

SAFETY GRAM



Marine Corps Mishap Synopsis & Lessons Learned

Issue 12 - February 2012

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.

February 2012: Mishap Summary

The mishaps below occurred throughout the Marine Corps from February 1 - February 29, 2012 causing serious injury or death to Marines, and/or damage to equipment.

01 Feb 2012: 2 x AV-8B ground collision, neither of which was manned at the time. Class B AGM

03 Feb 2012: Marine struck by AH-1W tail rotor while removing external power cord. Class B AGM

13 Feb 2012: UC-12B experienced dual engine over-temp. Class C FM

12 Feb 2012: Marine lost control of her vehicle, overturned and was ejected with another Marine and a civilian passenger. None were wearing seat-belts. One Marine died in route to the hospital. The civilian and other Marine sustained minor injuries, alcohol use is suspected.

14 Feb 2012: Sailor was shot in the chest during live fire and maneuver training. Cease fire was called immediately and CPR/First Aid administered. The Sailor was evacuated and died in transit to the hospital.

14 Feb 2012: Four Marines struck a tree while speeding in a POV. The driver sustained brain trauma, a broken neck, a lacerated lung, and other broken bones. The other Marines were pronounced dead at the scene, alcohol use is suspected.

17 Feb 2012: F/A-18 right engine over-temp during hung start. Class C AGM

22 Feb 2012: An AH-1W and UH-1Y collided in mid-air with 7 Marines on board while participating in Exercise Scorpion Fire. All 7 Marines were lost in the mishap.



Officials at the scene of the helicopter collision near Marine Corps Air Station Yuma, Ariz. Seven Marines died in the crash.

News 12 Phoenix /

Hazard & Near Miss Reporting

In accordance with MCO 5102.1B (Navy & Marine Corps Mishap and Safety Investigation, Reporting, and Record Keeping Manual), a “hazard” is an unsafe act or condition, such as a flaw in established work procedures; training deficiency, or the design, manufacture, or use of a piece of equipment with the potential to cause injury or damage. Units are encouraged to submit hazard reports (HAZREPS) through the safety chain so lessons learned can be disseminated to the applicable communities. Unfortunately, very little HAZREPS are being submitted by ground units. Hazards are largely ignored and most likely never reported up the chain.

Mr. Heinrich, an insurance investigator and industrial safety pioneer, developed a concept known as the “Heinrich Triangle” which can be known as the “Safety Triangle”. He posits that for every 1 fatality, there were 29 injuries and 300 near miss incidents that led to no injury or damage. Furthermore, Mr. Heinrich states that the key to avoiding the fatality or injury lay in tackling the many near misses at the bottom of the triangle.



Hazards can be synonymous with the term near miss. A near miss is an unplanned event that did not result in damage or injury but had the potential outcome of becoming an accident. Currently, we learn from our mistakes and accidents through mishap reports. This way of learning is reactive. Units must take the proactive approach by reporting hazards/near misses through HAZREPS. Lessons learned are critical to properly place risk mitigation controls so fatalities or injuries can be prevented.

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](#).

Marine Ground Climate Assessment Surveys

Recent Issue Papers:

- [Issue Paper # 48](#) - Qualifications
- [Issue Paper # 47](#) - Individuals Comfortable Reporting Safety-Related Issues?
- [Issue Paper # 46](#) - Authority to Halt Unsafe Activities
- [Issue Paper # 45](#) - ORM, Surveys, & Stand-downs: A Powerful Combination
- [Issue Paper # 44](#) - Operational Risk Management (ORM)

Naval Aviation Climate Assessment Surveys

Recent Issue Papers:

- [Issue Paper # 122](#) - Tool Quantity/Quality
- [Issue Paper # 121](#) - Tactics Training vs. Basic Flying Skills Training
- [Issue Paper # 120](#) - Flight Safety and Aircrew Proficiency
- [Issue Paper # 119](#) - Contractor Maintenance (CTR) Survey
- [Issue Paper # 118](#) - Comparison of the 5 Bottom-Ranked Survey Items

The screenshot shows the homepage of the U.S. Marine Corps Ground Climate Assessment Survey System (GCASS). On the left is a vertical navigation menu with the following items: 1 - TAKE A SURVEY, 2 - SURVEY INFORMATION >, 3 - SAMPLE SURVEYS >, 4 - SET-UP UNIT SURVEYS >, 5 - SAMPLE CO ACCESS, 6 - CO ACCESS, 7 - SURVEY ADMIN, 8 - INTERVENTIONS >, 9 - ISSUE PAPERS, 10 - SUGGESTIONS, 11 - HELP / FAQ, 12 - CONTACT US, 13 - HOME. The main content area features the title 'U.S. Marine Corps Ground Climate Assessment Survey System (GCASS)' and several image-based icons representing different survey categories: DRINKING & DRIVING, HAZARDOUS MATERIALS, PRIVATE MOTOR VEHICLES, HIGHER HQ, OFF-DUTY & RECREATIONAL ACTIVITIES, MOTORCYCLES, CLIMATE ASSESSMENT, and SUPPORT PERSONNEL. A note at the bottom right states 'AVIATION COMMANDS ONLY (for aircrew & maintenance surveys click here to go to the CSAMCAS site)' with a link to 'Safety Climate Assessment Surveys'.

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

Voluntary Protection Programs (VPP) Implementation and Sustainment (I&S) Course

This course is primarily intended for all military and civilian personnel interested in training others in implementing the requirements and sustaining the benefits of VPP within their organizations. All attendees will benefit by gaining a better understanding of the OSHA recognition programs as well as the ability to recognize the attributes of "best in class" safety programs. This is a distributed learning course through self-paced online training modules.

Recommended Background/Experience:

- Knowledge of the Cooperative and State Programs – VPP Policies and Procedures Manual
- Prior experience with VPP implementation at a site applying for OSHA's Voluntary Protection Programs (VPP) Star Status
- Safety Background

Module 1

1. Course Delivery Concept & Overview
2. Question and Answer Session

Modules 2 – 12

Individual Self paced modules

Module 13

1. Course Review
2. Question and Answer Session
2. Test and Survey Dissemination

All needed course material will be made available through the VPPXC website www.vppcx.org



Did You Know?

- Check out Safety Division's latest "Did You Know?" newsletters here: www.marines.mil/unit/Safety/Pages/did_you_know.aspx
- Find Safety Division's new blog on MilSuite by visiting: <https://www.milsuite.mil/book/groups/cmc-safety-division>

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.

HMHT-164 DTG: 271630Z Feb 12

Discusses the how safety is not a goal unto itself, but byproduct of operating professionally.

HMHT-302 DTG: 271329Z Feb 12

Discusses an event where time critical ORM should have been used after a CRM breakdown.

HMLAT-303 DTG: 212154Z Feb 12

Discusses how the reserves used a "super drill" period of six days in order to maximize training opportunities and benefits.

VMAT-203 DTG: 271850Z Feb 12

Discusses the use of ORM and the plan/brief/execute/debrief template in maintenance evolutions to prevent mishaps.

VMU-1 DTG: 271850Z Feb 12

Discusses a recent TALS-to-TDP error and the need for the UAS community to more effectively standardize their procedures.

KC-130J ATU DTG: 241306Z Feb 12

Discusses the limitations and recent failures in the INS and the need for pilots to be duty experts on the system.

VMMT-204 DTG: 241833Z Feb 12

Discusses ORM risk acceptance principles and ways the squadron mitigated risks while participating in MRX Raven 12-02.



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