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Safety Stand Down

State Safety Office Final Newsletter—July 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.”

Safety Newsletter Final Edition

LTC Edward Mikula

Our Newsletter, *The Safety Stand Down*, was first published in January 2009. We started it as a way to promote Safety and to keep you informed of changes within the Army and the OHARNG Safety Programs. The newsletter met our intent, however, the information became somewhat dated since we only published it biannually. Therefore we needed to determine faster methods for providing you with safety initiatives, tasks, and missions, without bombarding you with too much information all the time.

So we developed the OHARNG Safety Gram. It will inform the Force about Safety trends, new initiatives, changes to current procedures, and more.

For example, a few months back, a Soldier was operating a chain saw and came very close to getting hurt. We thought it prudent to publish a Safety Gram that discusses chain saw operations, Personal Protective Equipment (PPE), and training. Safety Grams will also explain, highlight and inform the reader about a

specific issue, trend, or initiative. They will also provide resources, hyperlinks, and quoted regulations that would assist the reader in obtaining more information about the specific topic.

The FRAGORD process will continue to be the primary method for disseminating information when tasks or missions need accomplished. Safety Grams will supplement and reinforce FRAGORDs. The Safety

Continued page 6

Heat Almost Killed Me!

Never, in my entire life have I ever experienced something as scary as being a heat casualty. I will always remember the feeling and emotions that were running through my mind when I fell backwards on a ruck march. I



A series of seemingly small events linked together to cause a near-death experience.

was lying on the ground, paralyzed from my waist down, unable to move my arms from my elbows down, and eventually lost full control of my bodily functions. My whole life flashed before my eyes, my children, my spouse, my selfishness for even leaving home, and my regrets. I can't help but replay the entire scenario in my head.

The demanding Army course I was attending was one that I had anticipated for months. I thought I was prepared, yet a series of seemingly small events linked together caused something I was never prepared for; my own near-death experience.

It was the peak of summer. Maryland was experiencing a heatwave with several consecutive days of record high temperatures. The rigorous schedule kicked off the moment I arrived at the training center. It seemed like we were constantly getting dropped for push-ups and were required to run everywhere we went. I, like everyone else, was sweating profusely.

The heat and high stress were already pushing us towards physical exhaustion. Weeding out the weak was one of the goals of the cadre and they were eager to do just that.

Continued page 3

Zika Virus—Transmission, Prevention, Protection, Symptoms CW4 Annet Hix

Transmission

Zika, a mosquito-transmitted virus, has recently been reported in North America from travelers who have returned from areas where the virus is present. The primary means of transmission is from the bite of infected female *Aedes* mosquitoes. Other modes of transmission that have been documented include blood transfusion, sexual contact, and rarely, from mother to child.

To date, all cases of humans infected with the Zika virus in the U.S. have contracted it from mosquitoes while traveling to countries where the Zika virus is present or through sexual transmission from an infected partner. The primary mosquito vector appears to be the yellow fever mosquito, *Aedes aegypti*, although a number of other *Aedes* species are known to serve as vectors capable of transmitting the disease to humans including the Asian tiger mosquito (*Aedes albopictus*).



The Yellow Fever mosquito (above) and the Asian Tiger mosquito (below) are known carriers of the Zika virus.



Prevention and Control

You can most effectively reduce the number of mosquitoes around your home and neighborhood by eliminating the standing water in which mosquitoes require to complete their development cycle.

- Dispose of any refuse that can hold water, such as tin cans, containers, and in particular, used tires. Tires have become the most important developmental sites for Zika-transmitting mosquitoes in the U.S. Even small containers holding less than one cup of water are sufficient for the development of these mosquitoes.
- Drill holes in the bottoms of recycling containers and check uncovered junk piles.
- Clean clogged roof gutters every year, and check storm drains, leaky outdoor faucets, and window wells. Fallen leaves and other organic debris indirectly provide food for mosquito larvae.
- Prevent the accumulation of standing water and empty water from wheelbarrows, boats, cargo trailers, pet dishes, toys, saucers underneath flower pots, and ceramic pots. If possible, turn these items over when not in use.
- Do not allow water to stagnate in bird-baths, ornamental pools, water gardens, and swimming pools or their covers. Ornamental pools can be aerated or stocked with fish. Swimming pools should be cleaned and chlorinated when not in use.

- Alter the landscape of your property to eliminate standing water. *Keep in mind that during warm weather, mosquitoes can develop in any puddle of water.* Larvicides are highly effective in controlling immature mosquitoes and should be considered when standing water cannot be eliminated.

Protection

Even though your property may lack mosquito-developmental sites, mosquitoes can travel 2 to 3 miles from their aquatic habitat site in search of a blood meal. Therefore, it may be necessary to supplement larval control with other control measures directed at adult mosquitoes. The following tips can help to reduce your risk of being bitten by a mosquito:

Make sure window and door screens are “bug tight.” Window screening is made to keep out mosquitoes, so repair any holes or tears. Install weather-stripping to keep mosquitoes from entering around loose fitting doors and windows.

Use the proper type of light outside: incandescent lights attract mosquitoes, whereas fluorescent lights neither attract nor repel mosquitoes.



Aedes species associated with the Zika virus are considered “day” biters so protect yourself whenever outside or in the presence of mosquitoes. Long-sleeved shirts and long pants provide some protection against bites.

Insect repellents when applied according to the label directions to exposed skin deter mosquitoes from biting. Spray thin clothing with repellent because mosquitoes can bite through it. Various repellents differ in how they are formulated.

Zika Continued

Some are labelled for application to skin only, some can be applied to clothing only, and some are labeled for both skin and clothing. It is important to read the label of the product to determine how it should be applied. The American Academy of Pediatrics recommends that repellents used on children contain no more than 10 percent DEET, the active ingredient in mosquito repellents. The Centers for Disease Control guidelines state that pregnant women are not excluded from using EPA-registered repellents. Be sure to follow all directions on product labels.

Symptoms

Most humans infected with Zika have very mild or no symptoms so many individuals may not realize they are infected. A small number of infected individuals (1 in 5) develop mild symptoms that include fever, joint pain, conjunctivitis and a body rash. Symptoms typically occur 2 to 7 days following the bite from an infected mosquito. More severe symptoms may occur



in some individuals including paralysis. Researchers are investigating the link between the Zika virus and birth defects including microcephaly.

The World Health Organization and the Centers for Disease Control and Prevention are tracking the distribution of the virus and recommending some individuals including pregnant women refrain from traveling to areas where the virus is present.

For more information about the Zika virus, mosquito control recommendations, and state resources visit our Web site at: ncipmc.org/action/alerts/zika.php

Heat Continued

Within the first 48 hours of boots on ground the cadre put us on a five mile road march in full battle rattle, with a weapon, and 45 lbs. worth of gear in our rucksacks. Even though the ruck march was scheduled in the evening, about three and a half hours after dinner chow, the temperatures were still in the upper



For preventing heat injuries Risk Management factors should include drinking water, eating nutritionally balanced meals, being acclimatized, and a work-rest schedule.

80s with a high humidity index. I knew that I needed to keep drinking water, yet I was still getting more and more dehydrated. Mentally I refused to give in, but another link was now connected in place.

The ruck march seemed to be going smoothly for the first three miles even though our pace was a lot faster than it was intended to be. I felt great, but didn't realize that I had stopped sweating. The tingling and numbing of my feet began around 3.5 miles, I pushed on and did everything I could to increase circulation to my lower extremities. Despite my efforts the numbing crept on up my legs, to my knees, and then my thighs. I couldn't feel anything, but my mind would not allow me to quit, that's when I fell backwards. Not because I passed out, but because I could no longer move my legs. I was devastated, an epic failure on my part.

I was not the only one who was down. Six other Soldiers had also fallen out. Medics on duty were rushing to take care of the heat casualties. Eventually, I was placed inside an ambulance and prepped for the trip to the hospital. One

of the medics connected me to an I-V bag of saline, but in the scramble, left it lying beside me. It wasn't working and I knew my body was shutting down. I vaguely heard the medics yelling, "We're losing her!" and calling out my blood pressure as it continued to fall. I turned to the medic beside me and told him he needed to raise the I-V bag higher. I told him again and then he realized what was going wrong.

Occasionally, I can't help thinking about the day heat almost killed me. My hope is that every leader and Soldier will take this to heart and use better Risk Management to reduce or eliminate safety hazards. When it comes to heat injuries, a few ways to reduce hazards are to ensure Soldiers are eating properly, staying hydrated, and are acclimated to the weather. Those are some of the little events that can link together with potentially fatal results.

Don't forget about your pets!



Our furry loved ones can experience heat related illnesses and injuries as well.

Make sure they have fresh, clean water, and a shady spot to relax in.



Roadside Emergencies



In the event of a roadside emergency, personal safety should be the top priority.

It's inevitable that just about every motorist will experience some sort of roadside emergency in their lifetime. Fortunately, by following a few safety precautions, they can help prevent a bad situation from becoming worse.

The U.S. Department of Transportation Federal Highway Administration estimates there are about 4,000 pedestrian fatalities and 59,000 pedestrian injuries annually from roadway crashes. According to subject matter experts at the U.S. Army Combat Readiness Center, in many cases these types of accidents can be prevented.

In the event of a roadside emergency, personal safety should be the top priority for the motorist and anyone that might stop to render assistance, said Lt. Col. Joseph Harvey, director of the USACRC's Driving Directorate. That means being aware of your surroundings and all associated hazards.

"Awareness is the key to safety at any roadside emergency scene," Harvey said. "Knowing the hazards and how to work around them will help ensure everyone's safety."

Harvey said motorists should never exit their vehicles on a busy highway to attempt a repair. Instead, turn on the vehicle's emergency hazard lights and move to a safe location before attempting to fix the problem, even if doing so could result in further damage, such as driving on a wheel following a tire blowout. If the vehicle is inoperable, Harvey said it's safer to wait inside and use a cell-phone to call for assistance.

"Standing on the side of a busy road is always a bad idea," Harvey said. "You can never be sure other motorists will see you, especially at night. Our bodies are not built to withstand being struck by 2 tons of metal traveling at highway speeds. However, your vehicle is, so you're better off remaining buckled up inside."

Harvey recommends motorists be prepared for the unexpected by carrying a roadside emergency kit in their vehicles. In addition to items such as jumper cables, a jack and other emergency supplies, ensure the kit contains flags, flares or reflective triangles, which can mark your location for roadside assistance and warn others there's trouble ahead.



An emergency car kit can be a life saver.

Conversely, it's important other motorists remember to be extra cautious when approaching and passing a roadside emergency. If safe to do so, move your vehicle from the lane closest to the stationary vehicle. If it appears the motorist is in need of assistance, call 911 to notify emergency responders of the vehicle's location.

Many auto insurance companies provide some type of roadside assistance coverage in their policies. Offerings can include free vehicle towing to a repair shop, flat-tire changing and fuel delivery, so it's a good idea to know beforehand what assistance your insurance carrier provides and have their phone number handy.

Above all, Harvey said the key to successfully navigating a roadside emergency is safety awareness.



Be especially alert when passing someone experiencing a roadside emergency. Expect people to be outside the vehicle and slow down!

"Too often a vehicle breakdown ends in tragedy," Harvey said. "Putting safety first during a roadside emergency can be a lifesaver."

For more information on pedestrian and vehicle safety, visit <https://safety.army.mil>.

10 steps to handle roadside emergencies

1. Get off the road - move off the road quickly (and safely). Get out of the flow of traffic. Look for a wide shoulder, emergency lane, rest stop, exit, or parking lot.
2. Let people know something's wrong - put your hazard lights on.
3. Don't leave the car until you're out of traffic - If you can't get your car out of harm's way, don't get out, even to pop the hood or check out the damage.
4. Safely exit the car - get out of the car on the opposite side of traffic.
5. Increase your visibility - mark your location with flares or triangles, and raise your vehicle's hood.
6. Call for assistance.
7. Stay with your car - It's more practical to meet help at the scene.
8. Keep some emergency supplies in your car - a blanket, first aid kit, water, simple repair tools, etc.
9. Put your hood down - when you're done or help is on the scene.
10. Be green - clean up whatever packaging, trash, and debris you left around the area.

Ground Guides

WOC Glenn Uecker

Shop Technicians and all personnel have a duty and responsibility to correct/enforce the use of ground guides during unit training (MUTA6/8) to protect fellow technician personnel as well as unit members at shop locations. Failure to use ground guides is one of the leading causes of minor fender benders when maneuvering Army motor vehicles and can be deadly if not done properly.



Operators will immediately stop their vehicles if they lose sight of ground guides or notice that the guide is dangerously positioned between the vehicle and another object.

Photo courtesy OHARNG PAO

Ground guides are required when wheeled and tracked vehicles are backed or when moved within an assembly area or motor pool according to AR 385-10. In addition, individuals will be properly trained in accordance with FM 21-60, TC 21-305-20, and TC 21-306 on the proper techniques and signals used to ground guide. Ground guide training should be included in unit training schedules. Standard hand and arm signals are listed and shown in TC 21-305-20 Appendix B and Appendix C.



Not using a ground guide, and excessive speed put this HEMTT tanker into the ditch. An international environmental emergency was narrowly avoided during Operation Anakonda 16 in Poland. The storm culvert drains directly to the Baltic Sea.

According to TC 21-305-20, before a vehicle is moved an individual will walk around the vehicle to ensure no individuals or equipment is in danger from the vehicle's movement. At no time will ground guides walk backwards while guiding a vehicle. Ground guides will keep a safe distance between themselves and the vehicle front, rear, and corners. They should never be directly in front of or behind the vehicle. Ground guides will not position themselves between the vehicle being guided and another object where an inadvertent engine surge or momentary loss of vehicle control could cause injury or death.

Vehicle operators will immediately stop their vehicles if they lose sight of ground guides or notice that the guide is dangerously positioned between the vehicle and another object. Vehicle operators in such cases will secure their vehicle, dismount, and make an on-the-spot correction before continuing operations.

AR 385-10, Chapter 11-4 outlines the requirements for using a ground guide and Assistant Driver responsibilities. Chapter 11-4c (2) states – Assistant drivers will at a minimum be familiar with vehicle operations and trained for ground guide duties. Assistant Drivers are required if the use of ground guides is anticipated and required.

We will soon begin the busy Annual training cycle and must ensure safety is a top priority in all of our missions. The use of ground guides is the first step to safe vehicle operations and as leaders we must ensure that proper training has been completed and documented. As usual with all training/missions leaders must implement and complete the continuous risk management process by supervising and evaluating our Soldiers to ensure proper ground guiding techniques are enforced to mitigate the risk to our Soldiers and equipment.

Off and Non-duty Safety Presentation

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Off and Non-Duty Safety Awareness Presentation



2016

Always ready. Always there.

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.

Final Continued

Gram concept is a good way for Units and the various directorates to use the information during their safety council meetings or during directed safety stand downs.

I hope that you have enjoyed the Safety Stand Down newsletter over the past seven years. The Safety Staff and I have really enjoyed publishing it for you. I'm sure that you'll find the Safety Gram a "real-time" informative tool in keeping our troops safe.



The OHARNG Safety Gram:

- * Informs the Force about Safety trends, new initiatives, changes to current procedures, and more.
- * Gets important information to you faster.
- * Is in a more manageable format.

Running's Best Playlist

Julie Shelley

Whether it's the mandatory two miles for the Army Physical Fitness Test or a longer endurance event just for love of the sport, running is a daily part of life for Soldiers and often their Family members.

And, with the preponderance of cellphones and media players, listening to music has become an easy way to pass time on the road. The safety of doing so, however, has become a heated debate among runners and policy makers.

"Running with headphones always has been a hot-button topic," said Hal Higdon, longtime contributing author to Runner's World magazine, multiple Boston Marathoner and developer of popular training



Running with headphones has always been a hot button topic.

plans for races ranging from the 5k to marathon. "People love to run listening to music and often get angry if told this behavior might be inappropriate in certain

situations." Soldiers running on post don't have an option while on duty. Use of headphones and other electronic media is prohibited with wear of both the Improved Physical Fitness Uniform and Army Physical Fitness Uniform, according to Field Manual 7-22, Army Physical Readiness Training. Off duty, Army Regulation 385-10, The Army Safety Program, bans listening devices for Soldiers and other exercisers on or near installation roads and streets, though post commanders may permit earphones and music players on certain off-road trails and paths.

"Those restrictions are supported by various regulatory guidance," said Keith Hauret, Army Institute of Public Health, Army Public Health Center (Provisional). "The type of exercise doesn't matter.

The regulation covers walking, jogging, running, skating, skateboarding and bicycling." The issue with headphones, Higdon said, is the potential for distraction. Runners must always be aware of moving vehicles and their surroundings in general. "The main problem is if the music is too loud and too distracting, it can be dangerous if

you're running in traffic or where there might be unfriendly people up to no good," he explained. "So it's a matter of selection, knowing when you can listen to music safely and when you cannot."

In addition to the risk of devastating accidents, runners should also pay close attention to surface conditions and other factors that might lead to nagging injuries.

Despite their generally superior physical condition, Soldiers are just as susceptible to running injuries as their civilian counterparts. According to a study co-authored by Hauret and published in 2015 in the American Journal of Sports Medicine, about half of Soldiers reporting to military clinics with an exercise-related injury are hurt while running. Strains and sprains in the lower extremities account for most of those visits.

"Running into a pothole or stepping off the road onto a lower shoulder can cause an injury that sidelines you for several weeks," Hauret said. "It's really about keeping focus on your form and where your feet are landing. Listening to music or a podcast can easily

take your mind off those things."



Headphones in uniform may only be worn inside a gym or fitness center. Army Directive 2016-20

For Higdon, the joy of running is the experience — and digital media doesn't necessarily make it better. "During a race, but especially a major road race like the Chicago or Boston or New York City marathons, if you run listening to tunes you can hear any day of the week, you're missing all the fun of what goes on around you," he said.

Julie Shelley is the Directorate of Communication and Public Affairs, U.S. Army Combat Readiness Center

Photo Contest—2016

SGT Molly Marckel, SVC Btry, 2-174th ADA

First Place



Using a pickup truck and an old ratchet strap to hold up a car while cutting off the exhaust is risky in several ways. A better way is to use jack-stands.

Honorable Mention

**Jason Remich,
DIMR-Environmental Office**



Storing open, and partially filled fuel cans near a storm drain is an environmental mess waiting to happen. Put the lids on the cans and move them to a place where spillage won't overflow into the water system.

SSG Jason Harnishfeger, HHC 216th EN Bn

Second Place



Driving with an unstable, top heavy load secured with only small bungee straps puts other drivers at risk. Balance your load and secure it properly.

MAJ William Tropf, HQ 37th IBCT

Third Place



A make-shift scaffold supported with a broken step ladder makes for a very unstable surface. A level, slip resistant platform rated for heavy loads can prevent a nasty fall.

Congratulations



To all our winners!

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).

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.

Please continue to stay in contact with SSO until reimbursement has been received. Last year some reimbursements were taking a few months. So far this year, the process has been much faster.

Featured U.S. Combat Readiness Safety Center Tools



2016 Seasonal Safety Campaign
 Information to help keep you safe throughout the warmer 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