

LOAN DOCUMENT

DTIC ACCESSION NUMBER	LEVEL	PHOTOGRAPH THIS SHEET	0 INVENTORY																												
	<i>Army Safety Report FY86 ...</i> DOCUMENT IDENTIFICATION <i>1986</i>																														
	DISTRIBUTION STATEMENT A Approved for Public Release Distribution Unlimited																														
DISTRIBUTION STATEMENT																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="font-size: 8px;">ACCESSION FOR</td> </tr> <tr> <td style="font-size: 8px;">NTIS</td> <td style="font-size: 8px;">GRAM ☒</td> </tr> <tr> <td style="font-size: 8px;">DTIC</td> <td style="font-size: 8px;">TRAC ☐</td> </tr> <tr> <td colspan="2" style="font-size: 8px;">UNANNOUNCED ☐</td> </tr> <tr> <td colspan="2" style="font-size: 8px;">JUSTIFICATION</td> </tr> <tr><td colspan="2" style="height: 15px;"></td></tr> <tr><td colspan="2" style="height: 15px;"></td></tr> <tr><td colspan="2" style="height: 15px;"></td></tr> <tr><td colspan="2" style="height: 15px;"></td></tr> <tr> <td colspan="2" style="font-size: 8px;">BY</td> </tr> <tr> <td colspan="2" style="font-size: 8px;">DISTRIBUTION/</td> </tr> <tr> <td colspan="2" style="font-size: 8px;">AVAILABILITY CODES</td> </tr> <tr> <td style="font-size: 8px;">DISTRIBUTION</td> <td style="font-size: 8px;">AVAILABILITY AND/OR SPECIAL</td> </tr> <tr> <td style="height: 40px; vertical-align: middle; font-size: 24px;">A-1</td> <td></td> </tr> </table>		ACCESSION FOR		NTIS	GRAM ☒	DTIC	TRAC ☐	UNANNOUNCED ☐		JUSTIFICATION										BY		DISTRIBUTION/		AVAILABILITY CODES		DISTRIBUTION	AVAILABILITY AND/OR SPECIAL	A-1		DATE ACCESSIONED DATE RETURNED REGISTERED OR CERTIFIED NUMBER	
ACCESSION FOR																															
NTIS	GRAM ☒																														
DTIC	TRAC ☐																														
UNANNOUNCED ☐																															
JUSTIFICATION																															
BY																															
DISTRIBUTION/																															
AVAILABILITY CODES																															
DISTRIBUTION	AVAILABILITY AND/OR SPECIAL																														
A-1																															
DISTRIBUTION STAMP Reproduced From Best Available Copy		20000203 064																													
DATE RECEIVED IN DTIC																															
PHOTOGRAPH THIS SHEET AND RETURN TO DTIC-FDAC																															

HANDLE WITH CARE



ARMY SAFETY REPORT

FY 86

Volume II
AVIATION BRANCH BATTALIONS



FOR FURTHER INFORMATION CONCERNING DISTRIBUTION CALL (703) 767-8040

PLEASE CHECK THE APPROPRIATE BLOCK BELOW:

- ☐ ADP _____ copies are being forwarded. Indicate whether Statement A, B, C, D, E, F, or X applies.
- ☒ **DISTRIBUTION STATEMENT A:**
APPROVED FOR PUBLIC RELEASE: DISTRIBUTION IS UNLIMITED
- ☐ **DISTRIBUTION STATEMENT B:**
DISTRIBUTION AUTHORIZED TO U.S. GOVERNMENT AGENCIES ONLY; (Indicate Reason and Date). OTHER REQUESTS FOR THIS DOCUMENT SHALL BE REFERRED TO (Indicate Controlling DoD Office).
- ☐ **DISTRIBUTION STATEMENT C:**
DISTRIBUTION AUTHORIZED TO U.S. GOVERNMENT AGENCIES AND THEIR CONTRACTORS; (Indicate Reason and Date). OTHER REQUESTS FOR THIS DOCUMENT SHALL BE REFERRED TO (Indicate Controlling DoD Office).
- ☐ **DISTRIBUTION STATEMENT D:**
DISTRIBUTION AUTHORIZED TO DoD AND U.S. DoD CONTRACTORS ONLY; (Indicate Reason and Date). OTHER REQUESTS SHALL BE REFERRED TO (Indicate Controlling DoD Office).
- ☐ **DISTRIBUTION STATEMENT E:**
DISTRIBUTION AUTHORIZED TO DoD COMPONENTS ONLY; (Indicate Reason and Date). OTHER REQUESTS SHALL BE REFERRED TO (Indicate Controlling DoD Office).
- ☐ **DISTRIBUTION STATEMENT F:**
FURTHER DISSEMINATION ONLY AS DIRECTED BY (Indicate Controlling DoD Office and Date) or HIGHER DoD AUTHORITY.
- ☐ **DISTRIBUTION STATEMENT X:**
DISTRIBUTION AUTHORIZED TO U.S. GOVERNMENT AGENCIES AND PRIVATE INDIVIDUALS OR ENTERPRISES ELIGIBLE TO OBTAIN EXPORT-CONTROLLED TECHNICAL DATA IN ACCORDANCE WITH DoD DIRECTIVE 5230.25 WITHHOLDING OF UNCLASSIFIED TECHNICAL DATA FROM PUBLIC DISCLOSURE, 6 Nov 1984 (indicate date of determination). CONTROLLING DoD OFFICE IS (Indicate Controlling DoD Office).
- ☐ This document was previously forwarded to DTIC on _____ (date) and the AD number is _____
- ☐ In accordance with provisions of DoD instructions, the document requested is not supplied because:
- ☐ It will be published at a later date. (Enter approximate date, if known).
- ☐ Other. (Give Reason)

DoD Directive 5230.24, "Distribution Statements on Technical Documents," 18 Mar 87, contains seven distribution statements, as described briefly above. Technical Documents must be assigned distribution statements.

Cynthia Gleisberg
Authorized Signature

Cynthia Gleisberg
Print or Type Name
334-8255-2924
Telephone Number

PREFACE

Two Volumes. This report is the second of two volumes. Volume I is under separate cover and provides an overview of FY 86 Army-wide accident experience. It concentrates on the major types of accidents, problem areas, cause factors, and countermeasures.

Purpose. This branch report is one of seven under separate covers. These reports present the FY 86 accident experience of active Army battalions in the following branches: Aviation, Field Artillery, Infantry, Signal, Armor, Air Defense Artillery, and Transportation. It is intended that Branch Chiefs/School Commandants use this information to produce soldiers who are more aware of and prepared for accident-causing problems they will encounter after joining their units. This information will also permit field commanders to share the accident experience of other commanders having similar missions, personnel, and equipment. It is hoped that commanders will implement corrective actions before resources are lost to accidents from the same causes.

Data Notes. In the future, branch reports will be expanded to include Army National Guard and Reserve battalions, more branches, and more information specifically tailored to the accident prevention needs of each branch.

The FY 86 data included are based on reports of ground (DA Form 285) and aviation (DA Form 2397) accidents occurring during FY 86 and recorded in the Army Safety Management Information System (ASMIS) as of 7 January 1987.

Within this report is a listing of active Army battalions identified with the branch. It is these battalions whose accident experience forms the data for this report. The applicable list of battalions was provided in November 1986 to representatives of each branch, except Aviation, for verification. No verified lists had been received as of 22 January 1987.

EXECUTIVE SUMMARY

The Aviation Branch Battalions record of conserving resources through accident prevention was a good one from FY 83 through FY 86. During this period ground accidents decreased from over 300 to 288 in FY 86. Aviation accidents decreased from 43 to 30. Three types of ground accidents accounted for nearly all (88%) of the FY 86 accidents. These accident types were personnel injury, privately owned vehicle, and Army motor vehicle. AH-1 aircraft accounted for more aviation accidents than any other aircraft type. On-duty personnel injuries occurred primarily during maintenance activities such as installing or removing equipment and off-duty personnel injuries occurred primarily during sports activities such as basketball and softball. Privately owned vehicle accidents occurred primarily during operation of motorcycles/mopeds and autos/sedans. Army motor vehicle accidents occurred primarily during operation of tactical vehicles such as commercial utility cargo vehicles (CUCVs) and 2 1/2-ton trucks.

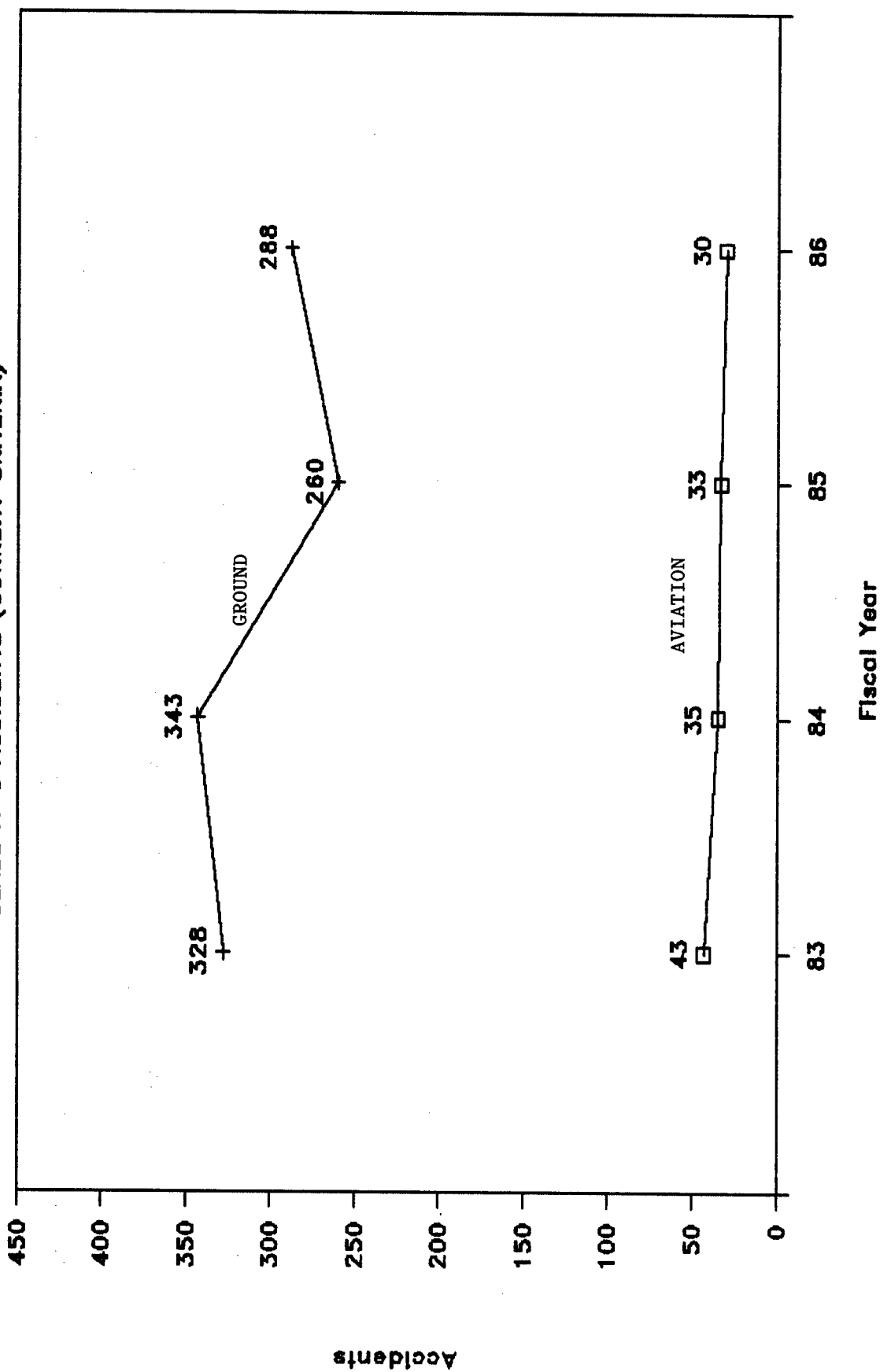
CONTENTS

AVIATION BRANCH BATTALIONS

	PAGE
TOTAL BATTALION ACCIDENTS	2
TYPES OF ACCIDENTS	4
GROUND	
PERSONNEL INJURY	
ON-DUTY	6
OFF-DUTY	16
PRIVATELY OWNED VEHICLES	22
ARMY MOTOR VEHICLES	24
OTHER PROPERTY DAMAGE	26
AVIATION	
TYPE AIRCRAFT	28
UNIT IDENTIFICATION CODE (UIC)	30

AVIATION BRANCH BATTALIONS

CLASS A-C ACCIDENTS (CURRENT CRITERIA)



Data as of 7 Jan 87.

Ground accidents have trended down slightly since FY 83. FY 85 and FY 86 combined show a reduction of 18% from FY 83 and FY 84 combined. The top four subcategories contributing to ground accidents all showed declines between the FY 83-84 and the FY 85-86 time periods.

Aviation accidents declined in each of the last three fiscal years, averaging 11% reduction per year. FY 85 and FY 86 combined show a reduction of 19% from the combined total for FY 83 and FY 84.

From FY 85 to FY 86, there was an 11% increase (N = 260-288) in ground accidents. During the same period, aviation accidents decreased by 9% (N = 33-30).

AVIATION BRANCH BATTALIONS
CLASS A-C ACCIDENTS (CURRENT CRITERIA)

TYPES OF ACCIDENTS	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
<u>Ground</u>								
Personnel Injury	180	54	182	53	148	57	152	52
Privately Owned Vehicles	69	20	77	22	50	19	60	21
Army Motor Vehicles	41	13	38	11	33	13	43	15
Other Property Damage	25	8	32	9	13	5	21	7
Fire	5	2	1	0	7	2	8	3
Other Army Vehicles	8	3	10	3	8	3	3	1
Marine	0	0	0	<1	0	0	1	<1
Explosives	0	0	2	<1	1	1	0	0
Radiation	0	0	1	<1	0	0	0	0
Total	328	100	343	100	260	100	288	100
<u>Aviation</u>								
Rotary Wing	43		35		31		30	
Fixed Wing	0		0		2		0	
Total	43		35		33		30	

Data as of 7 Jan 87.

Four subcategories of ground accidents accounted for 95% of the total over the 4-year period: personnel injury, 54%; privately owned vehicles, 21%; Army motor vehicles, 13%; and other property damage, 7%. When the two time periods, FY 83 and FY 84 combined and FY 85 and FY 86 combined, are compared, the following reductions in subcategories are noted: other property damage, 40%; privately owned vehicles, 25%; personnel injury, 17%; and Army motor vehicles, 4%.

Two other subcategories of note are fire and other Army vehicles. Although the numbers are small, fire accidents increased 150% (N=6-15) between the two time periods (FY 83-84 and FY 85-86). Other Army vehicle accidents were reduced by 39% (N=18-11) in the same period.

There were fewer aviation accidents in each of the last three fiscal years, averaging 11% fewer each year.

From FY 85 to FY 86, ground accidents increased 11% (N=260-288). A high proportion of the increase may be attributed to privately owned vehicles, up by 20% (N=50-60), Army motor vehicles, up by 30% (N=33-43), and other property damage, up by 62% (N=13-21). The principal decrease in the same period was in other Army vehicles, down 63% (N=8-5).

There was a 9% (N=33-30) reduction in aviation accidents in FY 86, when compared with FY 85. There were 2 fewer accidents in fixed wing, 1 less in rotary wing.

AVIATION BRANCH BATTALIONS
ACTIVITIES OF ON-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ACTIVITY OF ON-DUTY INJURED PERSON	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Maintenance/Repair/Serviceing	22	18	23	21	13	13	20	21
Sports	18	14	9	8	12	12	16	17
Human Locomotion	8	6	9	8	13	13	13	14
Material Handling	13	10	15	13	15	15	11	12
Combat Soldiering	25	20	21	18	17	18	10	11
Physical Training	14	11	14	12	8	8	7	8
Handling Vehicle/Vessel	4	3	1	1	3	3	7	8
Food/Drink Preparation	1	1	2	2	1	1	3	3
Passenger	5	4	2	2	3	3	1	1
Soldiering	1	1	3	3	4	4	1	1
Janitorial/Housekeeping	1	1	3	3	2	2	1	1
Supervisory	2	2	2	2	0	0	1	1
Security/Law Enforcement	1	1	2	2	0	0	1	1
Horseplay	1	1	0	0	0	0	1	1
Engineering/Construction	3	2	0	0	2	2	0	0
Office	1	1	2	2	1	1	0	0
Weapons Handling	0	0	2	2	1	1	0	0
Communication	1	1	0	0	1	1	0	0
Patient Care	1	1	0	0	1	1	0	0
Fabricating	1	1	0	0	1	1	0	0
Test/Study/Experimental	0	0	0	0	1	1	0	0
Bystanding/Spectating	1	1	0	0	0	0	0	0
Personal Hygiene	0	0	1	1	0	0	0	0
Total	124	100	111	100	99	100	93	100

Data as of 7 Jan 87.

The numbers of personnel injuries, have been reduced by an average of 9% per year during this period. There was a 46% (N=28-15) reduction in physical training injuries between FY 83-84 and FY 85-86, a 41% (N=46-27) reduction in combat soldiering injuries, a 27% (N=45-33) reduction in maintenance/repair/servicing injuries, and a 7% (N=28-26) reduction in material handling injuries. During the same period, there was a 53% (N=17-26) increase in human locomotion injuries and a 4% (N=27-28) increase in sports injuries.

Taken together, these six categories account for 81% of the activities associated with on-duty injuries during the four fiscal years and showed an average 8% decline per year for the last three fiscal years.

In FY 86, there was a 6% (N=99-93) reduction in this category of injuries. The principal subcategory reduced during this period was combat soldiering, down 41% (N=17-10). Material handling was down 27% (N=15-11), and soldiering was down 74% (N=4-1). Principal increases during the period were maintenance/repair/servicing, up 54% (N=13-20); sports, up 33% (N=12-16); and handling vehicle/vessel, up 133% (N=3-7).

AVIATION BRANCH BATTALIONS
ACTIVITIES OF ON-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ON-DUTY MAINTENANCE/REPAIR/SERVICING	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Maintenance/Repair	5	23	13	58	3	22	12	60
Installing/Removing Equipment	2	8	1	4	1	8	1	5
Inspecting	1	5	0	0	0	0	1	5
Test Operating the Equipment	1	5	1	4	0	0	1	5
Assembling/Disassembling	1	5	1	4	2	15	0	0
Cleaning	0	0	1	4	1	8	0	0
Preparing Surfaces/Material	2	8	3	14	1	8	0	0
Tuning/Adjusting	2	8	0	0	0	0	0	0
Painting	5	23	0	0	0	0	0	0
Unspecified Maintenance/Repair								
Inspecting & Servicing Expendables								
Inspecting								
Fuel/Feed	0	0	1	4	0	0	0	0
Filters, Lubricant, etc.	1	5	0	0	0	0	1	5
Replenishing								
Fueling/Defueling	0	0	1	4	0	0	0	0
Changing/Inflating Tires	0	0	0	0	1	8	0	0
Changing/Charging Batteries	1	5	0	0	1	8	0	0
Filters, Lubricants, etc.	0	0	1	4	1	8	0	0
Unspecified Maint/Repair/Servicing	1	5	0	0	2	15	4	20
Total	22	100	23	100	13	100	20	100

Data as of 7 Jan 87.

The relatively small numbers of total injuries in this category have fluctuated between 13 and 23 per year, with an overall 27% reduction in the last two fiscal years from the previous two. In the largest single subcategory, installing/removing equipment, which accounted for 42% of this category, there was a 17% (N=18-15) reduction in the same period.

There was an increase of 54% (N=13-20) in this category in FY 86 over FY 85, accounted for mostly by installing/removing equipment, up 300% (N=3-12).

AVIATION BRANCH BATTALIONS
ACTIVITIES OF ON-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ON-DUTY MATERIAL HANDLING	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Transporting/Moving/Delivering	3	23	6	40	6	40	6	55
Loading/Unloading	9	69	5	33	8	53	3	27
Packing/Unpacking	1	8	1	7	0	0	1	9
Segregating/Relocating	0	0	2	13	1	7	1	9
Transferring Fuel/POL Products	0	0	1	7	0	0	0	0
Total	13	100	15	100	15	100	11	100

Data as of 7 Jan 87.

The total injuries in this category fluctuated between 11 and 15 per year. Material handling posted a 7% (N=28-26) decline in FY 85-86 when compared with FY 83-84. While the numbers of injuries in the two largest subcategories are small, the cause of the most frequent injuries in this category during the last 4 fiscal years, loading/unloading, has posted a 21% (N=14-11) drop in the FY 85-86 period. The second most frequent cause of injuries is transporting/moving/delivering; it has remained constant over the past 3 fiscal years at 6 per year.

FY 86 posted a 27% (N=15-11) decline in material handling injuries since FY 85, accounted for entirely by the subcategory of loading/unloading, which declined 63% (N=8-3).

AVIATION BRANCH BATTALIONS
ACTIVITIES OF ON-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ON-DUTY SPORTS	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Basketball	5	27	1	11	2	17	3	17
Racquetball/Paddle Ball	2	11	2	22	1	8	2	13
Softball	1	6	4	45	2	17	2	13
Touch Football	1	6	2	22	3	25	2	13
Volleyball	0	0	0	0	3	25	2	13
Gymnastics/Weightlifting	1	6	0	0	0	0	2	13
Soccer	4	21	0	0	1	8	1	6
Tackle Football	1	6	0	0	0	0	1	6
Bowling	0	0	0	0	0	0	1	6
Baseball	1	6	0	0	0	0	0	0
Unspecified Sports	2	11	0	0	0	0	0	0
Total	18	100	9	100	12	100	16	100

Data as of 7 Jan 87.

The total numbers of on-duty sports injuries fluctuated between 9 and 18, with the last two years showing a 4% (N=27-28) increase over the previous two years. Numbers within subcategories are too small to compare reliably across the four years.

FY 86 increased 33% (N=12-16) over FY 85 in the category of on-duty sports injuries. In no subcategory did the increased incidence of injury exceed two.

AVIATION BRANCH BATTALIONS
ACTIVITIES OF ON-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ON-DUTY HUMAN LOCOMOTION	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Walking	5	61	1	11	10	76	4	31
Climbing/Mounting	1	13	3	34	1	8	3	22
Jumping	1	13	2	22	1	8	1	8
Egressing/Ingressing	0	0	0	0	1	8	1	8
Running	1	13	1	11	0	0	0	0
Unspecified Human Locomotion	0	0	2	22	0	0	4	31
Total	8	100	9	100	13	100	13	100

Data as of 7 Jan 87.

While there was a 53% (N=17-26) increase in human locomotion injuries in the last two fiscal years compared with FY 83-84, the numbers are too small, ranging from 8 to 13 per year, to define trends reliably.

Walking injuries accounted for 47% of all injuries during the period, and showed a 133% (N=6-14) increase between FY 83-84 and FY 85-86.

While the overall numbers of human locomotion injuries remained the same in FY 86 as in FY 85, walking injuries decreased by 60% (N=10-4).

AVIATION BRANCH BATTALIONS
ACTIVITIES OF OFF-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

ACTIVITY OF OFF-DUTY INJURED PERSON	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Sports	47	55	55	59	33	54	29	39
Human Locomotion	16	19	14	15	14	23	19	27
Maintenance/Repair/Service	8	9	9	10	5	8	9	12
Janitorial/Housekeeping	3	3	3	3	1	2	3	4
Handling Vehicle/Vessel	0	0	0	0	0	0	3	4
Material Handling	3	3	7	8	1	2	2	3
Personal Hygiene	4	5	2	2	3	5	2	3
Passenger	3	3	1	1	1	2	2	3
Operating Vehicle/Vessel	0	0	0	0	0	0	2	3
Food/Drink Preparation	0	0	0	0	1	2	1	1
Bystanding/Spectating	1	1	1	1	0	0	0	0
Engineering/Construction	0	0	0	0	1	2	0	0
Hobbies	1	1	0	0	0	0	0	0
Horseplay	0	0	1	1	0	0	0	0
Physical Training	1	1	0	0	0	0	0	0
Fire Department	0	0	0	0	0	0	1	1
Total	87	100	93	100	60	100	73	100

Data as of 7 Jan 87.

Sports activities accounted for 52% of all off-duty personnel injuries during the four-year period, and have shown a 39% (N=102-62) decline in FY 85-86 compared with FY 83-84. The next largest subcategory is human locomotion, which accounts for 20% of all injuries during the period. It showed a 10% (N=30-33) increase in FY 85-86 over FY 83-84. Maintenance/repair/servicing posted an 18% (N=17-14) reduction in the same period. Although the numbers are small (N=13 total), there was a 70% (N=10-3) reduction in the FY 85-86 period compared with FY 83-84 in the material handling subcategory.

FY 86 posted a 23% (N=60-74) increase over FY 85 in this category. The largest increases were for human locomotion, 36% (N=14-19) and maintenance/repair/servicing up 80% (N=5-9). There was a 12% (N=33-29) decrease in FY 86 in sports.

AVIATION BRANCH BATTALIONS
ACTIVITIES OF OFF-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

OFF-DUTY SPORTS	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Basketball	3	6	11	20	4	12	6	21
Softball	9	20	6	11	7	21	5	18
Touch Football	4	9	2	4	5	16	3	10
Baseball	1	2	2	4	0	0	2	7
Tackle Football	6	14	3	5	6	18	2	7
Snow Skiing	4	9	8	14	2	6	2	7
Frisbee	1	2	3	5	0	0	2	7
Jogging	3	6	1	2	0	0	2	7
Surfing	0	0	0	0	1	3	1	3
Fishing	0	0	1	2	0	0	1	3
Racquetball/Paddle Ball	1	2	0	0	0	0	0	0
Soccer	0	0	1	2	0	0	0	0
Volleyball	1	2	1	2	0	0	0	0
Wrestling	1	2	1	2	1	3	0	0
Water Skiing	0	0	0	0	1	3	0	0
Swimming	1	2	2	4	1	3	0	0
Diving	1	2	0	0	1	3	0	0
Power Boating	0	0	1	2	0	0	0	0
Hunting	0	0	3	5	0	0	0	0
Parachute Jumping	3	6	6	11	1	3	0	0
Hang Gliding	2	4	0	0	0	0	0	0
Equestrian	0	0	1	2	0	0	0	0
Skating/Skate Boarding	3	6	0	0	0	0	0	0
Gymnastics/Weightlifting	2	4	0	0	0	0	0	0
Canoeing/Rafting	1	2	0	0	0	0	0	0
Unspecified Sports	0	0	2	4	3	9	3	10
Total	47	100	55	100	33	100	29	100

Data as of 7 Jan 87.

Four subcategories accounted for 50% of all off-duty sports activities in which there were personnel injuries: softball, basketball, tackle football, and touch football. Softball activities in which there were personnel injuries were reduced by 20% (N=15-12) in the FY 85-86 period when compared with the FY 83-84 period; basketball was reduced by 29% (N=14-10); tackle football was reduced by 11% (N=9-8); and touch football increased by 33% (N=6-8) in the same period.

Between FY 85 and FY 86, softball injuries were reduced by 20% (N=7-5), basketball injuries went up 50% (N=4-6), touch football injuries reduced by 40% (N=5-3), and tackle football injuries decreased by 67% (N=6-2). Overall, off-duty sports injuries were down 12% (N=33-29) in FY 86 from FY 85.

AVIATION BRANCH BATTALIONS
ACTIVITIES OF OFF-DUTY PERSONNEL INJURED IN
PERSONNEL INJURY TYPE ACCIDENTS

OFF-DUTY HUMAN LOCOMOTION	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Walking	13	81	8	57	6	43	11	58
Running	1	6	1	7	1	7	3	16
Egressing/Ingressing	0	0	0	0	1	7	1	5
Jumping	2	13	0	0	0	0	0	0
Climbing/Mounting	0	0	4	29	3	21	0	0
Unspecified Human Locomotion	0	0	1	7	3	21	4	21
Total	16	100	14	100	14	100	19	100

Data as of 7 Jan 87.

Walking accounted for 60% of all human locomotion activities in which personnel were injured in off-duty personnel injury types of accidents. The subcategory activity of walking, was reduced by 19% (N=21-17) in FY 85-86 compared with FY 83-84.

Total off-duty human locomotion injuries increased by 36% (N=14-19) in FY 86 over FY 85, while the major contributor, walking, increased by 83% (N=6-11).

AVIATION BRANCH BATTALIONS
CLASS A-C GROUND ACCIDENTS (CURRENT CRITERIA)
PRIVATELY OWNED VEHICLE

PRIMARY VEHICLE*	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Motorcycle/Moped	29	43	31	40	21	42	20	33
Auto/Sedan	27	39	30	39	20	40	19	32
Truck	3	4	1	1	4	8	4	7
Bicycle	2	3	8	11	1	2	1	2
Trains	1	1	1	1	0	0	0	0
Other POV	0	0	1	1	1	2	5	8
Unreported	7	10	5	7	3	6	11	18
Total	69	100	77	100	50	100	60	100

*In multiple vehicle accidents, the primary vehicle is the one most at fault, e.g., through driver error or materiel failure.

Data as of 7 Jan 87.

Privately owned vehicle accidents decreased by 25% (N=146-110) between the FY 83-84 and FY 85-86 time periods. Motorcycles/mopeds and autos/sedans accounted for 77% of privately owned vehicle accidents during the period. Motorcycles/mopeds decreased as a subcategory by 32% (N=60-41) between FY 83-84 and FY 85-86. Autos/sedans also decreased by 32% (N=57-39) during the same period. Bicycle accidents, which accounted for 5% of privately owned vehicle accidents, decreased by 80% (N=10-2) in FY 85-86 compared with FY 83-84.

There was an increase of 20% (N=50-60) in privately owned vehicle accidents in FY 86 over FY 85. Motorcycle/moped and auto/sedan accidents both decreased slightly 5% (N=21-20) and 5% (N=20-19) respectively.

AVIATION BRANCH BATTALIONS
CLASS A-C GROUND ACCIDENTS (CURRENT CRITERIA)
ARMY MOTOR VEHICLE ACCIDENTS

PRIMARY VEHICLE*	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
<u>Tactical</u>								
CUCV	0	0	1	3	11	33	15	35
2 1/2-Ton Trucks	8	20	8	21	5	15	8	18
8 & 10-Ton Trucks	0	0	0	0	0	0	3	7
M880/890 Trucks	8	20	12	32	1	3	2	5
5-Ton Trucks	4	10	2	5	5	15	2	5
1/4-Ton Trucks	3	7	3	7	1	3	0	0
Gamma Goat	1	2	0	0	0	0	0	0
1/2 - 1 1/2-Ton Trucks	0	0	1	3	0	0	0	0
Tactical Trailers	2	5	2	5	1	3	0	0
Other Tactical Vehicles	6	15	3	7	4	13	2	5
<u>Commercial</u>								
Van	1	2	0	0	1	3	5	11
1/4 - 3/4-Ton Trucks	0	0	0	0	0	0	2	5
Bus	2	5	0	0	0	0	2	5
Over 2-Ton Trucks	3	7	1	3	2	6	1	2
Sedan/Station Wagon	0	0	2	5	1	3	0	0
Motorcycle/Moped	2	5	1	3	0	0	0	0
Truck Tractor	0	0	1	3	0	0	0	0
Contractor Vehicles	0	0	1	3	0	0	0	0
Other Commercial Vehicles	1	2	0	0	1	3	1	2
Total	41	100	38	100	33	100	43	100

*In multiple vehicle accidents, the primary vehicle is the one most at fault, e.g., through driver error or materiel failure.

Data as of 7 Jan 87.

AMV accidents decreased by 4% between FY 83-84 and FY 85-86 time periods. Six subcategories (5 tactical, 1 commercial) account for 73% of the Army motor vehicle accidents. Three showed increases between the two time periods, three showed decreases. Between FY 85 and FY 86, Army motor vehicle accidents increased 30% (N=33-43).

During the FY 83-86 period, CUCVs were being added to the inventory, M880/890 trucks were being phased out. CUCV was up 2500% (N=1-26), 5-ton trucks were up 17% (N=6-7), 2 1/2-ton trucks were down 19% (N=16-13), and M880/890 trucks were down 85% (N=20-3). Between FY 85-86, CUCV was up 36% (N=11-15), 2 1/2-ton trucks were up 60% (N=5-8), and 8 & 10-ton trucks were up 300% (N=0-3). Five-ton truck accidents were reduced 60% (N=5-2).

Vans had the most dramatic change in this category, up 500% (N=1-6) across the FY 83-84 to FY 85-86 time period. Between FY 85 and FY 86, vans were up by 400% (N=1-5).

AVIATION BRANCH BATTALIONS
CLASS A-C GROUND ACCIDENTS (CURRENT CRITERIA)
OTHER PROPERTY DAMAGE

CAUSE OF DAMAGE	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
Maintenance	7	29	14	44	3	23	6	29
Equipment/Parts/Tools	4	15	5	16	3	23	6	29
Wind	6	24	1	3	2	15	4	19
Ground Handling	5	20	8	25	2	15	2	9
Lightning	0	0	1	3	1	9	2	9
Materiel Failure	3	12	0	0	2	15	1	5
Design (Defect or Suspect)	0	0	2	6	0	0	0	0
Animals	0	0	1	3	0	0	0	0
Total	25	100	32	100	13	100	21	100

Data as of 7 Jan 87.

In this category, there was a 40% reduction between FY 83-84 and FY 85-86. Three subcategories account for 67% of the cases: maintenance, equipment/parts/tools, and wind. Maintenance reduced by 57% (N=21-9) between the FY 83-84 and the FY 85-86 time frames. Wind reduced by 14% (N=7-6). Equipment/parts/tools remained unchanged between the two time frame periods.

FY 86 showed a 62% (N=13-21) increase over FY 85 in other property damage accidents. The major proportion of the increase was accounted for by maintenance and equipment/parts/tools, each showing a 100% (N=3-6) increase in the period.

AVIATION BRANCH BATTALIONS
CLASS A-C AVIATION ACCIDENTS (CURRENT CRITERIA)

TYPE AIRCRAFT	FY 83		FY 84		FY 85		FY 86	
	n	%	n	%	n	%	n	%
<u>Rotary Wing</u>								
AH-1	8	19	5	14	8	24	10	33
UH-1	6	14	6	17	5	15	8	27
OH-58	16	37	11	31	4	12	5	17
UH-60	7	16	8	23	6	18	4	13
CH-47	6	14	5	14	8	24	3	10
<u>Fixed Wing</u>								
U-21	0	0	0	0	2	6	0	0
Total	43	100	35	100	33	100	30	100

Data as of 7 Jan 87.

Aviation accidents decreased in each of the four years. Between the FY 83-84 and the FY 85-86 time periods, there was an 11% decrease. Rotary wing aircraft accounted for 99% of the accidents, fixed wing, 1%. The OH-58, which accounted for 26% of the accidents, showed a 67% (N=27-9) decrease between the FY 83-84 and the FY 85-86 periods. The AH-1 accounted for 22% of all accidents, and increased by 38% (N=13-18) in the same time frame. The UH-1 and UH-60 each accounted for 18% of the accidents, and increased 8% (N=12-13) and decreased 33% (N=15-10) respectively. The CH-47 accounted for 16% of the accidents, and remained the same in the FY 83-84 and FY 85-86 time frames.

When comparing FY 86 experience with FY 85, three of the rotary wing aircraft showed increases, two decreases. The UH-1 increased 60% (N=5-8), the AH-1 increased 25% (N=8-10), and the OH-58 also increased 25% (N=4-5). The UH-60 decreased by 33% (N=6-4) and the CH-47 decreased by 63% (N=8-3). The five rotary wing aircraft types, taken together, showed a very slight decrease of 3% (N=31-30). Fixed wing accidents decreased between FY 85 (N=2) and FY 86 (N=0).

Aviation Branch Battalion UICs

WCYNFF	145	AV
WTQHAA	135	AV
W37360	ADDIS	AV
WAX4AA	19	AV
WH6JAA	1	AV
WTQWAA	42	AV
WAAWAA	228	AV
WTQZAA	47	AV
WDLKFF	223	AV
WV75AA	150	AV
WAA5AA	1/17	AV
WYDFAA	193	AV
WCONAA	18	AV
WEPUAA	4	AV
WAA8AA	82	AV
WYDHAA	551	AV
WG31AA	308	AV
WEU8AA	226	AV
WG2WAA	3/6	AV
WGG1AA	55	AV
WAB3AA	101	AV
WBMPAA	1OMDL	AV
WCK2AA	394	AV
W1N3AA	ET/DL	AV
WCKFAA	205	AV
WAQLAA	24	AV
WPGGAA	28	AV
WAX1AA	13	AV
WAFDFF	503	AV
WGDQAA	20	AV
WARHAA	5/17	AV
WALZAA	25	AV
WH6HAA	5	AV
WFJ5AA	159	AV
WAAAXA	229	AV

WFJ4AA	158	AV
WDFWAA	9	AV
WFAJAA	10	AV
WHZZAA	309	AV
W4DRFF	CRREL	AV
WG2VAA	2/6	AV
W03TAA	BR/RL	AV
WH6GAA	4	AV
WAMKAA	3	AV
WAX2FF	14	AV
W1N10A	EWVAL	AV
WDX3FF	210	AV
W1N2AA	ATSC	AV
W34CAA	TESTL	AV
WG30AA	307	AV
WG2UAA	1/6	AV
WAPDAA	8	AV
WADLAA	501	AV
WDLJFF	222	AV
WGLEAA	123	AV
W1N5AA	NVEOL	AV
WFAKFF	11	AV