

High-Risk Activities Safety Guide



HIGH-RISK ACTIVITIES SAFETY BRIEFING INDEX

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INTRODUCTION

In today's rapid, quick-pace society, it's only natural that ultra fads and titillating trends affect the members of the Armed Forces. From skydiving to rodeo riding, adrenaline junkies are flocking in record numbers to outdoor sites to engage in extreme activities that get the blood rushing. Although these activities are a great way to stay in shape and relieve stress, Commanders and Supervisors must determine if their troops are qualified to participate in these activities without injuries. The checklists and background material will be the first step in determining if the member has the experience necessary for a mishap free outing.



"EXAMPLE OF HRA WORKSHEET"

HIGH-RISK ACTIVITIES WORKSHEET

DATE

I. INDIVIDUAL DATA INFORMATION (To be filled in by the individual and sent to Commander)

GRADE/NAME (Last, First, Middle Initial)

DUTY PHONE

AGE

UNIT/OFFICE SYMBOL

LIST HIGH RISK ACTIVITIES (Flying civilian aircraft, hang gliding, sky diving, parasailing, whitewater rafting, motorcycle and auto racing, scuba diving, bungee jumping, and other similar activities)

DATE OF LAST PARTICIPATION (If applicable)

FREQUENCY OF PARTICIPATION

N/A

DAILY WEEKLY MONTHLY SEASONAL

OCCASIONAL

IDENTIFY PREVIOUS EXPERIENCE

IDENTIFY SPECIALIZED TRAINING REQUIRED/COMPLETED FOR THIS ACTIVITY

LOCATION/AREA WHERE ACTIVITY WILL OCCUR (i.e., business, location, name address & phone number)

II COMMANDER'S REVIEW AND BRIEFING SECTION

BRIEFING INSTRUCTIONS: Commanders should discuss training, experience, use of safety equipment, rules, and precautions with personnel participating in high-risk activities. This risk assessment is not intended to prohibit personnel from participating in high-risk activities, but to ensure they are familiar with the hazards and injury potential of these activities. Commanders should ensure personnel wishing to participate in high-risk activities use appropriate safety measures. If commanders determine these personnel are inadequately trained or inexperienced and (or) a threat to safety and the mission exists, they must prohibit these personnel from participating in the activity. However, the commander's role in safety does not replace the individual's responsibility. The individual must exercise sound judgment and self-discipline and not put life, limb, or the performance of his or her Air Force duties in jeopardy.

PRECONDITIONS AGREED UPON DURING BRIEFING (i.e., specific location, special equipment, medical screening)

HAZARDS OF THE ACTIVITY (List them) I.E.

1. Climbing a tree stand or elevated hunting stand with a loaded firearm. (Falling and/or accidental discharge of the firearm.)
2. Climbing over a fence with a loaded firearm. (Fall and/or accidental discharge of the firearm.)
3. Hunting without a hunter orange or highly visible vest/jacket (Not being visible; Being mistaken for an animal)
4. Duck hunting from a boat, firing a shot while standing. (Falling/Drowning)
5. Cleaning a loaded firearm. (Unintentional Discharge)
6. Hunting alone. (No one present to provide first aid or assistance)

SIGNATURE OF MEMBER

DATE

SIGNATURE OF COMMANDER

DATE

APPROVED

DISAPPROVED

HIGH RISK ACTIVITIES PROGRAM

The intent of this program is to provide commanders, supervisors, safety representatives and participants a guide for increasing the safety mindset in off-duty activities. Many of our normal daily activities, i.e. driving to and from work, moving furniture, mowing the lawn, using a chain saw, etcetera are uneventful. However, when proper safeguards are not employed, these activities are very dangerous.

Risk Management Principals are tools that should be used in all activities on or off-duty. The checklist that we have provided are one of many risk management tools that may be used to identify the hazard, assesses risks, analyze control measures, and make control decisions.

Sports & Recreation injuries are the highest percentage of all mishaps reported. Decreasing off-duty injuries requires personal involvement from all members. Accidents are often caused by a lack of proper training and/or safeguards or a disregard for known safe techniques. While ORM does not eliminate all risks, its proper use identifies the hazards and implements safeguards to balance the risk of the activity with the benefit.

“More than ever, military members are participating in extreme sports and high-risk activities. Rock Climbing, 2 and 4-wheel on and off-road driving, scuba diving, extreme skiing/snow boarding, bungee jumping, bull riding, and others are now part of many ACC members’ off-duty recreation and all have significant inherent risks. Unfortunately, we continue to witness tragic but preventable mishaps during these kinds of sporting activities because of poor judgment, lack of training, and inexperience. We need to make sure we know who our risk takers are and continue to remind everyone that we need to prepare for high-risk activities with the same professional preparation we use on-duty. In that vein, as I have mentioned before, “Here, hold my beer, watch this!” is not the Personal Risk Management I’m looking for. I have no reservations about people enjoying themselves, but we have got to engender a “look-before-you-leap” approach to some of this... that’s what the Leader/Wingman culture is all about. Misplaced enthusiasm, un-worn protective gear, and ill-prepared attempts are common threads when we see the incident or accident reports. Let’s keep these issues at the forefront of Commander’s Call’s and anytime we get together to review how the mission is going” (Ronald E. Keys, Gen, ACC/CC, USAF).

Historically, the deadliest activities are automobile and motorcycle accidents. Alcohol, speeding, fatigue, and failure to use seatbelts are the leading factors in these preventable deaths. Water safety is another area of concern. Fatigue, lack of flotation equipment, and alcohol are the leading factors in water related mishaps.

Overwhelmingly, the primary factor in fatal mishaps occurs when people fail to apply risk management in their daily lives. It takes direct involvement and emphasis at all levels of

leadership, from MAJCOM Commanders to frontline supervisors, to ensure a positive safety culture. Supervisors must take every opportunity to focus attention on the individual decision-making and reiterate the importance of personal risk management. Put simply, we must train our airmen to think before acting. We need every airman healthy and able to fight. We have a professional responsibility to be prepared 24/7/365 to go when called. Personal safety is no longer just a high-interest item during the summer months, holidays, long weekends and annual leaves. Taking care of ourselves and each other and managing risk need to up on our radar scopes all of the time.

The information in this pamphlet is provided to increase everyone's safety knowledge. The safety seed is planted, now it is everyone's job to nurture it daily and see what the outcome will be.

HIGH RISK ACTIVITIES PROCESSING PROCEDURES

- 1. During in-processing, all personnel will receive an initial briefing on high risk activities from their Unit Safety Representative (USR). This briefing will be documented and those personnel who regularly engage in high-risk activities will be identified.**
- 2. Supervisors must discuss the requirement for personnel who plan on engaging in high-risk activities such as flying civil aircraft, hang gliding, sky diving, parasailing, white-water rafting, motorcycle and auto-racing, scuba diving, bungee jumping, ATV's, helicopter flying, dirt biking, hot air ballooning, hunting, jet skiing, mountain climbing/rappelling, rodeo/bull riding, ski jumping, snowmobiling and boating to inform you, the First Sergeant, and/or Commander.**
- 3. Personnel who wish to engage in high risk activities will schedule with the unit CC or designated supervisory/safety personnel a follow on briefing with the appropriate individual to discuss the hazards and potential for injuries associated with their activity. They will also cover the need for the proper training and equipment if authorizing the activity. If you can not find information about your activity contact your squadron USR who may be able to help locate the information.**

Note: If Commanders determine these personnel are inadequately trained or have not taken the proper precautions, they must prohibit these personnel from participating in the activity. However, the Commander's role in safety does not replace the individual's responsibility. The individual must exercise sound judgment and self-discipline and not put life, limb, or the performance of his or her Air Force duties in jeopardy.

FOR ALL ACTIVITIES YOUR FIRST CHECKLIST

- 1. Does someone know where you are and how long you will be gone?**
- 2. Do you have all the safety gear/equipment you might need with you?**
- 3. Have you read up on the area's you will be traveling to? (weather, destination surroundings, etc) The internet is a great information highway and you can find road maps, streets, etc. at your fingertips in moments!**
- 4. It is always best to do these activities with a partner.**
- 5. Be conservative, don't attempt something you haven't practiced when you are alone.**
- 6. Never Drink before participating in these Activities! (You need to be Alert at All Times)**
- 7. Always have a backup safety plan! You never know when you may need it!**
- 8. Have you identified the hazards of the activities that you are involved in and taken the appropriate measures to eliminate or decrease the hazard potential?**

HIGHRISK BRIEFING CHECKLIST FOR ALL-TERRAIN VEHICLES

- 1. How long have you been riding?**
- 2. What type of ATV will you be riding? (3-wheeler, quad, or buggy)**
- 3. How often do you ride?**
- 4. Do you race?**
- 5. What safety gear will you be wearing? (helmet, goggles, boots, long pants, long sleeve shirt, and proper reflective gear if riding at night)**
- 6. Where will you be riding? Have you ever ridden this particular route before? How many times? What type of terrain encompasses this route? Are you experienced in this type of terrain?**
- 7. Will you be doing any night riding? Is the route lit at night? When you ride at night, do you insure the headlight is working properly?**
- 8. Is it considered safe and is it legal to ride in the areas you normally intend to ride? Do you know if it is legal to ride an all-terrain vehicle?**
- 9. Have you attended any rider safety courses? If yes, what courses and how long ago?**
- 10. How often do you perform maintenance on the ATV?**
- 11. Before riding, do you perform a road check of the vehicle? (tires, brakes, lights, cables, fuel lines, etc.)**

HIGHRISK BRIEFING CHECKLIST FOR AUTO RACING

- 1. Have you ever raced automobiles before? Where? When? What type of race? (distance type race, stock car, drag)**
- 2. Is the race you are participating in a Sports Car Club of America sanctioned event?**
- 3. Prior to racing is your car inspected by the proper authority?**
- 4. Are you currently a member of the SCCA or have you previously raced with the SCCA?**
- 5. Have you familiarized yourself with the General Competition Rules (commonly referred to as the GCR) which provide the requirements placed on all competitors of the SCCA?**
- 6. Do you have the required battery tie down installed in the vehicle you will be racing?**
- 7. Is there a three-point seat belt or harness in the car? Does the car have a roll bar?**
- 8. Will you be wearing a DOT approved helmet while you are racing?**
- 9. Will fire-resistant clothing be worn?**
- 10. If you are racing a "prepared car" that is not street legal, how will that car be towed to the event?**
- 11. Are you familiar with the track you will be racing on? (terrain, conditions)**

HIGHRISK BRIEFING CHECKLIST FOR BUNGEE JUMPING

- 1. Have you ever bungee jumped before?**
- 2. Is the company you will be jumping with or the "jumpmaster" registered with the USBA (United States Bungee Association) thus ensuring certain rules and safety items are adhered to?**
- 3. Are you familiar with the difference between Bungee (lower velocity, smoother ride) and Bungee (more freefall, higher G-load)?**
- 4. Will you be jumping from a bridge or a crane with a "cage-type" platform?**
- 5. If jumping from a crane, are you aware of the restrictions placed on the angle of the crane, the height of the cage and distance the cage should be below the crane so that you may recognize an improperly operated "crane-jump" business?**
- 6. If the jump will be accomplished off of a car/pedestrian bridge, do you realize that there are only a few bridges in all of North America that have been approved for bungee jumping and that the organization operating off of a bridge is most likely doing so illegally?**
- 7. Are you familiar with the wind restrictions associated with bungee jumping?**
- 8. Will you be making an ankle jump, or will you be tied off at the waist?**
- 9. If tied off at the waist, will the required "cradle-type" harness be used?**

HIGHRISK BRIEFING CHECKLIST

FOR CIVILIAN LIGHT AIRCRAFT FLIGHT

- 1. Do you hold an FAA pilot license and current FAA medical?**
- 2. Do you receive recurrent training in from a CFI? (Biannual flight review/current military qualification required by FAR Part 61)**
- 3. What type of aircraft do you fly? Own or rent?**
- 4. Have you been checked by a CFI who is experienced in that airplane in the phases of flight that you intend to participate, and do you know the aircraft's limitations? (high performance aircraft or tail wheel aircraft checkout required by FAR Part 61)**
- 6. When planning a flight, do you consider weight and balance, fuel consumption, landmarks and familiar/unfamiliar terrain, effects of density altitude, etc? If you intend to fly in mountainous terrain, what experience/instruction have you received on this type of flying?**
- 7. Do you plan to fly cross-country? How many times have you flown in the area you're planning to fly in?**
- 8. Do you ensure you are adequately rested when flying?**
- 9. Do you intend to do aerobatics? What training/checkout have you had? Do you have a Statement of Aerobatic Competency (low altitude waiver)? Do you ensure your parachute meets the FAR requirements for type and repacking?**
- 10. Do you plan to fly in formation? Do you understand that all pilots involved must agree to all formation flying?**

HIGHRISK BRIEFING CHECKLIST

FOR CIVIL HELICOPTER FLYING

NOTE: Must also complete Civil Light Aircraft Flying checklist (and Civil Helicopter Flying checklist, if applicable).

1. Are you licensed to fly helicopters? How much experience do you have?

2. Do you operate from other than established airports/heliports? If so, how do you ensure the area is safe (obstructions, people, etc.)?

HIGHRISK BRIEFING CHECKLIST

FOR RIDING DIRT BIKES

- 1. What experience, if any, do you have on motorcycles?**
 - a. What type?**
 - b. How long?**
 - c. What kind of terrain?**
- 2. What type of helmet and eye protection do you wear? (Full face with goggles preferred)**
- 3. What kind of safety equipment do you wear? (High ankle boots, leather gloves, long sleeve shirt, pants, pads)**
- 4. Do you ride with a partner?**
- 5. Do you carry a small tool kit when you ride?**
- 6. Do not ride at a level beyond your abilities.**
- 7. Prior to riding what do you look for in your inspection of your bike? (Gas, Chain, Suspension).**
- 8. Do you let someone know where you will be and how long you will be gone each time you ride?**

HIGHRISK BRIEFING CHECKLIST

FOR HUNTING

- 1. How long have you been hunting?**
- 2. Are you familiar with the local area hunting rules, licensing requirements, and bag limits? If you intend to hunt in most states, you must attend a hunter safety course before you can obtain a license.**
- 3. What type of animals/birds do you hunt? Do you know what firearms are allowed for the type of animals/birds you are hunting?**
- 4. Do you own your own rifles/shotguns? If so, how do you properly maintain them? If not, how do you know they're safe to use?**
- 5. Do you load your own ammunition? If so, what precautions do you take to ensure the loading area is safe?**
- 6. Where do you typically hunt? (Private land, public land, own land)**
- 7. Do you hunt in groups? If so, what is the typical size of the hunting party? If not, tell someone when and where you are going.**
- 8. If hunting waterfowl, is your boat (if used) in good condition? If hunting deer and using a tree stand, is it in good condition?**
- 9. If you plan on hunting outside the local area, will you use a hunting guide? If not, how familiar are you with the hunting area? Do you know what the hunting rules are if hunting in another state?**
- 10. Will you be using an aircraft to get into remote hunting sites? (Several mishaps have occurred when hunters overload their aircraft with big game)**
- 11. Wear brightly colored clothing--especially if hunting in heavily wooded areas? Clothing should also be adequate for hunting environment. Do not carry loaded rifles/shotguns in the vehicle compartment. Carry a first aid kit.**

HIGH RISK BRIEFING CHECKLIST

FOR JET SKIING/PERSONAL WATER CRAFT

- 1. Are you aware of the boating laws of the state you operate your Jet Ski/PWC in?**
- 2. How long has it been since you inspected the trailer for working lights, inflated tires, adjusted bearings, a working hitch mechanism, etc.?**
- 3. Is the hitch the right size for the ball you are using?**
- 4. Prior to riding, do you inspect the Jet Ski/PWC for broken parts, cracks in the hull, leaking fuel lines, etc.?**
- 5. Do you have an approved life preserver or have you arranged to obtain one?**
- 6. When/if you pull skiers, have a spotter onboard the Jet Ski/PWC.**
- 7. While riding, keep a safe distance from swimmers.**
- 8. Do not consume alcohol prior to or while riding a Jet Ski/PWC.**
- 9. If approved, don't ride alone. Inform me of where you will be riding and when you plan to return.**

HIGHRISK BRIEFING CHECKLIST

FOR MOTORCYCLE RIDING

- 1. What is your experience level?**
- 2. Have you attended the Motorcycle Safety Foundation course, which is required for all military members?**
- 3. Has the Unit Motorcycle Monitor been notified of your motorcycle registration and/or training requirements?**
- 4. Do you have all the Personal Protective Equipment required by AFI 91-207, paragraph 14?**
 - Helmet**
 - Face-shield or impact resistant goggles unless windshield is as high as the top of rider's helmet**
 - Brightly colored vest or jacket during day and reflective gear at night**
 - Long sleeves, long pants, and gloves**
 - Sturdy footwear**
- 5. Are you aware that the protective equipment listed in paragraph 3 above is required for on and off base riding (for all military personnel), and apply to operator and passenger alike?**
- 6. Are you planning on racing or participating in any events?**

*** Supervisors are also encouraged to review attachment 4 of AFI 91-207**

HIGHRISK BRIEFING CHECKLIST

For Mountain Bike Riding

*** BIKE**

*** Is your bike in proper running order? Always make a safety check.**

*** HELMET**

*** Are your straps adjusted properly?**

*** Does the shell fit snugly?**

*** Are there any cracks in the shell?**

*** TRAIL TOOL KIT**

*** Patch kit**

(Make sure glue has not evaporated: a tube that looks full can be empty.)

*** Are there enough patches?**

*** Is there sandpaper in the kit?**

*** Tire levers - make sure to have at least two.**

*** Spare tube: Make sure it is the proper size and valve type.**

(Wrap the tube separately to avoid damage.)

*** Chain breaker**

*** Adjustable crescent wrench**

*** Allen wrenches: 4, 5 and 6 mm**

*** Spoke wrench**

*** Crank bolt wrench**

*** Headset wrench**

*** Bottom bracket spanner wrench**

*** A Cool Tool combines many tools in one compact, lightweight tool.**

*** Pump or Quick Fills. Make sure they are in good working order and are proper valve type.**

*** OTHER NECESSITIES**

*** First aid kit * Sun Screen**

*** Lip protection * Matches or a lighter**

*** Sunglasses * High energy snacks**

*** Water - make sure to bring plenty * Insect repellent**

*** Jacket in case of inclement weather**

- * Squeeze brake levers tightly. Check for cable slippage, frayed cable and brake shoe wear.**
- * Check hubs for side play or binding.**
- * Check headset for looseness -- a common problem on mountain bikes.**
- * Check cranks and pedals for side play.**
- * Check tires for cuts, abrasions and correct air pressure.**
- * Check packs and racks for tightness. Securely fasten all straps.**
- * Check chain for proper lubrication.**
- * Spin wheel for trueness. Feel spokes for looseness.**
- * Check axle nuts and quick releases for proper tightness.**

HIGH RISK BRIEFING CHECKLIST

FOR MOUNTAIN CLIMBING/RAPPELLING

- 1. Do you own your own or do you borrow or rent equipment? Do not borrow equipment from other than a professional school.**
- 2. Is the equipment replaced on a timely basis? (Every 4 years)**
- 3. Do you do a maintenance check of all equipment prior to each climb or rappel?**
- 4. Have you accomplished formal training for climbing/rappelling? How much training and by whom?**
- 5. What previous experience do you have in climbing or rappelling?**
- 6. Where have you climbed previously? Where in the local area will you be climbing/rappelling?**
- 7. How long has it been since you have been climbing or rappelling?**
- 8. Is a log kept of the climbing surface for normal deterioration of the rock and record of falls? (Site management)**
- 9. Will there be at least one other person climbing or rappelling with you?**
- 10. Do you carry an adequately equipped first-aid kit?**

HIGHRISK BRIEFING CHECKLIST FOR PARASAILING

- 1. Have you ever parasailed before? How many times?**
- 2. Have you researched the reputation of the company you parasail with?**
- 3. Is the operator of the towing boat licensed by the US Coast Guard?**
- 4. Have you asked for the company's operating and inspection procedures for their equipment? (They should be inspecting ropes, parasail, and canopies every 250 tows.)**
- 5. Each time you parasail, do you ask when the equipment in use was put into service? Do not use it if it has gone past its service life.**
- 6. Each time you parasail, do you personally inspect your canopy (for tears), harnesses (to make sure all hooks and latches work), and rope and yoke (for proper operation)?**
- 7. The company you sail with should replace ropes every 6-12 months and make sure that they are 1/2-inch tight twisted Dacron rope with a minimum 3,500 lbs. tensile strength. The eye at the end of each rope should be 6-8 inches.**
- 8. If the company does not issue head protection, life preservers, gloves, and lace-up boots do not fly with them.**

HIGHRISK BRIEFING CHECKLIST

FOR SCUBA DIVING

1. How long have you been a certified diver and in what kinds of waters are you experienced? Or, are you diving with a certified diver experienced in the waters you will be diving in?

2. When diving do you:

a. Budget your dive time to ascend before your pressure gauge decreases to 500 pounds per sq. inch?

b. Test all equipment and mark dive area with a dive flag prior to entry?

c. Always have a dive partner and two regulators in case one fails during all dives?

d. Avoid decompression sickness by ascending at a rate of 1 foot per second?

6. Are you familiar with dangers in your dive zone (creatures, caverns, surges, etc.)?

7. If you are diving in an unfamiliar area, are you accompanied by a guide?

8. After a dive, do you wait 24 hours before flying?

HIGHRISK BRIEFING CHECKLIST

FOR SKI JUMPING (SNOW)

- 1. What is your experience/ training?**
- 2. Do you own your equipment or are you renting/ borrowing it?**
- 3. How many grooves do your skis have? (3 minimum, 4 optimum)**
- 4. Do you have a USSA approved helmet?**
- 5. What size jump are you going to ski? (20 meter, 40, 60, 90)**
Note: 90 meter is Olympic caliber.
- 6. Are you aware you will be traveling at approximately 60 mph through the air with nothing between you and terra firma but a couple of boards?**
- 7. What type of inspection is performed on your equipment?**

HIGH RISK BRIEFING CHECKLIST FOR SKYDIVING

- 1. Do you understand the risks involved in the sport of skydiving?**
- 2. Did you receive your initial skydiving training at a USPA group member Skydiving Center? If not, where did you receive your training?**
- 3. If you continue in the sport of skydiving, do you plan to join the United States Parachute Association (USPA)? (for liability reasons to protect yourself and others)**
- 4. Do you know anyone in the sport already to give you advice? If not, we recommend you to contact a United States Parachute Association (USPA) group member Skydiving Center or local airport for advice.**
- 5. Have you lowered the risks of skydiving by?**
 - a. Receiving the proper training?**
 - b. Ensuring equipment is in good condition (reserve canopy in date)?**
 - c. Using common sense?**
- 6. Each time you skydive, do you take into account your trip to and from the skydiving activities? (fatigue, road conditions, weather)**
- 7. If your last jump was not very recent, do you plan to receive recurrence training?**
- 8. Each time you skydive, are you sure that the equipment that you are using is compatible and within your experience limitations?**
- 9. What do you look for prior to repacking your main canopy or downing? (stitching, connectors, rips/tears, lines, canopy, reserve canopy pins)**
- 10. Do not drink 12 hours prior to any skydiving.**

HIGHRISK BRIEFING CHECKLIST

FOR SNOWMOBILING

- 1. What is your experience with snowmobiles?**
- 2. How far do you ride?**
 - a. Do you take food and water?**
 - b. Do you take tools, extra parts, oil, and gas?**
 - c. Do you do regular inspections of the snowmobile?**
- 3. Do you wear a helmet?**
- 4. Do you dress for the extreme weather conditions and bring extra clothes?**
- 5. Do you know the symptoms of frostbite?**
- 6. Are you riding alone?**
- 7. Are you familiar with area you plan to ride in (barbed wire fences, terrain, remoteness of site)?**
- 8. Do you ride on frozen lakes or rivers? (Beware of cracks and open water)**
- 9. Do you know the dangers of riding under bridges? (Thin ice)**
- 10. Do you ride at night?**
- 11. Do you let someone know where you will be and how long you will be gone each time you ride?**
- 12. Don't Drink and Drive!**

HIGHRISK BRIEFING CHECKLIST

FOR WHITE WATER RAFTING

- 1. When rafting do you insure all individuals:
 - a. Know how to swim?**
 - b. Have and plan to wear proper lifejackets?**
 - c. Have and plan to wear proper head protection?****
- 2. What is the experience of the river guide/company you are rafting with?**
- 3. What is your experience level in rafting? How many times have you been rafting prior to this?**
- 4. What class of river have you rafted on? (Classes 1-5, 1=slow, 5=impassable)**
- 5. Will there be EMT or medically qualified individuals in the group?**
- 6. Does the river guide/company provide proper preventative training?**
- 7. Is the river guide/company licensed, insured, and reputable?**
- 8. Do you or anyone going rafting with you have any medical problems limiting heavy physical activity?**
- 9. If you are going on an extended rafting trip, have you arranged to check in with park authorities along the route?**

HIGHRISK BRIEFING CHECKLIST

FOR RODEO/BULL-RIDING

- 1. What events do you plan to enter?**
- 2. What is your background/ training?**
- 3. Is your equipment owned or borrowed?**
- 4. Do you perform routine maintenance checks prior to the riding event to ensure the proper condition of the equipment?**
- 5. Are you aware of the potential hazards for injury?**
- 6. Is the sponsor of the event reputable (sanctioned by the PRCA or other professional rodeo association)?**
- 7. Are you properly insured for this type of activity?**

Bucking Events

- 1. Do you have a flak vest? Do you plan to wear a helmet?**
- 2. Are your saddle, bareback rig, and/or bull rope in good working order?**
- 3. Do you have a knowledgeable, experienced chute man?**
- 4. Are there qualified bullfighters/pick-up men?**

Roping Events and Steer Wrestling

- 1. Is your horse owned or borrowed? Is it properly trained?**
- 2. Is your tack in good shape?**
- 3. Do you have a knowledgeable, experienced hazer?**

HIGHRISK BRIEFING CHECKLIST

FOR SNOWBOARDING

1. Do you know your limits, if you are new to snowboarding, have you taken lessons? Has your instructor properly prepared you for the slope you are attempting? Are you familiar and comfortable with the slope you are attempting?

2. Do you know your runs, pistes are color-coded according to their level of difficulty: Green - easiest runs which are shallow and suitable for beginners, Blue - quite shallow and are suitable for improving and intermediate level skiers, Red - quite steep and can be quite narrow. They are suited to skiers with substantial experience, Black - steepest and most difficult runs. They should only be attempted by advanced skiers.

3. Do you have a course map that clearly indicates course and difficulty? Without a piste map you could easily take a wrong turn and end up struggling on a piste too difficult for your abilities.

4. Are you making the proper choice on where you are going to snowboard? It's best to choose a resort that suits your ability. If you are in a mixed-ability group, this means selecting a good all-round resort so the snowboarding is safe and fun for all in the group.

5. Do you know the rules of the slopes? The International Ski Federation (ISF) has set up rules for conduct for skiers and snowboarders, the purpose being to avoid (wherever possible) accidents on the piste.

6. Do you possess the skills and experience required to snow board safely? Do you possess the mental and physical abilities to safely snowboard? Intoxication, fatigue, muscle soreness, fear, anxiety, and inexperience can lead to serious injury.

7. Are you aware of your surroundings and aware of the conditions of the snow and course beforehand? Is there poor visibility, rough patches or jumps, or possible difficulties that may be faced on the piste~ or course you have chosen? Being aware of conditions of course and environment are important to safely snowboarding.

8. Are you wearing the proper clothing and gear? Is your clothing wear in good condition and is it waterproof, warm, layered, and resistant to wind and elements?

9. Are you wearing the proper personal protective equipment? Do you have wrist guards, knee pads, helmet, headband, hat, gloves, personal padding and layered clothing, sunglasses/goggles, and sunblock or sunscreen?

10. Is your equipment properly adjusted to you? Have you ensured that your equipment is in good condition and have your ski or snowboard bindings have been adjusted correctly at a local ski shop so that it fits properly and safely?

HIGHRISK BRIEFING CHECKLIST

FOR STORM CHASING/SPOTTING

- 1. Are you trained? (Spotters require training every 2 years. Training is free.)**
- 2. Are you a member of a SKYW ARN network or other weather affiliated service?**
- 3. Do you have an amateur radio license? (only way info is passed to the National Weather Service especially when phone/cell lines are down)**
- 4. If storm chasing, do you have a way of communicating with anyone from long distances other than a cell phone? (GMRS, FRS, CB?)**
- 5. If storm chasing, do you have current maps that have detailed information on low traveled roads?**
- 6. If storm chasing, do you have another person in the car with you?**
- 7. If storm chasing, does your vehicle have the appropriate safety markings and in good working shape?**

HIGHRISK BRIEFING CHECKLIST

NOODLING FOR CATFISH

- 1. How long have you been noodling?**
- 2. Do you have a current fishing license? Have you read the current state fishing regulations?**
- 3. Always use the buddy system, never go alone.**
- 4. One individual should always stay above water at all times.**
- 5. Water shoes or tennis shoes will be worn, never go barefoot.**
- 6. Always let somebody know where you will be noodling and when you plan on returning.**
- 7. Never noodle if thunderstorms are predicted in the forecast.**
- 8. Is it considered safe and is it legal in the areas you plan to noodle in ?**
- 9. Have you attended any safety courses? If yes, what courses and how long ago?**
- 10. How often do you perform this activity?**
- 11. Before noodling, have you talk to a Conservation Officer to find out about hazards in the area(s) you plan to noodle in? i.e. Undercurrents, water levels, obstructions in the water**

HIGH-RISK BACKGROUND MATERIALS

ATV'S

- **Do not ride double; the unique handling characteristics of the ATV require that the operator shift body weight and position on the seat to steer and control the vehicle. Riders hamper the operator's ability to steer and control the ATV.**
- **A hands-on training course, given by a competent instructor, is necessary for all ATV operators, who must be physically strong and emotionally mature. Inexperienced drivers, in their first month of using an ATV, have 13 times the average risk of injury.**
- **Helmets, heavy gloves and boots should always be worn. Without the protection of a helmet, the risk of severe injury or death is twice as high.**
- **Four-wheeled ATVs are more stable than three-wheel ones. The risk of accidents is nearly twice as high with a three-wheeled ATV. Fully suspended ATVs handle better than front-only or tire-only suspended ones.**
- **Since ATVs are small and low to the ground, they are not as visible as larger vehicles. Use lights, reflectors, and highly visible flags, so the ATV is easier to be seen.**
- **Never ride the ATV on public roads, or with alcohol or drugs in the bloodstream. In nearly 10 percent of all injuries, and in 30 percent of all fatal ATV accidents, alcohol use was a contributing factor.**
- **Most experts recommend that a full-face helmet always be worn when riding an ATV, It should fit snugly and be securely fastened, and bear the American National Standards Institute label (ANSIz90.1 or equivalent).**
- **Quality boots, or over-the-ankle work shoes with good heels, are a must. No one should be allowed to operate an ATV with anything less. Ideally, the soles and heels are made of slip-resistant materials, not leather or neoprene-type materials. While motorcycle or ATV-type boots are best, a good quality pair of over-the-ankle, tightly-laced work shoes are adequate.**
- **Normally, long-sleeved shirts, full-length trousers and well-padded gloves are recommended. Never carry passengers.**
- **Always keep your ATV under control. Slow down, whenever conditions demand it, such as on slippery, rough terrain, on slopes or near canals and ditch banks. Ride within your own limitations and those of your ATV. Do not overload the front and/or rear carriers, and keep the load balanced.**
- **Driving after dark increases the risk of an accident. Even with lights many hazards cannot be seen. Control of the ATV on paved surfaces is more difficult.**

AUTORACING

Auto racing is a highly regulated sport. Sanctioning bodies exist at all levels of competition to ensure fair play and safe racing conditions. Most racing events held inside the United States are sanctioned by a racing body. Each sanctioning body develops their own rules and guidelines specific to their event. Some of the major sanctioning bodies are:

ARCA - Automobile Racing Club of America (Oval track racing)

ASA - American Speed Association (Primarily oval track racing)

CART - Championship Auto Racing Teams (Indy car road course and oval track racing)

DIRT - Drivers Independent Race Teams (Dirt track racing)

IRL Indy Race League (Indy car road course and oval track racing)

NASCAR - National Association of Stock Car Racing (Primarily oval track racing)

NHRA - National Hot Rod Association (Drag racing)

NMCA - National Muscle Car Association (Drag racing)

SCCA - Sports Car Club's of America (Auto-cross, closed course sports car racing)

USAC - United States Auto Club (Paved and dirt open wheeled racing i.e. sprint, midget modified and champ)

WoO - World Of Outlaws (Primarily dirt oval open wheeled sprint style racing)

Most racing events in the driving area falls under the jurisdiction of one of the following national racing bodies: SCCA, NASCAR, NHRA, and NMCA.

Each racing sanctioning body has own stringent safety rules however, as a minimum the following safety items are required for competitive wheel to wheel racing. (This does not apply to Auto Cross)

- Protective Gear

- Helmet in case of an accident, the helmet will absorb any shock delivered to the head
- Face shield or goggles to protect your eyes from glare
- Gloves made of nomex and covered with leather or other protective material
- Fire retardant race suit
- Fire retardant underwear preferably nomex
- Racing footwear and fire retardant socks
- Fire retardant head sock

- Safety Equipment

- Roll Cage secured to frame or as part of the frame
- Fire suppression system
- Fuel Cell (a foam filled tank designed to prevent explosion in case of rupture)
- Five point body harness (a real seat belt)
- Racing seat

It is recommended that the driver complete a racing school prior to racing a vehicle. It is also recommended that the driver start at the lowest level of racing and progress upward from this point. (Most sanctioning bodies require demonstration of proficiency at each level prior to graduating to a faster car.)

BUNGEEJUMPING

- Bungee jumping is not addressed in AFR 215-49. Therefore, bungee jumping is not sanctioned by the Air Force Morale, Welfare, and Recreation Safety Program.
- Widespread popularity has resulted in increasing numbers of deaths and injuries being reported.
 - Simple errors (i.e. overestimating bungee cord footage, equipment failure, broken cord) could mean the jumper's doom.
- In US, bungee jumps are made from several locations
 - Legal jumps can be made from bungee jumping towers, cranes and tethered hot air balloons.
 - Unofficial and illegal jumps are made from bridges over river gorges, and sides of mountains and such popular places as the Golden Gate Bridge.
- To minimize the chance of injury, most legal sites have safety systems installed (i.e. air bags, harnesses). Some are regulated by the North American Bungee Association (NABA) which is a regulating body which sets safety guidelines and investigates bungee jumping operations in US.
- Some safety suggestions
 - Ensure that you meet the weight requirements. One standard being used is 2 1/2 times a person's body weight with a 240-lb maximum.
 - The waist harness, with an upper torso and lower torso fitting, should distribute the pull of the jump evenly over the entire body. Harnesses should be color-coded along with the appropriate bungee cord to insure the jumper's weight is matched with the bungee cord designed for their weight.
 - Air bags that are used as safety devices are the same used by fire departments and stunt men. An example is a 500 sq ft air bag rated for a 100 ft freefall.
 - Ensure that the staffing crew is cardiopulmonary resuscitation (CPR) certified with extensive classroom training on bungee jumping and at 15-20 hours of hands-on experience.

HANGGLIDING

- Protective gear
 - A protective helmet, such as an Alpine climber's type, should be used. A hard hat should not be used since it has no chin strap and could be swept away during flight.
 - Goggles are recommended, but not required. They are beneficial when landing in heavy brush. If you use goggles an all-transparent type should be used.
 - A light jacket or long-sleeve shirt should be worn. In case of cold weather, a skin diver's wet suit may be used. Sturdy boots and gloves are also required safety items. You must ensure all garments fit tightly so that air drag will not impede your flight.
- Glider

- The glider should conform to Category I specifications of the Hang Glider Manufacturers Association.
- After assembly at the site, walk around the structure and inspect every joint.
 - ensure all nuts are screwed on tight
 - secure all pip pins
 - ensure cables are not frayed
 - ensure all aluminum parts are not bent or cracked
 - ensure cloth is not torn
 - ensure wires are tight
 - ensure all flying surfaces are aligned
 - ensure material is not worn or out of shape
- Use the “buddy system” when strapping into the harness.
 - ensure all buckles, Velcro and seams are in good condition
 - fasten harness securely to kite
 - ensure balance is adjusted for the current pilot
- For fixed-wing gliders, the proper alignment of all surfaces is essential for safety. The pilot should sight along the centerline of the keel from the front of the plane to check for warped surfaces.
- Wind conditions
 - Check the wind conditions at the site. If you are unfamiliar with the area, place and observe the position of streamers on the branches along the hill.
 - DO NOT FLY IN WINDS OVER 20 MPH. Ten mph is the ideal condition for flying.
- Landing site
 - Inspect site before flying to ensure all obstacles have been cleared
 - Have someone standby at the site for assistance
- Pilot
 - Weight should be kept low
 - DO NOT FLY IF UNDER THE INFLUENCE OF ANY CHEMICAL SUBSTANCE
- In-flight rules
 - The nose should be kept level. Anything more than 30 degrees from normal flight is considered dangerous.
 - Courtesy
 - Lower of two kites has right of way
 - Pilot being overtaken has right of way
 - When overtaking, ensure that downwash does not affect the lower kite’s flight path
 - Keep to the right when encountering opposing traffic. If you are next to a ridge, stay as close to the ridge as safely possible. Never force another pilot closer to a ridge than he/she already is.
 - First pilot into a thermal determines direction of rotation to avoid headon collision
- There are several situations that are unsafe and should be avoided.
 - Do not have the glider towed by any sort of motor vehicle.

- Do not fly over water.
- Do not fly near buildings, high-tension wires, water towers, or other manmade obstacles.
- The FAA does not have a published guideline concerning hang gliding, but offers a few suggestions.
 - Limit altitude to 500 ft above general terrain
 - Do not fly within controlled airspace or within five miles of the boundary of an uncontrolled airport
 - Do not fly within 100 ft radius of buildings, populated areas or assemblages of persons
 - Stay clear of clouds

MOUNTAINCLIMBING

- Altitude is defined as follows
 - High (8000-12000 feet [2438-3658 meters])
 - Very High (12000-18000 ft [3658-5487 meters])
 - Extremely High (18000+ ft [5500+ meters])
- Altitude illnesses are caused by the reduced amount of oxygen available at higher altitudes. Since the amount of oxygen required for activity is the same, the body must adjust to having less oxygen. In order to properly oxygenate the body, your breathing rate (even while at rest) has to increase. In addition, high altitude and lower air pressure causes fluid to leak from the capillaries which can cause fluid build-up in both the lungs and the brain. Continuing to higher altitudes without proper acclimatization can lead to potentially serious, even life-threatening illnesses.
- Acclimatization
 - The major cause of altitude illnesses is going too high too fast. Given time your body can adapt to the decrease in oxygen molecules at a specific altitude. This process is known as acclimatization and generally takes 1-3 days at that altitude.
 - A number of changes take place in the body to allow it to operate with decreased oxygen
 - The depth of respiration increases
 - Pressure in pulmonary arteries is increased, “forcing” blood into portions of the lung which are normally not used during sea level breathing
 - The body produces more red blood cells to carry oxygen
 - The body produces more of a particular enzyme that facilitates the release of oxygen from hemoglobin to the body tissues
- Prevention of Altitude Illnesses
 - Prevention of altitude illnesses falls into the categories of proper

acclimatization and preventive medications

- **A few guidelines for proper acclimatization are as follows**
 - **Don't fly or drive to high altitude. Start below 10000 feet (3048 meters) and walk up. If you do fly or drive, do not over-exert yourself or move higher for the first 24 hours.**
 - **If you go above 10000 feet, only increase your altitude by 1000 feet (305 meters) per day and for every 3000 feet (915 meters) of elevation gained, take a rest day.**
 - **"Climb high and sleep low". You can climb more than 1000 feet in a day as long as you come back down and sleep at a lower altitude.**
 - **If you begin to show symptoms of moderate altitude illness, don't go higher until symptoms decrease**
 - **If symptoms increase, go down**
 - **Keep in mind that different people will acclimatize at different rates. Make sure all of your party is properly acclimatized before going higher.**
 - **Stay properly hydrated**
 - **Don't over-exert yourself when you first get up to altitude. Light activity during the day is better than sleeping because respiration decreases during sleep, exacerbating the symptoms**
 - **Avoid tobacco, alcohol and other depressant drugs including barbiturates, tranquilizers and sleeping pills. These depressants further decrease the respiratory drive during sleep resulting in a worsening of the symptoms**
 - **Eat a high carbohydrate diet while at altitude**
 - **The acclimatization process is inhibited by dehydration, over-exertion and alcohol and other depressant drugs**
- **Preventive medications**
 - **Diamox (Acetazolamide) allows you to breathe faster so that you metabolize more oxygen, thereby minimizing the symptoms caused by poor oxygenation. This is especially helpful at night when respiratory drive is decreased**
 - **Dexamethaxone (a steroid) is a prescription drug that decreases brain and other swelling reversing the effects of Acute Mountain Sickness (AMS). It may be combined with Diamox**

RODEO

- Use common Sense

- **Stay away from areas that are off-limits. A few examples of off-limits areas are: livestock pens that are being used to hold animals that are less than friendly; high vehicle traffic areas and areas where livestock and/or people are moving through at high rates of speed.**
- **Be aware of your surroundings at all times. Many times people are caught off guard when angry animals decide to use an unsuspecting person as a play toy.**

Stay alert!

- Use proper safety equipment

-- Many kinds of safety equipment are available to rodeo participants. The Kevlar vest is very popular and provides excellent protection without compromising mobility. Many injuries have been prevented by the use of Kevlar vests. Helmets are available for use during rodeo events but at the present time need to be refined to permit better peripheral vision that is needed in many situations. There are also neck and knee pads available that offer excellent protection to those areas.

-- Bullfighters are not safety equipment but do protect bullriders from angry animals. When you dismount be sure to get away quickly. The bullfighters will do their best to protect you but they can only do so much.

-- For male rodeo participants the use of an athletic supporter is highly recommended.

- Preparation is paramount

-- Rodeo participants need to be in excellent physical shape. Exercise frequently and be sure to thoroughly warm up and stretch all muscles prior to your event.

-- Good mental preparation is very important. Do not go to a rodeo if you are having problems with finances, family or work. You need to have a clear head and be able to concentrate on what you are doing.

-- Do not consume alcoholic beverages within eight hours of any rodeo event. Alcohol impairs your reflexes and judgment along with many other mental functions.

-- Make sure your rodeo equipment is in excellent shape. A thorough inspection of all equipment before each rodeo is a must. After all, rodeo rules state that you cannot compete if you have broken equipment.

- Get proper training

-- There are many “rodeo schools” out there that are staffed by professionals with many years of experience. Although some of these schools can be expensive, the quality of the education outweighs the cost.

-- Get plenty of experience before your first rodeo. There are many rodeo stock contractors and ranchers who have animals that young rodeo participants can use to train on. It is not wise to go out and jump on the first animal you see.

-- Rodeo is dangerous only if you make it dangerous!—

SCUBA

Because of lack of frequency of diving by most sports divers, it is important that any certified divers be screened and evaluated by a certified diving instructor before participating in SCUBA dives. The skills to be evaluated include the following:

- Use of buoyancy control device

- Giant stride entry

- Removal and replacement of weight belt

- Neutral buoyancy
 - Snorkel to regulator exchange
 - Removal and replacement of scuba unit under the water
 - Face mask removal, replacement, and clearing
 - Emergency swimming ascent
 - Alternate air source ascent
 - Pre-dive safety drill
 - Five-point ascent and descent
 - Deepwater exits
 - Simulation of surface procedures
- Asthma/Reactive Airway Disease (RAD) as Related to Scuba Activities**
- Persons with symptomatic or active asthma/RAD (commonly known as asthma or bronchial asthma) should not be allowed to scuba dive. This would include, at a minimum, anyone who:
 - Is currently taking medication for asthma/RAD
 - Has received treatment for bronchospasm in the past five years
 - Has exercised induced bronchospasm
 - Has cold-induced bronchospasm
 - Persons with asymptomatic asthma/RAD who wish to scuba dive should be referred to a pulmonary medical specialist who is also knowledgeable about diving medicine for a complete medical examination, including exercise and bronchial challenge testing. Any determination of fitness for diving must be made on the basis of such examination and specific testing.

Water Clarity

- Swimming activity in turbid water should be limited to surface swimming. Turbid water exists when a 12-inch white disk at the depth of 3 feet is not visible from above the surface of the water. Underwater swimming, headfirst entry (except for racing dives), and board diving are not recommended in turbid water.
- Snorkeling and scuba skills should be taught and practiced only in clear water. Clear water exists when a 12-inch disk at a depth of 8 feet is visible from above the surface of the water.

Certification

- Any military member possessing, displaying, or using scuba should be currently certified by the National Association of Underwater Instructors (NAUI) or the Professional Association of Diving Instructors (PADI). These two agencies are recognized nation wide for scuba training and instruction. Alternatively, if PADI or NAUI training and instruction is not available, certification may be accepted from other agencies that comply with Recreational Scuba Training Council (RSTC) guidelines.
- Student dives must be under the supervision of a currently certified NAUI or PADI instructor.

SKYDIVING

- Protective Gear

- **Helmet** - in case of an emergency or hard landing where a PLF is to be executed, the helmet will absorb any shock delivered to the head.
- **Goggles**
 - In freefall, a person will fall at an average terminal velocity of 120 ft/s.
 - Goggles will protect your eyes from the high winds so that you can use your visual references.
- **Gloves** are recommended but not necessary for freefall.
- **Proper footwear** is necessary to protect your body, in particular your joints, from the shock of landing. Though flaring upon landing eases the shock, the impact can cause damage if experienced over a long period of time.

- Avoiding canopy collisions

- **If possible, don't pull chute.**
 - Keep flying to avoid collision
 - If already pulled, fly hard until line stretch
- **Develop and practice a maneuver** (i.e. dive-turn, barrel roll, loop) that will fly you around an obstacle
- **If you should get hit by a deploying pilot chute or bag, quickly knock it to one side as you fall off toward the other side**
- **Use risers to avoid traffic by steering canopy to the right to avoid a head-on collision**
- **A hook knife is useful**
 - Cut away from an entanglement
 - Should be accessible to either hand and deployed quickly.
 - Communicate with your tangle-partner and check canopies and altitude
- **Plan for any emergencies on the ground and practice before boarding the plane**

- Malfunctions

- **Hard pull**
 - If the closing pin is stuck in the closing loop, the ripcord will not pull easily when initiated, resulting in a hard pull
 - When a hard pull is encountered, the jumper should immediately pull the reserve ripcord
- **Floater**
 - For ripcord systems, a floater malfunction occurs when the ripcord handle comes free of the Velcro support
 - Ripcord floaters can be found by visually following the ripcord housing and grasping the ripcord cable with both hands and then pulling
 - Floaters on pull-out systems may be found quickly following the container pack with your hand towards the pin
 - The direction a jumper pulls on a handle can be critically important in throw-out systems. Pilot chutes can be easily trapped inside pouches by an incorrect pull direction.

- If a handle cannot be found in two tries, it is suggested to immediately deploy the reserve parachute.
- Bag lock
 - In the case of a bag lock, the bag does not open to release the canopy.
 - When faced with bag lock, the reserve should be deployed.
- Totals
 - Can be packed in by misrouting the short bridle line around the base of the pilot chute.
 - A proper pin check, given before donning the gear, can easily detect this malfunction.
 - When a total is experienced, the reserve ripcord should be pulled.
- Streamer
 - A streamer occurs when the canopy fails to inflate.
 - The jumper must release and deploy the reserve.
- Horseshoe
 - A horseshoe malfunction occurs when the pilot chute's bridle line, upon deployment gets caught or wrapped around one of the jumpers appendages. The rest of the chute deploys but the canopy fails to inflate.
 - The jumper must try to break away from the tangle so that the canopy will inflate or at least free it from his/her body so that the jumper has a streamer that he/she can cut away from and release the reserve.
- Premature openings
 - If the container opens inadvertently in the ripcord or pull-out systems, then a normal deployment is most likely to occur because the pilot chute should catch air and inflate first.
 - In a throw-out system, the bag and canopy can emerge from the container and flap above a jumper's back while the pilot chute remains stowed inside its pouch. This situation is almost a horseshoe malfunction.
- Pilot Chute-In-Tow
 - A pilot chute in tow malfunction occurs when the pilot chute cannot pull the curved closing pin from the closing loop.
 - The pilot chute may be caught in the burble formed directly above the jumper's back. By changing the air flow over the back, the pilot chute may be able to catch enough wind to deploy the rest of the canopy.
 - If this does not work or at low altitude, pull the reserve immediately. After initial shock, the canopy should be checked to ensure the jumper has a good canopy.
 - Twisted risers can be fixed by grabbing the risers and pulling them apart by moving the body in a bicycling motion.
 - Broken lines are not necessarily a total malfunction. The rest of the continuity check should be conducted, if the canopy can be handled. If not, the jumper should cut away and release the reserve.
 - Broken steering cables can be compensated for by simply using the risers instead. Stow the good steering cable if the other is broken and use both risers.
 - End cell closure can be resolved by attempting to inflate them again.

This is done by pulling both steering lines simultaneously to the stall point and holding until the end cells are inflated again. The jumper must be careful not to stall the whole canopy while attempting this maneuver.

- Rest

- Before any jump is attempted, the jumper should adhere to all standards applying to crew rest similar to those who fly aircraft.**
- 12 hours bottle-to-throttle (i.e. no drinking twelve hours before activity)**
- eight hours uninterrupted rest time (i.e. not necessarily sleeping, just “opportunity” to rest)**

WHITEWATER RAFTING/ACTIVITIES

Most white water accidents are caused by the lack of discipline. Almost every accidental drowning can be attributed to the violation of one or more of the following key points.

Buddy System

- All activities afloat should adhere to the principles of the buddy system. The buddy system assures that for every person involved in an aquatics activity, at least one other person is always aware of his or her situation and prepared to lend assistance immediately when needed.**

Skill Proficiency

- All persons participating in the activity must be trained and practiced in craft handling skills, safety, and emergency procedures.**

Planning

- Float Plan. Know exactly where the unit will put in, where the unit will pull out, and precisely what course will be followed. Determine all stopover points in advance. Estimate travel time with ample margins to avoid traveling under time pressures. Obtain accurate and current maps and information on the waterway to be traveled, and discuss the course with others who have made the trip under similar seasonal conditions.**
- Local Rules. Determine which state and local laws or regulations are applicable. If private property is to be used or crossed, obtain written permission from the owners. All such rules must be strictly observed.**
- Notification. The float plan should be filed with a responsible person. For activities using canoes on running water, the float plan should be filed with the local council service center. Notify appropriate authorities, such as Coast Guard, state police, or park personnel, when their jurisdiction is involved. When the you return from your trip, inform the persons given the float plan that you have returned safely.**
- Weather. Check the weather forecast just before setting out, know and understand the seasonal weather pattern for the region, and keep an alert "weather eye." Imminent rough weather should bring all ashore immediately.**
- Contingencies. Planning must anticipate possible emergencies or other circumstances**

that could force a change in the original plan. Identify and consider all such circumstances in advance so that appropriate contingency plans can be developed.

Equipment

- **All equipment must be suited to the craft, to the water conditions, and to the individual; must be in good repair; and must satisfy all state and U.S. Coast Guard requirements. To the extent possible, carry spare equipment. On long trips or when spare equipment is not available, carry repair materials. Have appropriate rescue equipment available for immediate use.**

Discipline

- **All participants should know, understand, and respect the rules and procedures for safe unit activity afloat. When people know and understand the reason for the rules, they will observe them. Good rules do not interfere with fun. Rules for safety, plus common sense and good judgment, keep the fun from being interrupted by tragedy.**

Personal Flotation Devices (PFD's)

- **Properly fitted U.S. Coast Guard-approved personal flotation devices (PFDs) should be worn by all persons engaged in activity on the open water. Type II and III PFDs are recommended. Ski belts are not acceptable. Ensure you learn which type is appropriate for each specific circumstance and how to wear and check for proper fit.**

Whitewater Safety Code

- **Be a competent swimmer.**
- **Wear a PFD.**
- **Keep your canoe under control, always!**
- **Be aware of river hazards and avoid them.**
- **Boating alone is not recommended; preferred minimum is three to a craft.**
- **Be suitably equipped.**
- **Wear shoes (tennis shoes or special canoeing shoes are best).**
- **Tie on your glasses.**
- **Carry knife and waterproof matches (also compass and map).**
- **Don't wear bulky clothing that will waterlog.**
- **Wear a crash helmet where upsets are likely.**
- **Carry an extra paddle and canoe-repair tape.**
- **Open canoes should have bow and stern lines (painters) securely attached. Use at least 15 feet of 1/4 or 3/8 inch rope. Secure them to the canoe so they are readily available but will not entangle feet and legs in case of a spill.**
- **If you fall in swim on your back in fast water, keeping your feet and legs downstream and high. Keep watching ahead.**
- **When you start to spill, keep the upstream gunwale high.**
- **If you do spill, hang on to your canoe and get to the upstream end. (Note: If you are heading into rough rapids and quick rescue is not expected, or if water is numbing cold, then swim for shore or a rock where you can climb out of the water.)**
- **When you are with a group:**
 - **Organize the group to even out canoeing ability.**
 - **Keep the group compact for mutual support.**
 - **Don't crowd rapids! Let each canoe complete the run before the next canoe enters.**
- **Each canoe is responsible for the canoe immediately behind it.**

KAYAKING

- Group responsibilities

- Be familiar with the stretch of water to be covered and the abilities and limitations of all members of the party.
- Ensure all equipment is in good repair and file a daily trip schedule with the proper authorities on extended expeditions.

- Equipment

- The kayak should be structurally sound, watertight and have grabloops and flotation at both ends. It should have a firm-fitting but easily detachable cover. If inflatable, it should have multiple air chambers. The pilot should be able to exit the craft quickly and easily. A breakaway cockpit is desirable.
- Lifejackets should be worn at all times while kayaking. They should be in good condition and fit snugly to the torso.
- Helmets are required for whitewater paddling and recommended for pounding surf.
- Dry suits or wet suits should be worn when combined air and water temperature is below 100 degrees Fahrenheit (38 degrees Celsius) and a complete change of dry clothes in a waterproof package should be carried in the kayak
- Paddles should be structurally sound and, on isolated runs, a spare should be carried in the kayak.
- Rescue gear
 - Besides the kayak, which in itself can be a useful piece of rescue gear, a throw line rescue bag or 70-foot length of 1/2 inch twisted polypropylene rope without bag should be carried.
 - Two spring-loaded carabiners are useful for rescues and handy for clipping rescue bags and loose items into the boat. And as always, a firstaid kit and matches stashed in a waterproof container

-Skills

- Self-rescue is the quickest and best safety measure. Therefore, the boater should be a good swimmer and comfortable in the water.
- Train for capsizing and practice exiting from the boat and swimming quickly to the bow or stern. For wet exits in rapids, swim or float on your back with your feet forward and high. Save equipment if possible, but release if necessary. Once close to shore, flip over onto stomach and swim aggressively to the bank.
- If about to broach a rock while paddling, lean into it and pull or claw around it.

- Hazards

- Do not go kayaking in a flood
- Beware of hidden dams
- Beware of floating debris and ice in cold weather
- Watch water level in case of dam release or snow melt
- Beware of underwater debris

- “An ounce of prevention is worth a pound of cure”. Always use best judgment in deciding whether your boating ability is suited for the task at hand.