

COMMANDING OFFICER, VMFA(AW)-224

SAFETY POLICY



Safety in the Bengals cannot be relegated to a bumper sticker slogan or treated as an afterthought. It is neither a priority nor a program. Safety is a **core value!** Safety must pervade every corner of the squadron, and inform every planning assumption, decision, and after-action. Every man and woman in the Bengals is critical to our ability to accomplish our mission: to **WIN!**

I personally believe an effective safety culture is a bi-product of professionalism. Whether on- or off-duty, Bengals will conduct themselves as the skilled, dedicated, well-trained Marines and sailor we are. As Marines, we are unmatched when given the opportunity to plan and train for a mission. We plan to account for failure; we **brief the plan to win.**

We are most susceptible to hurting our Marines and sailors or breaking our machines when we **don't have the time** or **don't take the time** to plan. I am responsible for guarding against the former; you are responsible for preventing the latter. In order to protect yourself and our machines, I want each and every Bengal to practice sound time-critical risk management when time is of the essence. I have infinite patience for honest

mistakes; I will not tolerate errors resulting from laziness or blatant disregard for directives, regulations, or laws. Actions (or inaction) will have consequences.

On-duty:

- Act with a sense of purpose, but **do not rush.**
- If orders and regulations do not prohibit it, **do it if it is the right thing to do for the mission.**
- **Make risk decisions at the right level.**
- No training sortie or event is worth risking a Bengal's health or damaging one of our few precious assets. **You have the authority and responsibility to stop an event before someone gets hurt or something gets broken.**

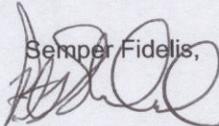
Flying:

- **WIN with tempered violence.** Fly within the envelope of OPNAV, NATOPS, and our SOPs. Be the experts that know the edges of the inside of the envelope, and **WIN violently** within those boundaries.
- **Communicate.** Speak with a sense of purpose, and ensure every crew is greater than the sum of its parts.
- **Become the master of your craft.** Know your aircraft and its capabilities and limitations. Being a combat leader means knowing your machine and executing IAW NATOPS and SOPs, not just being a tactician.

Off-duty:

- **Do not drink and drive.** Have a recovery plan before going out, and stick to the plan. If you are under 21, do not drink. Failure to follow these two directions will have consequences. I will ensure a designated driver will be available at all command functions at which alcohol is served.
- **The 7 Ps.** Proper prior planning prevents p@#%-poor performance. Have a plan for everything you do.
- **NCO Team Leaders are responsible.** Know your Marines' and sailors' liberty plans. Back them up. If those in your charge need more time to travel, use special liberty or leave. You have the authority.
- **Think, then do.** If it sounds like it is dangerous, risky, or "a rush," then think twice. If the likely outcome is death, injury, or property damage, then **don't do it.**

Bengals, our goal is ZERO lost personnel or aircraft! We will meet our goal by acting professionally, always doing the right thing, the right way, at the right time, and for the right reasons.

Semper Fidelis,


Peter L. McArdle
Lieutenant Colonel, U. S. Marine Corps
Commanding