



COMBATTING THE BLUE THREAT

COMMANDANT'S SAFETY ACTION CAMPAIGN

To Report or Not To Report

From the Director...

Culture is the foundational pillar of any safety management system. The simplest definition is that **culture is "how we do things in this unit."** The best written command philosophy, SOP, or annual safety plan is not evidence of a unit's culture; how the unit conducts every evolution or operation, especially the minor and routine ones, is. The daily actions of leaders demonstrate commitment to professional execution, which results in mission accomplishment and creates a just culture; professional execution within a just culture is inherently safe. Commanders set the tone for the culture and climate and are responsible for all that their unit does or fails to do.

Combating the Blue Threat:

Every Marine has a role and responsibilities to the Marine Corps Safety Program; reporting and recording safety concerns and/or hazards should be embedded in those responsibilities.

Just Culture Versus Punitive Culture

A just culture is one that reliably applies accountability to all members equally. As Marines, we must strive to promote a just culture rather than a punitive culture when it comes to safety reporting. In a just culture, a mistake or error is countered with coaching and training. In a punitive culture, however, mistakes are countered by administrative or disciplinary action. Hazard Reports (HAZREPs) and Safety-of-Use Messages (SOUMs), and sometimes Safety Investigation Reports (SIRs), are administrative controls to warn similarly equipped and tasked commands of newfound dangers. Unlike mishaps, where damage or injury has occurred, hazards rarely leave any trace after their brief manifestation and regularly go unreported. In some cases, the witnesses to the hazard don't feel it's worthy of mention. In other cases, they're afraid of bringing negative attention or consequences to the unit.

PUNITIVE CULTURE

Accountability of Individuals
Culpability of Individuals

VS.

JUST CULTURE

Enhanced Risk Management Systems
Mishap Prevention Systems

Commanders need to encourage widespread reporting in order to effect change; raising awareness is the goal. Reporting hazards and unsafe acts provides trend analysis and also a mechanism to assign corrective tasks to the appropriate agency. Reporting can also transmit an imminent hazard discovered during a mishap investigation. Creating a just culture results in Marines who report mishaps, hazards, and errors without fear of reprisal for honest mistakes. Doing so is a critical duty within a safety management system. A just culture focuses on the "what" and "why" of preconditions, hazards, and errors rather than "who to blame."

FY18 FATALITIES

as of 27 August 2018

Aviation

5

Ground On-Duty

4

Car

16

Motorcycle

13

Other

14

TOTAL

52

Numbers in fatality categories are subject to change based on final disposition of investigation.

FY18 MISHAPS

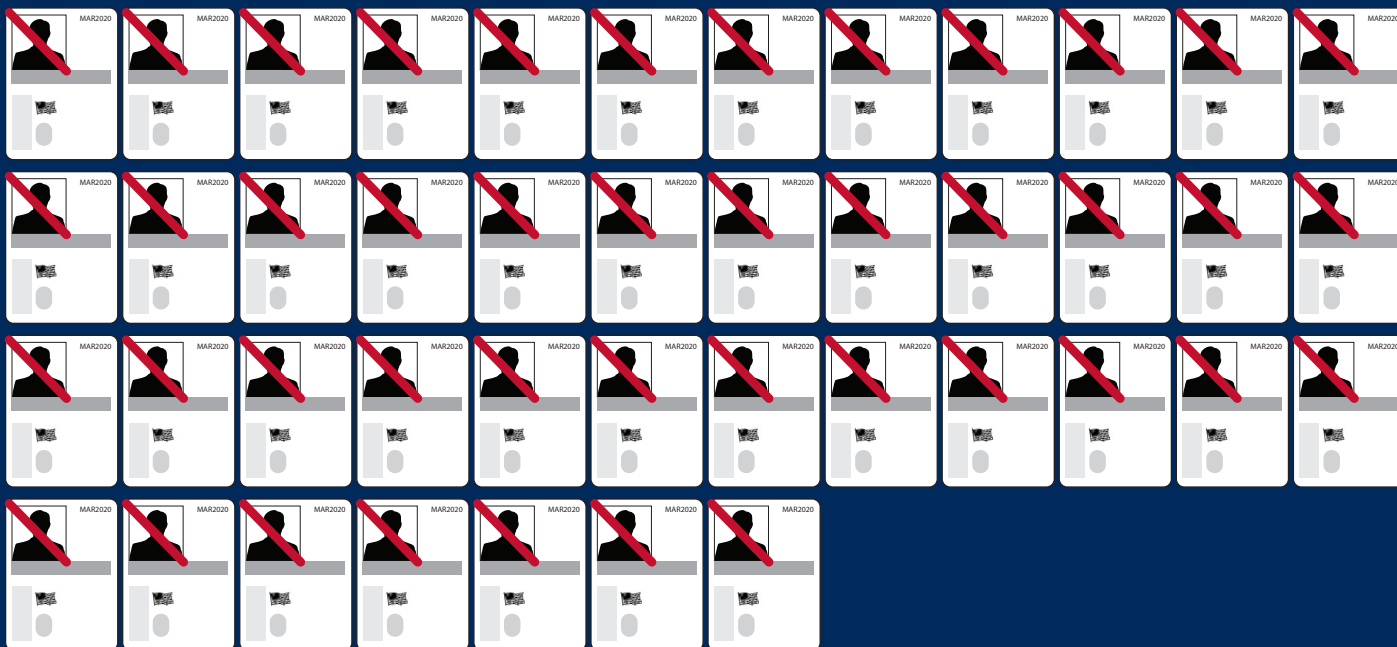
OFF-DUTY

16 CLASS A MV-4 (CAR) MISHAPS resulted in the deaths of sixteen Marines.

12 CLASS A MV-2 (MOTORCYCLE) MISHAPS resulted in the deaths of thirteen Marines.

14 CLASS A OTHER MISHAPS resulted in the deaths of thirteen Marines.

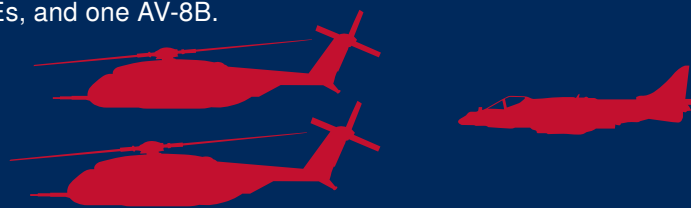
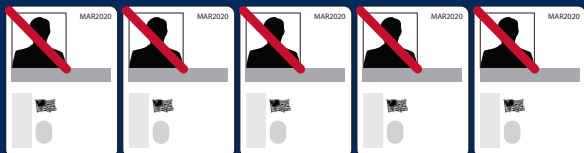
1 CLASS A PEDESTRIAN MISHAP resulted in the death of one Marine.



AVIATION

4 CLASS A MISHAPS

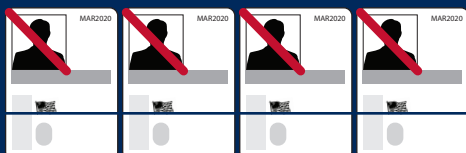
Resulted in the loss of four Marines, one Sailor, two CH-53Es, and one AV-8B.



GROUND

4 CLASS A MISHAPS

Resulted in the loss of four Marines.



Proactive Reporting = Getting Left of the Boom



Earlier this year, an unintended discharge of an M4A1 occurred when the operator pulled the trigger with the selector lever between the semi- and auto-fire selectors. Initially, the weapon didn't fire when the operator pulled and released the trigger. Instead, it inadvertently fired when the selector lever was moved toward the semi-fire position. An ongoing investigation determined there is the potential for all carbines and rifles of this kind (M4A1, M4, and M16A4) to behave in this manner, prompting Marine Corps Systems Command (MARSYSCOM) to release a Safety-of-Use Message (SOU) warning all commands of the potential hazard. In addition to identifying the hazard, the SOU outlined steps for all commands using the weapon system to take in order to ensure Marines are not needlessly harmed.

What **ACTION** can we take to combat this Blue Threat?

In the event of a stoppage during a live fire event, ensure the weapon is pointed in a safe direction while performing the following:

- STEP 1:** Confirm the selector lever is set to semi, auto, or burst. If the selector lever is between detents, move the selector lever into the applicable detent position and be prepared in case the weapon fires.
- STEP 2:** Tap the magazine to ensure it is properly seated.
- STEP 3:** Lock the charging handle to the rear.
- STEP 4:** Check the chamber for rounds and debris.
- STEP 5:** Send the bolt home.
- STEP 6:** Tap the forward assist button to ensure bolt is fully seated.
- STEP 7:** Fire.

Reinforce the change in immediate action procedure, the need to place the selector lever in a detent position prior to firing, and the need to consider the weapon ready to fire anytime the selector lever is not set on the safe position.

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In 2014, a Captain who was stationed on the east coast as an MV-22 pilot authored a Hazard Report (HAZREP) that was submitted to the Naval Safety Center outlining the hazards associated with the MV-22 not possessing an Emergency Locator Transmitter (ELT) or Crash Position Indicator (CPI). ELTs, found on most aircraft, transmit a distress signal in the event of an accident for easy search and rescue. CPIs are ejected from aircraft during accidents, allowing the downed

aircraft to be found with a homing signal. The HAZREP that was submitted along with other reports and supporting documents made a conclusive argument for the installation of these essential pieces of equipment and supported the procurement of ELTs and/or CPIs for in-service MV-22s.

The MV-22 Osprey was developed for the Marine Corps as a medium-lift assault support aircraft that was to replace the venerable CH-46E Sea Knight.

Unfortunately, the earlier versions of the aircraft that came off of the production line did not possess an ELT or CPI. This raised acute safety concerns regarding the operation of the MV-22, including the necessity of search and rescue (SAR) assets having to rapidly locate and recover incapacitated MV-22 crews in remote locations. This is but one example of a properly written and submitted safety report bringing about tangible changes that will protect and enable our Marine warfighters!



Similarly, on October 16, 1972 a twin-engine Cessna 310 departed Anchorage, Alaska en route to Juneau carrying Representatives Hale Boggs (D-LA) and Nick Begich (D-AK). The plane never made it to its destination and was presumed missing, triggering an enormous SAR operation

that lasted 39 days and involved over 90 military and civilian aircraft covering approximately 325,000 square miles. The aircraft and its four occupants, including an aide and pilot, were never found. This incident led to Congress passing a law mandating that ELTs be installed on all U.S. civilian aircraft.

DID YOU KNOW? CMC(SD)'s Mishap Reporting Toolbox can be found at: www.safety.marines.mil/Resources/Mishap-Investigation-Reporting-Toolbox/

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Test Your Knowledge

(See below for answer key.)

A service member dies in a motorcycle crash during a command approved, mentorship club ride. The ride began at the unit's HQ during working hours and the crash occurred on a public highway (off-base).

1. Is this a DoD / DON mishap?
2. Is this reportable?
3. What is the classification?
4. Is an immediate notification required?
5. 7/8 Day Brief required?
6. Safety Investigation Type?

Mishap Reporting Requirements: The First 24 Hours

Requirement	Mishap Class		
	A	B	C
NLT +0:30, voice report to MCOC, 1-866-HQMC-NOW	●	●	●
NLT +1:00, voice report to NSC 757-444-2929	●		
NLT +4:00, WESS Initial Notification	●	●	
NLT +6:00, OPREP-3 to MCOC via AMHS	●	●	●
NLT +24:00, WESS IN			●



In the event of a mishap, there are several required reports with specific timelines. In this month's Blue Threat, we are furnishing an easy-access guidance sheet that includes all required notification tasks.

CMC(SD) recognizes that the process of submitting HAZREPs in the Web-Enabled Safety System (WESS) is a cumbersome process, though it is necessary for proper Hazard Recommendation (HAZREC) tracking. However, for cases where raising awareness is the goal, a quick, simpler reporting system is needed.

This fall, CMC(SD) will launch the Aviation Safety Awareness Program (ASAP), similar to the one used by the U.S. Navy. This system will allow users to send brief hazard observations to the community of interest in a matter of minutes. Reports will be reviewed by the safety officers periodically and then referred to the appropriate action agency, as applicable.

- Test Your Knowledge Answer Key**
1. **Yes** (Unintended / Unplanned incident caused injury to DoD personnel)
 2. **Yes** (On-Duty / Military injured / DoD activity)
 3. **Class A** (Fatality)
 4. **Yes** (Class A / On-Duty / Active Duty)
 5. **Yes** (Class A mishap)
 6. **SIB** (On-Duty Class A mishap)

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SIGNIFICANT EVENTS

27 July to 27 August 2018

AVIATION

FATALITIES

•

INJURIES

•

OTHER

- 2018-08-03 **Class A FLIGHT**: HMLA 169, 29 Palms, CA. **UH-1Y sustained damage to skid and main rotor blades** during low light level RVL landing.

GROUND

FATALITIES

•

INJURIES

- 2018-08-10 **Class C OPS TRNG**: MCRD SD, MCRD San Diego. SNR **collapsed while conducting the Obstacle Course**. SNR had a **severely elevated core temperature** and was diagnosed with heat stroke.
- 2018-08-19 **Class C PT**: Twenty-nine Palms, CA. SNM was diagnosed with a **subdural hematoma** after being **struck on the head while sparring** with a fellow Marine.

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OTHER

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OFF-DUTY

FATALITIES

- 2018-07-27 **Class A PMV**: Woodbridge, IL. SNM collided head-on with a jeep and SNM's **vehicle was engulfed in flames**.
- 2018-08-12 **Class A COM/GOV**: 3rd RECON, Parker, AZ. SNMs were TAD when their rental **car had a head-on collision with a semi-truck**. The Cpl was pronounced deceased at the scene, but the Sgt is NSI and has been released from the hospital. Both wore seatbelts and no indications of alcohol.
- 2018-08-13 **Class A MC**: HHS Beaufort, Beaufort, SC. Following a verbal altercation with another motorist, SNM took off at a high rate of speed on a **motorcycle and collided with a tree**, sustaining fatal internal injuries.
- 2018-08-19 **Class A PMV**: MWSS 272, Atkinson, NC. While driving, SNM's **vehicle struck a power pole** resulting in SNM's death.

SIGNIFICANT EVENTS

27 July to 27 August 2018

OFF-DUTY (Cont'd)

INJURIES

- 2018-07-27 **Class C OTHER REC**: Jacksonville, NC. SNM and SNM's wife and children were involved in a **head on collision** and were air medivac'd to nearest hospital. SNM will receive **surgery for injuries** sustained.
- 2018-08-02 **Class C MC**: VMFA(AW) 225, San Diego, CA. While riding a **motorcycle** SNM collided with another vehicle sustaining **head, spine, collarbone, and spleen injuries**.
- 2018-08-02 **Class C PMV**: TBS, Spotsylvania, VA. SNM was involved in a **single vehicle crash**. SNM sustained a **lacerated spleen and multiple facial and skull fractures**.
- 2018-08-05 **Class C FALL**: MCB PENDLETON, San Juan, PR. SNM sustained injuries from a **fall from a café balcony** to include **bleeding in the frontal portion of the head, two punctured lungs, and multiple fractures to the face**. SNM is currently on a respirator in intensive care.
- 2018-08-06 **Class C PMV**: VMMT 204, Whiteville, NC. SNM was involved in a **car accident**. SNM sustained **intraabdominal wounds** and is currently stable but **remains in the Intensive Care Unit**.
- 2018-08-10 **Class B FIREARM**: MCB QUANTICO, Stafford, VA. SNO was **cleaning a pistol** at his residence and **negligently discharged a round**, resulting in the **loss of SNO's left index finger**.
- 2018-08-12 **Class C MC**: 12th MCD, Orange County CA. SNM was **riding a motorcycle** and collided with a vehicle making an illegal turn. SNM sustained **internal bleeding, a ruptured testicle, a fractured pelvis, and numerous abrasions**.
- 2018-08-17 **Class C MC**: CLR 15, Temecula, CA. SNM was involved in a **motorcycle accident** while off duty. SNM sustained a **broken leg and bleeding in the brain**.
- 2018-08-22 **Class C MC**: CLR 1, Oceanside, CA. SNM was involved in a single vehicle **motorcycle accident** and sustained a **right arm radial break, sheared radial and ulna arteries, laceration on the back of the head, and a fractured pelvis**.

OTHER

- 2018-08-03 **Undetermined** (Fatality): HMLA 269, Jacksonville, NC. SNM was discovered deceased from an **apparent GSW**.
- 2018-08-06 **Apparent Suicide** (Fatality): 3rd MARINE RDR BN, Jacksonville, NC. SNM was declared deceased due to an apparent **self-inflicted gunshot wound**. The command has initiated a Preliminary Investigation.
- 2018-08-08 **Undetermined** (Fatality): MCAS YUMA, Yuma, AZ. SNM was found deceased by local authorities. **The cause of death is currently under investigation**.
- 2018-08-11 **Apparent Suicide** (Fatality): MCB QUANTICO, MCB Quantico. SNM was discovered in SNM's barracks room **hanging in the shower by 550 cord**.
- 2018-08-13 **Apparent Suicide** (Fatality): 1/2, Camp LeJeune, NC. PMO responded to Heroes Manor housing aboard Camp Lejeune where SNM was found deceased with a **gunshot wound to the head**.