



140th Wing



Motorcycle Annual/Pre-Season Briefing



Overview

Unclassified

- Pre-ride Inspection of M/C
- Wear of Proper PPE
- Riding Skills
- Local Riding Conditions
- Licensing/Registration
- Mishap Trends
- Risk Management
- Mentorship



*This briefing meets the requirements of AFI 91-207, Attachment 3

Current as of 29 Apr 14



Pre-ride Inspection of Motorcycle

Unclassified

- **T-CLOCs Inspection:** T-CLOCSs is an acronym to help you conduct a pre-ride inspection of your M/C
- **T-** Tires and Wheels: Check air pressure, tread, spokes bearings and brakes
- **C-**Controls: Check levers, switches, cables, hoses and throttle
- **L-**Lights and Electrics: Check that lights and electric switches are working correctly
- **O-**Oil and Other Fluids: Check oil, coolant, hydraulic fluid, fuel levels and look for leaks
- **C-**Chassis: Check the suspension and drive components. Adjust for any passenger or load. Your M/C operator's manual will list the suspension setting for your M/C
- **S-**Side-stand: Check the tension spring



Mandatory Personal Protective Equipment

Unclassified

- **Be Conspicuous:** A M/C rider who is conspicuous to other vehicle operators is less likely to be involved in a vehicle to vehicle collision.
 - Riders **should** choose riding apparel as upper garments that incorporate high visibility colors during the day and retro-reflective upper garments during the night. For more information see AFI 91-207, para 3.5.4.3
 - You can also make your M/C more conspicuous as well by incorporating headlight and brake light modulators, auxiliary running lights, reflective tape and position/marker lights.





Mandatory Personal Protective Equipment

Unclassified

- **Head Protection:** Motorcycle riders will wear helmets. Helmets must meet DOT standards or host nation standards when riding M/C outside of the United States. For a complete list of helmet requirements see AFI 91-207, para 3.5.4.1
 - Helmets will be worn as specified in manufacturers instructions and will be fastened under the chin. Examples of approved and Non approved helmets are on the following slides



Mandatory Personal Protective Equipment

Unclassified

- DOT Approved Helmet Examples:





Mandatory Personal Protective Equipment

Unclassified

- **NON-Approved Helmet Examples:**





Mandatory Personal Protective Equipment

Unclassified

- **Eye Protection:** Goggles, wrap around glasses, or a full-face shield (properly attached to helmet) designed to meet or exceed AMSI Standard Z87.1 for impact and shatter resistance. See AFI 91-207, para 3.5.4.2
 - A windshield does not constitute proper eye protection





Mandatory Personal Protective Equipment

Unclassified

- **Foot Protection:** Sturdy, over the ankle footwear that affords protection for the feet and ankles (durable leather or ballistic type cloth athletic shoes that cover the ankles may be worn). Sandals, low quarters, sneakers and similar footwear will not be used. See AFI 91-207, para 3.5.4.4





Mandatory Personal Protective Equipment

Unclassified

■ Protective Clothing

- **Full-Fingered Gloves or Mittens:** Gloves or mittens will be made from leather or other abrasion-resistance material. Gloves should be a sturdy, non-slip type to permit a firm grip on the controls. See AFI 91-207, para 3.5.4.3
- **Long Sleeved Shirt or Jacket and Long Trousers (Required):** Wearing of a M/C jacket and pants constructed of abrasion resistant materials such as leather, Kevlar and/or Cordura is strongly encouraged





Riding Skills

Unclassified

- **Riding Skills:** As a M/C rider, in order to ride safely you need to obtain and maintain the proper riding skills. The preferred method for learning proper riding skills is to attend an approved motorcycle rider education course such as one of the following:
 - Initial Training/Basic Riders Course (BRC): This course is designed for individuals with little or no riding experience who want to learn the basic techniques of riding a M/C and obtain a M/C license
 - 5 Year Refresher Training/BRC 2/Military Sport-Bike Rider Course (MSRC)/Advanced Riders Course (ARC): These courses are designed as skills tune-up and learning advance skills for the experienced rider who already has a M/C license



Riding Skills

Unclassified

- **Slow and Steady:** Proper riding skills are perishable, if you don't use them you forget them. When resuming riding after a long lay off or starting as a new rider after completing the BRC you should practice in safe areas.
 - Start with slow, short rides
 - If possible, find an abandoned parking lot or area where you can practice turning, braking, etc
 - Avoid highly congested areas until you have a chance to freshen up your observation/riding skills
 - Ride with a group
 - Consider taking an advanced/refresher rider course once you become comfortable with the skills you learned in the BRC
 - Consider taking an advanced/refresher rider course every 3 to 5 years
 - Public roadways are not the place for racing and speeding. If you feel the need for speed there are tracks with advanced training courses available to personnel



Weather/Local Riding Conditions

Unclassified

- **Weather:** Colorado, especially the front range area, experiences nearly every type of weather phenomenon known to man. Not only does Colorado experience every type of weather, sometimes it seems as if it can all happen in the same day. As the saying goes, if you don't like the weather wait a few minutes and it will change. Some of the more common weather hazards to riders are:
 - **High Winds:** Winds commonly reach 70 to 80 MPH in the front range area and in the mountains have been know to exceed 100 MPH
 - **Tornados:** Although not common, Colorado does experience tornados. Usually they occur east of the mountains
 - **Rain/Hail:** Rain can occur any month but the wettest months are Apr – Jul. Often times heavy thunderstorms accompany the rain but it isn't uncommon for quick showers to move through areas
 - **Lightning:** Approximately 494,000 lightning strikes occur in Colorado every year. Lightning can and will strike you...seek cover



Weather/Local Riding Conditions

Unclassified

- **Snow/Black Ice:** At lower elevations near Denver and Colorado Springs, it is common to experience snow and black ice in April and occasionally in May. At the higher elevations in the mountains it is not unheard of to have snow in June.
- All of these weather conditions present hazards to a M/C rider. To help reduce these risks, check weather when trip planning, seek shelter when necessary, carry cold and wet weather gear if needed and remember the weather in Colorado can change quickly





Weather/Local Riding Conditions

Unclassified

- **Local Riding Conditions:** Riders in the local area will experience all the hazards of a large city, suburban areas and rural areas. Within a 1 hour ride you can go from downtown Denver to 10,000 foot mountains. Some of the hazards you may be exposed to are:
 - Curving mountain roads
 - Falling rocks
 - Loose gravel on roads
 - Pot holes, lots of pot holes
 - Slick roads due to pre-snow anti-freeze treatments
 - Wild animals, maybe even party animals
 - High volume traffic
 - Aggressive and carless drivers

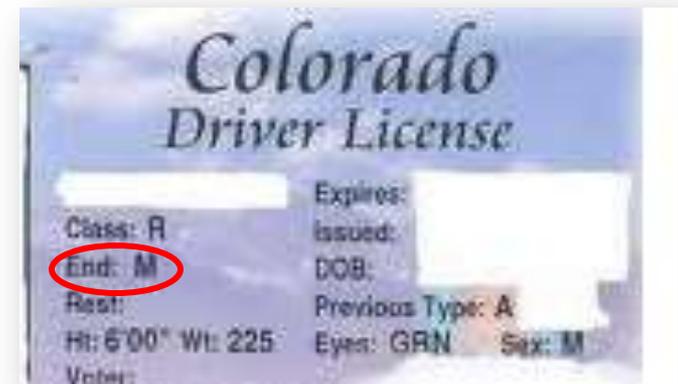




Licensing & Registration Requirements

Unclassified

- **State licensing requirements:** The state of Colorado requires MC operators to be licensed to operate a MC on public roads. Properly licensed MC operators will have an endorsement (M) on their driver license. There are two ways to obtain a M endorsement in Colorado:
 - Pass the written test, purchase an instruction permit, pass a ride test and pay the fee to add the endorsement to your license or
 - Complete a MSF training course, present your MSF card at a drivers license office, the written and riding tests are then waived. Pay the fee and have the endorsement added to your license
- **Registration requirements:** M/C must be licensed and registered with DMV to be operated on public roads in Colorado. Insurance is mandatory.





Mishap Trends

Unclassified

- **Local Area – High Mishap Potential Areas:** Colorado averages about 80 M/C fatalities a year. More than half involve only the M/C and no other vehicle. The local area has too many high mishap potential areas to list them all but some of the more dangerous area are:
 - 4 way intersections up and down Mississippi and Iliff
 - Freeway on and off ramps
 - Freeways during rush hours
 - Tower road south of base
 - Down town Denver
 - All roads bordered by thick tree lines (Wild animals darting out)
 - Mountain roads





Mishap Trends

Unclassified

■ AF Motorcycle Mishap Causes

- **Buckley AFB:** 4 reportable M/C mishaps last 3 years
 - **Obstacles in path:** Other vehicles, slick substance
 - **Speed:** Riding too fast to avoid hazard or control M/C
 - **Alcohol:** Riding while impaired
- **Air Force:** 50 M/C Mishaps in last 3 years
 - **Excessive Speed**
 - **Distraction**
 - **Alcohol**



Risk Management

Unclassified

- **Risk Management (RM):** RM as it pertains to M/C riding is simply the process of considering the hazards of riding before you ride and taking steps to reduce those hazards as much as possible before you ride. Such as:
 - Getting trained
 - Inspecting your bike before you ride
 - Wearing the proper PPE
 - Planning your ride (Weather, road conditions, traffic)
 - NOT drinking and riding
 - Buying a bike that matches your ability
 - Riding to your ability, as opposed to trying to keep up with your buddy that has been racing their entire life
- **ACT**
Assess the risks... Consider options to limit risk... Take appropriate action



Mentorship

Unclassified

■ Mentorship Programs:

- Mentorship programs have been proven to be a highly effective means of preventing MC mishaps
- Riders are encouraged to participate in MC mentoring programs either on or off the installation
- The Green Knights Motorcycle Chapter has been established on BAFB. Contact Lt Spiecher at 847-4646 or SSgt Dicken at 847-5446 for more information.





Buckley AFB Wing Level POCs

Unclassified

- For Motorcycle Safety questions the installation POC is:
Mr. Stephen G. McMillan, 460 SW Ground Safety Manager
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QUESTIONS?

Guarding America – Defending Freedom



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