



Safety Gram

Protecting Resources Through Better Risk Management

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.

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October 2013: Mishap Summary

The Mishaps below occurred throughout the USMC from October 1 - 31, 2013, causing serious injury or death to Marines, and/or damage to equipment.



Courtesy of flickr/magnetisch

4 Oct 2013: A Marine disregarded a red light at an intersection and struck a truck pulling a trailer while riding his motorcycle. SNM was pronounced deceased upon arrival at the local hospital.

6 Oct 2013: A Marine driver was ejected during a single vehicle accident. He died when the vehicle rolled over him, and he was not wearing a seatbelt. A passenger suffered significant injuries and required surgery on a fractured C-6 vertebrae, while three additional passengers incurred minor injuries.

14 Oct 2013: While on leave, a Marine was involved in a fatal car crash while not wearing a seatbelt. The SNM was the only person in the vehicle, and excessive speed was deemed the cause of the accident. Alcohol was not involved.

New Data Available on WISQARS Nonfatal Injury and Leading Causes of Nonfatal Injury Modules

The Web-based Injury Statistics Query and Reporting System (WISQARS) is an interactive, online database that provides fatal and nonfatal injury data from a variety of sources. Researchers, practitioners, the media, and the general public can use WISQARS data to learn more about the public health and economic burden of injury in the United States. Users can search, sort and view the injury data and create reports, charts, maps, and slides.

The WISQARS Nonfatal Injury and Leading Causes of Nonfatal Injury modules provide national estimates of nonfatal injuries and nonfatal injury rates for persons treated in the US hospital emergency departments. The Center for Disease Control has recently updated these modules to include 2012 data from the National Electronic Injury Surveillance System- All Injury Program. National estimates of nonfatal injuries and nonfatal injury rates for the United States, 200-2012, overall and by sex, age groupings, and mechanism and intent of injury are now available online.

For more information, contact darpi@cdc.gov.

Marine Corps Ground Safety Awards

With the calendar year drawing to a close, CMC(SD) would like to remind individuals that nomination packages are now being accepted for the FY 2013 Marine Corps Ground Safety Awards. Submissions for the Marine Corps Warrior Preservation Award, Marine Corps Superior Achievement in Safety Award, and Marine Corps Achievement in Safety Award are due by December 20, 2013. Please refer to the September 2013 issue of Safety Gram or contact Mr. Joe Pinkowski at 703-604-4378 or joseph.pinkowski@usmc.mil for more information.





Thanksgiving Safety Tips

For Marines close to home, and those who are close in our thoughts – yet geographically distant – Thanksgiving is a special holiday. Each year, we give thanks. For health, for friends, for family, for prosperity, and for comfort.

In order to celebrate the many things for which we are grateful, this holiday is generally significantly influenced by travel and food. As in all aspects of life, one must be weary of threats that exist to the safety of themselves and others. Travel raises numerous challenges – partially due to the possibility of extended driving times, and otherwise increased by additional motorists. Upon arrival, awareness should also be heightened in the kitchen. Between the various cooking processes that need to be monitored, and the distractions of entertaining guests, there are a number of things that could go awry for the chef.

With these things in mind, Safety Division would like to wish a Happy Thanksgiving to you and yours by providing some reminders to help see you through the 28th of November happy, healthy, and safe.

ON THE ROAD

- Make certain that your vehicle is prepared for travel. See that it is tuned up and prepared for potential winter driving conditions.
- Seatbelts, seatbelts, seatbelts. For you and your passengers.

- Be flexible with travel arrangements. Consider leaving early to avoid peak traffic, and possibly plan your itinerary around any inclement weather.
- If driving for extended periods, utilize appropriate precautions to remain alert. Take frequent breaks, and don't hesitate to stop to get some fresh air, have a refreshment, or simply stretch your legs. Should it be deemed necessary, consider stopping at a hotel or camp ground for the night. An approximate 40% of traffic fatalities are single vehicle accidents, and these crashes often occur during late night and early morning hours.
- Avoid speeding. Give yourself plenty of time to arrive at your destination, avoid aggressive drivers and aggressive driving, and travel at a speed that doesn't endanger yourself and others.
- Don't pass other vehicles if you cannot see enough clear road to do so.
- If drinking at your gathering, choose a designated driver.
- Do **not** text and drive and avoid using cell phones on the road to dedicate your full attention to driving.

IN THE KITCHEN

- Check food regularly during the cooking process and remain in your home while cooking. Utilize timers to



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- remain aware of food preparations and remember that the stove/oven is in use.
- Try to avoid having children in the kitchen; particularly within reach of the stove. Enforce a “kid-free zone,” and try to keep them entertained elsewhere so they don’t find themselves at risk in the kitchen.
- Keep flammable items away from the stove, oven, or other heat-generating appliances. These items include, but are not limited to, pot holders, oven mitts, wooden utensils, paper/plastic bags, food packaging, and towels or curtains.
- Maintain cooking surfaces on a regular basis; clean them to avoid grease build up.
- Have a fire extinguisher on hand in the kitchen. Familiarize yourself on the use of extinguishers with research or training.
- Always check the kitchen before going to bed or leaving the home to make certain that all stoves, ovens, and other appliances are no longer turned on.
- If you don’t already have one, install a smoke alarm nearby your kitchen, on each floor of your home, near sleeping areas, and outside bedrooms. Test the alarms in advance of Thanksgiving, and replace batteries at least once a year.
- Handle food safely during preparation. Wash your hands when handling uncooked meat, and always keep raw meat away from other food. Thaw the turkey in advance – allow 24 hours of thawing time in the refrigerator per every four to five pounds of turkey – and allow the bird to thaw in a tray, so any juices don’t leak to surrounding food. Never put a frozen turkey in the oven, and cook until the internal temperature reaches 165 degrees Fahrenheit.
- Be careful when handling sharp kitchen tools. A rushed chef could be at risk of incurring injury through knife cuts or other sharp instruments.
- If frying a turkey, be extra cautious. Place the fryer in an open area, away from any structures. Never use it in, on, or under a garage, carport, porch, deck, or any other flammable infrastructure. Slowly raise and lower the turkey to decrease hot oil splatter and burn risks.

- Keep a First Aid kit readily available in case of injuries.

MISCELLANEOUS

- As many of us can attest, the consumption of alcohol can be very commonplace during a gathering such as Thanksgiving. During the holidays, be sure to drink in moderation, and – at the very least – have a designated driver if not staying with the hosts.
- Keep an eye on children. While socializing, cooking, and watching football, it could be very easy to lose track of young attendees. Try to remain within earshot of children who don’t need to be constantly supervised, and check on them frequently.
- If your party plays football or other sports, be smart and stay safe. Stretch before playing, and don’t overexert yourself or use unnecessary force. Be prepared with a First Aid kit, if necessary.

References

“Cooking Safety Tips for Thanksgiving Chefs,” American Red Cross, November 21, 2012, <http://www.redcross.org/news/article/Cooking-Safety-Tips-for-Thanksgiving-Chefs>

“Travel Safely During Thanksgiving Holiday,” American Red Cross, November 21, 2012, <http://www.redcross.org/news/article/Travel-Safely-During-Thanksgiving-Holiday>



SHIFT IN ANNUAL REPORT ON OCCUPATIONAL SAFETY & HEALTH

Due to the new OSHA 29 CFR 1960, the DoD Annual Report on Occupational Safety and Health will operate on adjusted timeline for Calendar Year 2013. ODUSD(I&E)/Environment, Safety, and Occupational Health anticipates receipt of the report template/format no later than 15 January 2014, and Safety Components can expect to receive the memo and format in late January. Upon review of the format, requests for data contributions will be issued appropriately, with the final component report expected due in mid-March (to be detailed in January’s memo).



Laser Hazards in AVIATION



LCDR Jeff Delzer, LSSO CMC(SD), and CDR Leslie Kindling, AMSO CMC(SD)

Since 1 May 2013, personnel at CMC Safety Division have counted 20 Hazard Reports (HAZREPs) of aircrew or aircraft being lased in flight with risk assessments from Minor to Critical. There was also a recent story on the evening news about airline and life flight pilots being lased along with that “cool” video of a helicopter in Egypt being painted by hundreds of lasers—while the effects may look cool, it is not cool for the aircrew who could be blinded permanently or be blinded for long enough to lose the ability to safely fly the aircraft. While the FAA and FBI are working on catching offenders, your laser safety team at CMC(SD) is also on the case.



A military helicopter is targeted with green lasers held by protesters during a demonstration to show support for the Egyptian army outside the presidential palace in Cairo, Egypt, on July 26, 2013. Photo credit: Asmaa Waguih/ Reuters

Aiming a laser at an aircraft is a serious safety risk and violates federal law. Many high-powered lasers can completely incapacitate pilots who are trying to fly safely to their destinations and may be carrying hundreds of passengers. Unfortunately, reported incidents of lasers aimed at aircraft are steadily increasing.

Safety Division recently fielded a call from a helicopter pilot who was lased in flight. For the past three years, he has been assigned to a training squadron which does not use

lasers. Consequently, he has not received the annual laser safety brief, which laser operators receive. He called to discuss the difficulty he had in finding a quick reference for reporting the incident to the Navy and Marine Corps Laser Safety Team and to share his reaction to being lased:

LASING INCIDENT: While flying in northern Florida, a green laser painted his cockpit. Recognizing the eye hazards associated with lasers, he immediately thought about laser eye protection (LEP). Unfortunately since he was not flying in a laser equipped aircraft or through a laser range, he was neither wearing nor carrying LEP. Even if he had LEP, it is doubtful it would have protected against the green wavelength that was targeting his aircraft.

His next thought was, “if only I had sunglasses.” This too was not the ideal response. Sunglasses are designed to block UV and visible light. So while the green laser is visible, the blockage of the other visible wavelengths causes the pupil to dilate and make a larger target for the hazardous laser energy to enter the eye. (Continued on next page.)

This left him with the options of closing one eye or lower



SOURCE: <http://www.faa.gov/about/initiatives/lasers/>



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ing his seat so the airframe would shield him. These are better options, but could also generate unwanted hazards. Lowering the seat could restrict aircraft control and limit scanning for birds and other aircraft. Closing one eye also reduces scanning ability inside and outside the aircraft. Are these new hazards worth the risk they present when compared to the risk of temporary or permanent blindness?

Sadly, solid statistical information on the laser hazard risk is not readily available. This is due to lack of information on the specific lasers being used, and lack of reporting of laser incidents. You can help CMC(SD) gather this information by reporting laser incidents.

Your CMC(SD) team has added a quick reference guide for

reporting airborne laser incidents to the Safety Division website that can be located here: <http://www.safety.marines.mil/SafetyPrograms/Aviation.aspx>.

In addition to reporting the incident to the Navy/Marines Corps, if you are the victim of an airborne laser incident, or you witness an aircraft being lased, please report it to FAA via their reporting program found at <http://www.faa.gov/about/initiatives/lasers/>.

For more information, contact your local Laser System Safety Officer.

Reporting Airborne Laser Incidents

1. Report the laser incident to Air Traffic Control
2. If laser energy entered the eye or was suspected to enter the eye, seek medical attention from an ophthalmologist or optometrist as soon as practical. If no ophthalmologist or optometrist is available, call the Tri-Service Laser Injury Hotline (1-800-473-3549) for immediate expert medical advice.
3. If an eye injury occurred,
 - complete the Laser Radiation Accident/Incident Report Form online at: <https://hpws.afrl.af.mil/dhp/OE/ESOHSC/laserinjury/>
 - send a copy of the report to BUMED via email: ALA@navylasersafety.com
4. Regardless of injury, submit a laser incident report to the FAA at: <http://www.faa.gov/aircraft/safety/report/laserinfo/>
5. File additional reports (HAZREPs or SIRs) per OPNAVINST 3750.6R Aviation Safety Program.

