

SAFETY GRAM

Marine Corps Mishap Synopsis & Lessons Learned

Issue 4 - April 2011

Safety Division's *Monthly Safety Gram* is provided to senior leaders to maintain awareness of mishap trends that directly affect the operational readiness of the Corps. This information should also be disseminated at every level of your command to assist high-risk Marines and Sailors in understanding the impact of the decisions they make every day both on and off-duty.

April 2011: Mishap Summary

The mishaps below occurred throughout the Marine Corps from April 1 - April 30, 2011 causing serious injury or death to Marines, and damage to equipment.

01 April 2011: A Marine sustained a single gunshot wound to the right arm from a 5.56mm round that ricocheted while acting as a range safety officer for an AFP shoot. He is expected to make a full recovery and was wearing all prescribed PPE at the time of the incident.

1 April 2011: An MV-22's nose gear collapsed during taxi aboard MCAS Yuma, resulting in Class B damage.

02 April 2011: A Marine was found unresponsive by another Marine near the ladder well of the barracks; CPR was started until EMS arrived. The Marine was taken to the hospital where he was pronounced deceased.

03 April 2011: A group of Marines were on authorized liberty when, during the course of the evening, two Marines departed the group. Later, both Marines decided to walk back to the base attempting to cross an interstate. They were both struck by the same vehicle, one was declared deceased on scene; the other sustained multiple fractured bones and a fractured skull.

03 April 2011: A Marine was riding an ATV and lost control causing her to crash. She was hospitalized with a concussion.

05 April 2011: A Marine attempted to pass several vehicles in a no passing zone before he crashed his motorcycle into the back of a pickup truck making a left turn. The Marine was airlifted to the hospital and was diagnosed with a collapsed left lung, back injuries, and was in a coma. He was not wearing the proper PPE at the time of the mishap.

07 April 2011: A Marine was involved in a motorcycle mishap while traveling in the HOV lane, when a car cut in front of him causing him to lay down his motorcycle. He was wearing all the required PPE and was taken to the hospital where he was diagnosed with a broken foot.

8 April 2011: An air crewman of a CH-53E sustained injuries while offloading cargo in OEF. The injuries met the Class C mishap threshold.

10 April 2011: A Marine was traveling at a high rate of speed when lost control of his vehicle causing him to crash. He was ejected from the vehicle and pronounced deceased at the scene by emergency medical personnel.

11 April 2011: A Marine was exiting the highway on his motorcycle when he hit some gravel, causing him to lose control of the bike and crash. He sustained a broken rib with possible pelvis fracture, and partially deflated lung. He was wearing the proper PPE and has taken all required courses.

12 Apr 2011: An AV-8B's canopy shattered during flight near MCAS Cherry Point, North Carolina, causing damage to the airframe and the engine. The resulting damage met the Class B mishap threshold.

13 April 2011: A Marine failed to negotiate a sharp curve just before an intersection causing his vehicle to roll several times - ejecting the Marine. His car was discovered by other motorists in a ditch with major damage, and the Marine was laying dead on top of a hill near the vehicle.

14 Apr 2011: An F/A-18D sustained engine damage in the vicinity of MCAS Iwakuni, Japan. The result was a Class C mishap.

16 April 2011: A Marine was traveling at a high rate of speed on his motorcycle when he lost control causing him to crash. Paramedics rushed the Marine to the hospital where he was pronounced deceased. He was wearing the proper PPE and had completed the basic riders course.

18 April 2011: While repaving a parking lot, a contractor driver of a dump truck hit and ran over another contract worker. The victim was transported to the hospital where he was pronounced deceased.



20 Apr 2011: An MV-22 struck a bird, causing damage to the FLIR, near MCAS Yuma, Arizona. The bird strike caused Class C damage.

23 April 2011: A Marine was found unresponsive by his spouse and was transported to the local emergency room where he was pronounced deceased on arrival. Prescription medication and heroin were found in the Marine's room.

Lessons Learned: Civilian Contractor Fatality

Almost every mishap that occurs may have been avoided if just one or two things were done differently to break a chain of events.

Learn from others, and don't become a statistic.

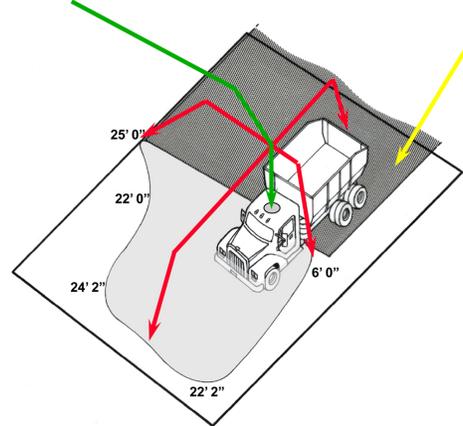
Civilian Contractor Fatality:

During a paving operation aboard a Marine Corps base, a contract worker was working in the front blind spot of a dump truck. The truck's driver, unaware of the worker in the front blind spot traveled forward instead of backward in order to reposition the truck tires. The truck crushed and killed the worker on the ground.

- Laborers, drivers and spotters need to be fully cognizant of moving vehicles and blind spots.
- Spotters need to maintain positive control of vehicle movements at all times.
- Be aware of blind spots when backing a dump truck. Carefully adjust rear view mirrors to maximize your field of view. Properly use a "spotter" to back a dump truck.
- Always know where other workers are located in the loading, hauling, and dumping areas.
- Train all site workers (employees and contractors) to recognize and communicate to one another about the hazards associated with moving vehicles and equipment in the work zone.
- Backup collision avoidance systems can help alert drivers of workers on foot in blind spots behind their vehicles, but not in front of their vehicles.
- The safe coordination of workers-on-foot and construction vehicles is an important part of the work site safety process. Help in managing the process can be accomplished by having an Internal Traffic Control Plan adequately communicated to all workers.
- An Internal Traffic Control Plan can help identify critical areas in traffic and pedestrian flow within the work site and help alert workers and site supervisor when additional safety measures are needed such as a spotter / observer or the placement of physical barriers to separate vehicles from workers, for example.

Eye level 7 ft - 1 in above ground level

Area of fully obstructed view



THE SHADED AREA SURROUNDING THE VEHICLE ABOVE REPRESENTS THE DANGER ZONE or "NO-ZONE" IN WHICH THE VEHICLE OPERATOR'S VIEW OF PEDESTRIAN TRAFFIC IS GREATLY REDUCED OR OBSCURED ALTOGETHER.

View more "NO-ZONE" examples at: www.marines.mil/unit/safety/Documents/NO_ZONE.pdf

Safety Spotlight: WESS Aviation Mishap & Hazard Reporting System (WAMHRS)



The sharing of safety data is a pillar of any world-class Safety Management System. The Naval Aviation Safety Program accomplishes this process via Hazard Reports (HAZREPS). HAZREPS are integral to the reduction of mishaps in Naval Aviation. These reports identify potential causes of injury or damage before they result in mishap and are an excellent venue to recommend and disseminate corrective actions throughout the fleet. HAZREPS also document continuing hazards in order to establish frequency of exposure.

OPNAVINST 3750.6 requires HAZREPS for different types of events such as, but not limited to, human factors, near-midair collisions, unintentional out of control flight, Air Traffic Control incidents, physiological episodes, and Bird- Aircraft Strike Hazard. Hazards identified by your squadron are likely to confront other squadrons that operate with similar equipment, training and mission sets. Calling attention to the issue in a HAZREP can help prepare another squadron to mitigate the risk and perhaps prevent a mishap. Even if the only recommendation in a HAZREP is to brief the event to aircrew and reinvigorate vigilance to a known hazard; do the right thing and release a HAZREP. It could save a war fighting asset or more importantly, the life of a fellow Marine or Sailor.

Limited WAMHRS training was offered prior to switching over to the new system. The School of Aviation Safety's Aviation Safety Officers Course has incorporated WAMHRS into the ASO syllabus. Individual live training is still available via web-based classroom and can be scheduled by contacting the School of Aviation Safety or Power Point training is available through the CMC Safety Division website under the Aviation Branch tab at www.marines.mil/unit/safety/Pages/Aviation.aspx

Did You Know?

CMC Safety Division publishes "Did You Know" newsletters designed to capture and share critical information and highlight how our Marines are being injured and killed. The intent is to raise awareness, keep leadership informed of current trends and mishaps, and provide links to tips and tools that may assist in mishap reduction.

Check out the latest editions on Motorcycle Safety, Aviation Mishap Reporting, and more by visiting: www.marines.mil/unit/Safety/Pages/did_you_know.aspx

Marine Ground Climate Assessment Survey (GCASS) Issue Papers

The GCASS issue papers referenced below are published by Advanced Survey Design and available upon request by contacting ASD directly, or visiting www.semperfisurveys.org. Issue Papers are based on the anonymous input ASD receives from GCASS surveys taken throughout the Marine Corps. These issue papers identify trends without revealing individual inputs or unit specific data, and are effective tools for commanders, safety representatives, and higher headquarters staff, helping them to understand perceptions and attitudes expressed by their units and to open up unit safety dialogue. Read more about GCASS Issue Papers by clicking [here](#).

Leaders often rely upon traditional approaches, such as staff feedback, select performance measures, and personal observations to measure an organization's safety climate. However, another proven safety tool is available to assist you in this task – the Marine Ground Climate Assessment Survey System (GCASS). This tool provides a suite of surveys and issue papers that give key organizational leaders rapid access to their members' anonymous perceptions regarding operational and safety issues. This on-line survey process is invaluable to leaders who desire one-on-one personalized feedback, measurable results, and suggested intervention options.

Marine Ground Climate Assessment Surveys

Recent Issue Papers:

- [Issue Paper #36](#) - Rank Bias in the Marine Ground Climate Assessment (GCA) Survey
- [Issue Paper #35](#) - Marine CO/OIC Feedback -- Intervention Strategies
- [Issue Paper #34](#) - Cell Phone Use While Driving (Revisited)

Naval Aviation Climate Assessment Surveys

Recent Issue Papers:

- [Issue Paper #109](#) - QAR and CDI Billets are Desirable Assignments in our Unit
- [Issue Paper #108](#) - Naval Aviation Motorcycle Survey Feedback
- [Issue Paper #107](#) - Human Factors Challenges in Aviation Maintenance

Set up a survey and find more Issue Papers at: www.SemperFiSurveys.org

April Aviation Safety Grams

The Aviation Safety Grams referenced below are published on a monthly basis by the model managers with input from the squadron and released as messages. Use the Date-Time Group (DTG) referenced below in [AMHS](#) to view these messages in full.

HMMT-164 DTG: 261917Z Apr 11

Discusses keeping focused on ORM principles during down time in the deployment cycle.

HMLAT-303 DTG: 292225Z Apr 11

Recaps a potentially dangerous scenario of two AH-1Ws recovering at an airfield in the southern California area – the air traffic controller confused the two airplanes, giving misdirected instructions for landing to both aircraft.

VMU-1 DTG: 262231Z Apr 11

Discusses a recent incident in which an RQ-7B fell off of its launcher during a maintenance run, resulting in damage to its engine, propeller, and payload. This incident was the result of several errors made by the maintenance and ground crew.

HMHT-302 DTG: 261916Z Apr 11

Discusses implementing the ORM process in a training organization; specifically, it addresses molding the ORM process to both the student and instructor populations.

VMAT-203 DTG: 301456Z Apr 11

Discusses the importance of risk mitigation as a force preservation tool – the AV-8B fleet may be in a state of transition and eventual draw down, but the importance of ORM is particularly germane because the AV-8B must last for almost another two decades.

KC-130J ATU DTG: 071306Z Apr 11

Discusses hazards associated with aerial delivery.

VMMT-204 DTG: 191936Z Apr 11

Discusses the importance of applying the ORM process to a compressed deployment timeline – one where the deployment date occurs sooner than expected.

VMFAT-101 DTG: 282205Z Apr 11

Discusses a recent trend of hypoxia episodes among F/A-18 aircrew and offers solutions for how aircrews can mitigate the potential risk.



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www.marines.mil/unit/safety/Pages/welcome

