



Military Matters

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In This Issue:

- Branch Chair's Message 2
- Motor Vehicle Safety for the Fall & Winter Months 4
- Return of Guardsmen & Reservists to the Workforce Suggests Safety, Work Organization Needs 5
- My CSP Journey 6
- Corrosion Control Hazards in the Military: Hexavalent Chromium 8

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ASSE Military Branch

ASSE Council on Practices & Standards



Military Branch Outreach Efforts a Success

Since my last column, ASSE had a successful Professional Development Conference in Chicago. A few extra events took place during the conference to celebrate ASSE's 100th anniversary. The Military Branch had a kiosk display in the Chapter Pavilion. A few of us also gathered in the International Lounge one afternoon for a few minutes.

Our membership continues to grow. We are still working to reach out to the uniformed services to recruit their members. As part of this effort, I traveled to Albuquerque, NM, in August to visit the Air Force Safety Center. I made this trip in coordination with an old friend who is a retired Air Force Safety Manager and currently is an outreach person for BCSP. During our visit, we were able to meet with Bill Parsons, Chief of Ground Safety, and Robert Guerrero, Deputy Chief of Air Force Safety.

The visit was so successful that we are working on a courtesy visit to the uniformed services directors of safety in the Washington, DC, area in November.

The Council on Professional Affairs has begun to develop materials that will encourage private industry to routinely perform risk assessments before they take on a new operation or perform an operation that they have not performed before. While I realize that the uniformed services are all performing risk assessments on a routine basis, you might want to look around your operations to ensure that this is really happening. Military operations can have an elevated level of risk, but that is no reason not to ensure that the operations are performed in the safest mode possible. You will hear more about these efforts in the months to come.

Our technical publication coordinator, Shawn Lewis, works hard to ensure that *Military Matters* includes quality articles. If you have an idea for an article, please contact Shawn. He can send you the guidelines for writing and can even help you turn an outline into polished prose. Our next issue is due to December 26, 2011. If you do not feel you can write at this time, feel free to recommend a coworker who writes well.



(From L-R): Robert Barnette, Branch Vice Chair; Chris Gates, Interim Branch Chair; Krista Sonneson, ASSE staff liaison; Tony Mitchell, Lt. Col. Australian Army, National Vice President of the Safety Institute of Australia, Military Branch member; Rich Moscato, IPS Americas Liaison and Military Branch member; and Pamela Perrich, Industrial Hygienist, Naval Hospital Pensacola, Industrial Hygiene Practice Specialty Administrator and Military Branch member. Not pictured: Jack Fearing, IPS Administrator.

We are approaching the holiday season. Thanksgiving and the end-of-year holidays will be here before we know it. Have you thought about your cold weather training and the special practices associated with winter? Have you thought about

your holiday safety education programs? Now is the time to identify your training material and to schedule the training before all those folks disappear for the holidays.

Thank you for your continued participation in the Military Branch. If you would like to serve on the leadership team, please contact me. We still have several openings that need to be filled. At the current time, membership in our leadership team only takes an hour for the conference call and no more than a few additional hours for task performance. Please, do not be shy. We need every volunteer.

Best regards,
[Christopher M. Gates, ARM](#)
Interim Military Branch Chair



Welcome New Members!

We want to thank everyone who has remained a loyal member of the Military Branch and welcome the following members who recently joined. We are currently at 70 members and growing. If you have any colleagues who might be interested in joining the branch, please contact [Krista Sonneson](#) to request an information packet. If you know anyone who might be interested in joining ASSE, please contact [customer service](#).

Felix Alvarenga
Daryl Avery
Melissa Bice, Defense Logistics Agency
Sanseeahray Burnett, ABS Consulting, Inc.
James Choate, Kuwait Oil Company
Michael Doyle
Leonard Echols
Joshua Franklin
Ashok Garlapati, Kuwait Oil Co (HSE-E&PD Team)
Daniel Gregory, U.S. Army
Tracy Hogan
John Kanouse, Marsh USA Inc.
Thomas Loughman
Raymond Mattes
Antony Mitchell, Safety Institute of Australia
Adam Neave, College of the North Atlantic Qatar
Tim Page-Bottorff, Total Safety Compliance
Bill Parsons
Julie Pendergrass
Justin Porter
Mitchell Robinson
Jonathan Rogers
Nicholas Scarabello
Lt. Col. Dennis Schoch
Kathy Seabrook, Global Solutions, Inc.
Shawn Smith
William Vela, Walsh Construction
Michael Voudouris

Jeffrey Weldon
Pamela Wilkinson

Motor Vehicle Safety for the Fall & Winter Months

By Julia Brenner

On Labor Day weekend, the Air Force concluded its Critical Days of Summer (CDS) safety campaign that encouraged airmen to take care of each other and themselves by rejecting reckless behavior and engaging in risk management.

However, alarming Air Force statistics show that motor vehicle accidents remain high. With winter on the horizon, awareness and prevention remain invaluable. According to the Air Force, 16 airmen fatalities occurred during the 2011 CDS campaign. Seven fatalities involved airmen on motorcycles, while six other deaths involved four-wheeled private motor vehicles. So far in fiscal year 2011, the Air Force has lost 43 airmen in off-duty mishaps, including 29 in motor vehicle accidents. Additionally, 86% of all motor vehicle fatalities involved some kind of reckless behavior.

"A high percentage of the summer fatalities were airmen on motorcycles and in automobiles," says Lt. Col. Russell Parker, 446th Airlift Wing (AW) flight safety officer. "This shows that traffic safety should be a concern going into the fall months."

Parker says that the motorcycle deaths have been due to excessive speed, loss of control, carelessness and motorcycles with power exceeding the riders' capabilities. "They bite off more than they can chew by buying a bigger and faster bike," he says. "The average rider only needs a 500cc bike. They have enough power to maneuver and maintain speed on the highway and be able to pass slower vehicles if need be, and they also provide a good solid ride. Anyone who rides a 1,500 to 1,800cc bike should have an experienced rider course under their belt."

In addition to motorcycle accidents, automobile accidents also cause airmen injuries and fatalities. Head-on collisions and loss of control are the leading causes followed by fatigue, which Parker believes is as bad as driving under the influence.

"A lot of people go on leave during the summer and take long trips," he says. "They drive longer than they should and during the late-night hours because they do not want to burn most of their leave on the road. They drive faster and with less rest periods than they should. At night, a lot of wild animals cross the road. Add that to fatigue and it can be fatal due to delayed reaction time." Parker adds that when taking long trips, it is vital to get plenty of rest before the trip and to take driving breaks. If driving with another person, take turns behind the wheel and always obey traffic laws.

The unforeseen road and weather conditions that fall and winter bring put drivers at an even greater risk for accidents. According to the Department of Transportation, about one quarter of annual vehicle crashes are weather-related. Weather-related crashes are defined as those crashes that occur in adverse weather—rain, sleet, snow or fog—or on pavement covered in water, snow or ice. On average, 7,130 people are killed and more than 629,000 people are injured in weather-related crashes each year, with the vast majority of these incidents transpiring on wet pavement or during rainfall. Fall's combination of leaves on a

wet or oily pavement is extremely dangerous, says Lt. Col. Kevin Welin, 446th AW chief of safety, as are both black ice and fog.

“Fog can reduce visibility to a quarter of a mile or less, creating hazardous driving conditions,” says Tech Sgt. David Breeding, 446th AW ground safety assistant. “Drive with low headlights on and slow down. Fog can create an illusion of slow motion when you may actually be speeding.” He says that it is crucial to keep as much distance as possible from other vehicles, adding that fog severely reduces reaction time.

Despite being mindful of factors that are beyond a vehicle operator’s control, vehicle maintenance and awareness can limit potential mishaps. “Maintain proper tire pressure and tread, checking your brake lights and checking road conditions before you drive. These are some of the most important things you can do to prevent accidents,” Breeding says. He also suggests that drivers store the following items in their vehicles:

- Flares or a reflector triangle kit
- Flashlight and extra batteries
- Bottled water
- Non-perishable food, such as candy and beef jerky
- First-aid kit
- Disposable camera
- Tire flat fixer
- Wool blanket or sleeping bag
- Sanitation and hygiene items
- Fire extinguisher
- A knife

If you suspect there might be adverse weather during your travels, check local road conditions and weather advisories before departing. Be as prepared as possible for road conditions and always leave plenty of time to get to your destination. For other helpful resources, visit the [American Automobile Association website](#) or the [Washington State Department of Transportation website](#). Motorcycle safety courses on [Joint Base Lewis McChord](#) are also available for reservists.

Julia Brenner is a communications intern with ASSE. She holds a journalism degree from University of Wisconsin-Madison.

Return of Guardsmen & Reservists to the Workforce Suggests Safety, Work Organization Needs

As record numbers of national guardsmen and reservists return to the civilian workforce from active military duty—in many cases, from duty in a combat zone—they and their employers face challenges that occupational safety and health professionals are uniquely positioned and skilled to address.

John Howard, M.D., Director of NIOSH, discussed this emerging role for safety and health professionals in the February 2011 issue of *NIOSH eNews*.

More than 100,000 guardsmen and reservists are on active duty, mostly in overseas deployment and combat zones. Howard noted, “Before 9/11, a

commitment to the Guard or the Reserves typically meant a few months of initial active duty, followed by a weekend of service or training each month. Today, service in the Reserves is more likely to mean activation and overseas deployment than in the past, often lasting for a year or more, often involving assignment to a combat zone.”

As a Guardsman or Reservist returns to civilian life and reintegration into the workforce, these considerations arise in regard to safety and health on the job, Howard noted:

Physical safety: If the returning worker suffers temporary or permanent impairment from a combat wound, does that impairment place him or her at further risk of a job-related injury? In the past nine years, more than 8,000 guardsmen and reservists have been wounded in combat.

Mental health: Post-traumatic stress, anxiety or depression may be an emotionally painful legacy of combat service. Where a returning hero is undergoing treatment for a condition, or alternatively has adopted a harmful coping behavior, what safety implications exist for their ability to complete tasks, operate machinery or deal with work pressures?

Work organization: Deployment of an employee for several months or a year can create disruptions in the company’s and co-workers’ schedules and work organization when the employee leaves and again when s/he returns from duty. More and more, business leaders recognize that such stresses have implications for health and well-being, and in turn implications for efficiency, productivity and profitability.

Howard noted that NIOSH has begun to work with partners, including the Center for the Study of Traumatic Stress at the Uniformed Services University of the Health Sciences, to address the safety and health community’s role in anticipating and meeting the needs of returning guardsmen and reservists and their employers, determining the breadth of knowledge surrounding this population and determining the gaps in knowledge that need to be addressed. For the text of Howard’s discussion in *NIOSH eNews*, click [here](#).

My CSP Journey

By Joshua J. Franklin, MSgt, USAF

My journey to the Certified Safety Professional (CSP) designation was not the traditional path. While I am active duty in the Air Force as a 1S0X1 (Ground Safety Professional), I had always felt that my civilian degree path of business administration had poorly prepared me for successfully passing the CSP exam. From work colleagues and at safety conferences, I had heard horror stories of the math problems, the statistical hurdles and the chemical/health safety questions that seemed unimaginable at the time. And looking back, they were all true...in a way. Below is the way I did it, and while the journey is surely not the same for everyone, I hope you can pick up a few tips and advice from my experience.

In 2009, I contacted four people I knew with CSPs to find out what study material they had used. Everyone recommended SPAN International workbooks and the 3-day preparatory course. I ordered the Associate Safety Professional (ASP) and CSP workbooks through our Air Force library account and applied to the Board of Certified Safety Professional (BCSP) to qualify for the exams. I was not able to

attend the preparatory courses.

The BCSP application required education, experience and references. With the BCSP point formula, you must accrue a certain number of points based on these said factors to qualify for the tests. I had just finished an M.B.A. months prior, so that gave me a few points. Actually, my Community College of the Air Force (CCAF) degree in Safety was worth most of my awarded points. I only had 4 years and 6 months in full-time safety work at the time, so later I had to submit additional work experience paperwork before taking the final CSP exam. I also submitted the required reference letters from my supervisor and a CSP whom I had met through work. A small application fee is also waived if you teach for a college or university (I teach for Embry-Riddle).

My initial plan for studying was to study during my upcoming deployment to the Middle East. During my tour, I read the ASP workbooks every day and diligently worked the calculator problems, taking copious notes the whole deployment. At the end, I was still running across new material and was disappointed. I felt that I did not have a firm grasp of the material and when I returned home, the ASP books found a new storage spot in the back of the closet.

Fast forward two years. I arrived at my new base in Alaska, and I learned that my new supervisor, Mel Flynn, had passed the ASP exam 18 months ago. He said that he should get going on the CSP test, and I encouraged him to do so. I asked him for advice on passing the exams, and he told me what books he had used and what did not work for him. He suggested using a financial calculator and a statistical calculator (both allowed) during the exam. Flynn also said that the SPAN workbooks and reading *Safety and Health for Engineers* by Roger Brauer had helped him understand the material required for the exams. He also reminded me that the passing scores did not require one to know all of the material, just a majority of it, and in fact, knowing all of the material was highly unlikely for anyone.

That night, I once again began my studying. Flynn took the CSP exam several weeks later and passed. This drove my ambition to pass the exam even more. I contacted BCSP and paid the \$350 fee to sit for the ASP exam, scheduling the test for 6 weeks in the future. Getting the test scheduled focused my studying and allowed me to pore through the study material with a purpose.

The ASP test was difficult, but when the computer read “pass” after I had completed the last question, I was thrilled! I found both calculators indispensable. BCSP mailed me my score report about a week later, and I immediately paid for and scheduled the CSP test (about 3 weeks in between tests). The subjects for the tests are very similar, and I would highly recommend taking them with as little time in between as possible. In my opinion, if you can pass the ASP test (with a good margin), you can absolutely pass the CSP test. I took the CSP test last week and passed successfully.

If you are in the military, talk with your education office about reimbursement options for the tests. Tuition assistance does not currently cover testing for certifications, so I paid out of pocket. You may be able to use your Post-9-11 GI Bill (if applicable). Get a working knowledge of algebra, geometry, statistics, probability and present/future value and refresh yourself on basic safety fundamentals. Read Brauer’s book recommended above. Is it hard work? Yes. But the reward is worth it. If I have not convinced you yet, I encourage you to visit BCSP’s [website](#). They list numerous benefits of certification. Can you pass the

tests? Focus on your goals, apply yourself and you will find there is not anything you cannot accomplish.

Master Sergeant Joshua J. Franklin is the Safety Superintendent for 11th Air Force, located at Joint Base Elmendorf Richardson, Alaska.

MSgt Franklin entered the Air Force in 1997. After Basic Training, he became an Aircraft Maintenance Technician responsible for the inspection and maintenance of KC-135 tankers. In 2001, MSgt Franklin served on the NATO AWACS fleet and deployed in support of Operation Noble Eagle. In 2004, he cross-trained into the safety career field and was assigned to the 55 WG, Offutt AFB, where he was a vital member in the success of the wing's mishap prevention program. In 2006, MSgt Franklin was selected to be the Ground Safety Manager at Lajes Field, Azores, and led the wing in winning the National Safety Council Award for low mishap rates. In 2009, he deployed in support of Operation Enduring Freedom as the Ground Safety Manager at the 376th AEW, Manas AB, Kyrgyzstan. Currently, MSgt Franklin also teaches undergraduate safety and management/leadership courses for Embry-Riddle Aeronautical University.

Corrosion Control Hazards in the Military: Hexavalent Chromium

By Pamela Wilkinson

Military vehicles and aircraft are subject to harsh environments and chemicals. Corrosion of the base metal can be a significant issue. Chemical Agent Resistant Coating (CARC) was developed to withstand these environments. CARC is a two-component polyurethane paint used as a finishing coat on military combat equipment since 1985 (Nickens, et al., 2010). CARC can be easily decontaminated after exposure to liquid chemical agents. The coating also is resistant to water, extreme weather, acids and hydrocarbons. It also has an infrared signature that makes it harder to detect coated equipment (Nickens, et al., 2010). [Hexavalent chromium—also known as ammonium dichromate; barium chromate; calcium chromate; chromium trioxide; chromium \(VI\) ion; lead chromate; potassium chromate; potassium dichromate; silver chromate; sodium chromate; sodium dichromate; strontium chromate; and zinc chromate. Zinc dichromate is a popular additive in these coatings because of its superior ability to control corrosion. However, hexavalent chromium is also a known carcinogen.](#)

Military Exposure

For the general public, hexavalent chromium health issues are best known because of the *Erin Brockovich* movie (Soderbergh, 2000). However, for the military, the hexavalent chromium issue came to the forefront in 2003. National Guard troops from West Virginia, Oregon, South Carolina and Indiana were stationed at the Qarmat Ali water treatment plant in southern Iraq (Bryon, 2008). During their tour of duty, these troops were exposed to hexavalent chromium dust in contaminated water supplies. Edward Blacke, then safety and health manager for KBR, the site contractor, brought up the issue of hexavalent chromium and the symptomatic complaints to the troops. He was subsequently fired. KBR eventually brought in an environmental team to assess the hazards. The site was shut down due to hexavalent chromium contamination. Blacke testified during congressional hearings on the issue (Bryon, 2008). However, military exposure issues and related health effects to hexavalent chromium can be traced back to at least as early as 1990 (Rostker, 2000).

According to Rostker (2000), there are no hexavalent chromium hazards in dried CARC paint due to the bonding of CR(IV) to the paint material. Hazards exist while the paint is wet and when the dried paint is disturbed by sanding, grinding, extreme heat or other conditions that could produce CARC dust, fumes or vapors. Welding or cutting CARC-painted surfaces also results in the airborne release of hexavalent chromium. Symptoms of exposure to hexavalent chromium include skin rashes, bleeding from the mouth and nose, sinus, throat and respiratory irritation, hacking cough, eye irritation, shortness of breath and cancer. [At high concentrations, hexavalent chromium can cause nonspecific irritation of the mucous membranes and respiratory tract in some individuals, even after relatively short-term exposures.](#)

Regulations & Compliance

All federal laws, including OSHA and National Environmental Protection Act (NEPA) regulations, apply on military installations in the U.S. and overseas where U.S. civilians are involved. These regulations do not apply overseas or in combat situations. However, according to Department of Defense (DoD) Instruction 6055.1, all DoD personnel worldwide fall under OSHA regulations (except those engaged in military-only operations). Even with the military-only exemption, DoD is still obligated to maintain the safety and health of its personnel (DoD, 1998) and has numerous military specific standards and guidance material to do just that.

One such regulation, DoD Instruction 6050.5—DoD Hazard Communication Program, states, “Regulations and standard operating procedures require conformance to, and compliance with, public law and national consensus standards for the hazard communication program (HAZCOM).”

[OSHA revised the hexavalent chromium standard to now require all employers to notify their workers of all potential hexavalent chromium exposures no matter the amount.](#)

NEPA of 1969 mandates that all “... federal agencies...integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.”

Despite military reliance on coating, paints and other corrosion-resistant material containing hexavalent chromium, the Under Secretary of Defense issued a memorandum on April 8, 2009 calling for all future contracts to prohibit the use of all materials and components containing hexavalent chromium unless they receive specific government approval because non-hexavalent chromium alternatives do not exist. Government approval is very restrictive and must include a hazard elimination and/or mitigation plan and a lifecycle disposal plan. [On May 5, 2011, the policy became law when DoD issued a new defense federal acquisition regulation supplement clause concerning the use of hexavalent chromium.](#)

Hazard Control

According to the [DoD Environment, Safety and Occupational Health Network and Information Exchange](#), “DoD has invested over \$70 million to find substitute materials and processes and to evaluate control technologies to further protect workers and to reduce the costs of asset maintenance.”

The best way to control hazards due to hexavalent chromium exposure is to reduce or eliminate coatings containing Cr(VI). To that end, DoD has created the Advanced Surface Engineering Technologies for a Sustainable Defense

(ASETSDefense). The [website](#) facilitates the implementation of new, environmentally friendly technologies for surface coatings by providing background and research information, test data and evaluation.

According to Zarras, et al. (2011), "Currently, there is no non-Cr(VI) pretreatment/primer system, which can provide corrosion protection as well as a Cr(VI) military coating. A new 'smart coating' system is needed that can provide "on-demand" corrosion protection and adhesion without the environmental liabilities of Cr(VI)." To that end, the Naval Air Warfare Center Weapons Division developed and successfully tested an electroactive total non-Cr(VI) paint system (Zarras, et al., 2011).

Other alternatives being researched include non-hexavalent chromium high-velocity oxy-fuel applications, nitriding, boronizing and carburizing thermal diffusion methods, plasma diffusion methods, chemical and vapor deposition of non-hexavalent chromium alternatives as well as nanocrystalline coatings of non-hexavalent chromium alloys (Toxics Use Reduction Institute, 2006).

When elimination is not an option, efforts to minimize exposure to hexavalent chromium must be in place. DoD Instruction 6050.5, the DoD Hazard Communication Program, outlines what efforts are required (DoD, 1996).

Conclusion

While hexavalent chromium is still a significant workplace hazard for military personnel, DoD has become very proactive in eliminating this hazard. The costs associated with the deadly effects of hexavalent chromium exposure to military personnel have become greater than the benefits of its corrosion control. Government-funded research has produced hexavalent chromium alternatives, thus beginning the process to eliminate exposure to military personnel in the future (Sartwell, 2009).

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Pamela Wilkinson is a system safety/software safety engineer for Qinetiq N.A. She assesses product safety and operator and maintainer safety for various types of communication equipment in support of Marine Corp Systems Command Safety. She holds a master's degree in Safety Science and has 14+ years' experience.

Resource Snapshot

Military Information: www.asse.org/military

Technical Resources: www.asse.org/ps/resources

Body of Knowledge: www.safetybok.org

Networking Opportunities: www.asse.org/connect

Publication Opportunities: www.asse.org/ps/write

Volunteer Opportunities: www.asse.org/ps/volunteer

ASSE Kids' Poster Contest

Entries Due February 14, 2012

Today, 12 people a day die from on-the-job injuries in the U.S. Recent federal statistics show that in 2010, 4,547 workers died from on-the-job injuries and millions more suffered injuries and illnesses. ASSE's holds an annual poster contest for children aged 5-14 to increase awareness of this issue. The winning poster from each of the five age groups will be featured on the annual North American Occupational Safety and Health (NAOSH) Week poster distributed worldwide. The five grand prize winners and 15 runners-up each receive prizes and are recognized at NAOSH kick-off events in Washington, DC, in May 2012. The posters that best illustrate safety on the job will win the contest.

To enter, a child must be sponsored by an ASSE member. Those seeking an ASSE member to request sponsorship can check with their local [ASSE chapter](#).

The rules and entry form are below:

- [Poster Contest Rules](#)
- [Poster Contest Entry Form](#)
- [Poster Contest Presentation](#)
- [2011 NAOSH Poster Contest Winners](#)
- [Template letter members can use to solicit participation in the poster contest from their local schools](#)

Poster contest winners will be announced the first week of March on ASSE's [website](#). In addition to being featured on the NAOSH poster, the posters are displayed in Washington, DC, during NAOSH Week at the Department of Labor, the U.S. Capitol and at ASSE's annual Professional Development Conference and Exposition to be held in Denver in June 2012.

The Future of Military

ASSE and the Military Branch would like to thank the following members who have volunteered to serve on the advisory committee for 2011-2012. We thank you all for your time and dedication to the branch and the safety community.

Chair: [Chris Gates](#)

Vice Chair: [Robert Barnette](#)

Secretary: [Tom Loughman](#)

Publication Coordinator: [Shawn Lewis](#)

Awards & Honors: OPEN

Body of Knowledge: [David Barragan](#)

Conferences & Seminars: [Pam Wilkinson](#)

Membership Development: [John J. Davis](#)

Web: [Robert Barnette](#)

Best of the Best

The 2010-2011 Best of the Best publication is now available and includes the top article from each of the 17 practice specialties. Click [here](#) to view this compilation of technical material. Click [here](#) for more information on the groups represented in this publication or click [here](#) to add an additional practice specialty to your membership.



Foundation Launches 2012 Scholarship & Grant Program

The ASSE Foundation (ASSEF) is pleased to announce the 2012 Scholarship and Professional Education Grant Program available to students pursuing degrees in occupational safety and health and to ASSE members and safety professionals working to advance their professional credentials.

Thanks to generous donors, ASSEF is offering nearly \$170,000 in 2012. This year, ASSEF is introducing six new awards. A complete list of awards, criteria, applications and program rules are available on the ASSEF website.

For scholarships, click [here](#). For professional education grants, click [here](#).

Applications are due December 1, 2011, and award recipients will be announced on or around April 1, 2012.