

## About This Department...

*“Lucky Bag” replaces the “Shore Things” and “Short Takes” that have appeared in previous issues. As defined in the Naval Terms Dictionary, “lucky bag” is a container or storage for articles found adrift. In this case, the term simply refers to a collection of articles that aren’t quite long enough to be run as individual features.—Ed.*

## Off-Road Antics

By AECS Mark Shelton,  
Staff, ComAEWWingPac

My friends and I enjoy spending our off-duty time finding new ways to enjoy our Jeeps or Quads. Sometimes, things get a little dangerous. One such event evolved from our love of skiing.

We hooked a tow strap to the back of a Jeep with a piece of dowel rod fashioned into a ski rope. We then suited up with snow skis, boots and safety goggles (to keep the sand out of our eyes). You’ve probably already figured out that we were setting ourselves up for a serious dose of pain.

We started out dragging each other around the sand dunes at

that regardless of which one was skiing, there was another nut case at the wheel of the Jeep. As our skill increased, so did the speed until we were cruising about 40 or 50 mph.

When my turn in the saddle came, I went flying across the dunes, having the time of my life until I hit a patch of gravel. My body instantly hit the ground. Everyone was laughing until they realized I wasn’t getting up. I barely could breathe, and it felt like only one of my lungs was working. To top it off, I was spitting up blood.

As it turned out, I only broke a couple of ribs. The blood was coming from my tongue, which I bit when my chin slapped the ground—lucky for me, because it helped cushion the blow to my pea-sized brain.

*The author was assigned to VAW-117 when he wrote this article.*



an easy pace. The longer we rode, though, the better we got, and, before long, we began challenging each other. It didn’t help

## Safety Glasses Save an Eye



As a result of Boeing’s safety-glasses program, an employee started encouraging his 18-year-old son, who installs siding on houses, to wear safety glasses. His son resisted until he got aluminum dust in his eyes and his dad renewed the earlier plea.

The son thanked his dad after just the second week of wearing safety glasses. He was applying siding with an air-powered staple gun when a staple hit a metal plate behind the siding and ricocheted back toward his face. One leg of the staple penetrated a lens in the glasses and hit with such force that the frames cracked. The blow also bruised the son’s eyebrow and cheekbone, but he walked away with his eyesight.

## Taking Along a Friend

By Lt. Ray Leung,  
VAW-117

Riding two-up (taking along a passenger) can be one of motorcycling's greatest experiences, especially if you and your passenger take a trip across a few state lines. Although two-up is fun, it's serious business. You're responsible for two lives, and there's more to it than simply being careful. Making sure your passenger is "on board" psychologically is every bit as vital as teaching him or her how to hold on correctly.

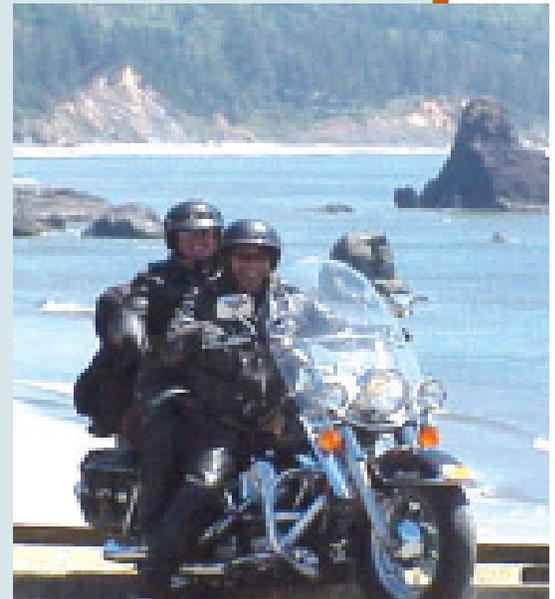
You should have several hours of solo experience before you carry a passenger. It also helps to be sure the person you're about to whisk toward the horizon is willing and ready. Few things are worse than an uncomfortable or petrified passenger hanging on to the back of your bike.

Determine first if he or she has been on a bike before. If not, spend a few minutes explaining how to sit and hold on securely in a manner that you're comfortable with. Tell him or her not to counteract the motorcycle lean (e.g., lean with the rider). It will help if the passenger

looks over the shoulder of the rider in the direction of the turn. Have the person hold on to your waist. A "buddy belt" type of device that straps on the rider's waist and offers a set of specially designed grab handles is perfect for two-up riding, especially when the passenger is a rookie.

Then work out a plan for on-bike communication. It's easy enough to speak with a passenger when you're riding around town, but it's tougher on the freeways, so work out a few basic hand signals. A pinch here or a tug there usually is enough to let a rider know the passenger's wishes. Make sure he or she has dressed appropriately, then develop some rules (e.g., keep your feet on the pegs, even when coming to a stop; and don't mount or dismount until the rider signals he is ready).

The toughest job, of course, is the rider's. A passenger's weight can change a bike's handling and stopping distance, so be sure you're familiar with the



concept before you put someone on the back seat. Be smooth with the throttle and brakes, watch for errant cars and cell-phone-toting drivers, and practice "the scan." Above all, strive to give your passenger a good two-up experience. Plenty of back-seaters become riders themselves, and nothing kills the desire to ride more quickly than a bad back-seat experience.

## An Accident Waiting To Happen

By Jerry Hollenback

The electrical box in this photo was discovered more than two years ago during a safety inspection of the old Officer's Club at Marine Corps Air Station, Iwakuni, Japan. A worker had installed the box so he would have a switch just inches above a deep sink.

Both ends of the cord were cut; one end went to the box, and the other end—about 15 feet away—went to the electrical service for a piece of equipment that needed a new switch. As this photo shows, the switch-plate cover was broken and didn't cover the opening.



hazard was nothing more than an accident waiting to happen.

The metal box housing the switch was attached to a metal leg of the deep sink. With all the water used in the area, this

Inspectors notified facilities electricians about the problem, and they removed the box shortly after this picture was taken. In the meantime, the worker who jury-rigged the box received counseling to call maintenance the next time he needed some electrical work done in his space.

*The author was assigned to MCAS Iwakuni as a safety and occupational-health specialist at the time he wrote this article.*