



Admiral's Corner

From Commander, Naval Safety Center



The Navy Safety Campaign Plan has been distributed to all commands. The campaign motto is “Work, Play, Live,” emphasizing the 24/7

nature of risk. It focuses heavily on three key areas that produce approximately 75 percent of all Navy/Marine Corps fatalities, injuries, and costs: traffic (the leading cause of death for service personnel), recreational/off-duty (which cause the highest number of injuries) and aviation (costliest in terms of dollars, and too often the result of some form of human error).

This issue contains information to support the Navy Safety Campaign Plan. To help reduce human errors and to provide the tools each command can use in mishap prevention, the Work Zone section features information on the ORM and Fundamentals Campaign.

Recently, hypoxia incidents have reemphasized how dangerous and costly this medical condition can be. Our aeromedical staff wants everyone to get informed, so we have devoted much of this issue to hypoxia.

Hypoxia long has been and will continue to be a significant hazard in aviation. Year after year, we rewrite lesson plans, to again and again reemphasize age-old information on hypoxia hazards. Why must we relearn old lessons about using protective systems and rules that prevent hypoxia from occurring?

I have reviewed the last three mishaps where young aviators lost their lives as a result of hypoxia. Each loss

is truly tragic because there is training and rules in place to have prevented the mishaps. Every one of us who wears the wings of gold must continue to follow the rules created to keep us safe, and to lead those under our charge.

As leaders, we must enforce the rules that govern the way we fly; when we don't, we gradually move away from safe practices. This migration is like termites in the wood of our safety culture; it invisibly but gradually eats into the core, destroying it from the inside out. We don't realize the damage that has been done until a major mishap occurs—one that was preventable.

I challenge all of us as Navy or Marine officers and aviation professionals to improve our safety culture. Set the example by relearning and following NATOPS. We are the greatest fighting force the world has ever seen. Permitting any erosion of our safety culture will degrade our effectiveness, result in the loss of skilled aircrew and assets, and impact our combat readiness.

Take on board the information in the Navy Safety Campaign Plan (available at: www.safetycenter.navy.mil/mishapreduction/campaignplan/) and use the resources provided in this issue.

RADM Dick Brooks

HOW ARE WE DOING?

Aviation (Rates = Mishaps Per 100,000 Flight Hours)

Class-A Flight Mishaps (FY05 thru 20 May)

Service	Current Rate	FY04 thru 20 May 04	FY05 Goal*	FY02-04 Avg	Fighter/Attack	Helo
USN:	11/1.79	8/1.24	10/0.88	19.7/1.77	4/2.63	5/4.24
USMC:	4/1.68	10/4.79	7/1.94	14.7/3.96	3/3.14	1/.86

* Goals based on FY02 baseline.

■ rate above goal.

■ rate below goal.