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Safety Manager
LTC Edward Mikula
614-336-7292
edward.l.mikula.mil@mail.mil



Safety Specialist
CW4 Annet Hix
614-336-7448
annet.l.hix.mil@mail.mil



Safety Specialist
CW3 Kent Taylor
614-336-7443
kent.l.taylor.mil@mail.mil



Safety Specialist
SSG Andrea Johnson
614-336-7091
andrea.l.johnson104.mil@mail.mil

Safety Office Internal Email:
Distro name:
NG_OH_OHARNG_List_NGOH_J3_SSO
Distro email:
ng.oh.oharng.list.ngoh-j3-ssso@mail.mil

Safety Stand Down

State Safety Office Biannual Newsletter—January 2016 Issue

Mission Statement of the State Safety Office:

“To preserve the resources of the OHARNG by ultimately eliminating losses due to injury or illness to personnel, or damaged equipment, through the prevention of accidents.”

OHARNG Safety Program Audit

LTC Edward Mikula

In TY 2015, the Ohio Army National Guard (OHARNG) Safety Program was audited for compliance with the 26 elements of Safety that are stated in both AR 385-10 and the new NG Supplement 1 to AR 385-10; the regulation that replaced the NGR 385-10 earlier this calendar year. The Audit, known as a Composite ARNG Safety Development & Assessment Program (CASDAP) was a three phase event that began in June 2015 culminating with an on-site visit from members of the National Guard Bureau (NGB) Safety Office in September. It is important to note that this was NOT an audit of the State Safety Office, it was an audit of the

OHARNG Safety Program.

The 2015 CASDAP revealed the following about the OHARNG Safety Program as reported by the NGB Audit team in the results they sent to the TAG: “The CASDAP visit validated the maturity of the OHARNG program reviewing documentation, interviewing personal, and validating program status utilizing the online Army Strategic Management System. As of the date of the assessment OHARNG has been identified as the top SOH program in the nation.” “Overall, the OHARNG SOH Program is a strong and effective program providing oversight and continues to make progress in reducing mishaps, injury, illness, and

damage to the property and lives of the OHARNG. All programs were collectively rated at 98.52%.”



The OHARNG Safety Program was rated as the best in the nation. It took all of us to achieve these results. Thank you for your commitment to Safety and the Safety of our Soldiers!

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2015 Safety Awards

CW4 Annet Hix

The purpose of the Impact Award program is to recognize “Pockets of Excellence” or “Best Practices” of individuals that are making significant contributions to accident prevention and risk management.

Congratulations to all the FY15 winners!

16th EN Bde

837th EN Co - 2LT Michael Simmons
837th EN Co - SSG James McCoy
112th EN Bn - 2LT Anthony Keffer
112th EN Bn - SFC Andrew Harlan
112th EN Bn - SFC Matthew Bruner
112th EN Bn - SSG Damon Lawrence

371st SUST Bde

1483rd TC - SSG Roy Evans
1483rd TC - 1LT Michelle Warner

73rd Trp Cmd

HQ 73rd Trp Cmd - SSG Kevin Roberts
HQ 73rd Trp Cmd - SSG Matthew Bagnoli
637th Chem Co - SFC Tracy Patterson
637th Chem Co - SPC Brittany Butler
637th Chem Co - SFC Christopher Lewis
637th Chem Co - SPC Chelsea Bond
52nd CST - CPT Robert Yarnell
52nd CST SSG Spencer Roth
135th MP Co - 1LT Ryan Fisher
324th MP Co - SFC Logan Stokes
324th MP Co - SPC Shawn Valentine
Co E 1-137th AV - SGT Charles Dawson

174th ADA Bde

HQB, 1-174- 2LT Hector Cervantes
B Btry 1-174 - SFC Joshua Huff

37th IN BCT

1-134th MAJ John Vagner
1-134th CSM Christopher Gibson

To see a list of the Safety Impact Award prizes available, look on page 7



Winter Safety

CW3 Kent Taylor

“Jingle Bells” a Song About Safety, Really?

Forget the one horse open sleigh. We're going over the river and through the woods on our 89 horsepower ATV! Do you ever get a song stuck in your head? About this time of year for me, it's the classic “Jingle Bells” and all its remix variations.

Now you might be asking, “C'mon Chief, what's an old song have to do with four-wheelin'?”



Dashing through the snow still makes spirits bright.
Internet photo from ATVIllustrated.com

James Lord Pierpont wrote the song in 1857 and of course he had no idea about motorized ATVs, or snowmobiles. His song depicted high-speed youthful fun of his day, and yet with just a little stretch of the imagination, it can easily transcend time to our modern off road vehicles. Dashing through the snow... over fields we go... can still make spirits bright.

In the second (and lesser known) verse of the song the narrator describes hitting a snow bank and flipping his sleigh.

*... The horse was lean and lank
Misfortune seemed his lot
He got into a drifted bank
And then we got upsot.*

Snow banks can hide stretched wire, fences, fence posts, or tree stumps. All of these obstacles can easily flip your ATV or snowmobile, with potentially disastrous results. According to SFC Michael Frient,

readiness NCO at Camp Ravenna Joint Military Training Center and avid ATV rider, the floatation type of tires on most four-wheelers don't give you a lot of traction on snow or ice. “You have to



You won't be laughing all the way if you collide with something unexpected. Stay on designated trails and control your speed.
Internet photo from ATVObsession.com

watch out for things that might be concealed in the snow because you know you're going to have sliding and stopping issues,” he said.

Leaving designated trails not only increases your chances of crashing into unseen obstacles, you could also be crossing through sensitive wildlife areas, or trespassing across private property. It is imperative that snow-wheelers stay on marked routes to help protect continued access across these areas in the future.

In the third verse of “Jingle Bells,” the writer's prose conveys another safety issue; slips, trips and falls.

*A day or two ago,
The story I must tell
I went out on the snow
And on my back I fell...*

Pierpont finishes the verse with the narrator getting laughed at by a rival. In this case only the narrator's ego was bruised, yet in real life, falling on or through the ice can be deadly.

A fact sheet from the Wisconsin Department of Natural Resources (WDNR) advises riders to “Avoid traveling across bodies of water when uncertain of ice thickness or water currents. Rapidly changing weather and moving water in

streams and lake inlets also affect the thickness and strength of ice on lakes and ponds. Snow cover can act as a blanket and prevent safe ice from forming.”

The Safe Riders!™ Snowmobile Safety Awareness Program provides basic essentials about snowmobile and ATV safety. You can also find short quizzes to help test your knowledge about safe snowmobiling practices. One of their tips is that ice should be at least 6” thick in order to support the weight of an ATV or snowmobile. The website also says that anything other than new, clear, hard ice can be treacherous and should not be trusted. For more tips on becoming a better snow-wheeler visit the Safe Riders! website at <http://www.saferiderssafetyawareness.org/index.html>.



This rider hit a soft spot in the ice. His ATV flipped and landed on his chest. He was found pinned under the vehicle. Fortunately, he survived the accident.
Internet photo from wdnr.gov

*... Just get a bob-tailed bay
Two forty as his speed
Hitch him to an open sleigh
And crack! You'll take the lead.*

In the final stanza of the song, Pierpont's verse is a depiction of our natural competitiveness. The narrator is once again dashing through the snow, racing at full speed.

Going fast can be both exhilarating and impressive, as long as you can remain in control.

Continued page 3

Winter Safety continued from page 2



Having the fastest ride may be impressive, but only if you ride within your limits and wear all the proper gear.
Internet photo from blogdeepcreek.com

According to the WDNR, "Speed is a contributing factor in nearly all fatal snowmobiling accidents. Drivers should proceed at a pace that will allow ample reaction time for any situation. Drive at moderate speeds, and drive defensively, especially after sunset."

Frient said that another hazard with driving fast is the increased risk of cold weather injuries. If the temperature is 5° F, riding at 30mph creates a wind-chill temperature of -19° and exposed skin could freeze within 30 minutes.

It's not likely the song "Jingle Bells" will get an updated version for an ATV or snowmobile from a one- horse open sleigh, but perhaps you will remember this parody and go dashing through the snow, safely. Your spirits could be much brighter that way.

GETTING OUT IF YOU FALL THROUGH THE ICE

***Drowning is a leading cause of snowmobiling fatalities. If you fall through the ice, stay calm. Realize that air trapped inside your snowmobile suit (even a non-buoyant one) and helmet may help keep you afloat for several minutes.**

***Extend your arms out forward in front of you and onto the unbroken ice surface in an attempt to catch yourself. Kick your feet to help propel you onto the ice, like a seal.**

***If the ice keeps breaking, continue kicking and trying to move toward shore or the direction from which you came. Use anything sharp like ice picks, keys, or a knife to dig into the ice to help pull you forward.**

***Don't remove your gloves or mitts. Once you are on the ice, crawl or roll away from the hole. Do not attempt to stand up until you are well away from the hole.**

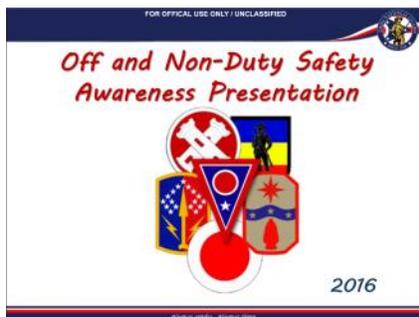


If you fall through the ice...
STAY CALM!

Internet photos from www.youtube.com



Off and Non-duty Safety Presentation



This presentation supplements the ATAGs safety video. It's in the SSO document library on TAGNet. You can use it for part of your unit's required safety training.

Audit continued from page 1

This audit truly revealed the depth and breadth of the OHARNG program because the team looked at every element of Safety; there was not one element that was classified as "not inspected" by the audit team. So what does that mean? They looked at the Safety of our Marine Activities, Contractor Safety, Facility Reuse and Closure, Chemical Safety Management, etc. In a majority of other States, these elements were not inspected so they were not rolled up in the overall results.

These results were not just based on the management of the OHARNG Safety Program by the State Safety Office personnel, they were based on leadership commitment and Soldier compliance to regulations in AR385-10 and the policies established by the ATAG and TAG. It took all of us to achieve these results. Thank you for your commitment to Safety and the Safety of our Soldiers!

Dangers of Drowsy Driving

SSG Andrea Johnson

It was a mid-autumn day that some Soldiers in the OHARNG will never forget. After a long weekend of training at Camp Sherman, The unit packed up and began their journey to home station, convoy style. Everything was going as planned for the convoy commander until the unexpected occurred.



Drowsy driving causes more than 100,000 vehicle crashes a year, resulting in about 71,000 injuries and 1,550 deaths.

According to reports, the driver of an LMTV fell asleep at the wheel and drifted off the road to the right, damaging several hundred feet of guardrail. Upon impact, the Soldiers in the LMTV were startled, the driver realized that if he didn't make a move he and his passengers could die. The vehicle was about to veer off the edge of an overpass and plummet into a

highway of fast moving vehicles below. The driver's quick decision, may have saved everyone's lives. He jerked the steering wheel hard to the left, which made the LMTV bulldoze through a guardrail on the opposite side of the road and rolled over, causing thousands of dollars in damage to government and civilian property. Had the driver fallen asleep at the wheel a second or two later the outcome may have been different; lives could have been lost. Fortunately, no one was injured.

Some important questions need to be addressed in this incident. Why did the Soldier allow himself to fall asleep? Why didn't he tell his Assistant-driver (A-driver) that he felt fatigued and needed to switch? Was the A-driver paying attention or did he fall asleep too? Was this an organizational failure, in that risk management controls were not enforced? AR 385-10 states that operators will be provided with at least 8 consecutive hours of rest during any 24-hour period prior to driving. Are unit leaders at the lowest level following this regulation?

Commanders should take this incident to heart. Controls should be implemented or revised to include procedures for

the fatigued driver during convoy operations. A-drivers must communicate with the driver, to ensure awareness is maintained and symptoms of fatigue are recognized. Dr. Murray Johns, a world authority on sleep studies and the creator of the OPTALERT Early-Warning Drowsiness Detection System, mentions in an article that it is very difficult for drivers to assess their own level of fatigue. The ability to self-assess becomes increasingly impaired as deeper fatigue sets in.

"Drowsy driving is just as deadly as driving while intoxicated"

It is imperative that the signs of fatigue are recognized. "Zoning-out" daydreaming and wandering thoughts, head nodding or inability to keep eyes open, constant yawning or rubbing eyes, or drifting in the lane are warning signs that the vehicle should be pulled over immediately. The driver is no longer safe behind the wheel!

Nobody is immune to the effects of driver fatigue; the consequences can be disastrous.

Changes to SASOHI Battle Rhythm

CW4 Annet Hix

Standard Army Safety and Occupational Health Inspections (SASOHI) will now be conducted for all facilities, occupied on a full-time basis, every other year instead of every year. Each facility is scheduled on either an odd or even training year.

Facilities will conduct their own internal SASOHI on the off year, using the appropriate inspection checklist found in Appendix 2 of the compliance program. As a reminder, each facility is responsible for conducting a SASOHI on all their non-occupied buildings every year.

The full inspection schedule can be found in the SASOHI compliance program in Appendix 3, SSO SASOHI Battle Rhythm.

The following units will be inspected for 2016:

JANUARY

Columbus—RANGB:
AASF 2 (Bldg 918)
Armory (Bldg 920)
Armory (Bldg 931)
Armory (Bldg 933)
Armory (Bldg 944)
Armory (Bldg 945)

FEBRUARY

Columbus:
CSMS (Bldg 6) - DSCC
Armory (Bldg 2) - DSCC
Armory – Beightler (Dublin)

MARCH

Armory – Piqua
FMS 15 – Lima

Armory – Lima
Armory – Greenville
Armory – Marysville
Armory – Woodlawn

APRIL

Armory – Lebanon
FMS 13 Springfield
Armory – Springfield
FMS 8 – McConnellsville

MAY

Armory – McConnellsville
FMS 9 – Chillicothe
Armory – Tartton
Armory – Chillicothe
Armory – Newark
FMS 4 – Stow

JUNE

Armory – Stow

Armory – Youngstown
FMS 1 – Mansfield

JULY

Armory – Mansfield
Armory – Ashland
ASAF 1 – North Canton

AUGUST

FMS 6 – North Canton
Armory – North Canton
Armory – Alliance

SEPTEMBER

CRJMTTC:
Armory
Carpentry Shop (Bldg 813)
Maintenance Shop (Bldg 1067)
CPJTC:
FMS 17
Warehouse (Bldg 3300)
HQ Bldg (Bldg 1)

Accident Investigation

MAJ Bret Gould

Most Soldiers are aware of the safety office's mission to reinforce, monitor and inspect numerous safety programs and facilities throughout the state. A lesser known, but critical function of the safety office is to conduct investigations of any Class A or B accidents. The goal of these investigations is to establish the root causes and contributing factors of accidents and make recommendations to mitigate their future occurrence. No information gathered by these investigations can be used for UCMJ purposes.

An example of such an investigation occurred not long ago and involved an entire class attending an RTI course. At 1800 hrs on June 1, 2014, a GSA van carrying 10 on-duty Soldiers



The semi-truck driver admitted he was "distracted" and did not see the light had turned red.

Internet photo

from Ohio and 6 other states was struck by a semi on Route 5 just outside Camp Ravenna Joint Military Training Center. Fortunately there were no fatalities but all 10 Soldiers were sent to various hospitals, many with serious injuries. Their injuries

included numerous broken bones, concussions and lacerations. One Soldier was ejected from the vehicle through a smashed window when it rolled over. He suffered serious internal injuries and his spleen was removed during surgery.

Within 48 hours of the incident an investigation team was formed by the State Safety Office. This team traveled to the accident scene and thoroughly documented all available evidence. They traveled to each hospital to personally interview every Soldier involved and collect witness statements. They inspected the wrecked vehicle and its safety equipment, recording its damage in detail. Reports from the State Highway Patrol and first responders were gathered to include toxicology results for both military and civilian drivers. Over 100 photographs, witness statements and reports from other agencies were gathered. Policies and procedures at the RTI and Army regulations were reviewed in detail.

When all possible information was gathered, the accident investigation team worked to recreate the chronology leading up to the accident. They established what policies and procedures were in place and whether they were adhered to. Factors like how much Soldiers slept the night before, which of them were wearing seat belts and what possible distractions were present in the vehicle were established. The investigation team then looked at the accident itself. They concluded

that the military GSA van was struck on its left side by a civilian truck, and spun over 400 degrees counter clockwise before rolling over completely and coming to rest back on its wheels just off the side of the road. Details, like actual causes of each of the Soldiers injuries, from loose objects in the vehicle, to impact trauma on surfaces were concluded.

The causation factors, either human, equipment, or environmental were looked at. It was concluded that the accident was primarily human error on the part of the civilian truck driver who failed to notice the red light as he approached the intersection. Additional contributing factors were identified, including the lack of seatbelt use by many passengers in the GSA van.



Only two of the ten Soldiers in the van were wearing their seatbelts. The one Soldier who was ejected received the most serious injuries. Photo by MAJ Bret Gould

Environmental conditions at the road intersection were also noted. Tall vegetation that obscured view of oncoming traffic was identified. Equipment failure was also suspected. The GSA driver reported his seatbelt released during the vehicle roll over and the latch was in fact found damaged and stuck in the open position.

The accident investigation team concluded their mission by preparing and filing a Class-B accident investigation report with the Army Safety Office at Ft. Rucker, Alabama. An in-depth brief was prepared for the Adjutant General and leadership of involved units. The failed safety equipment in the van was identified and reported to the National Highway Transportation Safety Administration and General Motors.



This graphic recreation shows the point at which one of the Soldiers was ejected from the vehicle. The van continued to spin and rolled back onto its wheels.

Two of the 10 Soldiers involved were able to return to duty after the accident. They were the only members of their class to complete the training course.

If there are specific topics you would like to learn more about, contact the State Safety Office and share your thoughts. We are always looking to produce relevant safety articles to enhance our newsletter.

Concealed Carry

SFC Scott Kauffman

Whether you are a current Concealed Carry Weapon (CCW) permit holder or contemplating getting one, I would like to highlight some issues that I see as a CCW instructor. This information will better inform you of your individual responsibilities as a CCW permit holder.

In 2005, Ohio became the 46th state to start issuing permits for the concealed carry of hand guns. Some of the first states started issuing them as early as 1986. Although CCW permits have been around for almost 30 years, the numbers of issued CCW licenses did not start to take off until the early 2000s.

Considering most reading this are currently serving or have served in the military, it may please you to know that Ohio law allows us some privileges in regards to obtaining a CCW permit. The Sheriff of each county ultimately approves or denies your application, partly based on you meeting the minimum training requirements (8 hours with a minimum of 2 hours of in-person training that consists of range time and live-fire training). For veterans, that requirement can be waived.

The Ohio Attorney General accepts any documentation "that shows the applicant is an active or reserve member of the armed forces, has retired from, or was honorably discharged . . . who, through the position, acquired experience with handguns or other firearms that was equivalent to the minimum educational requirements" in lieu of taking formal CCW training. While this is a benefit to military members, it does not, however, ensure that we know all of the CCW laws and regulations that could have been explained in the formal class.

Based off personal observation, I believe a good number of military members that have their CCW permit have not taken the time to research the ever-changing CCW laws in the most current version of Ohio's "Concealed Carry Laws and License Application" book. You can find this book on the Ohio Attorney General's Website at www.OhioAttorneyGeneral.gov, or you can go to any Sheriff's Department and get a hard copy of it. With that being

said, I would like to go over a few concerns I have and some information that I consider extremely important for any permit-holder to know.

According to the FBI, 80% of shootings occur at 20 feet or less, and many have occurred within five feet. I don't know about you, but to me that is quite an eye-



An attacker charging at you gives you about one second or less to un-holster your weapon, aim, and effectively engage. Are you trained?
Internet photo

opener. Do you know how long it takes the average person to run 20 feet? According to a study conducted at Minnesota State University, it is around 1.5 seconds, while the average reaction time for a person to only think about the action they are going to make is 0.4-0.8 seconds. That leaves just one second or less for the average person carrying a concealed firearm to un-holster their weapon, aim, and effectively engage an attacker. Shooting at that distance and time frame is considered to be "reactive shooting." Although all of us soldiers have had weapons training, very few have had effective reactive shooting training.

There is plenty of information on the internet as well as numerous training sites throughout the state that specialize in reactive shooting. I believe it is always in our best interest to train for any possible outcome, but our efforts should be concentrated on what has the highest probability of occurring.

All permit holders should know there are a number of forbidden carry zones.

These include law enforcement agencies, corrections facilities, airports, school safety zones (unless dropping off or picking up a child ensuring that you do not enter the school), and other places too long to list in this article.

With your CCW permit, you can carry a loaded weapon in your car. If you do and you are stopped by law enforcement, the first thing you should do is to inform the officer that you have a CCW permit and whether or not you are carrying a weapon. Failing to do so is a first-degree misdemeanor. Also, if you are stopped by a law enforcement official, whether in your car or not, and you have contact or

Continued page 7

Weapons in the Home

1. Always keep firearms and ammunition secured in a locked container or gun safe. Believing a firearm is well hidden or just telling a child not to touch the gun is not an adequate safety measure. If a gun is not in a container use a cable lock. (for a free lock go to <http://www.projectchildsafes.org/safety/safety-kit/Ohio>).
2. Don't store a firearm loaded. There is no situation where a firearm should be kept with a cartridge in the chamber.
3. If children are going to the home of a friend or relative, don't be shy about asking if there are guns in the home and how they are stored.
4. If a family member is receiving a first firearm or going hunting for the first time, have them attend a firearms or hunters safety course. (https://www.oh.wildlifelicenses.com/training_index.php)
5. Always keep firearms clean and in good working order.
6. Always clear a firearm before handling, cleaning, disassembling, or passing it to another person.
7. Always treat a firearm as if it were loaded; Even if #6 has been accomplished.

Concealed Carry *continued from page 6*

attempt to have any contact with your weapon without consent by an officer, it is considered a felony offense.

A very serious topic today is the use of deadly force. In Ohio, deadly force can only be used to prevent serious bodily harm or death; it can never be used to protect property only. Deadly force cannot be used if you have the duty to retreat safely.

That being said, the Castle Doctrine states you do not have a duty to retreat if in a lawfully occupied residence or vehicle. "A person may defend another only if the protected person would have the right to use deadly force in self-defense himself". I strongly urge you to ensure you know who you are protecting in this type of situation by chance they are the aggressor or involved in a criminal activity.

To summarize, you need to feel your life is in danger to use deadly force. If you are in your home, or lawfully in another residence, or

your vehicle you do not have to retreat. One last thing to keep in mind, you are always responsible for any bullets that leave your weapon, even if used in self-defense.

For those that do not know, Ohio has reciprocity agreements with other states allowing you to carry in different states. This agreement is constantly changing, so keep yourself informed. Color coded maps showing the states you can and cannot carry, along with stipulations to carry in certain states are available from many sources.

I hope what I said here has been informative to you. Do not consider anything said in this article as legal advice. Contact an attorney if you wish to receive legal advice for any laws you are in question about.

SFC Kauffman is a CCW instructor. If you have any questions you would like to ask him, his e-mail is scott.m.kauffman.mil@mail.mil.

Photo Contest—2016



The 4th Annual State Safety Office Photo Contest begins on Monday, 4 January 2016. We will award winners for the three best photos. The top eight photos will be featured in the Safety Stand Down July 2016 issue.

A full list of all the contest rules can be found on the TAGNet Safety Page under "Document Library". If you don't have access to TAGNet, please request a copy of the contest rules by e-mailing the Safety Office (see the left side of the front page for our Distro e-mail address).

Finally, please keep the Risk Management process in mind while taking photos. We wouldn't want anyone to create an unsafe situation by taking a photo when attention should be focused on other tasks.

Safety Impact Award Prizes

◆ All Safety Impact Award recipients get their choice of one of these different prizes.

◆ Anyone can be nominated for a safety award.

◆ To find out how to nominate someone for an award, go to TAGNet and click on the OHARNG Safety Compliance Programs link, then click again on Safety Impact Awards Program, or use this link:

<https://ngoh-tagnet-dev:4443/SiteMap/Safety%20and%20Occupational%20Health/Compliance%20Programs/Awards%20Program/Pages/default.aspx>



T-Shirt



Gerber Utility Tool



Backpack



Travel Coffee Mug



Battery Powered Headlight



Emergency Light

Personal Earbuds



Motorcycle Training Opportunities

CW4 Annet Hix

American Heroes Ride Free

Message from Harley Davidson:
 “To thank the millions of people who have courageously defended our country, guarded our safety, and helped protect everyone’s personal freedom to ride, Harley-Davidson is offering a free Harley-Davidson® Riding Academy New Rider Course for all current and former U.S. military personnel and first responders (law enforcement, fire, and EMS). You can register now and sign up to take an eligible course January 1, 2016 – December 31, 2016.*

In addition to the Harley-Davidson® Riding Academy offer, there is an alternate offer available. With this alternate offer, qualified participants will be eligible to receive a Harley-Davidson™ Gift Card in an amount equal to the value of a course offered at an authorized Motorcycle Safety Foundation (MSF) or other state accredited riding school, upon proof of completion of a basic motorcycle riding course and a receipt.

To take advantage of either offer, fill out and submit the form located at the following weblink: <https://ridefree.harley-davidson.com/americanheroes/>
 After submitting the form, you’ll be given the next steps on how to sign up for a course. **All classes must be completed between January 1, 2016 and December 31, 2016.** Dealer participation may vary, class availability subject to limitation and available on first-come, first-served basis.

Motorcycle Ohio

If you are a member of the OHARNG, the State Safety Office will reimburse the cost of motorcycle safety training up to \$50 which is the cost to take a course through the Motorcycle Ohio program. All information regarding the Ohio Department of Safety Motorcycle Ohio program can be accessed at the following link: <http://www.motorcycle.ohio.gov>. This includes training course schedules and enrollment, training course walk-in policy, and how to receive your motor-

cycle endorsement after completing the BRC (basic rider course).

Motorcycle Ohio 2016 training schedules and enrollment will be available at 0800 hours on January 25, 2016.

For reimbursement through the State Safety Office (SSO), the OHARNG member must fill out an I199a, Direct Deposit Sign-up Form and an SF1034, Public Voucher for Purchases and Services Other than Personal. Email the forms along with a copy of the Motorcycle Safety Foundation card received after course completion to the SSO’s email distro located on the front page of this newsletter. The I199a needs to be typed, not hand written. Ensure member’s social security number is added to block “C”. The bank institution information does need to be filled out, but the form does not need to be signed by the bank institution. The SF1034 needs the following fields completed by the member prior to emailing to SSO: name, address, current date, and date course was completed.

Featured U.S. Combat Readiness Safety Center Tools



2016 Autumn/Winter Safety Campaign

Information to help keep you safe throughout the colder months.



BOSS Safety Factor

A ready-to-use tool that’s anything but your boring safety presentation.



Family Engagement Kit

Engaged Families can make a huge difference in the safety of our Soldiers off-duty.

Online Resources



Army Knowledge Online
www.us.army.mil/



US Army CRC
<https://safety.army.mil/>



TAGNet
<https://ngoh-tagnet-dev:4443/>



The Ohio National Guard Website
<http://ong.ohio.gov>



Army Learning Management System
<https://www.lms.army.mil>



Digital Training Management System
<https://dtms.army.mil>



Motorcycle Ohio
www.motorcycle.ohio.gov