS
49 AMXS/MXA
Holloman AFB NM

It was the 12th of November, 2005. My fiancée and I had planned a quick getaway to Moab, Utah, to help make plans for our April wedding. Moab is a natural paradise of wonder and mystical, scenic views. It is also home to one of the greatest off-road locations on the planet. There's a little something for everyone in Moab, which is one of the biggest reasons we wanted to have our wedding there. Fortunately, it was the Veterans Day weekend, and we had taken care of most of the formalities the day before. We had two days left to hit the trails and enjoy the wondrous scenery.

The morning was crisp, with the air still damp from the rains the night before, and an ever-present chill filled our lungs with each breath of the incredibly fresh air. Kristin, my fiancée, had just topped off the thermos with coffee and helped me put the rest of the goodies in the Jeep. That day, we were going to take on "The Big Three," a series of trails that starts with Poison Spider Mesa, then leads to Golden Spike, and finally to Gold Bar Rim. A couple of our closest friends had made the trip from Albuquerque the night before, to join us on the trails. They, too, were making their final preparations to leave. For those who don't understand the attraction of what we like to call "wheeling," I'll briefly explain what drew me to this alluring and adventurous activity.

Four-wheeling, as it's commonly called, is exploring in a four-wheel-drive vehicle. The more adventurous you get, the more you need to build your vehicle to handle the terrain you wish to explore. Like many hobbies, it can cost a great deal of money, but the rewards are, in a great many cases, priceless. Today would turn out to be one of those times.

We left Moab at 7 a.m. Kristin drove while I munched on a fresh pastry and chatted to our

friends via the CB. We were off to the trailhead at Poison Spider Mesa, which is nothing more than a wide, rocky shelf just above a bend in the Colorado River. The sun was just coming up and was warming the massive sandstone landscape. We reached the trailhead and aired down the rigs and disconnected. "Airing down" allows your tires to flex a bit more and provide significantly more traction when not on the highway. "Disconnecting" is slang for disconnecting at least your front sway bar, to allow for more wheel travel and better articulation when negotiating off-road obstacles. Neither of these practices should be employed for driving on normal roads.

This series of trails is a favorite among

Moab lovers. On any given day, you will encounter just about any type of off-road vehicle. From mountain bikes to tube-buggies and Jeeps to ATVs, it seems everybody loves the Big Three. Though we had run these trails several times before, it was still amazing. The trail lay out ahead of us like a serpent, slowly rising from the valley floor. Rock ledges gave way to sandy trails and other challenges we were sure to enjoy again. We loaded up



in our rigs and started up the trail. Switchback after switchback, we made our way along the sandstone cliffs, sometimes literally inches from the edge, until we reached the top, and looked out across the mesa. We made our way along the trail at a surprisingly quick pace, due in large part to there only being the two rigs in our group that day. While a group this size is acceptable, one should never go out alone.

We challenged each obstacle the trail laid out before us. Some of them required one of us to get out and be a spotter. The spotter is the extra set of eyes for the driver; helping the driver find the right "line" up or through the challenge at hand, while also helping to reduce possible damage to people, equipment and the environment around you. A good spotter can make a good day on the trail into a great day.

continued on next page



whipping around the corner, with the siren howling and the strobe lights flashing. We were out in the middle of the Moab trail system, miles of rocky trails from anywhere resembling a real road, let alone medical help. This poor guy needed



A few hours had passed, and we had made enough progress to complete all of the first trail and nearly half of the second one. We were just talking back and forth on the CB about what to do next, when seemingly out of nowhere, a couple of people rode up on dirt bikes. It appeared that they needed something, as they were waving and trying to get our attention. We stopped as they approached. As it turned out, a member of their group had misjudged a part of the trail ahead, and had been thrown from his motorcycle. He was down and in a lot of pain. The two guys on the bikes asked if we could help.

We followed two riders back to the scene of the accident to assess the situation. Sure enough, there on the ground lay a man in pain. We're taught from the time we first join the service about "Self-Aid & Buddy Care." We take refresher courses every year, and we get preached to about safety almost to the point of annoyance. It isn't until situations like this that we realize how valuable that training is. Without even realizing I did it, I surveyed the scene for other possible safety hazards. Was the bike nearby, and was gas leaking out of it? Were any other potential problems just waiting in the wings? That probably took less than five seconds—the time it took me to walk up to the man on the ground.

His friends were his greatest asset that day. They had provided him some shade to help make him more comfortable, and were already on their cell phones calling for help. Help in this kind of country isn't something that just comes

attention now! With the help of his friends and mine, we performed the best first aid we could. We ascertained that he had fractured both bones in his lower leg, about eight inches below the knee; X-rays would later prove we were right. Fortunately, the man was wearing all the proper safety gear, right down to his nice, expensive riding boots. We splinted



his leg using materials we keep in the Jeep for just such an occasion, and good old trusty duct tape. Then, ever so gently, we clasped his boot using the loosest setting we could to help isolate the break, but allow for some circulation.

A fall like the one he had taken would have shaken even the best of riders, so we watched him closely for signs of shock. The driver of the other Jeep in our group made some room in his rig, and we set up a makeshift ambulance. Using the two-man carry, we put the injured man in the front of the Jeep, and when it was decided that he was ready to travel, we made for the end of the trail.

That put me without a ride, as I had suggested that my other friend take my seat in our Jeep. I haven't ridden a dirt bike since high school, and that was more than a decade ago. However, our new broken friend was quite grateful when I volunteered to ride his bike out for him. You see, his options at the time were very limited, as a helicopter ride out of a trail costs a small



fortune. And getting his bike out would have taken his buddies close to forever. Luckily for me, all of his gear fit me pretty well, and with a slight reluctance, I climbed aboard his bike and started it up. There's that old saying about riding a bike, that you never forget how. It must have been my lucky day, because in what seemed like no time at all, I was getting more and more comfortable riding this bike.

The rest of the trip was fairly uneventful. The scenery was still as wonderful as it had been that morning. The feeling of getting to help a complete stranger was pretty cool, too. I always took for granted how much just a little safe planning and carrying a little extra gear can help, if not you, then that guy on the trail. We got him back to the parking lot at the other end of the trail, where the rest of his group was waiting to take him to the hospital. I helped load his bike on the trailer with the rest of their gear, and after a few kind words, we parted company. I never got more than his first name, and that of a couple of his friends, but I really hope that what we did to help made a difference for all of them.

As for our little group, we had just enough daylight left to hit another trail and reflect on how that event affected us. I still get a bit of a grin when I think of how I cussed all those safety classes, and how ironic it was that it was those classes that helped me help someone else. ■



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 *Road & Rec* for their interest to the Air Force community. For more information, go to www.safetylit.org.

Snowboarding and Spinal Cord Injuries

Orthopedic surgeons in Japan reviewed the cause and types of spinal cord injuries seen in snowboarders over 10 years. **Results:** The 18 snowboarders with spinal cord injuries constituted a very homogeneous group. The average age was 24 years. Almost all (94.4%) were young men. Most were intermediate or expert boarders. The most common cause of injury was a failure of intentional jumping (83.3%). The most commonly affected site was the thoracolumbar junction (66.7%), and the most common type of fracture was an anterior dislocation (66.7%). In the thoracolumbar group, most patients (83.3%) were classed as Frankel grade A or B. **Conclusion:** It is fundamentally important that snowboarders, especially young men, be made aware of the spinal injury risk associated with jumping.

(Source: Wakahara K, Matsumoto K, Sumi H, Sumi Y, Shimizu K. *Am J Sports Med* 2006. Copyright © 2006, Highwire Press)

Comparing Cell Phone Drivers and Drunk Drivers

Psychologists at the University of Utah compared the driving performance of a cell phone driver and a drunk driver, in a controlled laboratory setting. **Background:** Epidemiological evidence suggests that the relative risk of being in a traffic accident while using a cell phone is similar to the hazard associated with driving with a blood alcohol level

at the legal limit. **Method:** Use of a high-fidelity driving simulator to compare the performance of cell phone drivers with drivers who were intoxicated from ethanol (i.e., blood alcohol concentration at 0.08% weight/volume). **Results:** When sober drivers were conversing on either a handheld or hands-free cell phone, their braking reactions were delayed and they were involved in more traffic accidents than when they were not conversing on a cell phone. When drivers were intoxicated from ethanol, they exhibited a more aggressive driving style, following closer to the vehicle immediately in front of them and applying more force while braking. **Conclusion:** When driving conditions and time on task were controlled for, the impairments associated with using a cell phone while driving can be as profound as those associated with driving while drunk.

(Source: Strayer DL, Drews FA, Crouch DJ. *Hum Factors* 2006; 48(2): 381-91. Copyright © 2006, Human Factors and Ergonomics Society)

Cell Phones and Driving Research

Researchers at the Insurance Institute for Highway Safety reviewed the literature on drivers' use of cell phones to identify trends and to determine the state of knowledge about the safety consequences of such use. **Methods:** Approximately 125 studies were reviewed with regard to the research questions, type and rigor of the methods, and findings. Reviewed studies included surveys of drivers, experiments, naturalistic studies (continuous recording of everyday driving by drivers in instrumented vehicles), studies of crash risk, and evaluations of laws limiting drivers' phone use. **Results:** Observational surveys indicate drivers commonly use cell phones and that such use is increasing. Drivers report they usually use hand-held phones. Experimental studies have found that simulated or instrumented driving tasks, or driving while being observed, are compromised by tasks intended to replicate phone conversations, whether using hand-held or hands-free phones, and may be further compromised by the physical distraction of handling phones. Effects of phone use on driving performance when drivers are in their own vehicles are unknown. With representative samples of adequate size, naturalistic studies in the future may provide the means to document the patterns and

circumstances of drivers' phone use and their effects on real-world driving. Currently, the best studies of crash risk used cell phone company billing records to verify phone use by crash-involved drivers. Two such studies found a fourfold increase in the risk of a property-damage-only crash and the risk of an injury crash associated with phone use; increased risk was similar for males and females, younger and older drivers, and hands-free and hand-held phones. A number of jurisdictions in the United States and around the world have made it illegal for drivers to use hand-held phones. Studies of these laws show only limited compliance and unclear effects on safety. **Conclusions:** Even if total compliance with bans on drivers' hand-held cell phone use can be achieved, crash risk will remain to the extent that drivers continue to use or switch to hands-free phones. Although the enactment of laws limiting drivers' use of all phones is consistent with research findings, it is unclear how such laws could be enforced. At least in the short term, it appears that drivers' phone use will continue to increase, despite the growing evidence of the risk it creates. More effective countermeasures are needed.

(Source: McCartt AT, Hellinga LA, Bratiman KA. *Traffic Injury Prev* 2006; 7(2): 89-106. Copyright © 2006, Taylor and Francis Group)

Seat Belt Use in Cars With Reminders

Swedish researchers studied whether there were differences in driver's seat belt use between cars with and without smart seat belt reminders (SBR). By increasingly reminding drivers and passengers if they are not using the seat belt, the intent is to increase belt use to almost 100%. **Methods:** Drivers of cars with and without SBR were observed concerning seat belt use. The cars with SBR and the control group without SBR were similar in all major aspects. In all, more than 3,000 drivers were observed in five cities. **Results:** In cars without SBR, 82.3 percent of the drivers used the seat belt, while in cars with SBR, the seat belt use was 98.9 percent. In cars with mild reminders, the use was 93.0 percent. **Conclusions:** Increased seat belt use, due to the presence of SBR, would have a dramatic impact on the number of fatally and seriously injured car occupants.

(Source: Krafft M, Kullgren A, Lie A, Tingvall C. *Traffic Injury Prev* 2006; 7(2): 125-9. Copyright © 2006, Taylor and Francis Group)

DWI Ignition Interlock Program

A researcher with the Traffic Medicine Advisory Board, Swedish National Road Administration, studied the Swedish alcohol ignition interlock program for driving while intoxicated offenders, both first-time as well as multiple offenders, as a pilot project in 1999. The voluntary program covers a period of two years, and includes very strict medical regulations entailing regular

checkups by a physician, does not require a prior period of hard suspension, and focuses strongly on changes in alcohol habits. Records from the five years before the offence showed that DWI offenders are generally in a high-risk category long before their offense, with a four to five times higher accident rate (road accidents reported by the police) and a three to four times higher rate of hospitalization due to a road accident. Only 12% of the eligible DWI offenders took part in the program and, of these, 60% could be diagnosed as alcohol-dependent or alcohol abusers. During the program, alcohol consumption is monitored through self-esteem questionnaires and five different biological markers. The data shows a noticeable reduction in alcohol consumption among the interlock users. This, combined with the high rate of compliance with the regulations, probably explains why there was no recidivism during the program. Preliminary findings also suggest a reduction in the annual accident rate for interlock users while in the program. It still is too early to draw any conclusions concerning the rate of recidivism after completion of the program, due to an insufficient amount of data for analysis. Nevertheless, the preliminary results are so promising that the program will now be expanded to cover all of Sweden, as well as to include all driver's license categories.

(Source: Bjerre B. *Traffic Injury Prev* 2003; 4 Suppl 1: 17-23. Copyright © 2003, Taylor and Francis Group)

Reducing Alcohol-Impaired Driving Crashes through Social Marketing

Researchers at the University of Wisconsin School of Business conducted a field experiment that used social marketing to introduce a new ride program into three rural communities. Almost all people in the 21-34-year-old target know that they shouldn't drive while impaired, and most agree it isn't a good thing to do, but for many, the opportunity to behave properly does not exist. The Road Crew program uses new product development techniques and developed broad coalitions within the communities. A key feature included rides to, between, and home from bars in older luxury vehicles. Results showed a significant shift in riding / driving behavior, especially among 21-34-year olds, a projected 17% decline in alcohol-related crashes in the first year, no increase in drinking behavior, and large savings between the reactive cost of cleaning up after a crash and the proactive cost of avoiding a crash. Programs have become self-sustaining, based on fares and tavern contributions, and have become part of the lifestyle in the treatment communities.

(Source: Rothschild ML, Mastin B, Miller TW. *Accid Anal Prev* 2006; ePub. Copyright © 2006, Elsevier Publishing)

The Safety Zone



1. Identif
- 2.ASSE
3. Analyze
4. Make D
5. Impleme
6. Supervis

*You unlock this door v
Operational Risk
Beyond it is another
a dimension of attitude
personal protection*

*You're moving into an area of both
of man and machine. You've
The Safety*

Home Safety Zone

Identify & Review
Existing Controls
Make Decisions
Implement Controls
Reduce Risk
Eliminate Hazards

With the six steps of
Risk Management.
In every dimension—
at home, a dimension of
personal protective equipment.
With on- and off-duty awareness,
we just crossed over into ...
the Safety Zone.



HAM RADIO

FRANK KELLEY
AFSC/SEGT

For months, we've been beating the traffic safety issue to death. ORM, ACT and what the heck, even the Grim Reaper is getting into to the act. OK, we have freedom of speech and I guess someone has to speak for the opposition. But hey, we're not on the road 24/7, at least not yet. Winter time is upon us, gas prices to the moon and, it's just too cold to go out and play with the dog, so what's a person to do for the Rec part of life? After all, you can only watch TV so much or read so many books before those activities lose their appeal. So, what's a guy or gal to do?

One suggestion I can recommend is becoming involved in amateur radio, or "ham radio" for short. It's like being involved with a giant party that has something for everyone, be it just a friendly night's voice chat, to working CW (Morse code), to Search and Rescue, and even building your own equipment, all from the safety and warmth of your home.

Before you say, "I don't have the time or the money to become involved," consider this. The time it takes is completely under your control. You can participate as much or as little as you wish, and learn at your own pace. Granted, you have to pass the FCC test for a license, but you can prepare for the test at your own speed. Books are available to help you

prepare for the test (you were planning to read something anyway, right? Why not read about a new hobby?), and tons of Web pages filled with information to browse. There are even sites where you can take the FCC test to see how well you're doing before you take the real test (same test, by the way) for your license, or "ticket," as hams call it. You can even get a license to operate without having to pass the Morse code exam, but I think you'll find Morse code a really fun activity.

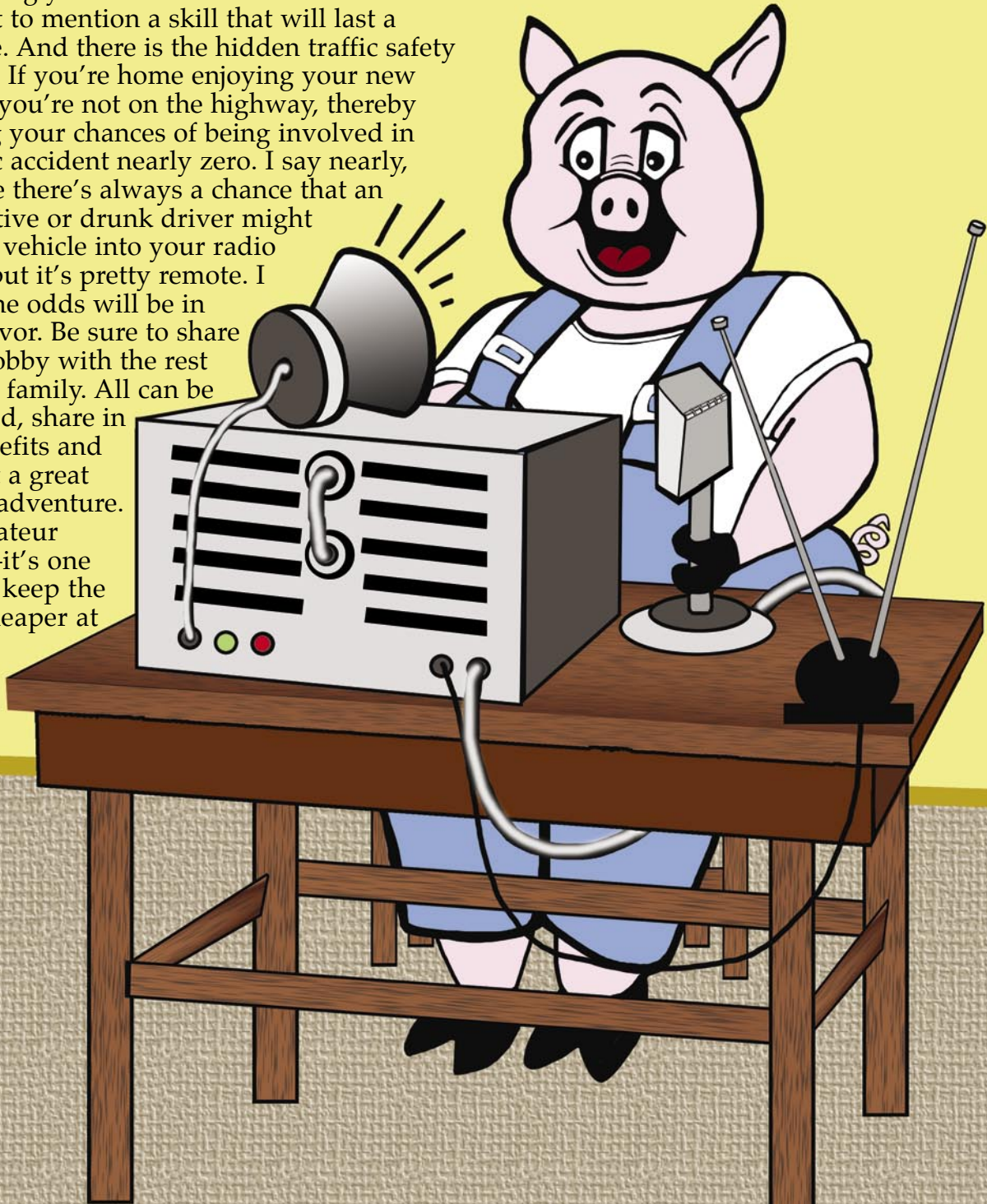
There is some expense for equipment, but again, you have the control. New equipment can be expensive, but you can find good deals at radio stores, ham fest (a mad gathering of ham operators to exchange tips, information and equipment) and even eBay. I have a friend who started out with a used radio he got at a ham fest, and hooked it up at home using a homemade wire antenna. He talks all over the world, for under \$200! You think that \$200 might be hard to come up with? Just eat one less pizza a month, and before you know it, you're there, and probably healthier, too! But before you spend any money, check with your friends. Chances are good that one or more of them are ham operators, and I'm sure they would be most willing to help you along and even get you on the air at their station.

Amateur radio is all about fun, learning



and growing. Fun in being part of a 24/7 party of new friends on the air. Learning and increasing your skills and knowledge of radio and electronics. Growing and expanding your horizons into new areas of life, not to mention a skill that will last a lifetime. And there is the hidden traffic safety benefit. If you're home enjoying your new hobby, you're not on the highway, thereby making your chances of being involved in a traffic accident nearly zero. I say nearly, because there's always a chance that an inattentive or drunk driver might drive a vehicle into your radio room, but it's pretty remote. I think the odds will be in your favor. Be sure to share your hobby with the rest of your family. All can be involved, share in the benefits and make it a great family adventure.

Amateur radio—it's one way to keep the Grim Reaper at bay. ■



The Snow Machine Ride: How Did it Come to This?

Anonymous

The plan was simple: Drive three hours south and have a great snow machine ride. The machines were tuned up, we had the necessary supplies, plenty of gas, and the weather was great. We rode together all the time and we knew the area. The last thing I expected to see that day was a plane crash right in front of my eyes.

There is no better place to ride a snow machine than in Alaska. For those of you who have never ventured farther north than the "lower 48," a snow machine is what an Alaskan calls a snowmobile. I was in the Army, stationed at Fort Wainwright, in Fairbanks. We had a four-day weekend coming up that started on a Thursday.

My good friend Jim and I were on our third season of riding together. We advanced to the

point that not only were we good, but we each knew what the other was going to do. Along the way, through trial and error, we learned what gear to bring and how to use it. The modern snow machine is not the sled that your father or even your older brother rode on. They have evolved into fast, powerful, light monsters that can go anywhere. Jim and I took them deep into the Alaska wilderness every chance we could. Did I mention we had good gear? Avalanche beacons, probes, shovels, first aid kits, water, food, extra gas, tools, spark plugs, and of course, a good camera. The trick is to bring as much as you need, but not too much, because you want to keep the weight down.

The weather was good; we had a "warm" spell of about minus 10, and knew it



would only get warmer as we climbed into the mountains. The trip was on. Jim and I agreed on the spot three hours south of Fairbanks, called Summit. This is site of a huge snow machine and ski race every year, called Arctic Man. Skiers blast down hills and get pulled up them by snow machines. This is the best area to ride in Alaska, and Jim and I knew it like the back of our hands, or so we thought.

For this trip, we were going to take along a friend named Ken. Ken had very little experience on a snow machine, other than local trail riding in Fairbanks. The advantage he had, and the reason we agreed to take him, was his motocross experience. I saw him race on the weekends and do all the big air jumps you see at the X Games. He knew how to ride, and he had a good machine for mountain riding. Ken did let me know that his Alaska snow machine registration sticker had expired on his sled; I said that where we were going, he would be lucky to see another rider. In this case, I was right.

During the Arctic Man race, they bring in bulldozers to plow out a humongous area for campers, and bring in vendors. It turns into a small city. This day, however, we got to the pull off and there was nobody there. I mean nobody. Jim and I had never seen it like this. I guess only us Army guys got Thursday off.

We downloaded the sleds and went for a short test ride. We warmed up the machines, made sure they were running well, and made sure everything was secure. The snow was fresh, new, and deep. This meant that it was going to be a challenge to stay "on step," when you have to maintain speed to stay up on the snow and not sink in. It is like a speedboat getting up on the water. Based on this, we opted to run light and leave our extra fuel tanks behind. We all knew how much fuel our sleds consumed, and agreed that we could get to a certain point and that would be it; time to head back to the trailers. This decision would cause a lot of stress later, but the ride was on.

The first thing we had to do was ride the trail to the climb-up. Usually this was all beat up and rutted, but this day it was smooth sailing. As we started the series of climbs, I noticed the deep snow added to the difficulty, but the weather was great, we knew what we were doing, and the adrenaline was pumping. When we got to the highest point, we decided we would continue on to the flats beyond, and do more fast riding. At this point, the gauge on my Mountain Cat 800 was just starting to get under half a tank. No problem—we stopped for a sandwich and made the redeployment plan.

We would blast back up the flats, climb back up the summit for one last panoramic view, and then head out on our same tracks all the way to the trailer. Perfect plan, worked with the gas, and since it was late in the day and getting dark in a few hours, simple. We could not get lost following our own tracks out; there was no one else on the mountain.

We blasted back up the hill and were enjoying the view and wishing we had more time to enjoy the day. That's when we saw the inbound helicopter. As it got closer, we saw that it was a Bureau of Land Management helo. As far as I knew, the BLM guys' main mission was to check out the oil pipeline and look for poachers. We were a little surprised when the chopper landed 50 feet away from us.

Jim was an experienced flight engineer, and Ken and I were both Blackhawk pilots, so we were all experienced with helicopters, but why on earth was this guy landing way out here? Ken looked at me and yelled over the rotor wash, "They are going to bust me for not having a sticker." I remember thinking somebody died, or something like 9/11 had happened again, and they needed us back at the base. We watched in disbelief as a guy in a short-sleeved shirt jumped out and pointed down the hill about six miles to a civilian fixed-wing aircraft that was stuck in the snow. He asked us if we could help, and we didn't hesitate. This was Alaska, and everybody helps everybody. We got our bearings, and watched the Jet Ranger take off and ... disappear. Wait a minute, I thought "we" were going to help, but nope, just like that, they were gone.

We headed for the plane and arrived after about 20 minutes. The guy had a two-seater, with ski landing gear. He thought he could make a landing and then take off again, but as soon as he landed and slowed down, he sank. We hopped off the sleds and the snow was about waist deep. What do we do now? This was a pretty big guy, and to ride him out on back of one of the machines was out of the question. We'd never make it in this deep snow. The sun was going down, and it was going to get real cold real fast. The helo was long gone, and we all felt responsible for this unfortunate guy.

The pilot came up with the idea to flatten out a takeoff strip. We agreed that it might do the trick, so we got to work. Three of us started digging by driving up and down the hill, trying to make our trenches connect into one long flat area. After a few passes, I realized this was a lot harder than we thought it would be. We were all tired, fuel was becoming an issue, and the guy

continued on next page

was really starting to annoy me, because he was pointing and yelling and telling us what to do. I wanted to tell him to shut up, but we had started this, and now we had to see it through.

Once we got the sad excuse for a strip complete, it was dusk. I'd had enough, and was wondering if this was a good idea. Would this guy be able to get off the ground? He cranked up, we pushed him onto the flat area, and he began his taxi up the hill. We rode behind him and watched as he got stuck again trying to turn around for takeoff. We parked out of the way and trudged through the deep snow to help him get unstuck again and get lined up. During this, he was yelling at us to be careful with the aircraft. We just shook our heads and let him ramble. Just as he was about to shut the door and crank up, a thought hit me. I took the opportunity to look him in the eye and tell him that if it didn't look like he was going to make it, that he needed to abort the takeoff. We could ride back to the road, and contact the state troopers. They could call the Army medevac unit in our battalion, and they could come get him. Why didn't I insist on this plan from the beginning?

It was too late; he slammed the door and blasted down the hill. The plane was bouncing and sliding, and looked like it was going to fall over on its side twice. I remember thinking, "This guy is going to ball it up right in front of us, and what are we going to do then?" As he got closer to the bottom of our strip, I realized in horror that we had inadvertently created a three-foot wall at the end. He wasn't going to be able to clear it, the skis were going to hit, and the bird was going to football to pieces across the tundra. About 10 feet before he hit, he made one last lucky bounce that sent him over the wall, and he was airborne! We couldn't believe he didn't crash. The three of us just looked at each other and shook our heads. I had to sit down and drink a little water. We watched him climb out, make one pass and give us a wing wag, and then he was gone. Now, it was time for us to get back.

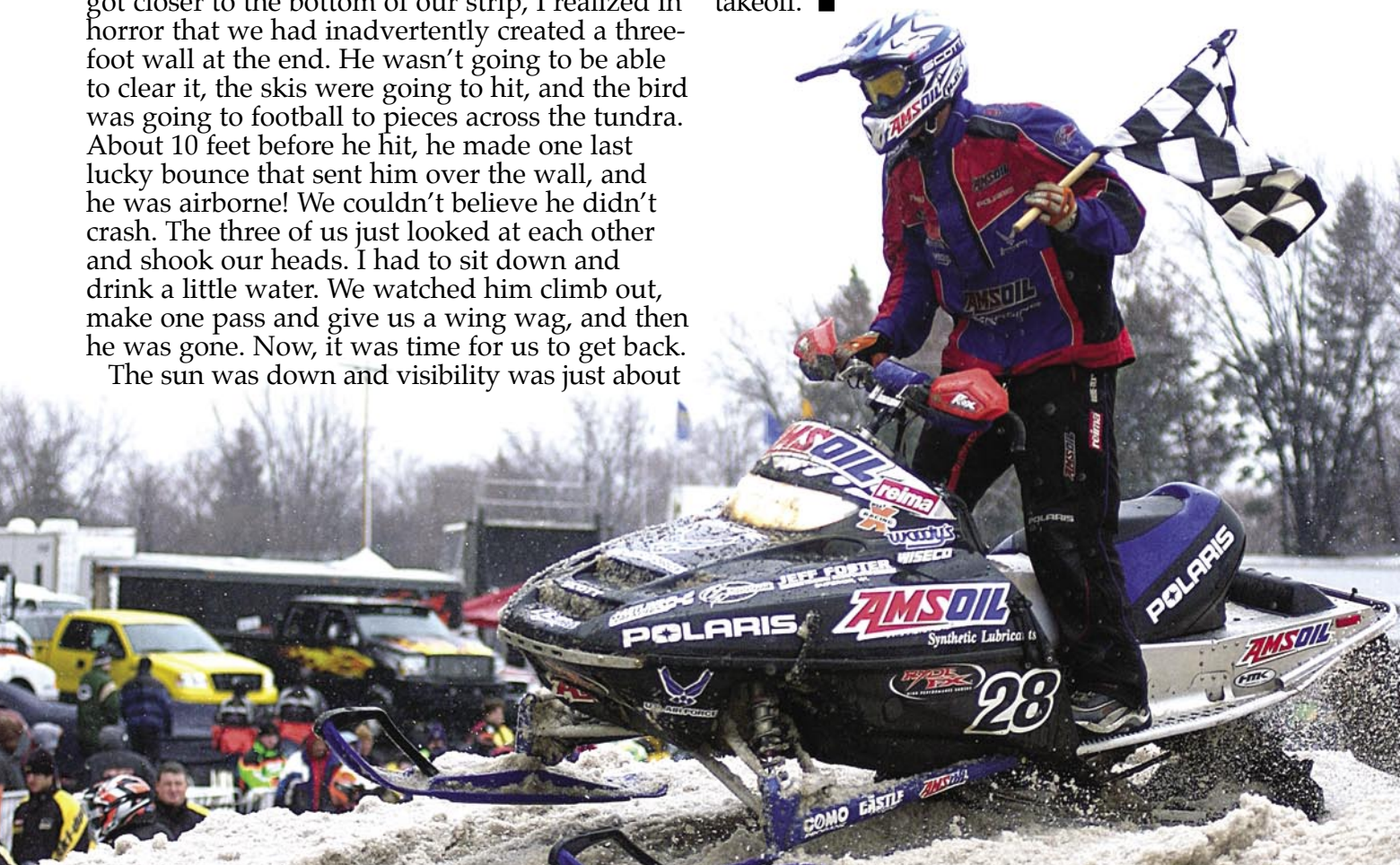
The sun was down and visibility was just about

gone. We quickly agreed that we would stick with the plan to follow our trail out. This meant we would be climbing back up into the mountains a little bit, but it was getting too dark to try to blaze a trail back through the lowlands. We switched to our clear goggles and headed out.

About two-thirds of the way to the truck, we hit our last hill climb. It was a challenging hill, but it was the last one, and then it is was easy going for the rest of the way. I hit the hill first and climbed up, followed by Ken. We immediately shut down to wait for Jim to make the climb. After about five minutes, he radioed up that we should continue around the hill and then down. After a heated discussion, I reminded him that the plan was to follow the trail out, not blaze a new one; besides, I was on empty and really didn't want to go down the hill to blaze a new trail. After about three attempts, Jim finally made it up the hill, and he was furious at me. I realized later that Jim was flat-out exhausted, and maybe wasn't thinking clearly. We were all tired at that point.

The rest of the ride was uneventful, except that somehow Jim's camera case fell out of his pack and got shredded by his track. Man, was he mad. We coasted in on fumes in the pitch dark, and loaded up the sleds. Two hours later, as we ate a buffalo burger in Delta Junction, Jim cooled off and we were able to laugh about the whole thing.

I still can't believe the fixed-wing pilot made that takeoff. ■



Safety Shorts



Boozin' + Cruisin' = Losin'

In 2005, 16,885 alcohol-related traffic fatalities were reported in the United States.

Source: National Safety Council

Distracted Drivers

Driver distraction is a leading factor in nearly 80 percent of traffic crashes, according to a study by the National Highway Traffic Safety Administration and the Virginia Tech Transportation Institute.

Source: National Safety Council

Driving Danger for Workers

The most dangerous threat to American workers is not in the office or on the plant floor, but on the road. Work-related vehicle crashes have been the leading cause of on-the-job deaths in the United States since at least 1992, according to the U.S. National Institute for Occupational Safety and Health. Between 1992 and 2001, motor vehicle crashes accounted for 13,337 worker deaths—an annual average of 1,300 fatalities. In 2002, vehicle-related incidents accounted for 43 percent of 4,900 preventable deaths at U.S. workplaces. The result of vehicle incidents is staggering human and economic loss: U.S. employers spend more than \$40 billion on on-the-job crashes, according to the National Highway Traffic Safety Administration. Additionally, road crash injuries result in the most costly workers' compensation claims for lost time, averaging more than \$27,500 per claim filed in 2001 and 2002.

Source: National Safety Council

Driving While Dozing

According to the National Highway Traffic Safety Administration, 1,550 fatalities,

40,000 nonfatal injuries and 300,000 crashes each year are the result of drowsy driving. Thirty-seven percent of drivers have nodded off for at least a moment, or fallen asleep at least once while driving.

Source: National Safety Council

Fatal Crash Risk Rises at Night

In 2003, about 40 percent of all fatal passenger vehicle crashes in Connecticut occurred at night, yet only 10 percent of all driving in the state took place between 9 p.m. and 4 a.m. Research suggests two reasons. First, use rates for seat belts dropped six percent at night. Second, unbelted drivers may take more risks and get into more serious crashes.

Source: Insurance Institute for Highway Safety

ATV Use and Fatalities Rise

The U.S. Consumer Product Safety Commission said that all-terrain vehicle sales have increased dramatically in the last decade, and that the number of ATV drivers has gone up by 36 percent since 1997. Americans bought more than 921,000 ATVs in 2005. In 2003, the CPSC reported 740 deaths associated with ATVs.

Source: National Safety Council

Top 10 Workplace Injuries

In 2003, the top 10 workplace injuries, according to the Liberty Mutual Workplace Safety Index, were: **1. Overexertion: 26.4%; 2. Falls on the same level: 13.7%; 3. Bodily Reaction: 10.2%; 4. Falls to lower level: 9%; 5. Struck by object: 8.5%; 6. Repetitive motion: 5.9%; 7. Highway incidents: 5.8%; 8. Struck against object: 4.4%; 9. Caught in or compressed by: 3.9%; 10. Assaults and violence: 0.8%. All other: 11.3%.**

Source: Industrial Safety & Hygiene News

Bumbles & Fumbles & Stumbles



when a mechanical problem develops. He pulls the slide back to inspect the chamber, and it jams. Apparently, this condition is contagious, because the ammo magazine also jams in the well. Sensing that something is amiss, Harvey tries to unload the pistol, causing the slide to move forward, firing a round through the palm of his other hand.

Practicing self-aid, Harvey bandages the innocent victim, and then drives to the hospital. The first doc stops the bleeding, and then sends him by ambulance to see a hand specialist in a regional medical center. The surgeon there puts the pieces back in place, and Harvey enjoys being an inpatient for a few days, before returning to work on light duty.

An Ottoman is Not a Ladder

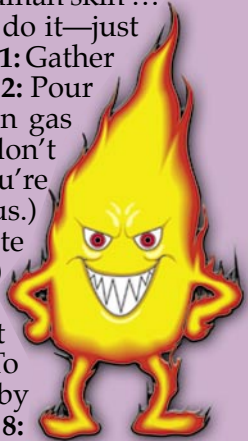


Your mission, should you decide to accept it, is to change a light bulb in the kitchen. This task will not be a walk in the park—it's dim in there, because the light's out. That's why you have to replace it. Your light source for the job is coming from an open door about six feet away. One complication: the light is aimed

at your feet, not overhead. You locate a nearby ottoman to boost you up to the fixture in question. Then, you become disoriented and lose your balance. Simply falling straight down, though, is not stylish enough for you—you gotta stick your elbow through the glass of the kitchen window, giving yourself an impressive slice in the arm. After visiting the ER, you get a day on quarters to get to know your nine stitches. Who goes to the trouble of getting a ladder or a step stool for every little job? The subject of this cautionary tale probably does, now.

Now That's A Fire!

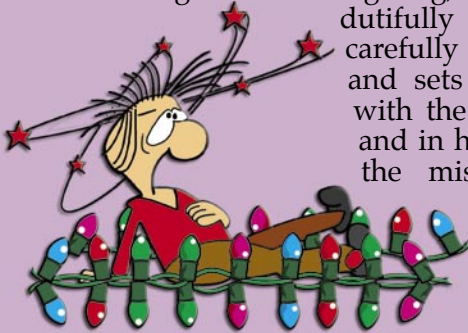
Gasoline makes an excellent fuel for burning just about anything. Tree branches, human skin ... you name it. It's so easy, anyone can do it—just follow these simple instructions. **Step 1:** Gather yard waste and place in fire pit. **Step 2:** Pour gasoline on log in pit. **Step 3:** Return gas can to storage shed. (After all, you don't want that thing too close to the fire you're about to start. That could be dangerous.) **Step 4:** Use extended lighter to ignite log. (You don't want to be too close.) **Step 5:** Observe resulting explosion. **Step 6:** Stop, drop and roll to put out most of flaming self. **Step 7:** To fully extinguish fire, run to nearby swimming pool and jump in. **Step 8:**



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 about safety. Check 'em out—you just might get a laugh, and learn something, too.

Festival of Fractures

No holiday season is complete without people getting hurt while attempting to hang a string of festive lights outside the house. One afternoon, not long after Thanksgiving, the subject of our tale dutifully gets out the ladder, carefully untangles the string, and sets to work. Overcome with the spirit of the season, and in his zeal to accomplish the mission, he puts not one, but two (count 'em—two) feet on the upper "Do Not Stand" part of the ladder. I think you know what happens next. After the inevitable fall, he finds out which is stronger, the bones in his forearm, or the concrete driveway. Later, he finds out what it's like to have pins surgically inserted into the wrist, and then he goes on quarters for a few weeks.



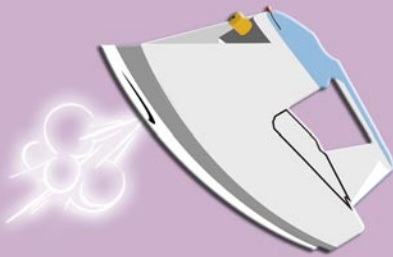
Cleaning It and It Went Off

The term "handgun" refers to a firearm that fits in the hand—a pistol. The hand is supposed to hold the weapon, not be its intended target. As we're about to see, some folks catch on to this notion more quickly than others. One night, Dirty Harry's distant cousin, Dusty Harvey, is cleaning his 9mm beauty,

Travel to hospital for treatment of first- and second-degree burns on arm, face and legs. **Step 9:** Enjoy a few days in the hospital before going back to work. *Note: Your results may vary from those reported here, especially if you're wearing more than the shorts-only ensemble our subject was sporting.*

No Wrinkles Here

You've probably heard of "washboard abs," but how about "ironing-board abs?" We all like to look our best when we go out. Nobody, including the subject of this tale, wants to be seen in a wrinkled shirt, for example. Being in the Air Force, he has experience using an iron to make his garments look good. The recommended technique, though, is to remove the shirt from one's torso before applying the hot iron. That's where this neat freak falls short, as the resulting second-degree abdominal burns prove. Let's hope that this form of extreme ironing doesn't catch on.



It's Not Rugby

Donating blood is a generous, noble and worthy action to help your fellow man. It's a fairly simple process, and nearly painless. That is, once you get to the actual donation part. If you hurt yourself before reaching that point, however, you make the event way more complicated and painful than it should



which needs a handful of staples to close.

be. That's what happens to this would-be donor, who faints after watching the folks ahead in line get their fingers pricked for the initial screening. One important reminder for prospective donors is that the medics can't use your blood when it flows out of a cut on your noggin,

Frisky Feline "Helps" Handyman

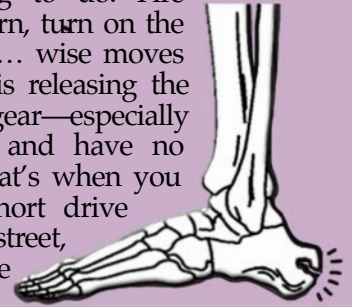
Cats are curious creatures, interested in seeing what you're up to. In this case, the curiosity extends to checking out how the human does an oil change on the car. Home Handyman puts the car up on jacks, climbs under the car, opens a can of motor oil, and then gets ready to apply a thin film of the lube to the seal of the new filter. Then Fluffy bumps the open can, spilling its contents onto the mechanic, who then



swings at and misses the feline, but connects solidly with a jack supporting the car. The blow dislocates a finger, requiring surgical repair.

Clutch Performer

Conducting a function check on the motorcycle you've just bought for your spouse is a thoughtful and safety-minded thing to do. Fire up the engine, hit the horn, turn on the lights, check the gauges ... wise moves all. What's not so wise is releasing the clutch with the bike in gear—especially when you're untrained and have no experience as a rider. That's when you make the unexpected short drive to the curb across the street, and go airborne onto the sidewalk. One of your offspring sees the whole thing, and calls for help. Your less-eventful ride to the nearest medical center gets you an MRI that shows multiple foot fractures. You get to rest up in the hospital for a couple of days before the surgery that puts your pieces back together, followed by a few weeks of convalescent leave.



The Glass Fragments Are Ajar

Suppose you're making dinner, and you want to open a new jar of mayonnaise. Lacking the bone-crushing grip required to break the lid's stubborn vacuum seal, many people resort to percussive persuasion and a dousing of heated dihydrogen monoxide to force the issue. Not this guy—he doesn't need it. He simply clamps one of his mighty mitts on



the jar, and the other on the lid, and twists for all he's worth. It seems that some people—like our subject—don't know their own strength. The wimpy glass jar can't bear the strain, though, and shatters, slicing into The Manhandler in the process. Adding a dash of "trip to the hospital" to his recipe, he gets several stitches to close the cut, and two days on quarters. Maybe that squeezable plastic mayo jar is worth buying, after all.

Mirror, Mirror on the Floor, Tell Me Why My Toe's So Sore

This guy gets up at Oh-dark-thirty to let the dog in. He doesn't turn a light on, and he's barefoot. That's how he unintentionally finds the unframed full-length mirror that was to be hung on the wall later that day. The resulting sliced little piggy needs a few stitches, rest, elevation, and two days on quarters. ■





AFSC Sponsors ATV & Dirt-Bike Training

Off-road courses aim to improve rider skills

The Air Force wants to reduce lost-workday mishaps among riders of all-terrain vehicles and dirt bikes. To help the service meet that goal, the Air Force Safety Center is sponsoring a study of training courses at four bases with large riding populations.

For the Safety Center's perspective on this issue, we interviewed SMSgt Doug Crosbie, superintendent of traffic safety in the ground safety division.

Q: Why is the Safety Center doing this study?

A: Epidemiologists here studied lost-workday injuries over a 10-year period, and found that dirt bikes and ATVs were the number three and four off-duty causes of lost-workday mishaps. Over the decade, Air Force riders sustained 454 'serious' injuries (requiring medical treatment)—mostly broken bones—and lost an average of 12 workdays, with an overall total of 5,563 lost workdays. We weren't having a lot of fatals, but people were getting injured—broken legs, broken arms—and missing time away from work. We've been trying to target mishap prevention—do things specific to certain targets, instead of general "traffic safety." The question then was "What can we do about these off-duty mishaps?" The existing programs focused on duty riders—people who have to ride a dirt bike or an ATV as part of their duty. Special operators, security forces, combat communications—people like that. We said, "Let's find a way to extend this out to off-duty riders." We thought, "Do we want one approach to doing it? Do we want to decide here, at the Safety Center, how this is done?" We figured that's probably not the best idea. Let's take some money that we had reserved for targeted mishap prevention and push some of it out to bases that are willing to test programs in this regard. We considered the options, and figured out that we could target training to our off-duty riders. We can't control for exposure; we can't limit their riding—it's a matter of ethics. You can't take



away everything dangerous; people would be offended. Same thing with POVs. We can't limit their riding, so what we want to do is maximize the benefits of education. Four bases stepped up and volunteered to take some money in exchange for setting up a training program geared toward their off-duty riders—or at least open to them.

Q: Which bases are participating?

A: Eielson, which is doing an ATV-only program, because of their high exposure using ATVs. In that part of Alaska, ATVs are a substitute for regular transportation year-round. Nellis, Luke and Holloman are testing both ATV and dirt-bike training. Each base's proposal was a little bit different, but they're all going to build a training program by certifying trainers, providing some resources, and then those trainers will train off-duty riders as part of an additional-duty program. We're going to give these four bases a year to set up their programs,

continued on next page



important for us to know. Then we want more trainee feedback, maybe six months after they've been trained. "Did this affect how you ride? Are you a more confident rider? Are your skills enhanced? Are you more aware of the hazards that go with riding dirt bikes and ATVs?" Some folks buy these vehicles and jump right on them, and aren't familiar with the hazards associated with them. It's better to have more knowledge and more training—taking a slower approach and building up their skill level, like what we do with

train some folks, collect feedback, and then after a year, they're going to compile reports for us. We in turn will put together a report for the Air Force—telling how it went, what works and what doesn't work, and the recommended process and procedures for setting up training programs at other installations. We probably can't afford to set these up Air Force-wide, at every base. Some bases may not want to; the bases that stepped up had a lot of exposure, with a lot of dirt-bike and ATV riders. Eielson has a robust training program. They bought equipment, and improved their ranges and facilities, and they have strong command support. People stationed at Eielson have a lot of exposure, because ATVs are very common there. There are a lot of recreational opportunities, a lot of unimproved roads, and a lot of territory to cover. So, we made an extra effort, working with PACAF, to get Eielson as one of the test bases.

Q: What do you expect to learn out of this study?

A: We hope to see a correlation between having more trained riders and having fewer mishaps and missed days. We don't know if that's going to happen. We've been warned against using negative statistics to measure progress—like numbers of mishaps. We're going to look at that, but it won't be the sole factor in determining whether they're successful programs. We're looking for feedback from the trainees, immediately after the course. "Did you learn anything? Was it a valuable course to attend?" That's very



motorcycles. We hope to see a correlation there. And we'd like to see an enthusiasm for attending the training. Not all Air Force training is fun. At Eielson, the preliminary results show that people like to go. It's seen as recreation, more so than mandatory training.

Q: What will this training mean to the people in the field?

A: They'll be aware of the particular hazards associated with the equipment. An increase in their skill level, familiarization with ATVs and dirt bikes, knowledge of limitations—which we're finding is a cause of a lot of mishaps, because riders don't know the limitations of their own abilities and the capabilities of their equipment, whether motorcycle or ATV. We like what we've seen so far—people with



motorcycle safety training, which is present in a lot of the Motorcycle Safety Foundation courses for street bikes. That helps out with recruiting volunteers. If they enjoy teaching, and spending time on the ATVs or dirt bikes, and enjoy sharing what they know with those riders, then it's more like something you do because you want to do it, instead of being asked to do it.

For the base-level point of view, we also interviewed Staff Sgt. Rich Caudill, ground safety specialist and ATV instructor at Eielson AFB, Alaska.

"We have the highest number of ATV riders in the Air Force—probably 750 to 800 total riders on base. In October 2005, TSgt Philip Landreth, who is certified as a master instructor by the All-Terrain Vehicle Safety Institute, came up from Scott AFB and trained seven ATV instructors here. Then in June, as part of the ATV study, Mr. Lance Norgard, another master instructor, came up from McChord AFB, and he trained seven more instructors. Altogether, Eielson currently has 11 instructors. Our course takes four hours, and includes 16 exercises and a trail ride. We've trained more than 200 off-duty riders, plus 50-75 security forces members, 20 from Explosive Ordnance Disposal, and nine from the 3rd Aerial Support Operations Squadron, who ride as part of their duty. In Fiscal Year 2006, we've only had two ATV mishaps involving people who've been through our hands-on training course, compared to eight who had the old video-only training. The hands-on course is the way to go," Caudill said. ■

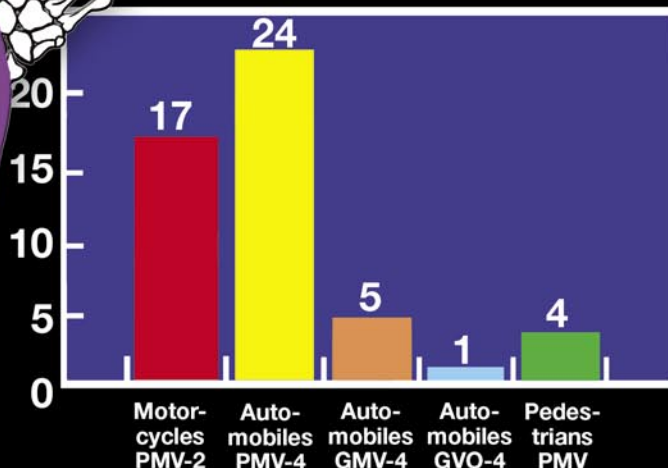


enthusiasm for learning about their chosen piece of equipment. We're finding that at Eielson, people want to get trained. They enjoy the class. They see it as recreation, improving their capabilities, not something that they've been made to do. We'd like to see that same mindset extended out to

Snapshot on Safety

4th Quarter FY06 Update

Motor Vehicle Fatalities Total FY06



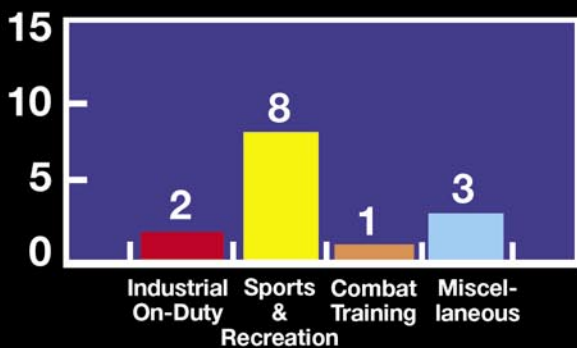
HQ AFSC/SEG

Drinking and Driving Lead to Permanent Disability

After working an 11-hour day, an Airman got off work at 7 a.m. Sunday. At 3 p.m., he played golf for about four hours and returned to his residence. At about 12:45 a.m., he met some friends at a club to play darts. During

this period at the club, the Airman did not consume any alcoholic beverages, but was drinking an energy drink. He played darts until about 1:15 a.m., and then he and his friend left the club for his residence. The Airman got in his car, entered and exited a traffic roundabout, and accelerated as he spoke about fast cars to his friend and passenger. At this point, the passenger did not mention his fast driving. As the Airman entered a gradual left turn, he accelerated out of the turn and lost control of the vehicle. The vehicle left the road as the Airman overcorrected; the vehicle began to skid and struck a sign, causing it to roll three

Non-Motor Vehicle Fatalities Total FY06



times. The vehicle came to rest on its roof, pinning the Airman/operator. The passenger unbuckled his seat belt and assisted the Airman until emergency services arrived and transported the Airman to a medical facility. Toxicology tests revealed the driver's blood alcohol level to be over the legal limit. The Airman is permanently disabled as a result of his injuries.

Lessons Learned:

Speed, inattentiveness and judgment were contributing factors and are a deadly combination. Using the wingman concept, never assume that

anyone who has had a drink is in control, especially when behind the wheel.

Booze-Impaired Judgment = Fatality

An Airman joined a friend for dinner at a neighborhood restaurant. During this time, they consumed two mixed drinks. The Airmen attempted to call another friend to pick them up, but were unable to make contact, so they got in the Airman's car and departed at about 12:45 a.m., traveling back to the Airman's friend's residence. The Airman dropped off his friend and proceeded home. Misjudging the width of the road, the Airman drove his vehicle into a drainage ditch across the highway from the house. Leaving his headlights on, he crossed the highway toward his friend's house for help, and was struck by another vehicle. The driver stopped to render aid. While the Airman lay on the pavement, another vehicle approached. The Airman was struck a second time because the approaching vehicle did not stop, despite the warning attempts of the Good Samaritan. The Airman did not survive the full-body trauma.

Lessons learned:

Any amount of alcohol reduces your ability to think rationally and reduces judgment. Use the two-person rule when possible, especially when light and visibility are limited. Bright clothing will help during darkness. Never assume that vehicle operators can see you at night.

Motorcyclist No Match For Truck

An Airman left his residence a little before 6 a.m. for a 10-mile ride to work on his motorcycle. He was considered an experienced and vigilant rider. The weather was clear and the road was dry. The Airman was wearing a bright orange vest and all required safety equipment. He exited the interstate onto a busy street controlled by a single traffic light. He continued traveling at the posted speed limit. The driver of a dual-axle water-tanker truck approached an intersection and failed to yield the right of way, turning into the path of the motorcycle. The Airman tried evasive actions by laying his motorcycle down. The Airman separated from the motorcycle and continued to slide toward the truck. The operator of the truck tried to avoid impact and applied his brakes. The Airman's momentum carried him in the path of the rear wheels of the truck, which rolled over his head, crushing his helmet and skull, resulting in fatal injuries.

Lessons learned:

Motorcycle riders are always at risk of not being seen. Don't take for granted that you're visible, even when wearing all personal protective equipment. Practice riding defensively. ■



The ATV Safety Institute's "Golden Rules"

- Take an approved training course.
- Ride an ATV that's right for your age.
 - 6 and older: Less than 70cc
 - 12 and older: 70cc to 90cc
 - 16 and older: More than 90cc
- Supervise riders younger than 16.
- Always wear the correct safety gear, especially a helmet, when you ride.
- Never carry a passenger.
- Always avoid paved surfaces. Never ride on public roads.
- Ride only on designated trails, and ride responsibly.

For more information from the
ATV Safety Institute, go to www.atvsafety.org