



Marine Aircraft Group 26

Safety Bulletin

16 JULY 2004

No. 47



Photo of the Week... Thank You Mr. Oakley



Pretend you're edging your lawn when all of a sudden ... *Ka-Zing!* ... your sunglasses get whipped off your face. You think nothing of it until you go back to get your glasses and notice a screw

imbedded in one of the lenses. The look on your face says "Whew, that was a close one." The fella who owned these Oakleys realized just how close, when his eye doctor brother-in-law told him that had the glasses not stopped the screw, he would probably not be blind, but dead right now. In case you haven't been told ... lawnmowers, weed eaters and edgers can all propel small objects at incredible speeds. Protective equipment will, well, protect you. Wear it! The leading causes of eye injuries include household chemicals, workshop and yard debris, battery acid, sports accidents, consumer fireworks, over-exposure to UV radiation, and inappropriate toys and games used without adequate supervision.

What's PMO been up to...

5-11 July 2004

Offenses



FAILURE TO STOP	3
IMPROPER TURNING MOVEMENTS	1
IMPROPER BACKING	1
FAILURE TO OBEY AN MP	1
FAILURE TO MAINTAIN CONTROL	1
DRIVING WITHOUT A VALID LICENSE IN POSSESSION	1
DRIVING WHILE UNDER SUSPENSION	1
DRIVER INVOLVED IN AN ACCIDENT DEEMED RESPONSIBLE	1

SafeTips of the Week

One frequently overlooked hazard for those involved in summer-time activities is severe weather. If a thunderstorm quickly blows in on you, here are some tips to help you ride the storm:

- Once a bolt of lightning flashes toward the ground, it strikes the tallest object in a predetermined, 50-yard radius. In other words, it won't "look for" a tall tree that is 100 yards away from you.
- If a bolt is going to hit near you, don't be the tallest thing within that 50-yard radius.
- The only completely safe approach is to avoid being exposed.
- Given a choice, get inside a building. Your second choice is a car or truck.
- If you are already in an exposed location when a storm hits, your options are limited:
 - Stay as low as you can, to avoid being the highest object.
 - Squat down, but don't lay flat. You don't want your whole body touching the ground if lightning hits nearby, because the current will spread outward.
- If you're in the woods, avoid the tallest trees but stay away from clearings that are more than 100 yards across.
- You can usually hear thunder 10 miles away, unless the noise of rain and wind interferes. When you see lightning, count the number of seconds until you hear thunder. Sounds travels one mile every five seconds. Most experts recommend 30 seconds (6 miles) as the signal for you to stop what you're doing and get to a safe location.
- The typical lightning threat lasts less than an hour.
- Wait 30 minutes after you see the last lightning bolt or hear the last thunder before going back to golfing, fishing, or whatever else you were doing outdoors.
- Water does not "attract" lightning, but it is a great conductor. Lightning has killed or injured people who were swimming, wading, fishing, boating and surfing. Since ponds and lakes tend to be cooler than nearby land during the summer, thunderstorms are less likely to build or continue to develop over them.
- A car protects you from lightning because the lightning will follow its metal structure to the ground. But don't leave the windows down, because the lightning can jump into the car.



MOTOR VEHICLE SAFETY COURSES

DRIVER IMPROVEMENT COURSE

Date: 11 August

Place: AS-212, Room 121A

Time: 0730-1600 (first 25 Marines, so be early)

For planning purposes, we try to schedule the DIC class on the second Wednesday of each month. You will be notified of any change.

Driver's Improvement Class is required for all military personnel under the age of 26 - and must be completed within 90 days of arrival to their first duty station.

AS-212 is located on Bancroft St, next to the Station Headquarters, Pass & ID Building.

REMEDIAL DRIVER IMPROVEMENT COURSE

Date: 13 August

Place: AS-212, Room 121A

Time: 0730-1130

Personnel who have been identified as exhibiting bad driving habits on and off base, or personnel who have been sentenced by the MCAS Traffic Court Judge to attend a Remedial DIC are required to attend this class.

Motorcycle BASIC RIDER COURSE

Date: 21-22 July

Place: AS-320, Rm. 104

Time: 0800

REQUIREMENTS

Active Duty (Retired military welcome on space available basis)

Own Motorcycle

Motorcycle Learner's Permit or Endorsement

PPE requirements as addressed in MCO 5100.19E

Helmet (SNELL/ANSI/DOT Certified)

Impact/shatter resistant goggles or full faced shield attached to helmet

Reflective vest or brightly colored outer garment (for daytime use)

Hard sole shoes with heels (Leather boots or over the ankle encouraged)

Long sleeve shirt or jacket

Long legged trousers

Full fingered gloves or mittens

Over the ankle shoes/boots

Classes are held at MCAS New River, for details and registration call , (910) 449-5440/6143.

Motorcycle EXPERIENCED RIDER COURSE (11 hours)

Offered by Coastal Carolina Community College

Call 910-938-6294 Information and registration.

Course cost \$40.00.

MOTOCROSS SAFETY TRAINING

1/2 day class (\$35.00 per student)

Starting and stopping motorcycle, emergency stopping, swerves, tight turns, jumping techniques, body position.

Full day class (\$70.00 per student)

Same for 1/2 day class, plus motorcycle maintenance up keep, track conditions, safety awareness, more in depth riding techniques.

Classes are held at Half Moon Mx Park 1037 Ramsey Rd. Jacksonville, NC 28546.

Phone 910-938-1346/910-577-5850 Instructor Donnie Davis.

Human Error Causes Too Many Mishaps

By Dan Steber

We lose more than 200 people each year in mishaps, more than 170 of them to senseless and preventable human-error-related mistakes. The dollars costs are staggering, and the pain that families face because of these losses is immeasurable. We owe it to our Sailors, Marines, Aviators, and loved ones to do better.

One expert in the human-factors field, Capt. Nick Webster, MC, Head of the Aeromedical Division at the Naval Safety Center, said, "Humans are part of almost every system we design, and, just by our very nature, we are prone to make minor mistakes every day." That fact is found in data from the Naval Safety Center's web-enabled safety system/safety information-management system (WESS/SIMS) database shows us that each year human error is responsible for about 85% of mishaps. Annual mishap costs hover around \$700 million, and human error accounts for \$595 million of that amount.

The Navy and Marine Corps are trying to reduce these numbers and are doing so to save people, equipment and money. We must understand the goal goes beyond a 50 percent reduction in mishaps. As Secretary England said, "The goal isn't really 50 percent. We'll settle for 50 percent, but we don't want anyone injured or killed." New technology and more reliable equipment have helped to reduce or eliminate certain types of mishaps, but reducing human error is our clearest path to achieve success. Capt. Webster pointed out, "As we continue to build more complex machines that go faster, turn quicker, and climb higher, the limiting factor becomes the human being. [They] can only process so much information on the job and are prone to make an error."

Several programs are helping us to turn the tide against human error. Capt. Webster mentioned that these safety programs have built-in safety buffers in the form of administrative controls to prevent us from operating in an unsafe situation. For example, squadron level human-factors councils and the human-factors QMB focus on preventing human-error mishaps. They work to improve naval aviation processes, programs and systems that affect human performance.

Operational risk management (ORM) attacks human error by getting our people to identify and assess risk, decide which risks are acceptable, set up controls, and supervise the overall process.

Crew and maintenance resource management (CRM/MRM) programs offer aviators and maintainers a way to understand the problems that arise in group-related interactions. They provide aircrew and groundcrew coordination training to specifically give our people insight into the problems associated with decision making, leadership, assertiveness, communications, situational awareness, and other areas that affect team-related functions. Khaki risk management is a training session that the Naval Safety Center gives to maintenance officers and chiefs that encompasses ORM, MRM and GCT.

The effort to reduce human-error mishaps ties in directly with our efforts to meet Secretary Rumsfeld's reduction goal. It will take more time, but the clock is running. We have to move ahead smartly. The challenge is tough and no one group or program is the solution. RADM Dick Brooks, Commander, Naval Safety Center, said "We can't do it alone. We need the fleet's help to make the Navy and Marine Corps safer and more able to meet the challenges that lie ahead." The Navy and Marine Corps cannot accept needless errors. We must protect our people and keep families from unwanted sorrow.

For more information on the 50-Percent Reduction Plan, visit <http://safetycenter.navy.mil/MishapReduction/>.

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"It's the latest innovation in office safety. When your computer crashes, an air bag is activated so you won't bang your head in frustration."



Lightning vs. “That Guy”

An Editorial By: SSgt Edw. S. Heyward



Happy Friday boys and girls, I hope you are ready for a good weekend, I know I could use one. This past week was remnant of a saying about North Carolina I heard once “ If you don’t like the weather, wait a minute, it’ll change.” We had a few thunder and lightning storms this week that came as quick as they went. Some say that the storms are pretty cool, some say they are a real pain in the butt, I think they’re a little of both, but they also present a situation that could possibly be hazardous to people who push it.

If I recall, it was Tuesday evening, and I was driving south on the 17 on my way home from work when I passed a car broke down in the middle of the road. As I passed the car I saw it had 2 older ladies in it, so I turned around to see if I could help. I got to the car and asked if they were all right, and they replied that yes, everyone was all right, their car was hit by lightning, and the tow truck was on the way. So as I stood there in the rain I got to thinking, I have seen more lightning in this area as of late, than just about anywhere else I have been. As I got back in my truck, thoughts obviously rolled to “that guy” and how to keep him from getting hit by lightning, because if anybody gets it, you know it’s going to be him.

Now on one level, I was thinking that maybe we shouldn’t try to prevent “that guy” from getting hit by lightning. I mean the odds of getting hit are like 1,000,000 to 1, so if he does get hit maybe it’s Gods way of culling the heard, natural selection in the purest sense of the term. On the other hand, you look at “that guy” and kind of feel a responsibility to try to keep him safe; I attribute this to one part Jar Head, and one part gluten for punishment. So to remain on the side of safety, we are going to have to look out for him.

Now, I know that to most of us it is common sense that there are certain things you should not due during a lightning storm, but just to clarify, lets take a quick look at a few. Golf, if you are playing during a lightning storm-not good, this is how God will get rid of stupid rich people. Fishing, if you think that sitting out in the middle of the water, with a fishing rod in your hand is a good idea-don’t, this is how God will get rid of ½ of the stupid (relative term) red necks. Hunting, in or out of season, holding a large metal gun, in the middle of the woods-even worse than the fishing thing, this is how God will get rid of the other half of the red necks who need to go. Flying a kite, Ben Franklin excluded, if you are flying a kite during a lightning storm, chances are two things are going to happen, one, God is going to remove you from this planet, two when you show up at the Pearly Gates, your name tag will read “that guy”

In short, if you have one of those guys in your shop who really don’t think that lightning is that big a deal, hey they’re right, as long as you respect what is going on around you. Mother Nature is a force to be reckoned with, and if they are acting a fool now, nip it in the bud, hurricane season is here, and a hurricane, no matter how small, wont make any of the above mentioned activities O.K.-Ever. Until next week, have fun, and stay safe

Disclaimer: Unsafe activities during a lightning storm are not limited to the afore mentioned activities, they can include, but are not limited to, swimming, mountain climbing, horseshoes, croquet, cricket, baseball, beer drinking, football, running, boating, and for doc, clamming.

