



# 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.

## Bravo Zulu MALS—24: 398 Days and Counting without a DUI

Reaching 398 days without a DUI has involved many different actions at many different levels within our Command. At the base of this are Marines and Sailors who are looking out for one another, ensuring that no one gets left in a situation where they may make bad decisions such as drinking and driving. The CO refers to this as leaving them "in the zone". From there our small unit leaders utilize liberty assessment tools such as Liberty Accident Reduction Forms, which are completed weekly, to get both the individual and their mentor thinking about their off-duty plan and where there may be flaws. Together they develop controls and alternative actions to reduce the likelihood of an incident. There have been numerous alternatives to drinking and driving provided at the squadron, group, and base levels. These include: MALS-24 DASH & Arrive Alive Programs, MAG-24 Arrive Alive Program, and MCBH Liberty Shuttle. The DASH program has been established with a local cab company to take Marines and Sailors from one location, to another location of their choice, with a deferred payment. This allows Marines and Sailors to go home or to another safe location rather than driving after consuming alcohol. MALS-24 has multiple award programs in place to recognize Sailors and Marines who utilize these programs, and make safe decisions such as the Designated Driver Lottery, and the DASH drawing. This gives our Warriors a chance to see people being recognized for doing the right thing, and not only when bad things have happened as well as also removing any bad stigma associated with these programs. Our Commander ends every Squadron formation with a promise to us, and asks the same in return. "I promise not to do anything that embarrasses the Warrior Ohana, Marine Corps, or Navy. Will you make the same promise to all of us?"

## March 2013: Mishap Summary

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

**2 March 2013:** A Marine was drinking at a social event, while driving home he lost control of the vehicle and crashed into a large pole. The vehicle shortly thereafter burst into flames. The Marine and his wife were killed in the accident.

### Aviation Mishaps & Hazards:

**1 Mar 13:** F/A-18 left main gear door departed during flight. Class C FM

**3 Mar 13:** EA-6B aft tailpipe door installed improperly. HAZREP

**13 Mar 13:** EA-6B had uncommanded flaperon pop-up on deck. HAZREP

**14 Mar 13:** Forklift impacted KC-130 aircraft during loading evolution. HAZREP

**15 Mar 13:** CH-53E struck a bird. HAZREP

**19 Mar 13:** AH-1W struck a bird. HAZREP

**22 Mar 13:** F-35 lost flight critical data on the cockpit displays following ICC cycle. HAZREP

**25 Mar 13:** CH-53E single point cargo hook failed along explosive separator connection with no load applied. HAZREP

**10 March 2013:** A Marine was killed while riding a motorcycle at sunset and was unable to avoid colliding with an unlit, inoperable car being pushed into the roadway.

**11 March 2013:** A Marine was killed when by Medium Crawler Tractor (MCT) bulldozer. The bulldozer entered the company position without a ground guide and ran over the Marine sleeping in a skirmisher's trench.

**18 March 2013:** A Sailor was standing next to a bonfire while holding a leaking can of gasoline that ignited. The Sailor suffered 2nd and 3rd degree burns over 75% of his body, and would die as a result of the injuries.

**19 March 2013:** During a night live fire exercise, a 60mm mortar round exploded inside the tube. The incident resulted in the deaths of 7 Marines and severe injuries for 7 other Marines.



## Habits for Running Safely

I run to work and after reading last month's Safety Gram article "Motorcycle Commuting Lessons Learned" got me thinking about what I was doing to stay safe on the commute and on other runs. I have been running for decades and have competed at distances from 100 meters to 100 kilometers. Since joining Safety Division 9 months ago, I have logged 1,771 incident-free running miles. Those miles have been logged on multi-use trails, sidewalks, roads, and the National Mall in all kinds of weather and lighting conditions. Here are my habits for safe running.

### Habit #1. Be Seen

It is easier to see something that stands out from the background than something that blends in. It is also easier to pick up on something that is changing – something moving across our visual field or something flashing – than it is to see something that presents a fairly steady image. So, while I don't pick running shoes to match my running shorts, I do pick running clothes that will help me stand out from the surroundings. I generally wear white shirts for night time and obnoxiously bright colors for day time. A lot of running gear companies have added reflective details to their shoes and clothing, and while that is good, I add extra with a reflective belt and additional reflective bands for my backpack and water bottle. I also wear a small headlamp, which I can set to strobe to help me be seen especially at dawn and dusk.

### Habit #2. Look Around

You know the saying: keep your head on a swivel. This is important and challenging, because while you are watching to see if that car is going to pull out of the driveway in front of you without looking your way, there could be crack in the sidewalk or patch of ice waiting to trip you up. I keep a scan going, moving mostly my eyes. I found if I move my head a lot to look, I start to veer, which makes my path less predictable for the bicycles trying to pass from behind. I look ahead on trails and sidewalks to predict if an oncoming runner/cyclist will be reaching a choke point at the same time as I will, and I adjust my speed or path to ensure proper spacing. If I'm on a multi-use trail, I periodically check over my shoulder to see if any bikes are coming and always check before stepping across or off the trail. Since many of my miles are logged before sun up, I look for lighted paths but the headlamp mentioned above also helps me see the hazards in the unlit areas.

### Habit #3. Listen to Your Surroundings

I never run with headphones. I listen mostly for cars and bicycles, but it has also been helpful to listen for dogs and other runners. When running near driveways, I listen for cars that are running, because they are getting ready to move, possibly in my direction. On multi-use trails, some cyclists pass without giving you a heads up, so I listen for any noise that could be associated with a bicycle. In unlit areas at night, listen for other users of the trail that might not be wearing lights or reflective clothing.

### Habit #4. Don't Trust; Do Verify

Just because someone looks, doesn't mean they see. I look for a head nod or hand wave indicating that a driver has seen me, before I cross in front of him/her. Drivers look primarily for other vehicles, which are larger and moving faster than me making them easier to spot. If another vehicle is spotted, it will tend to pull the driver's focus, leaving little to no attention available for the driver to see a runner getting ready to step in front of their vehicle.

### Habit #5. Be Prepared, Just in Case

I keep the following items with me: water, whistle, ID bracelet with blood type, allergies, and emergency contact numbers, cash, and a metro transit card. I use the water every run and have once used the cash at a convenience store after running out of water on a hotter than expected summer run. The remaining items are standing by, ready if needed. If I turn an ankle half way through a long run, the transit card will get me home. The contact numbers on my ID bracelet will provide medical personnel and fellow runners with the phone numbers for my family in an emergency. When running races, I add additional information on the back of the race bib. For a recent race, I listed my two training partners that were also in the race and the cellphone numbers of our friends and family who were spectating.



## Habits for Running Safely

### Habit #6. Dress for Success

If you are not wearing the right clothes or shoes, they can distract you from identifying other hazards or leave you vulnerable to heat/cold stress. I look for clothes that don't chafe, but still use an anti-chafe cream in key areas. I buy shoes that work with my feet and running style. I wear light, loose fitting clothes in the hot months. Having PCSed north of the 35<sup>th</sup> parallel for the first time, figuring out what to wear for winter running took some trial and error; however, the standard advice of dress in layers always worked at first I often overdressed, and had to take a layer off. If I had not dressed in layers, I would have sweated more, increasing the potential for dehydration and increasing the chance of hypothermia. Sweat soaked clothing does not keep you as warm, especially on windy days and when you have to stop at a red light.

### Habit #7. Follow the Rules

I run facing traffic when I share the road (no sidewalk area). I stay to the right, except when passing, on multi-use trails. At road intersections, I check both ways and cross with the light. I always check for cars turning my way before stepping off the curb. By monitoring the traffic light well before I get to the intersection, I can forecast if I will make the light or need to wait. If it looks like I will need to wait, I slow my pace so I don't have to stop for long. Like many runners, I don't stretch as often as I should; so I take the opportunity to stretch while waiting my turn at the intersection. This also helps me avoid the temptation of running the red light, literally.

Below is a checklist, which you can modify, based on weather, time of year, length of run, etc. Regardless of how you modify it, make sure you complete it before you shut the car or house door (one reason why keys are at the top of my checklist).

### Running Checklist:

- Keys
- ID
- Sunscreen
- Sunglasses
- Lip Balm
- Hat
- Anti-chafe
- Gloves
- Water
- Cell Phone
- Safety Whistle
- Reflective Belt
- Money
- Headlamp/Flashlight/Taillight
- Emergency Phone Numbers
- Pepper Spray/Runners Mace
- A Buddy (Canine or Human)
- Food/Energy Gel

Want more information on Running? Check out Road Runners Club of America's website at <http://www.rrca.org/>.

"Habits of Running Safely" written and submitted by  
CMC Safety Division's Aeromedical Safety Officer  
Commander L. A. Kindling, MSC, USN

### Regarding running faster, below are some suggestions for those who are already running regularly or almost regularly:

Run more. Running further can help your overall running efficiency. More efficiency means more energy available to go faster. You can either add another run to your weekly schedule, or lengthen a daily run. Do this with conscious thought, as your weekly mileage should depend on your goal. Marathoners will log many more weekly miles than 3-mile specialists.

Fartlek, Swedish for Speed Play. This can be fun, as the translation implies. You get to play with your workout while you are in it. After warming up, pick up the pace for a bit. In suburban neighborhoods, target a driveway a few houses down as the starting point. Once there, pick up the pace for a random number of driveways. Afterwards, depending on how much you pushed the pace, slow down to a jog or maybe walk to the next driveway. Once back up to normal pace, find your next target.

Join a running club. Many running clubs have group track workouts. Some offer running classes where you can learn about Tempo Runs and Speed Work.

**Note:** Consult with your health care provider before making any significant increase in your physical activity.



## How can I run Farther? Oh, and I hate Running

Several years ago, a young Marine pointed out that he never saw anyone appear to enjoy running, and I will admit that I see a lot more grimaces than smiles out on the road. I also will admit that the endorphins (a/k/a “runner’s high”) do not seem to kick in until you are running more than 6 miles. So, lacking the “runners high,” what can make running fun enough to increase your PFT score and/or mileage? This information is general and may not address your specific needs.

A friend of mine teaches a beginners running class, and stresses these two basic recommendations to help his students become runners.

**#1** If you can’t catch your breath or you find yourself feeling bad through much of your run: Slow Down! Sounds simple, but most runners tend to start out at the pace they either used to run in their glory days or think they should be running. Keep the pace to where you actually can talk comfortably during the run. At a pace just 15-20 seconds slower per mile you may start enjoying your runs more and look forward to your runs, which leads to running more. Before you know it, you actually are running faster AND still having more fun during your run. If you grade your enjoyment of each run and aren't coming up with an "A" or "B" most of the time, you are probably going out too fast. (An "F" run is where you start looking for oncoming traffic to put an end to the misery.) Nobody has all "A" runs or even all "B" runs, but if you are feeling "C" or below on a regular basis you are either going too fast for your current conditioning or you are injured. You control how good, or how bad, you feel during each run. Find the right pace.

**#2** Keep track of your workouts. For many, logging or posting your miles can be very reinforcing for your new habit. Seeing the miles appear feels pretty virtuous and posting publicly can also be part of some well-deserved showing off. There are lots of websites and apps that take the work out of tracking your workouts.

### Some additional suggestions for running farther...

- Find a running group/partner. Misery loves company, right? We are more likely to show up for a run if we know someone is there waiting for us. Also, talking about anything other than running can provide some distraction from the fact that you are running.
- Break the mileage up into smaller, easier to handle sections. Starting out, you could use the first 1/3 of your run to warm up, work a little harder on the second 1/3, and use the last third for a steady paced cool down.
- Check your ego at the door. Do not let ego get in the way and try to race the other runners you see. Remind yourself that they are not on the same training program as you. Many injuries (pulled muscles in particular) occur when we try to push ourselves beyond what we should. Trust me on this one, bragging rights are fleeting and not worth the risk of limping around the base for the next two weeks.
- Increase mileage gradually. Increase weekly mileage no more than 10% each week—does not apply if weekly mileage is 0, since 10% of 0 is 0. This will help you avoid injury and burn out.
- Consider Run/Walk Programs. Several running programs use periods of walking. Followers of these programs have successfully completed 5K (3.1-mile) races up to marathons (26.2 miles). Walking in the middle of a run gives you time to catch your breath. It also lets you stop running (which I understand you “hate”) for a little while.
- Make sure you have got the right shoes. If your knees and ankles start to hurt when you run, it could be the shoes. Go to a reputable running store and have your gait (running style) assessed and shoes recommended.

“How to Run Farther” written and submitted by  
CMC Safety Division’s Aeromedical Safety Officer  
Commander L. A. Kindling, MSC, USN



## Marine Corps Ground Mishap Investigation Course - Mobile (GMIC-M)

**Background:** The Marine Corps Ground Mishap Investigation course was developed in 2011 by CMC, Safety Division's "Team Rucker" to aid Ground Safety Officers (GSO) and GS-0018 Safety Specialists in closing a skills gap and to fulfill the requirements set forth in MCO 5100.29B and NAVMC 5100.8. This course is the only A-493-0078 equivalent and provides 40 hours of advanced mishap investigation instruction beyond the introductory class offered in the Ground Safety for Marines (GSM) course. The course focuses on root cause analysis with extensive study of the DoD Human Factors Analysis and Classification System, safety investigation report (SIREP) writing, and mishap reporting requirements. The primary training location is at Fort Rucker, Alabama, which capitalizes on an interactive training site (Crash Dynamics Lab) that provides students the opportunity to practice evidence collection and interviewing techniques.

### Course Dates:

- **Mobile Training Course:** CMC (Safety Division) provides mobile training opportunities without the aid of an interactive crash dynamic lab. Mobile training course dates are dependent upon instructor availability. Call us for details.
- **Fort Rucker:** Course dates are in conjunction with the 15 week Joint Services Safety & Occupational Health Training Program (CP-12).
  - Organizations are responsible for funding student travel. Call us for seat availability, funding, and travel details.

### Procedure to Request Mobile Training:

Contact CMC (SD - Team Rucker) directly with the following information:

- Primary point of contact information (Commercial and DSN phone and email)
- Alternate point of contact information (Commercial and DSN phone and email)

Before requests are submitted, please ensure the host/requesting command can fulfill the requirements below.

**Travel:** The requesting command must provide the following:

- Travel costs for two (2) instructors unless otherwise coordinated.
- Local area map.
- Pass and ID requirements for rental vehicles.
- Lodging recommendations.
- Airport options & recommendations.

**Contact:**  
CMC SD, (Team Rucker) Training Section  
**Vicki Arneson-Baker, MPH, CSP**  
Phone: 334.255.0238 (DSN: 558 -0238)  
E-mail: [Vicki.L.Arneseon-Baker.civ@mail.mil](mailto:Vicki.L.Arneseon-Baker.civ@mail.mil)

### Classroom Facility / Student Support:

Hosting command must provide the following:

- Classroom with tables or desks capable of comfortably supporting 25 personnel. (Preferred class size of 15-25 personnel provides the best environment for Instructor/Student ratio during classroom exercises.)
- Wall space capable of supporting a weeklong case study exercise for 5 groups.
- (Approx. 10 feet of wall space per group is required for using "sticky notes" and/or easel paper with tape or push pins).
- Large dry-erase board (minimum of 8' long) and dry erase markers.
- Access to bathroom/head facilities.
- Capability to support use of closed container beverages (Water, Coffee, etc).
- Supply each student with a copy of the MCO P5102.1B *with Change 2* or ensure that each student brings their personal copy. The current version is located at: <http://doni.daps.dla.mil/Directives/05000%20General%20Management%20Security%20and%20Safety%20Services/05-100%20Safety%20and%20Occupational%20Health%20Services/5102.1D%20w%20CH-2.pdf>

### Computer / IT / Media Support:

- Instructor's station requires the following:
  - Computer operating with Windows Vista or more recent.
  - Capable of handling high definition video and audio files.
  - DVD and internet capability to access "You-tube" and Navy Safety Center websites **OR** have the capability to connect a Non-NMCI computer.
  - **Note:** Instructors have CAC access however **do not have** NMCI or Marine Corps accounts.
- Audio sound system compatible with instructor's station.
- Projector with screen

**Attendance:** Personnel must attend the full course to receive a certificate. Any personnel missing time for pre-planned appointments (Medical, legal, field day, meetings, etc) should reschedule appointments or class attendance. Unforeseen events will be handled on a case by case basis.

