

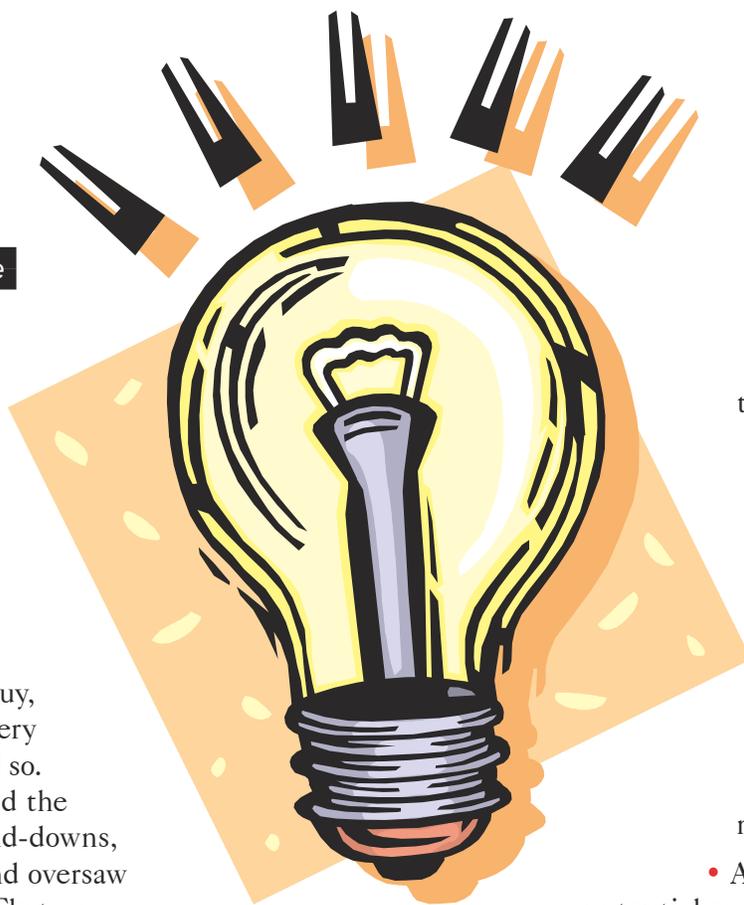
The Bigger Picture

By Lt. Connor S. McLemore

By the end of my first sea tour, I thought I had a good idea of how the Navy safety program worked, as well as where I fit into it. I certainly knew what our squadron safety department did. I wasn't a safety guy, but I knew their work was very important—the skipper said so.

The safety folks updated the read board, gave safety stand-downs, held my NATOPS jacket, and oversaw training before unit evals. That was about the extent of my safety knowledge. I was confident I was doing my part, and the safety folks had the rest covered. After all, I knew I safely operated within the rules set forth by higher authority. I even had bought into the concept that safety was everyone's job, even mine.

I did my best to be an active participant in the squadron's safety program. Unfortunately, at the same time, I was failing in my responsibilities to the Naval Aviation Safety Program (OpNavInst 3750.6R): I was unaware I had specific responsibilities under the safety program.



The list below identifies the minimum knowledge I believe everyone involved in naval aviation should have to be an effective participant in the naval aviation safety program.

- The goal of the program is to identify and eliminate hazards before they result in mishaps.
- A hazard is defined as a potential cause of damage and injury under human control.
- There are three situations you are required to report to your squadron safety department:
 1. Whenever less than mishap-reportable loss occurred. (This means whenever something breaks on the aircraft, you are required to inform your safety department.)
 2. Whenever a hazard is detected or observed.
 3. Whenever an event occurs that should have been a mishap, but for luck, quick reaction, or procedure.
- The formal hazard-reporting process of the program is ideally initiated when you report any of the

Mishap-Free Milestones

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| VAW-125 | 38 years | 73,251.6 hours |
| VAW-123 | 38 years | 72,000 hours |
| VP-9 | 28 years | 170,000 hours |
| VP-8 | 28 years | 168,000 hours |
| VFA-143 | 17 years | 55,316.9 hours |
| HS-5 | 10 years | 32,513 hours |
| VQ-2 | 9 years | 45,000 hours |