

Health and Safety Training Course Syllabus



Featuring Video

"Scouting Safety . . . Begins With Leadership"

Introduction

Experience has shown that the vast majority of serious injuries and fatalities reported to the National Health and Safety Service occurred in unit-related activities conducted off council properties. Scheduling this new training feature as a part of your council's training curriculum is important because "safe activities are great activities." Doing so will also help promote the principles of safe Scouting to our volunteer leaders.

This course introduces the concept of the "sandwich principle" with emphasis on the importance of qualified supervision and discipline. The course also features the BSA booklet *Guide to Safe Scouting*.

—*The National Health and Safety Committee*

Scouting Safety . . . Begins With Leadership Course Syllabus

Introduction

This course is to be offered to all unit leaders, district staff, and council staff. All leaders should receive this training every two years. The council health and safety committee and/or risk management committee, with the consent of the Scout executive, has the responsibility to appoint persons who are qualified to instruct the BSA Health and Safety Training Course. This course is to be conducted in concert with the district/council training plan.

Materials needed:

- *Guide to Safe Scouting*, No. 34416*
 - Sweet 16 of BSA Safety, No. 19-130
 - Safe Swim Defense, No. 34370 (online at www.scouting.org)
 - Safety Afloat, No. 34368 (at BSA Online Learning Center)
 - BSA Bike Safety, No 19-101
- *Climb on Safely*, No. 20-099
- *Tours and Expeditions*, No. 33737D
- District/Council Health and Safety Literature, No. 19-400B
- Sandwich Principle poster (attached to this syllabus)
- Risk Zone poster (attached to this syllabus)
- Attention: BSA Drivers poster (attached to this syllabus)
- Quiz (make copies locally)*
- Scouting Safety . . . Begins With Leadership Commitment Card, No. 19-105*
- Scouting Safety . . . Begins With Leadership Attendance Sheet (make copies locally)
- Leader Fitness Awareness handout (make copies locally)*
- "Danger: Entering 'the Risk Zone'" article, *Scouting* magazine (make copies locally)*
- Easel, flip chart, and markers
- TV and VCR

***Material for distribution to participants**

—These are stand-alone publications that are also contained in the *Guide to Safe Scouting*.

Audiovisual

- Health and Safety video, *Scouting Safety . . . Begins With Leadership*, AV-09V025

Objectives

- To promote and achieve unit leadership understanding and acceptance of responsibility for the well-being and safety of Scouts entrusted to their care when they lead unit activities.
- To introduce the sandwich principle in BSA safety—the critical role of qualified supervision and discipline. To identify areas of risk in Scouting activities, especially at the unit level, and to define key safety procedures for each activity.
- To acquaint unit leaders with BSA resource materials available for use in planning safe Scout activities.
- To inform unit leaders that the vast majority of serious injuries and fatal accidents that occur in the Scouting program happen at the unit level.

Preparation

- Prepare the room ahead of the course by displaying copies of the *Guide to Safe Scouting*, the Sweet 16 of BSA Safety, Safe Swim Defense, Safety Afloat, BSA Bike Safety, and *Climb on Safely*. (You can obtain the material listed above to use as posters either as stand-alone publications or by copying the material from the *Guide to Safe Scouting*.)
- Set up TV and VCR. Prepare videotape to show during the course.
- Set up easel and flip chart. On the flip chart list the course objectives.
- Prepare a display of health and safety resource materials.
- Display Risk Zone, Sandwich Principle, and Attention: BSA Drivers posters.

Presentation Timetable

TIME (minutes)	SUBJECT	RESOURCE
5	Introduction	Objectives listed on a flip chart
12	Video	<i>Scouting Safety . . . Begins With Leadership</i> video
5	Sandwich Principle	Refer to the posters on the Sandwich Principle, the Sweet 16 of BSA Safety, Safe Swim Defense, Safety Afloat, <i>Climb on Safely</i> , and BSA Bike Safety.
15	Sweet 16 of BSA Safety	The Sweet 16 of BSA Safety and discussion scenarios
10	Guide to Safe Scouting	<i>Guide to Safe Scouting</i>
10	Vehicle Safety	Risk Zone poster; Attention: BSA Drivers poster; and hand-out, "Danger: Entering 'the Risk Zone'" (article, <i>Scouting</i> magazine)
5	Youth Protection	<i>Guide to Safe Scouting</i>
10	Medical Requirements, Physical Fitness, Personal Health, and Reporting Procedures	<i>Guide to Safe Scouting</i> and Leader Fitness handout material
3	Resources	District/Council Health and Safety Literature, No. 19-400C
10	Quiz	Scouting Safety . . . Begins With Leadership quiz
3	Review Answers	Answer sheet
2	District Scouting Safety . . . Begins With Leadership Commitment Cards and have each participant sign and agree to comply.	Scouting Safety . . . Begins With Leadership commitment cards
90	Total	

Introduction

Distribute an attendance sheet for all participants to sign.

Introduce the course by reviewing the objectives of the course:

- To promote and achieve unit leadership understanding and acceptance of responsibility for well-being and safety of Scouts entrusted to their care when they lead unit activities.
- To introduce the sandwich principle in BSA safety—the critical role of qualified supervision and discipline.
- To identify areas of risk in Scouting activities and to define key safety procedures for each activity.
- To acquaint unit leaders with BSA resource materials available for use in planning safe Scout activities.
- To inform unit leaders that the vast majority of serious injuries and fatal accidents that occur in the Scouting program happen at the unit level.

Video Presentation

Show *Scouting Safety . . . Begins With Leadership*, AV-09V025

Pointing to the visual aid and the resource material, make the following point: the Sweet 16 of BSA Safety, Safe Swim Defense, Safety Afloat, BSA Bike Safety, and *Climb on Safely* all use the sandwich principle.

Ask the group what is the sandwich principle? Point to the Sandwich Principle poster to illustrate these points as the question is answered.

- Scouting safety requires a firm foundation to support and make effective the safety procedures and precautions. This foundation is **DISCIPLINE**. Safety also requires responsibility and conscientious **SUPERVISION** that will identify and apply appropriate precautions and procedures. The **QUALIFIED SUPERVISOR** holds the safety elements in place, but can only do so if he or she can control the activity and the participants through **DISCIPLINE** based on respect, understanding, and leadership.
- Just like a **SANDWICH**, Scouting safety requires:
 1. A foundation slice of bread (discipline) to support the condiments and ingredients (precautions and procedures) and
 2. A covering slice of bread (qualified supervision) to hold the ingredients and condiments (precautions and procedures) in place.
- Without this foundation and cover the result would be a **mess** regardless of the quality of ingredients or safety elements.

Read from the Sweet 16 of BSA Safety, contained in the *Guide to Safe Scouting*, the wording for Qualified Supervision. Discuss with the group. Point out the importance of an adult leader who understands and knowingly accepts the responsibility for the well-being of the youth members in his or her care. What does this mean? If you as an adult leader are not trained in the activity or physically capable of supervising the activity, what should you do?

Read from the Sweet 16 of BSA Safety, contained in the *Guide to Safe Scouting*, the wording for Discipline. Discuss with the group. How can you ensure that the rules will be followed?

Sweet 16 of Safety

Distribute copies of the *Guide to Safe Scouting* to each of the participants and refer them to the text of Sweet 16 of BSA Safety.

Explain the generic concept and application of the 16 points. The 16 points do not specify specific procedures to follow for each activity, but identify the areas that should be considered by the leader to determine what procedures should be followed or considered for a specific activity.

In small group discussions, use the hypothetical scenarios listed below to illustrate application of the Sweet 16. Depending on the size of the group, divide into groups of six to 10 people. Have each group take a scenario and explore how the guidelines in the Sweet 16 of BSA Safety apply to the scenario. Should the qualified supervisor do the activity? Can this activity be conducted safely? Are there situations that should be considered? Are there any special precautions that should be taken?

- **Scenario 1—Float Trip and Swimming Activity**

A troop of 28 Scouts is planning a river float trip on class I and II water in July. They expect to overnight on the river, swim, and fish. The Scoutmaster, a strong swimmer, has limited canoeing experience.

- **Scenario 2—Bike Trip**

The Calcite Patrol is planning its 50-mile trip to complete the Cycling merit badge. The Scouts' counselor has been transferred out of the area and the Scoutmaster, a 40-year veteran volunteer, is helping them complete the requirements. The Scoutmaster was an avid cyclist some years ago, but does not now own a bike. Since retiring from an accounting firm, he has been walking fairly regularly for exercise.

- **Scenario 3—Cub Scout Day Trip**

Pack 106 is planning to visit the zoo on Saturday. Twenty-two boys are expected to attend the outing. It is a two-hour drive to the city. The big zoo is open from 9 A.M. to 5 P.M., with special 30-minute programs on different topics at 10 A.M., 1 P.M., and 3 P.M. Zoo personnel recommend a full-day visit and promise a fun and educational experience for the Cub Scouts. They have also confirmed that the zoo is wheelchair accessible and should be no problem for 8-year-old Charlie.

- **Scenario 4—Cave Exploration Activity**

After a trip to Mammoth Cave, the young troop wants to go exploring in any of the several undeveloped caves in the area. Except for the 14-year-old senior patrol leader, a Star Scout, the Scouts are all working toward their First Class rank. The Scoutmaster knows that one assistant has been "down in a few holes," but none of the troop leadership are experienced cavers. Enthusiasm is high, and the Scoutmaster does not want to disappoint the boys.

Have each group give a brief report to the full group. As a discussion aid, several points are suggested below for scenarios 1, 2, 3, and 4.

- **Scenario 1—Float Trip and Swimming Activity**
The Scoutmaster, if certified in **Safe Swim Defense**, can certainly supervise the swimming activity. An experienced canoeist must be recruited to supervise canoeing activity on white water. In any event, at least three adult leaders are needed, and the **Safe Swim Defense** and **Safety Afloat** standards are applicable. In most circumstances, this outing can be safely conducted.
- **Scenario 2—Bike Trip**
The Scoutmaster should recognize that his responsibility is to identify and recruit a new merit badge counselor. Until a qualified counselor assumes responsibility for the program, this activity should be deferred. The concern here is that the Scoutmaster will fail to recognize or acknowledge his own limitations and may put himself and the Scouts at risk.
- **Scenario 3—Cub Scout Day Trip**
Standards for automobile transportation in the *Guide to Safe Scouting* are applicable and raise a threshold question on the number of adults and vehicles for this activity. This supervisor should be concerned about controlling the group of young children (both en route and at the zoo), addressing special individual needs while meeting group and program requirements, and how to avoid overextending and exhausting the leadership. A conservative approach to the program scope and content would be prudent because of the number and age of the Cub Scouts, the driving distance, special needs, and the nature and benefit (in terms of Scouting purposes and philosophy) of the activity. Consideration of alternate program possibilities would evidence conscientious leadership.
- **Scenario 4—Cave Exploration Activity**
The Scoutmaster should recognize that the policy found in the *Guide to Safe Scouting* on cave exploring limits cave exploring activities for Scouts under 14 years of age to commercially operated cave excursions. The Scoutmaster should look for opportunities to visit developed caves, but not take the troop to one of the undeveloped caves in the area. Point out to the group that cave exploring can be a hazardous activity even for older youth and leaders. Guidelines on cave exploring can be found in *Cave Exploring by Scout Groups*, No. 19-102.

Guide to Safe Scouting

Introduce the participants to the contents of the *Guide to Safe Scouting*. Point out that BSA policies relating to conducting a safe Scouting activity are found in bold type. Point out the location of the following:

- Safe Swim Defense
- Safety Afloat
- BSA Bike Safety
- *Climb on Safely*

In general, the *Guide to Safe Scouting* provides steps to permit a leader to conduct a safe unit activity. However, some activities are considered hazardous and special precautions are needed. Point out to the group that there are activities that are not authorized. See section IX of the *Guide to Safe Scouting*.

Vehicle Safety

Display the Risk Zone poster and the Attention: BSA Drivers poster. Read the statement:

“To recognize when you’re in the ‘risk zone’ and help you steer clear of it, safety experts offer these tips:

- “Make sure to get plenty of sleep the night before the trip.
- “Take a break every 75 to 100 miles, especially in the afternoon.
- “Travel with two adults in each vehicle whenever possible. If this can’t be done, assign an older youth to be your copilot and make sure you stay awake.
- “Always stop when you detect even one of the following critical warning signals: continual yawning; difficulty focusing or keeping your eyes open; trouble keeping your head up; wandering or disconnected thoughts; drifting between lanes or on the shoulder; repeatedly jerking the steering wheel to stay on course; missing traffic signals and warning signs.

“More than 43,000 Americans die each year in traffic accidents. According to studies conducted on several major U.S. turnpikes, roughly half of the fatal crashes were caused by drowsy motorists who ignored the Risk Zone and kept on driving. Statistics show that 2 P.M. is one of the most dangerous times during the daylight hours for fatigue-related collisions. By far the most dangerous time for drivers, however, is late at night. The number of fatigue-related collisions in an average day soars from just over 200 per hour at 7 P.M. to 900 per hour by midnight and peaks at more than 1,100 at 2 A.M. After that, the number declines sharply, but doesn’t return to the 200 to 300 per hour level until nearly 9 A.M.”

Have the group discuss options that the unit leader could take to avoid the danger of driving when fatigued. List the discussion points on the flip chart:

- Stop in a safe area when becoming fatigued.
- Arrange for alternate drivers.
- Plan the activity so that drivers do not engage in physical activities on the same day that they drive home and/or that the physical activity for the drivers is greatly reduced.
- Have fresh drivers meet the group on the last day.
- Use commercial transportation.

Discuss the BSA rules and procedures pertaining to vehicle safety as detailed in section XII in the *Guide to Safe Scouting*.

Summarize the discussion on vehicle safety by highlighting the following key points:

- Complying with all state and local traffic laws, including posted speed limits.
- Driving defensively, including watching traffic, taking no chances, and using extra caution. Remember that aggressive drivers take unnecessary risks.
- Meeting the driver qualification on the tour permit, and limiting driving time according to BSA specifications.

- Limiting the number of passengers to the number of seats with safety belts. Ensuring that passengers remain in their seats with belts secured, and that no one rides outside the passenger compartment or cab of any vehicle.
- Driving with headlights turned on, because the extra moments of visual contact provided by the headlights might be enough to prevent some accidents.
- Reviewing, understanding, and complying with all BSA rules and procedures that pertain to vehicle safety.
- Filing a Local and/or National Tour Permit.
- Checking the vehicle for good mechanical condition.

Distribute copies of the “Danger: Entering ‘the Risk Zone’” article from *Scouting* magazine.

Youth Protection

Discuss the requirement for unit leaders to take youth protection training. All persons responsible for youth safety must understand and appreciate Scouting’s position of zero tolerance for child abuse or victimization in any form. Unit leaders should report any suspected abuse to the local council Scout executive. All forms of hazing, initiations, ridicule, or inappropriate teasing are prohibited and should not be allowed.

Published and videotaped materials have been prepared to give professionals and volunteers information on the resources available for educating our membership about child abuse—how to avoid it, how to identify it, and how to deal with it. These materials and local council training programs are designed to give parents and their children basic information that will increase their awareness and sense of personal power to assist in their own self-protection.

Provide information on when and where youth protection training is taught in your council.

Medical Requirements, Physical Fitness, Personal Health, and Reporting Procedures

It is recommended that all members of the Boy Scouts of America have periodic medical evaluations by a licensed health-care practitioner. In recent years, in an effort to provide youth members and adult leaders a better understanding of their physical capabilities, the Boy Scouts of America has established minimum standards for providing medical information prior to participating in various activities. The standard for providing medical information is given in section XI of the *Guide to Safety Scouting*.

Explain the policy on providing medical information. When is class I, class II, or class III medical information required?

Two important challenges in preparing youth for the 21st century—particularly in today’s increasingly automated and sedentary culture—are physical fitness and good health. Every adult leader should set the example and contribute directly to the health and fitness of today’s Scouts by:

- Encouraging youth fitness in the BSA by providing positive role models and by enhancing youth awareness and understanding of fitness parameters, health risks, and personal circumstances.
- Encouraging physical fitness in the BSA by providing positive role models and by enhancing youth awareness and understanding of fitness parameters, health risks, and personal circumstances.
- Encouraging physical fitness among Scouters by enhancing their awareness and understanding of fitness parameters, health risks, and personal circumstances.
- Reducing the rate of stress- and fitness-related incidents at all Scouting activities.

Distribute Leader Fitness Awareness handout.

Explain the procedures that need to be followed when a serious injury or fatality occurs. All volunteer Scouters need to be advised that whenever a serious or fatal injury or illness occurs during a unit activity the Scout executive needs to be alerted as soon after the incident occurs as possible. Use *Guide to Safe Scouting*, section V, as reference.

Resources

Distribute copies of District/Council Health and Safety Literature, No. 19-400C, to each participant. Discuss with the group the material that is available from the BSA and how they can obtain copies through the council service center or purchase them from the local BSA Scout distributor.

Quiz

Distribute copies of the Scouting Safety . . . Begins With Leadership quiz to each participant. Have them read through and answer the questions on the quiz.

Review Answers

Have each participant keep their copy of the quiz while the instructor leads a discussion of each of the questions on the quiz from the quiz answer sheet.

Distribute Scouting Safety . . . Begins With Leadership Commitment Cards

Distribute a Scouting Safety . . . Begins With Leadership commitment card to each participant. Have them sign the card and take it with them. Emphasize that by signing the card they agree to “read, agree, and comply!” Remind participants that the training is valid for two years from the date of training.

Adjourn

Thank the participants for coming, to drive home safely, and to use the *Guide to Safe Scouting* as their key unit activity resource.

APPENDIX

Contents:

- Scouting Safety . . . Begins With Leadership Attendance
- Scouting Safety . . . Begins With Leadership Quiz
- Scouting Safety . . . Begins With Leadership Answers
- Attention: BSA Drivers Poster
- Leader Fitness Awareness Handout
- Risk Zone Poster
- “Danger Entering ‘the Risk Zone’” (*Scouting Magazine Article*)
- The Sandwich Principle—Scouting Safety . . . Begins With Leadership Commitment Cards
- The Sandwich Principle Poster

Scouting Safety . . . Begins With Leadership

ATTENDANCE SHEET

Date: _____ Location: _____

Council/District: _____

Instructor: _____

	Name	Position	Unit Number
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

Scouting Safety . . . Begins With Leadership Quiz

1. The two key points of the sandwich principle are Scouting safety and discipline.
 True
 False
2. All of the BSA's major safety resources utilize the sandwich principle to maintain Scouting safety.
 True
 False
3. The best safety training resource for program activity "on the water" is Safety Afloat.
 True
 False
4. The best overall safety resource for guidelines and policies related to conducting Scouting activities is the *Guide to Safe Scouting*.
 True
 False
5. Two adult leaders 21 years of age or older are required for all BSA trips and/or outings.
 True
 False
6. If a BSA unit is planning a unit trip or outing and swimming is scheduled as an activity, then at least one adult must have current training in Safe Swim Defense.
 True
 False
7. In the event of serious injury or fatality, adult leaders are responsible for informing the Scout executive or his designee as soon as possible.
 True
 False
8. Drowsiness accounts for almost half of all fatal highway accidents.
 True
 False
9. Physical conditioning is of little or no value to an adult leader before a strenuous BSA unit trip or outing.
 True
 False
10. Reading the *Guide to Safe Scouting* is of little or no value to a BSA unit leader.
 True
 False
11. Most of the fatalities and serious injuries in the BSA occur on unit-level events and/or activities.
 True
 False
12. The Sweet 16 of BSA Safety gives general guidelines to be followed during all Scout activities.
 True
 False

Scouting Safety . . . Begins With Leadership

ANSWERS

1. False. Qualified supervision and discipline.
2. True
3. True
4. True
5. False. One 21 years of age and one 18 years of age is sufficient.
6. True
7. True
8. True
9. False. Preexisting conditions are significant in most leader fatalities in Scouting.
10. False. Actually, every unit leader should review the *Guide to Safe Scouting*.
11. True
12. True

ATTENTION: BSA DRIVERS

DON'T ENTER THE

RISK ZONE

To recognize when you're in the "Risk Zone" and help you steer clear of it, safety experts offer the tips below:



Make sure to get plenty of sleep the night before the trip.



Take a break every 75 to 100 miles, especially in the afternoon.



Whenever possible, travel with two adults in each vehicle. If this can't be done, assign an older youth to be your "copilot" and make sure you stay awake.



Always stop when you detect even one of the following critical warning signals:

- Continual yawning
- Difficulty focusing or keeping your eyes open
- Trouble keeping your head up
- Wandering or disconnected thoughts
- Drifting between lanes or on the shoulder
- Repeatedly jerking the steering wheel to stay on course
- Missing traffic signals and warning signs

Leader Fitness Awareness

Facts and Figures Relating to Cardiovascular Disease

Three Major Risks

1. High blood pressure
2. High blood cholesterol
3. Smoking

Coronary Disease

- Coronary disease is the No. 1 cause of death and disabilities in the United States.
- It is responsible for about 500,000 deaths per year.
- One out of three Americans will suffer a heart attack: one every minute of the day, which contributes to almost 1.5 million attacks per year.
- Therefore, preventing coronary heart disease is the leading challenge facing us today.
- If at risk, individuals must make lifestyle changes that can reduce the risk of coronary disease.

Exercise

- You should always check with your physician before starting an exercise program to rule out possible limitations.
- Exercise alone will not prevent or cure heart disease, but it is one way to reduce the risk of cardiovascular disease.
- Only those exercises that significantly increase the blood flow to the working muscles for extended periods of time promote cardiovascular fitness. This type of exercise is called "aerobic" exercise, which means the body uses oxygen to produce energy needed for the activity.
- Exercises such as weightlifting or isometrics build muscle strength but do little to promote cardiovascular fitness.

Diet

Blood serum cholesterol levels:

Less than 200 mg	Desirable
200–239 mg	Borderline high
240 mg and above	High, undesirable

Weight control:

A safe rate of weight loss is one to two pounds per week by decreasing calorie intake by 500 calories and stressing physical activity.

Smoking

- Smoking one pack of cigarettes per day produces a twofold increase in risk for cardiovascular disease.
- More than one pack per day produces a threefold risk.
- The most effective step a smoker can take to prevent a heart attack is to stop smoking.

IT'S EARLY AFTERNOON, and except for a brief stop for lunch, you've been driving for close to six hours on your way home from a spring break high adventure activity.

In the van with you are six Boy Scouts. But in sharp contrast to the loud talk and horseplay that marked the beginning of the trip, all of them are now fast asleep—and so is the Scouter in the other front seat, who was supposed to stay awake and talk to you.

up the radio. "I'm O.K.," you tell yourself. "I just got a little groggy. I'll be fine in a minute."

When accidents happen

Whether you know it or not, you've just entered "the risk zone"—a dark region of physical and mental fatigue in which sudden death could lie in wait for you and the Scouts whose safety is in your hands.

More than 43,000 Americans died in traffic accidents in 1997. According

to studies conducted on several major U.S. turnpikes, roughly half of all fatal crashes were caused by drowsy motorists who ignored "the risk zone" and kept on driving.

So what are you going to do?

"The time comes when no amount of cold water or hot coffee or telling yourself your fatigue is under control does any good," warns Dan Pfeil, committee chairman and safety officer of Troop 80 in San Antonio, Tex. "When that happens, you will go to



DANGER : ENTERING 'THE RISK ZONE'

In the past few minutes, you've noticed your own eyes getting heavy, too, as some of the blood that carries oxygen to your brain and keeps you alert is diverted to your stomach to help digest your lunch. You yawn.

In your rearview mirror, you can see a second, well-loaded van carrying the rest of the troop, but as you squint at the arrow-straight highway ahead, you feel very much alone.

Before you realize it, you nod off. Your eyes seem to close for only a split second, but by the time you jerk awake, two wheels of the van are almost on the shoulder of the road. You shake yourself vigorously and turn

**A BSA CAMPAIGN AIMS TO
KEEP SCOUT LEADERS WHO
DRIVE YOUNG PEOPLE TO
AND FROM EVENTS
EVER-ALERT FOR SIGNS OF
DROWSINESS—THE CAUSE
OF ABOUT HALF OF ALL
FATAL HIGHWAY ACCIDENTS.**

BY BILL SLOAN

ILLUSTRATION BY MARVIN FRIEDMAN

sleep at the wheel if you don't stop. Lots of adults simply don't understand this."

Pfeil, who regularly drives members of his troop on 800-mile round trips to the Buffalo Trails Scout Ranch in far southwest Texas, has a better reason than most to realize the dangers of "the risk zone."

"My uncle was killed in a car crash after he fell asleep driving, and it had a lasting effect on my dad," he explains.

"As far back as I can remember, Dad drummed warnings into my head whenever I was about to start on a long haul."

HOW TO AVOID THE RISK ZONE

To recognize when you're in "the risk zone" and your "co-pilot" and make sure he stays awake.

help you steer clear of it, safety experts offer the tips below:

- Make sure to get plenty of sleep the night before a trip.
- Drive only during the daytime.

Stop and sleep at night.

- Take a break every 75 to 100 miles, especially in the afternoon.

- Travel with two adults in each vehicle whenever possible. If this can't be done, assign an older youth to be



- repeatedly jerking the steering wheel to stay on course; missing traffic signals and warning signs.

- Always stop when you detect even one of the following critical warning signals: continual yawning; difficulty focusing or keeping your eyes open; trouble keeping your head up; wandering or disconnected thoughts; drifting between lanes or onto the shoulder;

Stop and take a break

When you find yourself in "the risk zone," the National Safety Council, the AAA Foundation for Traffic Safety, and other authorities unanimously urge stopping the car as quickly as possible and allowing the fatigue and drowsiness to pass—even if it means being late to your destination.

Surprisingly perhaps, statistics show that 2 P.M. is one of the most dangerous times during the daylight hours for fatigue-related collisions. But taking even a short break can help tremendously.

"Getting out and stretching your legs for a few minutes can help get rid of the cobwebs," says Pfeil. "But even if you have to take an hour nap in a roadside park, that's a lot better than being dead for an eternity."

By far the most dangerous time for drivers, however, is late at night. The number of fatigue-related collisions in an average day soars from just over 200 per hour at 7 P.M. to 900 per hour by midnight and peaks at more than 1,100 at 2 A.M. After that, the number declines sharply, but doesn't return to the 200-to-300-per-hour level until nearly 9 A.M.

Coming: a BSA national campaign

The BSA's Risk Management and Marketing divisions are formulating a nationwide campaign aimed at alerting volunteer Scouters to the perils of "the risk zone." Special roundtable programs will help promote the campaign in all parts of the nation.

"Studies of over-the-road truckers show that even professional drivers can't always determine their own

mental condition, and there's also a lot of denial about being too tired to drive," says BSA Director of Audiovisual John Clarkson. "We hope to raise Scouters' awareness that the leading risk factor in driving is when one isn't in tiptop condition for it."

BSA officials want to personalize their message about "the risk zone" to reach individual leaders and units. With this in mind, the campaign may include "preflight" checklists for Scouters and/or windshield stickers with a "sleepy eye" symbol to remind them of the potential danger during trips.

"It's time to wake up and see how closely some of us may be flirting with disaster," says Dan Pfeil. ■

Bill Sloan is a freelance writer in Dallas, Tex.

SOURCES FOR MORE INFORMATION

The following agencies offer a variety of informational materials on fatigue and other highway safety concerns:

- National SafeKids Campaign, 1301 Pennsylvania Ave., NW, Suite 1000, Washington, DC 20004-1301; (202) 662-0639; www.safekids.org
- American Council on Science and Health, 1995 Broadway, Second Floor, New York, NY 10023-5860; (212) 362-7044; www.acsh.org

- AAA Foundation for Traffic Safety, 1440 New York Ave., NW, Suite 201, Washington, DC 20005; (202) 638-5944; www.aaafoundation.org
- National Sleep Foundation, 729 Fifteenth St., NW, Fourth Floor, Washington, DC 20005; (202) 347-3471; www.sleepfoundation.org
- National Safety Council, 1121 Spring Lake Dr., Itasca, IL 60143-3201; (630) 285-1121; www.nsc.org

SCOUTING SAFETY... BEGINS WITH LEADERSHIP

Health and Safety Training Course

I promise that I will **read, agree, and comply** with the Health and Safety Guidelines as outlined in the **Guide to Safe Scouting.**

Participant's Name _____ Date (Card is valid for two years.) _____

Council-Approved Health and Safety Instructor _____ Participant's Signature _____



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I promise that I will **read, agree, and comply** with the Health and Safety Guidelines as outlined in the **Guide to Safe Scouting.**

Participant's Name _____ Date (Card is valid for two years.) _____

Council-Approved Health and Safety Instructor _____ Participant's Signature _____



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THE SANDWICH PRINCIPLE



Like the bread that holds together a sandwich, **Discipline** and **Leadership** are the **foundation** and **cover** that make **Scouting Safety** a reality.
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