



# Safety Gram

## Marine Corps Mishap Synopsis / & Lessons Learned

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.

## January 2013: Mishap Summary

*The Mishaps below occurred throughout the Marine Corps from January 1st—January 31st, 2013 causing serious injury or death to Marines, and/or damage to equipment.*

**09 January 2013:** A Marine Recruiter was transporting an applicant in a government vehicle from an official military event. While driving on a wet interstate at night, a tractor trailer lost control and struck the government vehicle. The Marine subsequently died from injuries at the hospital, the applicant sustained a concussion and several lacerations.



### Aviation Mishaps & Hazards:

**9 Jan 13, Class A FM:** A large piece of FOD entered the rotor arc of CH-46E causing aircraft destruction.

**9 Jan 13, Class C AGM:** UH-1Y 90 degree gearbox/tail rotor assembly separated from A/C during ground turn.

**12 Jan 13, F/A-18:** Struck a bird

**16 Jan 13, Class C FRM:** Bucket of engine cleaning solution departed MV-22 on takeoff climb out.

**23 Jan 13, Class C AGM:** Defensive Weapon System of MV-22 was inadvertently deployed on deck.

**15 January 2013:** Three Marines and a civilian sustained injuries when unexploded ordnance detonated while conducting Humanitarian Assistance training. The first Marine working on the ordnance sustained shrapnel wounds to the upper chest and right arm, injuries to the face resulting in losing an eye, and also lost his left hand below the wrist. A second Marine sustained puncture wounds to his chest and abdomen, second degree burns on his right arm, and muscular and tissue injuries on his left arm. The third Marine sustained minor fragmentation wounds. The civilian sustained a puncture wound to the abdomen.



## Bicycle Mishap Lessons Learned

Tactical and motorcycle safety seem to be the hot button issues in safety because they are the most visible and garner general and flag officer attention, which puts recreational and off duty safety at the bottom of the safety pile. Recreational and off duty safety has a much larger impact on the daily lives of our Marines and Sailors, and operational status of our Corps because it affects them as individuals as well as their duty status. A recently investigated recreational mishap that resulted in the death of a Sailor shows the importance as well the opportunity to prevent future similar mishaps. Although my primary duties are to investigate tactical mishaps for the Marine Corps, I recently supported an Safety Investigation Board for the death of a Sailor serving with a Marine Corps unit that was killed riding his bicycle, and learned a lot from the experience.

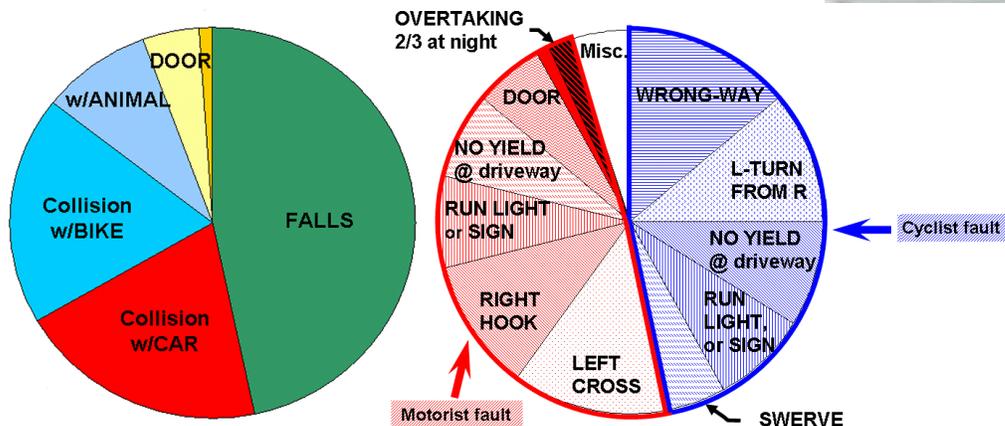
The Sailor was riding his bicycle east bound on a base road with a posted speed limit of 55 mph around 0630 when a truck approaching from the rear struck the Sailor, killing him instantly. The only witness to the mishap was the driver of the truck and he reported that the Sailor made a sudden turn in front of him, giving him no time to avoid hitting him. The Provost Marshals Office (PMO) reconstructed the mishap and confirmed the driver's statement. While PMO was conducting their investigation they discovered that the Sailor was found to have an MP3 player strapped to his arm with the volume turned all the way up. The ear buds were not in his ear, but the PMO accident investigators concluded that the ear buds had been knocked from his ears when struck by the truck. Upon finding this out it was clear that the Sailor's decision to wear ear buds limited his situational awareness and led him to falsely assume the road was clear as he executed the sharp turn that killed him.

According to MCO 5100.19F, every Marine and Sailor stationed with Marines is prohibited from PTing within three (3) feet of a roadway, highway, avenue, etc. while using ear buds/ear phones, clearly this is being ignored. The area in which this Sailor was riding his bicycle is a populous area and there were many other personnel exercising around the same time; if one of those individuals had the intestinal fortitude to stop the Sailor and enforce the base regulation then this mishap would likely have been avoided. The SIB came up with a lot of possible ways to mitigate bicycle mishaps; use of bright clothing, flashing lights, and a dedicated bicycle path to name just a few, but none of those measures would have prevented this particular mishap. Clearly, the only things that could have prevented this mishap is the enforcement of existing regulations or the Sailor's conscious decision to follow those regulations. As leaders, and Marines, it is incumbent on us to stress safety to our Marines and Sailors, confront unsafe behaviors, and empower our subordinates to enforce regulations.

Mishap Lessons Learned written and submitted by  
Captain J. I. Studebaker, USMC Mishap Investigator



### Types of accidents on bicycles



For more info on this mishap  
or for other lessons learned  
please contact.

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## Did You Know: Bicycle Safety & Maintenance

### MCO 5100.19F—Drive Safe Order

Chapter 10—Section 9 of the 19F Drive Safe Order refers to bicycle use and personal transportation safety requirements.

- “Policy shall ensure the mandatory use of approved bicycle helmets and other PPE approved by American National Standards Institute (ANSI) by all personnel who ride bicycles or operate personal movers on Marine Corps Installations.”
- In addition to proper PPE use while operating a bicycle, the Drive Safe Order refers to the use of listening devices while walking, jogging, riding a bicycle, etc. “The wearing of headphones, earphones, or other listening devices while walking, jogging, running, skating, skateboarding, bicycling, or using a personal transportation device on or within three (3) feet of any traveled portion of any street, roadway, highway, avenue, or parking lots is prohibited.” The use of these devices masks and prevents recognition of sounds around you.

### General Safe Riding Tips—How to not get hit by a Car

1. **Avoid busy streets**, especially roads with higher speed limits. Try to cross busy streets instead of traveling on them.
2. **Light Up**. Install lights on bicycles or reflective markings. Wear bright clothing.
3. **Signal Your Turns**. Let motorists know you’re going left or right. Do this prior to any turn and not suddenly.
4. **Re-think your iPod**. Don’t wear ear buds, listen to MP3/iPod, or text while riding a bicycle.
5. **Beware of your surroundings**. Don’t assume that cars can automatically see and avoid you while riding a bicycle. Your profile is much smaller than you think.
6. **Go with the flow**. Always ride single file with the flow of traffic.



**Bicycle helmets:** are the best protection against mishaps that cause death or injury.

### The ABC's of Bicycle Maintenance

A proper fitting helmet and a properly fitted bicycle help keep you safe while navigating the streets on your bike. A well-maintained bicycle will extend the life of your bicycle and help you avoid any unnecessary pitfalls on the road. To ensure overall safety of your bicycle, do the A-B-C Quick Check procedure before you ride your bicycle. A good overall tune-up of your bicycle should be completed if your bicycle hasn't been used in many months.

- **Air-Check** tire pressure and inflate to recommended maximum pressure. Look for damage and tread wear.
- **Brakes**- Examine brake pads, cables and housings. Ensure that all brake pads open and close together and operate smoothly.
- **Crank**- Check For bearing play in crank and headset.
- **Quick Release**- Many bicycles are equipped with quick-release axles rather than the traditional thread and nut type of wheel axle. Make sure any quick-release devices are tightened and tires secured to the frame.
- **Component Check**- Check bicycle components and ensure all are functioning properly by taking a slow ride in an area designed for bicycles.

**Each Year:** Approximately 800 bicyclists are killed, and 60,000 are injured in motor vehicle-related crashes.

Hospital emergency rooms treat 500,000 bicycle-related injuries.

**The USMC** has had 2 deaths in the last 2 years and countless injuries.

### Important Information regarding Staff Degree

#### Completion Program

Are you a **SNCO** with a desire to break into the profession of safety? The FY 13 Staff Degree Completion Program selection board is seeking to fill key billets throughout the Marine Corps within safety. This is a great opportunity to gain a Baccalaureate Degree and bring professional expertise to the Marine Corps Safety Program. Packages must be received NLT 12 April 2013 to HQMC. Details of the requirements can be found in

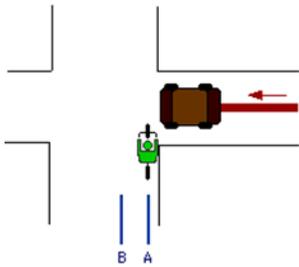
[MARADMIN 081/13](#).



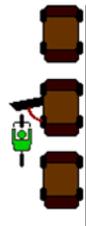
## Common Types of Collisions

**Collision Types**— Don't fall for the myth that wearing a helmet is the first and last word in biking safety. It's better to not get hit. That's what real bicycle safety is about. See below for examples of some of the most common incidents.

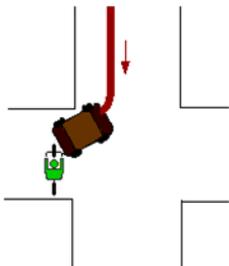
For more info and details on these collision types please visit [www.bicyclesafe.com](http://www.bicyclesafe.com).



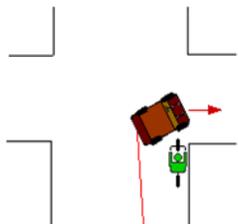
**THE RIGHT CROSS:** This is the most common way to get hit (or almost get hit). A car is pulling out of a side street, parking lot, or driveway on the right. Avoid collision by: getting a headlight, wave, slow down, or ride further left.



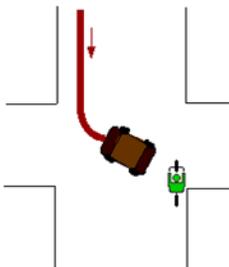
**THE DOOR PRIZE:** A driver opens his door right in front of you. You run right into it if you can't stop in time. Avoid collision by: ride far enough to the left (keep in mind cars can't pass easily if they are behind you)



**THE CROSSWALK SLAM:** You're riding on the sidewalk, you cross the street at a crosswalk, and a car makes a right turn, right into you. Avoid collision by: get a headlight, slow down, or don't ride on the sidewalk.



**THE RIGHT HOOK:** A car passes you and then tries to make a right turn directly in front of you, or right into you. They think you're not going very fast just because you're on a bicycle, so it never occurs to them that they can't pass you in time. Avoid collision by: don't pass on the right or look behind you before turning right.



**THE LEFT CROSS:** A car coming towards you makes a left turn right in front of you, or right into you. Avoid collision by: don't ride on the sidewalk, get a headlight, wear something bright or reflective (day or night), don't pass on the right, or slow down.

