

SAFETY GRAM

Marine Corps Mishap Synopsis & Lessons Learned

Issue 6 - June 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.

June 2011: Mishap Summary

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

02 June 2011: A Marine jumped from the 3rd deck of his barracks after having ingested an illegal substance of unknown origin. He sustained a broken left femur, broken back, and bleeding in the lungs and spleen.

02 June 2011: A Marine was involved in a motorcycle mishap and suffered multiple injuries to his back and side, he was wearing PPE.

04 June 2011: A Marine was involved in a motorcycle mishap after colliding with a car that failed to yield at an intersection. He sustained numerous scrapes, bruises, and bone fractures.

05 June 2011: Two Marines were passengers in a vehicle driven by one of the Marine's wife. The vehicle clipped another car while merging into traffic and rolled several times, one of the Marines was pronounced deceased on the scene and the other was seriously injured.

08 June 2011: A Marine was riding his motorcycle when he was struck by another vehicle making an illegal turn onto the highway and was pronounced deceased shortly after the mishap. An eyewitness claims the Marine was wearing PPE when he was struck.

11 June 2011: A Marine jumped on the hood of a moving vehicle and was knocked off after an abrupt stop, and was hospitalized for head injuries.

12 June 2011: A Marine lost control and crashed his motorcycle sustaining a collapsed lung, a lacerated liver, and a lacerated kidney. He was wearing all required PPE at the time of the crash.

12 June 2011: A Marine was walking across a remote intersection and was hit by an unknown vehicle where he remained unconscious for approximately six hours. When he woke up, he called a friend and later checked himself into a hospital where he was diagnosed with a left skull fracture, right skull hemorrhaging, right fibula fracture, right sprained ankle and right sprained knee.

13 June 2011: A Marine was in a motorcycle mishap and suffered severe chest and neck injuries. He was wearing PPE at the time of the mishap.

16 June 2011: A Marine was cooking on a charcoal grill when he sustained severe burns to his right arm. He underwent surgery and was subsequently released from the hospital.

19 June 2011: A Marine was involved in a motorcycle mishap when he ran a red light. He sustained scrapes, burns, and a fractured pelvis. He was wearing all required PPE at the time of the mishap.

21 June 2011: A Marine was bitten on the calf by a rattle snake; he was hospitalized, and administered anti-venom.

23 June 2011: An MV-22 experienced a hard landing during a training mission, resulting in a Class B mishap.



23 June 2011: A group of Marines were standing watch in a GP tent during a thunder / lightening storm as part of a training exercise when pooling water caused a generator to short out. Several of the Marines near the generator experienced an electric shock and were taken to the local hospital for precautionary measures.

26 June 2011: A Marine was cleaning his personally owned .45 Caliber pistol and experienced a negligent discharge while at a friend's residence. The bullet traveled through his left hand and leg and he was taken to the hospital for treatment.

28 June 2011: A Marine fell down a ladder well in his barracks and hit his head. The fall caused internal bleeding in his head.

29 June 2011: A Marine crashed his vehicle after the driver's side front tire came off. He sustained fractured vertebrae, a broken clavicle and nose, a bruised lung, and multiple lacerations to his face.

Safety Tips Offered to Prevent Window Falls

As temperatures rise through the summer months, often so do the windows of peoples' homes. Some people want to air out their home after a long winter while others do so to get a break from the heat. An unfortunate side effect of open windows is an increase in window falls of children, especially in base housing on many installations.

For more information on window falls and steps parents can take to prevent windows falls: [Click Here](#)

Lessons Learned: Recent Aviation Hard Landings

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.

Aviation RW and TR platforms:

Since the beginning of FY10, Marine Aviation has experienced one Class B and seven Class C reportable RW/TR Flight Mishaps involving available power and/or hard landings.

- Four of the seven mishaps were attributed to human factors WRT loss of situational awareness and substandard piloting skills resulting in improper maneuver technique.
- Three of the mishaps involved power required exceeding power available during the maneuver.
- Two of the mishaps involved aircraft malfunctions/material failures.
- One incident was attributed to aircrew violation of local SOP and subsequent accepting of unnecessary risk.

In all cases there is no substitute for systems knowledge, proper execution of emergency procedures, and situational awareness WRT high/hot/heavy flight environments, power requirements (HIGE/HOGE), wind direction and landing zone conditions.

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 #38](#) - My Unit's Off Duty & Recreational Safety Program is Working Well to Reduce Injuries
- [Issue Paper #37](#) - Would You Buy Your Car?
- [Issue Paper #36](#) - Rank Bias in the Marine Ground Climate Assessment (GCA) Survey

Naval Aviation Climate Assessment Surveys

Recent Issue Papers:

- [Issue Paper #111](#) - Naval Aviation Publications
- [Issue Paper #110](#) - Would You Buy Your Car?
- [Issue Paper #109](#) - QAR and CDI Billets are Desirable Assignments in our Unit

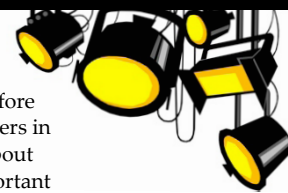
Set up a survey and find more Issue Papers at: www.SemperFiSurveys.org

Did You Know?

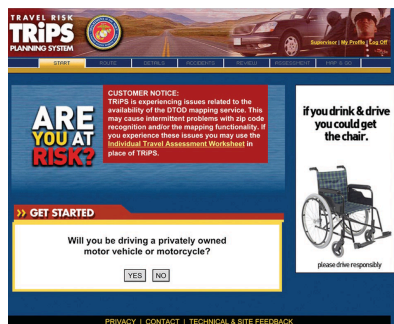
CMC Safety Division publishes "Did You Know" newsletters designed to capture and share critical information and highlight how our Marines are being injured and killed. The intent is to raise awareness, keep leadership informed of current trends and mishaps, and provide links to tips and tools that may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

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

Safety Spotlight: TRiPS (Travel Risk Planning System)



TRiPS—the Travel Risk Planning System—is an on-line, automated risk-assessment tool. Marines are highly encouraged to use it before they go on leave or liberty and/or drive outside command travel limits. An important aspect of TRiPS is that it actively engages leaders in their people's travel plans. This interaction is crucial. It promotes mentoring and sends the message that a command is concerned about it's personnel. Assuming that users answer accurately and trust their chain of command to treat them fairly, TRiPS can open an important and productive dialogue.



A typical TRiPS session takes less than 10 minutes. Users input information about their travel plans and driving habits. TRiPS assesses the overall risk of a mishap, factoring in both severity and probability of potential accidents. The system then highlights specific ways to reduce that risk. It also includes a screen of actual mishap narratives. Another benefit of using TRiPS is that it will map the trip for you. Finally, the system forwards the assessment to the Marine's supervisor so that he or she can review the trip and discuss it with the traveler, suggesting alternatives and reinforcing good decisions.

TRiPS helps Marines recognize—and avoid—the hazards they face on the highway - including:

- Fatigue
- Not buckling up
- Driving too far
- Weather and highway conditions

June 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: 281901Z Jun 11

Discusses how skipping steps, even in small tasks, can be detrimental. A seemingly simple maintenance action could have turned tragic because standard procedures were not followed.

HMLAT-303 DTG: 212254Z Jun 11

Discusses the dangerous environment that exists around high traffic volume airfields and the steps necessary to continue operations there safely.

VMU-1 DTG: 271633Z Jun 11

Discusses a recent incident in which solar shading erected over squadron workspaces and the HAZMAT storage site contained a warning against such use. Potential static electricity buildup in the shading could be hazardous when used near fuel or loose ammunition.

HMHT-302 DTG: 271847Z Jun 11

Discusses utilizing the ORM process to enable the community to accept, rather than reject, missions based on a thorough review using all five steps; not stopping the process after the hazard has been identified.

VMAT-203 DTG: 271405Z Jun 11

Discusses the fact that most fuel-related mishaps are caused by human error and could have been mitigated by the use of proper procedures and CRM.

KC-130J ATU DTG: 141657Z Jun 11

Discusses the increased use of simulators in KC-130J training and the need to make scenarios as realistic as possible.

VMMT-204 DTG: 271834Z Jun 11

Discusses how the proper application of deliberate ORM leads to the safe and successful execution of high risk and unfamiliar flight operations following the return to home station after an extended deployment.

F/A-18 DTG: 241520Z Jun 11

Discusses fatigue and innovative ways to identify, combat, and mitigate the constant battle against fatigue.

Safety Investigation Board (SIB) Messages

The close out messages referenced below contain privileged information concerning Marine Corps Safety Investigation Board (SIB) reports that were recently completed. Use the Subject line, and Date-Time Group (DTG) referenced below in AMHS to view these investigation reports in full.

DTG: 181841Z May 11

Subject: ENDORSEMENT AND CLOSEOUT ON MCSF BN KINGS BAY CLASS C ON DUTY MISHAP CONTROL NUMBER BT-07-L-MCSFBN KINGS BAY-100623 OF 23 JUN 10

DTG: 181910Z May 11

Subject: FINAL ENDORSEMENT AND CLOSEOUT ON MACS 23 CLASS C ON DUTY MISHAP CONTROL NUMBER R200204302010



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

