

An Anymouse Success

By LCdr. Gabe Turcsanski

At first glance, a C-9 flight line might not appear to be a hazardous place. How hazardous can it be to walk from the squadron hangar to a jet parked less than 50 yards away? Look out for that deicing truck! Beware of the luggage cart! Don't spill your latte! While the fleet logistic-support mission might not seem as hazardous as other naval aviation missions, certain evolutions do carry an amount of risk.

Our squadron recently faced such a situation. The NAS Whidbey Island base fire station had been moved to a temporary location on the squadron's flight line, while construction of a new building took place farther down the flight line. The location of the new fire station permitted emergency vehicles to enter and exit through a single point in between one of the squadron's three aircraft-parking spots. Clearance from wingtip to wingtip was adequate for vehicles to transit between jets, but only if the drivers moved cautiously.

An Anymouse-report submission alerted the safety department of the potential hazard of emergency vehicles driving between squadron aircraft. A squadron member was concerned about the hazard of fire trucks striking an aircraft while rushing to an emergency. As a result of the Anymouse report, the VR-61 safety team went into action. An in-depth ORM assessment was conducted. Base operations



The Anymouse form dates back to 1947. The original idea of submitting anonymous reports is credited to LCdr. Trygve A. Holl, safety officer in VR-31. The Anymouse is a form available to Navy and Marine Corps personnel for reporting, anonymously, near-accidents or incidents which might have led to aircraft accidents of a more serious nature. These hairy tales, submitted by nameless airmen, provided a means for pilots and crewmen to gain valuable knowledge from the experience of others. Anymouse was the genesis of the "There I was..." stories that appear in *Approach*.

To learn more about Anymouse reports, I suggest you read an article titled "Anymouse's Anniversary," on pg. 4 of the *Approach* 50th anniversary issue. Find it online at: www.safetycenter.navy.mil/media/approach/issues/novdec05/anymouse_anniversary.htm

—Editor.

and fire-department personnel joined our squadron in a detailed risk assessment of the hazard.

The involved parties came to the conclusion that, while the potential for an emergency vehicle hitting an aircraft was unlikely during daylight hours, the potential for a mishap to occur at night was probable. Risk controls for the potential hazard were discussed. We determined the best control would be to paint access lines for emergency vehicles through the squadron's flight line. Vehicles entering and exiting the flight line from the fire station now transit via a fire lane painted on the ground.

This experience was a classic ORM exercise involving all five steps. Was a mishap averted? The answer to that question never will have to be answered, thanks to the coordination among VR-61, base operations, and fire department personnel. Sometimes the best success of an ORM program is the lack of a reportable mishap. 🦋

LCdr. Turcsanski flies with VR-61.

