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RM QUARTERLY

WINTER 2023

RISK MANAGEMENT

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

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U.S.ARMY

https://safety.army.mil

nsc National Safety Council

The U.S. Army Combat Readiness Center has developed multiple tools to provide leaders information on risk mitigation, all available at https://safety.army.mil, including the following:

Army Readiness Assessment Program — a web-based tool that provides battalion or equivalent commanders with data on their formations' readiness posture by sampling unit safety climate and culture in five key areas: process auditing, reward systems, quality control, risk management, and command and control.

Army Risk Management Information System— the central repository for all Army mishap data (Class A-D ground, on and off duty; Class A-E aviation). RMIS is designed to give leaders, safety officers and other personnel access to both current and archived mishap reports, with a goal of preventing similar incidents within their formations. Among other functionalities, users may search RMIS for specific mishaps by case number; conduct searches for a given timeframe or accident class; and obtain risk and hazard reports broken down by age, grade, equipment and additional variables. All data retrieved from RMIS is classified For Official Use Only and limited in use to accident prevention.

USACRC Lessons Learned— one-page mishap investigation summaries produced for accident prevention purposes. Summaries contain information protected by DODI 6055.07 under safety privilege and are available only to CAC holders within the .mil network.

Joint Risk Assessment Tool — a mission planning tool developed to augment the military decision-making process. Consisting of five integral parts, it assists users in identifying potential hazards and controls for specified ground missions or activities, both on and off duty.

Off-Duty Safety Awareness Presentation — a highly informative safety presentation containing statistics, contributing factors and other relevant information regarding off-duty mishaps. Developed for use at battalion level and below, the presentation comes complete with embedded videos and speaker notes that may be used as is or modified to reflect unit-specific mishap trends.

Preliminary Loss Reports — short synopses of recent Army mishaps resulting in Soldier or civilian employee losses that alert commanders, leaders and safety professionals to circumstances affecting readiness. PLRs provide actionable knowledge and real-time information regarding accidental fatalities, both of which are critical in prevention through risk management.

Safety Campaigns — a monthly focus on seasonal and non-seasonal risk management products and tools. Each monthly topic includes supporting videos, graphics and posters, articles and external links for additional resources.

Risk Management Magazine — the official safety magazine of the U.S. Army, published online quarterly. In addition to the online version, the USACRC releases a weekly RM newsletter highlighting a variety of safety articles, posters and videos, seasonal safety campaigns and USACRC tools and programs.

Flightfax — an aviation safety publication published online monthly. It provides leaders a snapshot of Army aviation hazards through analyses of mishaps within the last 30 to 60 days, near-term mishaps, aviation safety issues and historical context via a "blast from the past" feature.

USACRC WEB-BASED TOOLS AND INITIATIVES

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY
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MISSION STATEMENT:

The U.S. Army Combat Readiness Center preserves Army readiness through analysis, training, and the development of systems that prevent accidental loss of our people and resources.

RIDING THROUGH WINTER

COMPILED BY THE RISK MANAGEMENT STAFF

Depending on where you live, the winter months can range from a minor drop in daytime highs to 5 feet of snow and temperatures in the single digits. As a result, preparing to ride a motorcycle during the winter can be as simple as throwing on an extra base layer of clothing or as difficult as negotiating ice on the roadway. Here are some tips to help keep you safe while riding during the winter season.

Your body

There's a good reason veteran cold-weather riders wear multiple layers of clothing, leather outerwear and even electrically heated riding suits to help insulate them against the cold. The combination keeps you warm and protected from the elements, creating a more enjoyable riding experience. Also, most heat loss occurs at the extremities, especially your head, so a full-face helmet will keep you warmer and less susceptible to wind chill.

Your bike

- A windshield will greatly reduce wind chill, keeping you warmer and more comfortable.
- It's critical to check your tire pressure before each ride during the colder months, as tires can lose upward of 5 psi every day.
- Cold-weather riding puts even more strain on the battery. Use a battery charger to keep it properly charged.
- Use the appropriate weight engine oil for the temperature range you will be operating your motorcycle.
- In extremely cold weather, it can take up to 15-20 minutes of riding before your tires reach their ideal operating temperature.

Your ride

- Winter riding usually means ever-changing road conditions and hazards, including ice, salt, gravel, wet leaves and pressure ridges. Maintain vigilance and adjust your speeds accordingly.
- Wet leaves are as slippery as an oil slick and just as dangerous. Be aware that moisture trapped under seemingly dry leaves can freeze, creating a hazard in your path.
- When you encounter areas of reduced traction, decrease your speed and lean angle while maintaining equal braking pressure between the front and rear brakes.
- Certain species of trees will release sap during the winter that can form a slippery film when combined with rain.
- Ice can be the single most treacherous aspect of winter riding and often lies in wait in low or shaded areas, bridges and overpasses. Your tires make almost no sound when they are running on the ice. If you notice your tires suddenly get quieter on that back country road, take heed. You might be on ice.

For some of us, the riding season doesn't end when winter begins. If you plan to ride this winter, keep the tips above in mind. Riding smart will help ensure you're around to enjoy all of the seasons. ■

"WINTER RIDING USUALLY MEANS EVER-CHANGING ROAD CONDITIONS AND HAZARDS, INCLUDING ICE, SALT, GRAVEL, WET LEAVES AND PRESSURE RIDGES."

SKI RESORTS:
NOT ALWAYS AN ENJOYABLE EXPERIENCE

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As aviators, we're trained to recognize and understand the hazards of icing, especially when flying an aircraft without deice or anti-ice capabilities. During my initial Readiness Level (RL) progression in the UH-72A, I had an eye-opening experience with icing that stuck with me.

One winter night, I was tasked with planning and conducting what would hopefully be my final RL2-RL1 night vision goggles (NVG) progression flight with my company standardization pilot (SP). During the first portion of the flight, we talked about how the local ski resorts were especially busy that year and the hazards of flying near them when they were creating snow. We landed at Portsmouth International Airport to refuel and debrief before conducting the second portion of the flight. As we were debriefing, we noticed the winds increasing. After rechecking weather, I notified the SP that the winds had picked up from 10 knots to about 20 knots on the ground, and visibility and ceilings hadn't changed since our arrival.

We departed Portsmouth for our return to Westfield-Barnes Regional Airport as planned. As I leveled off at our cruise altitude, about 10 nautical miles south of the ski resorts we flew over earlier, I noticed the winds were a direct crosswind at 40 knots with a light chop. My SP then began asking me questions about NVGs and NVG flight characteristics, and I was explaining how we can utilize artificial lighting to our advantage. When I turned on the searchlight to demonstrate, my heart nearly stopped.

Outside my windscreen looked like a scene from Star Wars when the Millennium Falcon travels through hyperspace. There was snow everywhere! I turned off the searchlight and the snow disappeared. After turning the searchlight back on and my SP confirming that we were indeed in blowing snow, I transferred the controls. The SP asked me what the outside air temperature was and I replied minus 4 Celsius. He calmly asked me to set up the radios for nearby airfields and monitor the skid shoes, wire strike protection system and pitot tubes with my flashlight for any ice accumulation. As a crew, we decided to place the searchlight field of view to the opposite side of the pilot on the controls. We determined this would provide us with situational awareness of the blowing snow while not impacting visibility. Additionally, we descended from our visual flight rules cruise altitude to about 1,000 feet above ground level to increase our ambient temperature. Even with the decrease in altitude, we were still at zero Celsius with snow all around us.

I continued to scan the areas as assigned and thankfully found no ice accumulation. However, due to the repeated scanning, going aided to unaided and light turbulence, I began to feel slightly nauseated. I told this to my SP. He said he was going to transfer the controls to me to see if that helped, but he would be "ghosting" them just in case. Once I took the controls, my nausea subsided. After ensuring the aircraft was indeed stable with me flying, my SP then took over my previously assigned duties of monitoring.

While on the controls, I looked out my door and saw a mountain with a sizeable illuminated area and a thick cloud rising from it. I alerted my SP who, after viewing the map, confirmed it was a ski resort. We then realized the snow we were flying through was coming from the resort and being carried by the strong winds. Once we had some distance from the ski resort, the snow stopped. With no snow or ice accumulation on the aircraft, I transferred the controls back to my SP. We proceeded to conduct the rest of the training flight without incident. After landing and shutdown at Westfield-Barnes, I breathed a sigh of relief. My SP and I then conducted a lengthy debrief on all phases of the flight.

"BE AWARE OF POTENTIAL ICING HAZARDS THAT DON'T SHOW UP ON THE PROBABILITY AND SEVERITY CHARTS..."

Lessons learned

I learned several lessons that day, but one reigned supreme: Be aware of potential icing hazards that don't show up on the probability and severity charts — in this case, the snow created by a ski resort. I've since learned to identify and brief ski resorts along the route of flight, modify my flight route(s) based on the winds aloft, and recognize the effect(s) it can have on natural and unnatural phenomena such as smoke, precipitation and man-made snow. Additionally, the use of artificial lighting while flying NVG is a highly effective way to identify and mitigate this hazard. The snow produced by ski resorts provides an enjoyable time for skiers, but it's not much fun when you're flying through it. ■

WEATHERING WINTER'S WRATH

COMPILED BY THE RISK MANAGEMENT STAFF

Winter storms can bring extreme cold, freezing rain, snow, ice and high winds to much of the United States as well as increase the risk of vehicle accidents, hypothermia, frostbite, carbon monoxide poisoning and heart attacks from overexertion. Recently, historic blizzards crippled cities as far south as Atlanta, Birmingham and Dallas-Fort Worth. As we approach the coldest months of the year, the Federal Emergency Management Agency encourages all Americans to be prepared for winter weather.

Prepare

- Know your area's risk for winter storms. Extreme winter weather can leave communities without utilities or other services for long periods of time.
- Prepare your home to keep out the cold with insulation, caulking and weather stripping. Learn how to keep pipes from freezing. Install and test smoke alarms and carbon monoxide detectors with battery backups.
- Pay attention to weather reports and warnings of freezing weather and winter storms. Sign up for your community's warning system. The Emergency Alert System and National Oceanic and Atmospheric Administration (NOAA) weather radio also provide emergency alerts.
- Gather supplies in case you need to stay home for several days without power. Keep in mind each person's specific needs, including medication. Do not forget the needs of pets. Have extra batteries for radios and flashlights.
- Create an emergency supply kit for your car. Include jumper cables, sand, a flashlight, warm clothes, blankets, bottled water and non-perishable snacks. Keep the gas tank full.
- Learn the signs of and basic treatments for frostbite and hypothermia. For more information, visit the Centers for Disease Control and Prevention website at www.cdc.gov/disasters/winter/staysafe/index.html.

Survive

- Stay off roads if at all possible. If trapped in your car, stay inside.
- Limit your time outside. If you need to go outside, wear layers of warm clothing. Watch for signs of frostbite and hypothermia.
- Avoid carbon monoxide poisoning. Only use generators and grills outdoors and away from windows. Never heat your home with a gas stovetop or oven.
- Avoid overexertion when shoveling snow to reduce the risk of a heart attack.
- Watch for signs of frostbite and hypothermia and begin treatment right away.
- Check on neighbors. Older adults and young children are more at risk in extreme cold.

Recognize and respond

- Frostbite causes loss of feeling and color around the face, fingers and toes.
  - **Signs:** Numbness, white or grayish-yellow skin, and firm or waxy skin.
  - **Actions:** Go to a warm room. Soak in warm water. Use body heat to warm. Do not massage or use a heating pad.
- Hypothermia is an unusually low body temperature. A temperature below 95 degrees is an emergency.
  - **Signs:** Shivering, exhaustion, confusion, fumbling hands, memory loss, slurred speech and drowsiness.
  - **Actions:** Go to a warm room. Warm the center of the body first — chest, neck, head and groin. Keep dry and wrapped up in warm blankets, including the head and neck.

Know your winter weather terms

- Winter Weather Advisory. Issued for accumulations of snow, freezing rain, freezing drizzle and sleet that will cause significant inconveniences and, if caution is not exercised, could lead to life-threatening situations.
- Winter Storm Watch. Alerts the public to the possibility of a blizzard, heavy snow, heavy freezing rain or heavy sleet. Winter Storm Watches are usually issued 12 to 48 hours before the beginning of a winter storm.
- Winter Storm Warning. Issued when hazardous winter weather in the form of heavy snow, heavy freezing rain or heavy sleet is imminent or occurring. Winter Storm Warnings are usually issued 12 to 24 hours before the event is expected to begin.

Conclusion

Take an active role in your safety and be prepared for winter weather at home, work and in your car. For more information on winter weather preparedness, download the FEMA app or visit Ready.gov and search for "winter storm." ■

Editor's note: Information provided by the Federal Emergency Management Agency

PLAN, EQUIP and TRAIN

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
https://www.osha.gov

Outdoor work requires proper preparation, especially in severe winter weather conditions. Although the Occupational Safety and Health Administration (OSHA) does not have a specific standard that covers working in cold environments, employers have a responsibility to provide their workers with a place of employment that is free from recognized hazards, including winter weather-related hazards, which are causing or likely to cause death or serious physical harm to them (Section 5(a)(1) of the Occupational Safety and Health Act of 1970). Employers should, therefore, train workers on the hazards of the job and safety measures to use, such as engineering controls and safe work practices, that will protect their safety and health.

Training

At a minimum, employers should train workers on:

- Cold stress:
  - How to recognize the symptoms of cold stress and prevent cold stress injuries and illnesses
  - The importance of self-monitoring and monitoring co-workers for symptoms
  - First aid and how to call for additional medical assistance in an emergency
  - How to select proper clothing for cold, wet and windy conditions
- Other winter weather-related hazards workers may be exposed to (for example, slippery roads and surfaces, windy conditions and downed power lines):
  - How to recognize these hazards
  - How workers will be protected: engineering controls, safe work practices and proper selection of equipment, including personal protective equipment

Engineering controls

Employers should provide engineering controls, which can be effective in reducing the risk of cold stress. For example, radiant heaters may be used to warm workplaces like outdoor security stations. If possible, employers should shield work areas from drafts or wind to reduce wind chill. Employers should use engineering controls to protect workers from other winter weather-related hazards. For example, aerial lifts or ladders can be used for safely applying deicing materials to roofs to protect workers from the hazard of falling through skylights.

Implementing safe work

Safe work practices employers can implement to protect workers from injuries, illnesses and fatalities include:

- Providing workers with the proper tools and equipment to do their jobs
- Developing work plans that identify potential hazards and the safety measures that will be used to protect workers
- Scheduling maintenance and repair jobs for warmer months
- Scheduling jobs that expose workers to the cold weather in the warmer part of the day
- Avoiding exposure to extremely cold temperatures when possible
- Limiting the amount of time spent outdoors on extremely cold days
- Using relief workers to assign extra workers for long, demanding jobs
- Providing warm areas for use during break periods
- Providing warm liquids (no alcohol) to workers
- Monitoring workers who are at risk of cold stress
- Monitoring the weather conditions during a winter storm, having a reliable means of communicating with workers and being able to stop work or evacuate when necessary
- Acclimatizing new workers and those returning after time away from work by gradually increasing their workload, and allowing more frequent breaks in warm areas as they build up a tolerance for working in the cold environment
- Having a means of communicating with workers, especially in remote areas
- Knowing how the community warns the public about severe weather: outdoor sirens, radio and television (*The National Oceanic and Atmospheric Administration [NOAA] provides multiple ways to stay informed about winter storms. If you are notified of a winter storm watch, advisory or warning, follow instructions from your local authorities.*)

Warm, protective clothing

Employers must provide PPE, such as fall protection, when required by OSHA standards to protect workers' safety and health. However, in limited cases specified in the standard (29 CFR 1910.132), there are exceptions to the requirement for employers to provide PPE to workers. For instance, there is no OSHA requirement for employers to provide workers with ordinary clothing, skin creams or other items used solely for protection from weather such as winter coats, jackets, gloves, parkas, rubber boots, hats, raincoats, ordinary sunglasses and sunscreen (29 CFR 1910.132(h)(4)). Regardless, many employers provide their workers with winter-weather gear such as winter coats/jackets and gloves. Learn more about PPE requirements and how to design an effective PPE program on OSHA's safety and health topics page at https://www.osha.gov/topics.

Dressing properly for the cold

Dressing properly is extremely important to preventing cold stress. When cold environments or temperatures cannot be avoided, the following would help protect workers from cold stress:

- Wear at least three layers of loose-fitting clothing. Layering provides better insulation.
  - An inner layer of wool, silk or synthetic (polypropylene) to keep moisture away from the body. Thermal wear, wool, silk or polypropylene inner layers of clothing will hold more body heat than cotton.
  - A middle layer of wool or synthetic to provide insulation even when wet.
  - An outer wind- and rain-protection layer that allows some ventilation to prevent overheating.
- Tight clothing reduces blood circulation. Warm blood needs to be circulated to the extremities.
- Insulated coat/jacket (water resistant, if necessary).
- Knit mask to cover face and mouth (if needed).
- Hat that will cover your ears as well. A hat will help keep your whole body warmer. Hats reduce the amount of body heat that escapes from your head.
- Insulated gloves (water resistant, if necessary) to protect the hands.
- Insulated and waterproof boots to protect the feet.

Safety tips for workers

- Your employer should ensure you know the symptoms of cold stress.
- Monitor your physical condition and that of your co-workers.
- Dress appropriately for the cold.
- Stay dry in the cold because moisture or dampness (e.g., from sweating) can increase the rate of heat loss from the body.
- Keep extra clothing (including underwear) handy in case you get wet and need to change.
- Drink warm, sweetened fluids (no alcohol).
- Use proper engineering controls, safe work practices and PPE provided by your employer. ■

Give Me Some Space

ANDY PARRISH

Everyone has heard the saying, "If a tree falls in the forest and no one is around, does it make a sound?" That same saying can be applied to driving. We just change the wording a bit so it says, "If a vehicle gets into an accident and your vehicle is not around, do you have to be involved?" The answer is "no."

One of the most important ways to keep from being involved in an accident is to use a technique called space cushion driving. What's that, you ask? That means ensuring there is plenty of space around your vehicle while driving. How does this help? When driving, if a vehicle near you makes any kind of sudden movement, you will have time to react and not be involved in an accident.

Vehicles can make sudden movements for a variety of reasons. Motorists may slow down or stop abruptly because they are about to miss a turn. Maybe they had a tire blow out or an animal ran across their path. No matter the reason, if the car in front of you makes a sudden stop and you're tailgating, you'll likely have no option but to slam on the brakes and hope you stop in time.

Under normal driving conditions, you should maintain

at least four seconds of following distance between you and the vehicle in front of you. As long as you have that kind of cushion, you should be fine if the vehicle you are following makes any kind of sudden movements. In fact, it's possible that all you'll have to do is let off the gas instead of slamming on the brakes.

Maintaining a proper following distance is as easy as counting. When the vehicle in front of you passes by a stationary object such as a road sign, utility pole or overpass, start counting off the seconds until your vehicle crosses the same point. If less than four seconds have elapsed, you are following too closely. Again, this four-second cushion should be maintained in normal driving conditions. You should add at least another second or two when driving on wet roads and even a few seconds more for snow and ice.

Maintaining a proper cushion is not just for the space in front of you, but also beside you. Whenever possible, try to keep the lanes next to your vehicle clear. You can do this by merely adjusting your speed to let other cars pass you. If the lane next to you is clear, when the vehicle in front of you has to slow down or stop suddenly, you have the option of either slowing down or simply getting into the other lane. If the lane next to you is blocked by another vehicle, you only have the option to slow down.

Being a safe driver is more than just maintaining control of your own vehicle. It is equally important to watch out for other motorists. Remember that you are sharing the highway with some folks who have never had any kind of formal driver training. A lot of people were taught to drive by their parents as a teenager and never had any additional training. Some parents taught better than others. It's safe to say that some parents also passed on their bad driving habits, so it's important to always expect the unexpected.

While you can't control what other drivers are going to do, you can control your proximity to them when they do it. Even an experienced driver may have a temporary lapse of judgment and drive unsafely. When this happens, if you are far enough away, or have the ability to get into the other lane, you will have nothing to worry about. Remember, it's as easy as counting, and it will go a long way in preventing you from becoming another statistic. ■

WARNING: WHEELS MAY COME OFF

Whether you fly or drive, we've all seen those same famous words in our operator's manuals: NOTES, WARNINGS, and CAUTIONS! These simple messages are printed for a reason, and here is a recent example that highlights their importance.

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Last year, an Army National Guard unit in my state was conducting a routine convoy movement from their home station to a field training site for the monthly drill weekend. Within 20 minutes of leaving, the lead vehicle experienced an abnormal vibration. The driver and crew both smelled smoke, followed by a loud noise and a sudden drop. The truck's right-front wheel had just flown off, causing the vehicle to veer off the highway.

How did this happen, you ask? Well, it turns out the M1097 High Mobility Multipurpose Wheeled Vehicle (HMMWV) has a long history of similar problems. But here's what you need to know. (WARNING: You may just learn something from this article!)

The HMMWV is one of the most widely used ground vehicles in the U.S. Army fleet. As a troop-carrying vehicle and prime mover, the M1097 HMMWV shares many common components with other vehicles and even uses the same maintenance manual. One unique feature of the HMMWV driveline is the geared hub assembly and spindle bearing. On the M1097, this system includes a lock washer and retaining nut that must be inspected and serviced after each semi-annual inspection.

When properly installed, the lock washer has slotted tabs that are bent into grooves on the retaining

nut. This prevents the retaining nut from backing off while the vehicle is in motion. The service manual and repair procedure contain a very clear message: "WARNING, ensure lock tab on lock washer is bent completely into the slot on the retaining nut." Guess what happens when you skip this step? The entire wheel falls off the vehicle!

Preventative maintenance checks and services, or PMCS as we all know it, is a crucial skill for vehicle operators. It's a basic task that is routinely practiced at the operator level and reinforced with good leadership. But can you blame a private first class if the wheel falls off their truck? Even if they did their PMCS? In this case, no. You must dig a little deeper.

The higher headquarters unit conducted an on-duty National Guard accident investigation to determine what went wrong. They discovered the accident vehicle recently returned from depot sustainment level maintenance. This type of PMCS is 20- and 30-level work that goes well beyond checking your tire pressure and oil level. The operator and crew were not at fault. The problem in this case was a geared hub assembly that was not assembled correctly and then not checked by a mechanic supervisor. The warning message was not followed, and the vehicle was returned to the fleet. From the outside appearance, there was no indication of fault or failure even though anyone inside the vehicle could be seconds away from a real disaster. Did the mechanic intentionally ignore the warning message? I don't think so. Did the mechanic supervisor intentionally fail to check the mechanic's work? I doubt it. But right or wrong, the maintenance quality assurance process should have caught this problem by adhering to the warning and installation procedures listed in the technical manual. In the safety world, we call this type of mistake "human factors," and many Army accidents share this problem.

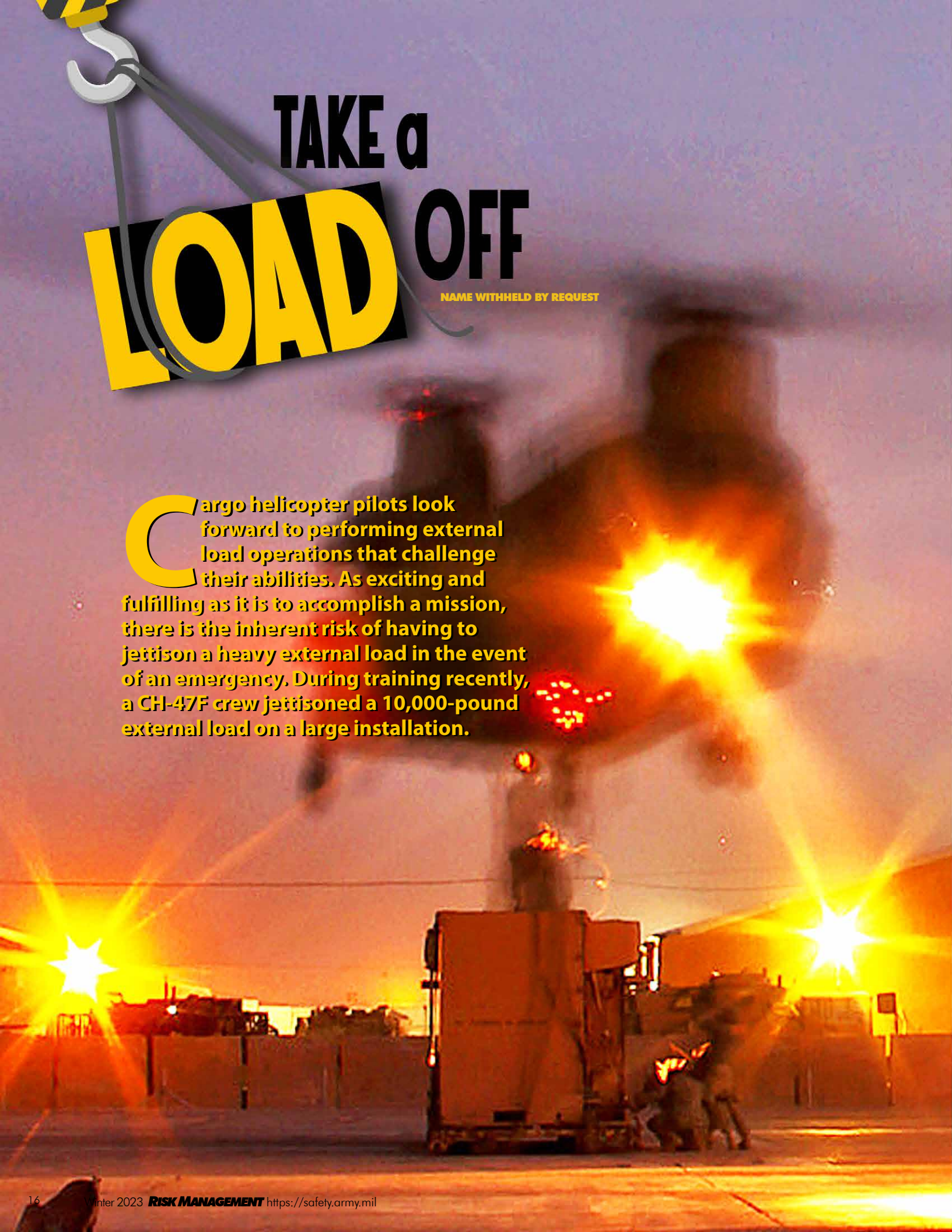
In the case of this HMMWV accident, no Soldiers were injured. The crew was wearing proper gear and driving the correct speed, and the vehicle was later recovered without incident. The accident could have been much worse if any of those procedures had not been followed. In the end, the only true cost was some pride and a few dollars' worth of common repair parts.

The lesson in this accident is simple: Pay attention to your safety messages! It turns out the retaining nut and lock washer on the M1097 is a well-documented problem. The first Safety of Use Message describing the issue was published more than 10 years before this accident occurred. That was eight and a half years before this young accident driver even joined the Army. He would have never known about this history. This accident serves as a great reminder for those of us who have been on duty for several years. Take time to read and understand older safety messages on your equipment and comprehend the impact.

Warning messages like the one discussed above are printed in the operator's and maintenance manuals for a reason. You need to take them seriously and make sure all your subordinates do the same. Injury to personnel and damage to equipment will happen if you don't pay attention. After a maintenance task is completed, don't forget about quality assurance. Always have someone inspect your work. As leaders, operators and maintainers, it is our responsibility to do our jobs by the book. That goes for every task, every standard, every time. If not, the wheels might come off when you least expect it! ■

TAKE a LOAD OFF

NAME WITHHELD BY REQUEST



Cargo helicopter pilots look forward to performing external load operations that challenge their abilities. As exciting and fulfilling as it is to accomplish a mission, there is the inherent risk of having to jettison a heavy external load in the event of an emergency. During training recently, a CH-47F crew jettisoned a 10,000-pound external load on a large installation.

Preflight

Preflight is conducted prior to every flight in every unit in the Army. These inspections are imperative to the safe operation of all aircraft. This crew consisted of an experienced pilot in command (PC), a pilot (PI) that was in PC progression, a flight engineer with years of experience and a crew chief that was very familiar with external load operations. The crew conducted a thorough preflight and inspected the cargo hooks prior to executing the training mission. Everything appeared to be functional.

Run-up

During run-up, the crewmembers did the appropriate cargo hook checks and all functions were operational. The pilots checked their hook release buttons and the hook opened appropriately. The crew chief checked his hook buttons, which also worked as advertised. All checks of the hooks actuated the hook when they were pressed. When the hook was in the OFF/SAFE position, it would not open when the buttons were pressed, as it shouldn't.

Mission execution

The crew flew to the training area and selected the 10,000-pound block for the operation. They already had a performance planning card (PPC) which had supporting data showing the helicopter would not exceed any limitations while performing the external load training. The crew then briefed the actions to be performed by each position in the aircraft for normal operations and in the event of an emergency, such as an engine failure.

They performed a few iterations of elevator drills (when a helicopter crew hooks up the sling load and sets it down in the same spot without flying to a new location). Once the drills were complete, they briefed their next maneuver, which was flying a traffic pattern after hooking up the external load. After takeoff, the PC announced they were above single-engine airspeed and 250 feet above the highest obstacle, which meant it was time to "safe" the cargo hook by placing it into the OFF position. This is done to prevent inadvertently releasing the load in flight by one of the cargo release buttons.

Hook failure

The crew flew the first pattern without incident. While in a right-hand turn on the second pattern, however, the load jettisoned from the hook, which the crew chief announced. Immediately, the PC asked for confirmation that the external load landed in a safe location. The crew chief responded that the load was safely on the ground. The PC then verified the hook was still in the SAFE position, which it was, followed by a question to the crew chief asking if the load was manually released. The crew chief responded that the load was not manually released.

On the ground

The PC decided to land near the sling load to inspect the aircraft and hook to see what went wrong. Once on the ground and shut down, the crew called their command to notify them of what happened. Upon a visual inspection of the hook, everything looked normal and appeared to function as it should.

Findings

After the aircraft was cleared to fly back to the airfield, maintenance personnel began inspections and checked the operation of the cargo hook. It was determined the load jettison was caused by a mechanical failure of the hook and was not the crew's fault. The cable leading to the hook from the emergency jettison lever was faulty. The cable had come out of its retaining sheath, which took up any slack that was required to allow the hook to swing while under load. During the right-hand turn, the hook swung with the weight of the load, which allowed the cable to tighten as if the emergency jettison handle had been pulled, which released the load during flight.

The outcome

Upon further investigation into the fleet, multiple CH-47Fs had similar issues with the cargo hooks.

The jettison cables were starting to show the same flaw as the one that inadvertently released the external load. A precautionary maintenance message was sent out across the fleet to notify other units of this issue and what needed to be done to correct it. Fortunately, in this mishap, the helicopter was conducting training over an improved area and was well clear of any civilians or service members, allowing for a safe spot for the external load to land. ■

An Icy Introduction

CAPT. ROBERT JONES
1189th Transportation Surface Brigade
U.S. Army Reserves
Joint Base Charleston, South Carolina

My first assignment after entering active duty was on Fort Drum, New York. As someone who'd spent his entire life in South Carolina and Georgia, it was an environmental shock to say the least.

I arrived in late December, shortly after the winter deep freeze hits New York's North Country. I was surprised to learn the ice that completely covered the ground would likely hang around until mid-April. I was accustomed to wet roads, but the ice severely hampered my ability to drive. With time, I managed to improve — luckily without crashing like many other motorists in that part of the country due to black ice. That isn't to say I was driving well. More than once I found myself sliding sideways through my apartment complex's parking lot.

That winter also killed my first car, which, up to that point, had survived several years of teenage and college stupidity. A lack of proper maintenance and using non-winterized fluids resulted in several issues. The windshield wiper fluid froze solid and remained a block of ice for the entirety of winter. This forced me to use snow to clean road salt off the windshield to travel. After the April thaw, every fitting and gasket that was held in place by the cold weather ruptured, making it necessary that I add a quart of oil every day to keep the vehicle running.

Eventually, I gave up attempting to salvage my car and sold it for scrap so I could purchase a new vehicle. The vehicle I chose, however, was not the best option for winter environments. A combination of high gas prices, a young lieutenant's budget and general stupidity made me pick something sporty rather than practical. Still, it was a far better option than my previous vehicle. Instead of my old rear-wheel, manual transmission car with lockable four-wheel drive, which was configured more for marshland and beaches, I selected a front-wheel drive vehicle that was better designed for colder climates. Because the primary drivetrain was located under the weight of the engine, my new car had better traction and handling on icy roads. It could still get stuck in snow, which was occasionally a problem, but getting into that situation in the first place became less likely when combined with the safer driving habits I'd acquired since arriving at Drum.

After that very expensive first winter, I decided to find ways to keep the worst from reoccurring. The first part was fairly easy: regular vehicle maintenance. The state of New York required an annual inspection for all private motor vehicles (PMVs); this, combined with regular recommended services (specifically oil changes and fluid checks) kept my new car from having the same issues that befell its predecessor. I also changed the kind of wiper fluid I used, opting for a winterized version designed for freezing temperatures. Nearly 10 years and more than 100,000 miles later, I still drive that vehicle regularly.

I also received a great deal of information when my unit conducted driver training for newly arrived Soldiers. We discussed the details of operating tactical vehicles in off-road and adverse conditions. Much of the training also applied to winter PMV driving. Some topics, while not on the standard driver training rubric, were even more useful, including:

1. Keep enough fuel in your vehicle's tank in case of a breakdown or you get stuck. Engines produce heat and power, both of which can save you while waiting for recovery.
2. If you have a four-wheel-drive vehicle, do not use it unless you're already stuck. Four-wheel drive is for self-recovery, not to "power through" tough spots on the road.
3. Keep a breakdown/survival kit in your vehicle. A "Bug-Out Bag" can contain useful items if you get stuck. A number of these kits come pre-packaged at big-box stores and online, but putting one together yourself is often a better option, as you can tailor it to your environment and its hazards. At a minimum, your kit should contain basic tools, cold- and wet-weather clothing and some means of visual signaling.

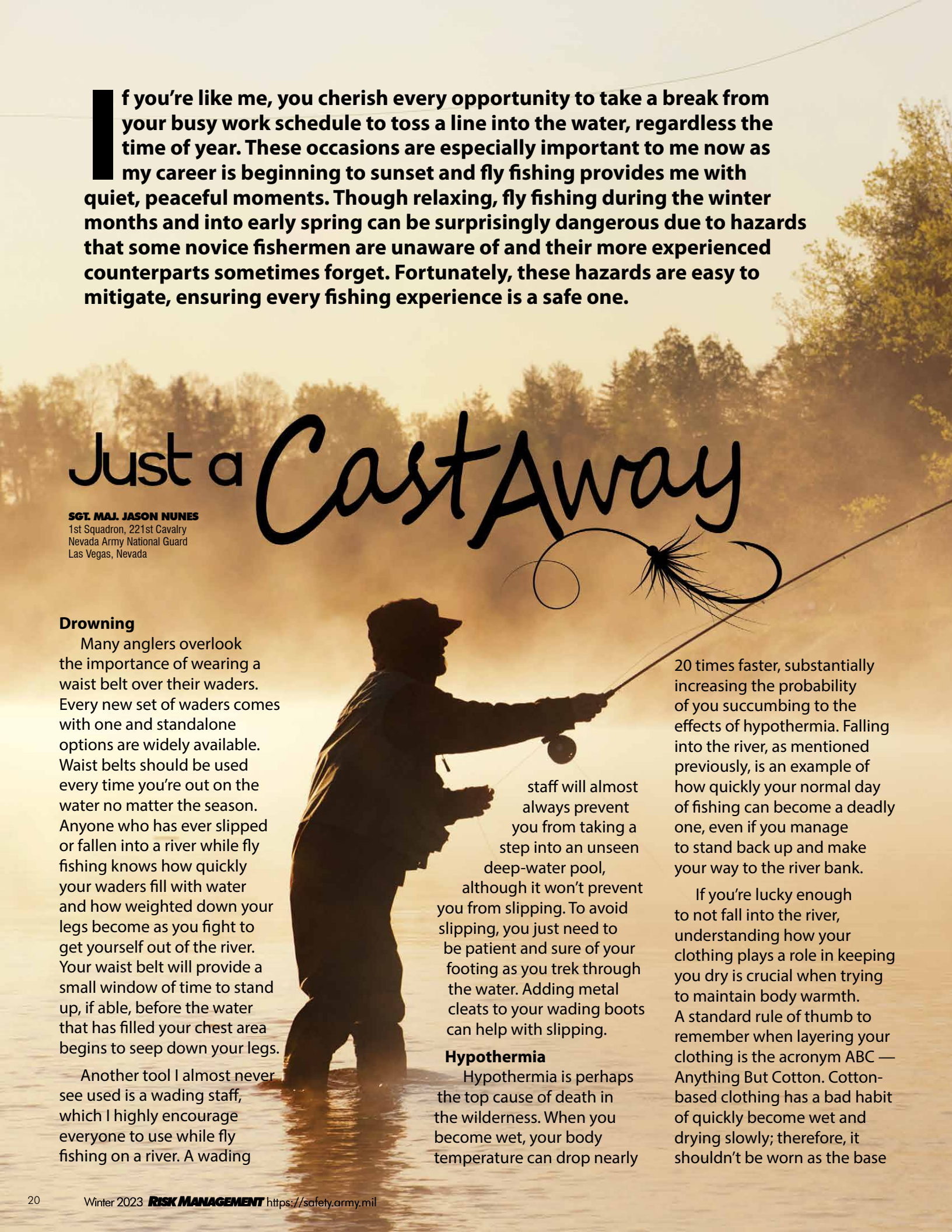
The lessons I learned at Fort Drum still earn me some strange looks from friends and family. For instance, I refuse to let my car go beneath one quarter of a tank of fuel unless there is no other option. I also keep a more-than-minimum kit in my car just in case a situation ever arises where I need it. The saying, "It's better to have and not need than to need and not have," was thoroughly drilled into my head as a young Soldier. It's lesson that I'll always carry with me. ■

The National Highway Traffic Safety Administration offers a number of tips for preparing yourself and your vehicle for winter weather. Check them out at https://www.nhtsa.gov/winter-driving-tips#:~:text=Stock%20Your%20Vehicle&text=abrasive%20material%20(sand%20or%20kitty,food%2C%20and%20any%20necessary%20medicine.

If you're like me, you cherish every opportunity to take a break from your busy work schedule to toss a line into the water, regardless the time of year. These occasions are especially important to me now as my career is beginning to sunset and fly fishing provides me with quiet, peaceful moments. Though relaxing, fly fishing during the winter months and into early spring can be surprisingly dangerous due to hazards that some novice fishermen are unaware of and their more experienced counterparts sometimes forget. Fortunately, these hazards are easy to mitigate, ensuring every fishing experience is a safe one.

Just a Cast Away

SGT. MAJ. JASON NUNES
1st Squadron, 221st Cavalry
Nevada Army National Guard
Las Vegas, Nevada



Drowning

Many anglers overlook the importance of wearing a waist belt over their waders. Every new set of waders comes with one and standalone options are widely available. Waist belts should be used every time you're out on the water no matter the season. Anyone who has ever slipped or fallen into a river while fly fishing knows how quickly your waders fill with water and how weighted down your legs become as you fight to get yourself out of the river. Your waist belt will provide a small window of time to stand up, if able, before the water that has filled your chest area begins to seep down your legs.

Another tool I almost never see used is a wading staff, which I highly encourage everyone to use while fly fishing on a river. A wading staff will almost always prevent you from taking a step into an unseen deep-water pool, although it won't prevent you from slipping. To avoid slipping, you just need to be patient and sure of your footing as you trek through the water. Adding metal cleats to your wading boots can help with slipping.

Hypothermia

Hypothermia is perhaps the top cause of death in the wilderness. When you become wet, your body temperature can drop nearly 20 times faster, substantially increasing the probability of you succumbing to the effects of hypothermia. Falling into the river, as mentioned previously, is an example of how quickly your normal day of fishing can become a deadly one, even if you manage to stand back up and make your way to the river bank.

If you're lucky enough to not fall into the river, understanding how your clothing plays a role in keeping you dry is crucial when trying to maintain body warmth. A standard rule of thumb to remember when layering your clothing is the acronym ABC — Anything But Cotton. Cotton-based clothing has a bad habit of quickly become wet and drying slowly; therefore, it shouldn't be worn as the base

layer against your skin. Your best option for layering your clothing is to stick with wool-based or synthetic wool types of clothing that will draw moisture away from your body but also trap as much body heat as possible. Your outer layer or shell should be waterproof and breathable. Also, always have a change of clothes. You never know what the day may bring.

Conclusion

When you're out on the water, enjoy the scenery and the calmness that nature can bring. Start your day dressed warm to stay comfortable and ensure you have secure footing when wading in the water. Just remember, water depth is shallower during winter months, so deeper water is really just a cast away. Stay safe, my friends. ■

FYI

Trout Unlimited, a national nonprofit organization "dedicated to conserving, protecting and restoring North America's cold-water fisheries and their watersheds," offers the following tips to help keep you safe and warm while winter fishing.

- **If you want to stay warm, you need to stay dry. Yes, it might seem like a no-brainer, but even the smallest leak in your waders can be a real problem in the winter. Water temperatures aren't usually much warmer than freezing, and the smallest trickle can soak even the warmest wool sock and end your day sooner than you might like. Before you go fishing, make sure your waders are going to hold up. Consider, too, the need to keep your hands dry, which is no easy task, especially if you're catching and releasing trout. By keeping a dry hand towel in the pocket of your wading jacket, you can dry your hands after releasing a fish.**
- **Keep your extremities warm. Your feet and your hands (and your ears and your nose) often bear the brunt of cold weather when you're fishing. Warm socks are a must and gloves are often necessary. Wool dries quicker than other materials, but the general rule is best described by knowing your ABCs. If you only take one thing away from this tip, here it is: Anything But Cotton (ABC). Cotton soaks quickly, dries slowly and should not be worn next to your body when you're fishing in the winter.**
- **During cold weather, we lose most of our body heat through our heads. A wool cap or ski cap is a great idea. A Buff or similar cover or mask can supplement your lid and help you retain heat.**
- **Hand warmers that can be activated when you open them are a good idea, but don't put them under your gloves. Rather, put them in the pockets of your coat or jacket. This way, if your gloves or mittens get wet, you have a way to warm up your fingers. On the flip side, it's never a bad idea to put hand warmers near your feet, perhaps under your wool socks.**
- **Again, following the simple ABC rule, consider fleece or microfleece upper and lower garments.**
- **Drink plenty of water, even if the water isn't warm. Hot tea and coffee can be helpful, but both are diuretics, meaning you may have to get out of the water more often to answer nature's call. Hot alcoholic beverages? Avoid them or wait until you're back at the house or lodge. While it may feel warm going down, alcohol can actually lower your body's core temperature.**
- **If you can, get out of the water now and then. Even with waterproof waders and wool socks, standing in near-freezing water is going to take a toll on your body heat. Step out of the water frequently.**
- **Layers matter — and not just because they keep you warmer. Layers make it possible to regulate your body temperature. If you're too warm, you'll sweat, and if it gets colder, sweating can actually make you colder. Be able to add or remove layers as the day goes on. You'll be more comfortable and you'll be able to fish longer.**
- **Have some sunshine? Soak it up. Wear darker colors that transfer that solar heat to your body.**
- **On really cold days, cover as much of your skin as you can. Exposed skin gets cold quickly, and overexposure can lead to hypothermia or even frostbite.**
- **When you can, always fish with a buddy in the winter. Not only can it be more fun, but if you take a tumble and fall into the ice-cold river, you'll have somebody there who can drag you out and help you get warm.**
- **Have what it takes to build a fire on the fly. Even just some fire-starting material and a Bic lighter is worth taking along in your fishing vest. If you or a buddy takes a dunk, and you're not near your vehicle, a streamside fire could be what saves your life. And, honestly, a fire is always nice to warm up by on a cold day.**

Source: Tips provided Trout Unlimited. Visit the website at https://www.tu.org/ for additional information.

IT'S NOT YOUR FAULT BUT IT IS YOUR RESPONSIBILITY

CHIEF WARRANT OFFICER 2 JOHN VANDENBRINK
4th Combat Aviation Brigade, 6th Squadron, 17th Cavalry Regiment
Fort Carson, Colorado

The Soldiers at Fort Carson, Colorado, have a motto they like to live by: Mountain Post Living. It's a phrase that gets thrown around in jest frequently, but the idea is there is a standing order from the post commanding general that on the last day of the work week, everyone that can should be leaving work at 1500. While it is a great boost to morale, everyone comes to work on the last day ready to leave early.

Background

The two Apache units on Fort Carson were forced to share a hangar while new facilities were built. This forced them to leave most of their respective aircraft out on the flight line and only bring in the helicopters that needed to be inside for maintenance. Ultimately, this led to both units never having to dense pack the helicopters. The two units were in the same hangar for over two years.

During this time, I never saw anyone have to move more than one helicopter at a time in or out of the hangar. And what happens to any skill or action if you don't do it for a long time? Those skills atrophy. Sometimes, it's immediately apparent to everyone, so it might not take a skilled eye to see a task is not being performed to standard. This was not one of those scenarios.

The two units had forgone the mass ground handling of helicopters for a long time. It didn't matter if it was going to hail or snow; those helicopters were going to stay outside. We'd just cover them up, tie them down and hope for the best. That was just the way things were, all the while the considerable teamwork and skills required to move 24 helicopters was deteriorating silently. Once the new hangar was built, one unit moved out and the other was able to occupy the old building on its own. This is where issues started coming together.

The mishap

It was a Thursday before a holiday weekend — Mountain Post Living time! A lot of the helicopters were already in the hangar, but the command team wanted to do a squadron-wide brief ahead of the last long weekend before the unit was off to the National Training Center. The crew chiefs pulled many of the helicopters outside for the brief as 1500 approached and get-home-itis was creeping up on everyone.

Once the brief was complete, everyone rushed to put the aircraft back into the hangar. Not surprisingly, I received a call from my commander about 1520. "We've run two of our helicopters into each other," he said. I immediately turned my car around and headed back to the hangar. There, I saw an Apache's blade had penetrated the vertical stabilizer of another aircraft that was already in the hangar.

Lessons learned

This accident obviously wasn't a tragedy. There

was no loss of life, limb or eyesight, but the factors that led to it can be extrapolated and applied to future operations. I'm not advocating we put an end to Mountain Post Living. We need to learn from this event that "get-home-it is" is real and doesn't just happen on cross-country flights or at the end of a long mission. It can happen any time. We must work on recognizing the signs and manage them. We can also acknowledge that the unit didn't intentionally decide to not hangar aircraft frequently for the better part of three years; but we should have foreseen potential friction points. It's possible that some new crew chief at the unit might not have had much practice dense packing aircraft in a tight hangar and all the tips and tricks that go with making it happen smoothly.

Any time an accident or near miss occurs, we should look at it as a chance to learn something. What do we take from this incident? Be more careful when moving helicopters? Move the timing of briefs so they don't double the work for people right before the weekend? Yes, those are both good options, but I propose we look a little deeper into the issue. Sometimes, things in our world seem like they have been there forever, as if they are woven into the very fabric of the culture or environment. Those things might be passively imposing risk factors on you or your unit. I challenge everyone to acknowledge the existence of these risk factors and anticipate their effects. At the end of the day, it might not be your fault, but it is your responsibility. ■

FOURTH-QUARTER MISHAP SUMMARIES

ON-DUTY FATAL MISHAPS

COMBAT SKILLS/MILITARY UNIQUE

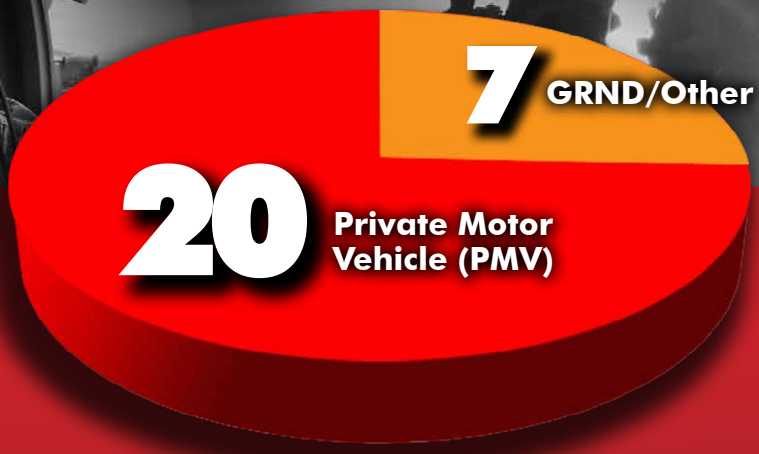
- A 41-year-old Sergeant assigned to the U.S. Army Reserve, Birmingham, Alabama, died in a combat skills/military unique mishap 20 July on Fort Gordon, Georgia. The Soldier was participating in annual training when a tree inside the bivouac area was struck by lightning and broke into multiple pieces that landed on three of the unit's tents. The resulting impacts caused fatal injuries to the Soldier and various non-fatal injuries to eight additional Soldiers.
- A Staff Sergeant and Second Lieutenant assigned as students at Fort Benning, Georgia, died in a combat skills/military unique mishap 9 August in Cleveland, Georgia. While conducting mountaineering training, the unit went into its lightning-lockdown procedures as strikes occurred within 10 miles of the area. While the students spread out, the wind blew a large portion of a tree onto five students. Two Soldiers died and three others suffered non-life-threatening injuries.

OFF-DUTY FATAL MISHAPS

PMV-4

- A 26-year-old Second Lieutenant assigned to Fort Bragg, North Carolina, died in a PMV-4 mishap 12 July in Braden County, North Carolina. The Soldier was traveling home when she lost control of her vehicle and drove into a farmer's field. She attempted to get back on the roadway, crossed over, and the driver's side of the vehicle struck some trees. The Soldier's fiancé was driving ahead of her, noticed her headlights were no longer visible and turned around to investigate. He found the wreckage and called for immediate assistance. The Soldier was pronounced dead at the scene.
- A 20-year-old Specialist assigned to Fort Bliss, Texas, died following a PMV-4 mishap that occurred 17 July on the installation. The Soldier was attempting to sit on the door frame of the open window in a moving vehicle when he fell out and struck his head on the pavement. Alcohol was involved, but the driver was given a field sobriety test by law enforcement personnel and passed. The Soldier was transported to the local medical center, where he was placed in a medically induced coma. He died four days later.
- A 26-year-old Private First Class assigned to Fort Bragg, North Carolina, died in a PMV-4 mishap 22 July in Augusta, Georgia.
- A 19-year-old Private assigned to Fort Knox, Kentucky, died in a PMV-4 mishap 23 July in Oldham County, Kentucky. The Soldier was traveling northbound when he collided with two semi-trucks. He was pronounced dead at the scene.
- A 21-year-old Specialist assigned to Fort Stewart, Georgia, died in a PMV-4 mishap that occurred 23 July in Lake City, South Carolina. The Soldier was traveling westbound when he crossed the centerline and collided with an SUV traveling eastbound. He sustained severe injuries to his head, abdomen and left ankle and was medically evacuated to a local hospital. The two occupants of the SUV were pronounced dead on the scene. The Soldier died 1 August during surgery. According to the South Carolina Department of Public Safety's initial report, speed was a contributing factor.
- A 29-year-old Staff Sergeant assigned to Fort Hood, Texas, died in a PMV-4 mishap 2 August in Temple, Texas. The Soldier was reportedly traveling northbound and was involved in a three-vehicle crash. The Temple Police Department and Texas Department of Public Safety discovered the Soldier dead when they arrived on the scene.
- A 23-year-old Second Lieutenant assigned to Fort Bragg, North Carolina, died in a PMV-4 mishap 5 August in Raeford, North Carolina. The Soldier was traveling north on the highway when he struck a civilian vehicle head-on. He died at the scene. The driver of the other vehicle suffered non-fatal injuries.
- A 31-year-old Staff Sergeant assigned to the Florida Army National Guard on Active-Duty Special Work orders died in a PMV-4 mishap 9 July in Clay County, Florida. The Soldier lost control of his vehicle, which overturned after striking a tree. He was found partially ejected through the sunroof. He was pronounced dead at the scene.
- A 24-year-old Sergeant assigned

FOURTH-QUARTER ARMY MILITARY MISHAP FATALITIES



TOTAL: 27

as of 08 DEC 2022

Category	EOY FY21	1st QTR	2nd QTR	3rd QTR	4th QTR
GMV	3	2	0	2	0
Aviation	11	1	0	0	0
Fire	0	0	0	0	0
GRND/Other	15	1	2	5	7
Private Motor Vehicle (PMV)	72	14	9	17	20
Weapons & Explosives (WPNS & EXPL)	4	0	1	0	0
Total	105	18	12	24	27

to Fort Hood, Texas, died in a PMV-4 mishap 16 July in Bell County, Texas. The Soldier was drinking at a pool hall with four other Soldiers from his unit. As the Soldier attempted to leave, one of the other Soldiers tried to stop him but was unsuccessful. The intoxicated Soldier began driving eastbound in the westbound lane of the highway when he collided head-on with a civilian vehicle. The Soldier and the two rear-seat passengers in the civilian vehicle were pronounced dead at the scene. The civilian driver sustained non-fatal injuries.

- A 29-year-old Staff Sergeant assigned to Fort Hood, Texas, on deployment orders in support of Operation Atlantic Resolve, died in a PMV-4 mishap 27 July in Klaipeda, Lithuania. The Soldier was operating a rented vehicle and was stopped at a drawbridge while it was in the raised position. The vehicle moved forward into the open gap, falling into the Dane River. Local divers recovered the Soldier's body.

- A Specialist assigned to Camp Humphreys, South Korea, died in a PMV-4 mishap 21 August in Pyeongtaek-Si, South Korea. The USAG-Humphreys AP Provost Marshal Office was notified by traffic investigators of a possible drunk driving-related traffic accident resulting in a fatality. The driver failed to maintain his lane and struck a guardrail. The mishap Soldier (passenger) was ejected from the vehicle and found unresponsive at the scene.

- A Private First Class assigned to Fort Bliss, Texas, died in a PMV-4 mishap 28 August in El Paso, Texas. The Soldier's vehicle struck a concrete barrier at a high rate of speed and caught fire.

- A 24-year-old Corporal assigned to Fort Bliss, Texas, died in a PMV-4 mishap 11 September in Big Spring, Texas. The Soldier was on leave, traveling with her family, when their vehicle overturned. She died at the scene. The Soldier's husband, who was driving the vehicle and is also a Soldier, and child were transported to a higher-level medical center for further care and evaluation. It is suspected that the fatally injured Soldier was in the back seat with the child and not wearing her seat belt.

- A 22-year-old Private First Class assigned to the Army National Guard in an Inactive Duty Training status died in a PMV-4 mishap 18 September in Harlan, Iowa. The Soldier was unaccounted for during the 0700 first formation of drill, so the unit made several unsuccessful attempts to contact her. The unit contacted local law enforcement to assist. The Crawford County Sheriff's Department confirmed they received a notification from the Soldier's on-board emergency notification system of a crash and responded to the scene. She was reportedly involved in a single-vehicle mishap and sustained fatal injuries.

PMV-2

- A Sergeant assigned to Joint Base Lewis-McChord, Washington, died in a PMV-2 mishap 24 June in Elma, Washington. The Soldier was traveling at a high rate of speed westbound when he lost control and struck the guardrail on the right shoulder. He was ejected into the roadway and struck by

a pickup truck. The Soldier reportedly did not complete the required Motorcycle Safety Foundation Basic RiderCourse.

- A Sergeant assigned to Fort Hood, Texas, died in a PMV-2 mishap 13 August in Killeen, Texas. The Soldier was traveling north when he lost control while negotiating a turn. He was ejected into the inside lane of northbound traffic and struck by a pickup truck. The pickup driver failed to stop and render aid. The Soldier was pronounced dead at the scene. He was wearing the required personal protective equipment and had completed Motorcycle Safety Foundation training.

- A 22-year-old Specialist assigned to Grafenwoehr, Germany, died in a PMV-2 mishap 11 September in the Czech Republic near Ortschaft Horovice. The police of the Czech Republic reported that the Soldier was traveling at a high rate of speed and lost control. He was pronounced dead at the scene. The Soldier was not properly licensed, had not completed the required Motorcycle Safety Foundation training, was not on an approved pass and did not possess a passport. Additionally, he was given a written order not to operate his motorcycle.

- A 19-year-old Private First Class assigned to Fort Campbell, Kentucky, died in a PMV-2 mishap 30 September in Oak Grove, Kentucky.

OFF-DUTY SPORTS, RECREATION AND PHYSICAL TRAINING

- A Sergeant assigned to Grafenwohr, Germany, died in an off-duty water-related mishap 12 July in Ham Lake, Minnesota. The Soldier was on leave visiting friends and swimming in the pool while the homeowners were away. The homeowners returned and discovered the Soldier unresponsive on his back at the bottom of their pool. They pulled him from the water and called 911. He was pronounced dead at the scene.

- A 37-year-old Staff Sergeant assigned to Fort Polk, Louisiana, died in an off-duty sports, recreation and physical training mishap 31 July in Whitewright, Texas. The Soldier was involved in a civilian skydiving mishap and sustained fatal injuries. It was reported that the Soldier was transported to the local medical center and pronounced dead by the attending physician.

- A 21-year-old Specialist assigned to Fort Hood, Texas, died in a water-related mishap 8 August in Belton, Texas. During a company organizational day at Temple Lake Park, the Soldier began swimming across a small cove. He started showing signs of distress approximately 100 meters from shore, submerged underwater and did not resurface. Soldiers from the company notified authorities and attempted to rescue him. Local authorities located the Soldier unresponsive and pronounced him dead at the scene.

- A Specialist assigned to Fort Campbell, Kentucky, died in an off-duty water-related mishap 10 September near the Red River in Clarksville, Tennessee. The Soldier fell into the water while walking along the Red River bank with a group of other Soldiers. A second Soldier jumped into the river to rescue him but was unsuccessful. Local law enforcement recovered the Soldier's body the next day and pronounced him dead. ■

WHAT IS ARMY SAFETY*NET*?

Safety*Net* is a knowledge-based online safety and occupational health (SOH) platform that encourages professional dialogue and exchange of loss-prevention information.

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