



## CUT CORNERS AND DISABLE A SOLDIER?

In October 2005 an Army craftsman was crushed between the wheel arch and the tyre of a UNIMOG. The soldier ended up being paralysed down one side and has been medically discharged.

The craftsman was supervised by two NCOs who allowed him to work under a vehicle supported by two jacks. Would you do that at home?

**Lesson 1. EMEIs clearly state that no soldier is to work underneath a military vehicle unless the vehicle is supported by vehicle stands.**

**Lesson 2. Supervisors must know their technical procedures and enforce them.**

The craftsman was replacing brake pads which had overheated and locked-on during the 16km distance between the barracks area and where the incident happened.

**Lesson 3. For UNIMOG brake systems to operate effectively sufficient air pressure must be generated before moving the vehicle. Lack of sufficient air pressure will cause the brakes to remain applied and overheat.**

**Army lost a skilled soldier whose life has been changed forever.** We have procedures for a good reason – to carry out tasks efficiently and SAFELY. It is everyone's responsibility to understand and apply the technical procedures relevant to your trade.

A decision was made to repair the vehicle on the roadside rather than recover the vehicle back to barracks. These repairs were conducted using two jacks, one under the differential and one under the axle. The jack under the axle was flat-topped, rather than a curved type. Subsequent investigation revealed that both jacks had the same NSN. The flat-topped jacked has been subsequently removed from service.

After repairing the brakes the craftsmen attempted to replace the wheel on the vehicle. The axle jack was removed leaving the flat-topped jack under the differential. One CFN leaned over the wheel under the wheel arch and guided a second CFN who was jacking up the differential to align the wheel studs with the wheel. The vehicle moved and the CFN was crushed between the wheel and the wheel arch.

**Lesson 4. Never place any part of your body underneath a vehicle while operating a jack.**

## MESSAGES ON AMMO SAFETY ARE STILL MISSING THE TARGET

Earlier this year a unit was conducting an exercise that required the issue of 5.56 mm Blank F3 ammunition. During the distribution of ammo one of the participants identified a ball round in the blank ammunition. The member approached the issuing officer with the round who immediately halted the ammunition issue.

How had this happened?

Some time prior to this incident an NCO had found a F1, 5.56 mm ball round which he inadvertently placed into an ammunition container that also contained a number of F3, 5.56 mm **blank** rounds.

While there were no casualties, this was probably because the OIC Practice of the Firing Brief played a major factor in educating those soldiers on the exercise.

The contamination could have been averted had the NCO notified his supervisors of the discovery of the ball round.

An inspection of the magazine revealed that the ball and blank ammunition were clearly marked and segregated on separate shelves.

This near miss highlights the importance of responsible range appointees being familiar with the requirements laid down in the *Defence Explosive Ordnance Safety Manual* (DEOP) 103.

Additionally *MLW 2-9-2*, Chapter 1, page 1-25 lays down the correct brief to be given on issue of blank ammunition. They should also ensure that their copy of MLW is at or above amendment 8.

**NEWS!!** ArmySAFE trials underway or scheduled for this year: Army, in conjunction with the Defence Science & Technology Organisation, is conducting field trials of "Hot weather" ration packs to ensure that soldiers are given palatable and nutritionally appropriate food in the field in very hot weather.

Army and DSTO are also conducting "Cooling Trials" to test the most efficient way to reduce the core temperature of heat injured soldiers.

## QUOTABLE QUOTE

'There is more stupidity than hydrogen in the universe, and it has a longer shelf life.'

- Oscar Wilde



Safety should be in your sights 24/7

## FURPHIES?

A new Technical instruction on risk management will be issued shortly. It will replace Technical Information Bulletin (TIB) No. 83 which remains in force until then.

Watch this space!