

# **EXPLORING SOCIETY HISTORY AS A GUIDE FOR ITS FUTURE COURSE**

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A perfect storm bringing critical needs and a solution (applying the System Safety Concept to missile contracts) settled over Los Angeles in 1963



This led to the formation of a Society dedicated to the promotion of the System Safety Concept

For years the winds held steady as more and more agencies adopted MIL-STD-882 type requirements incorporated into contracts for product design



However now the winds seem to be changing, and our sails need to be reset to avoid floundering

The alarming drop in Society membership over the last several years suggests the winds are changing faster than our sails are being reset.



- Perhaps there are lessons to be learned from a review of our Society's history and from its pioneers that will help in resetting our future course.

For a start lets take a brief look at the motivation and dedication of some key system safety “trailblazers” that helped lift the Society from life support to becoming the leading voice and advocate for the System Safety Concept in World.



# SYSTEM SAFETY TRAILBLAZERS (1963-64)

**C. O. (CHUCK) MILLER** – USC FACULTY, KEY DEVELOPER OF THE SYSTEM SAFETY CONCEPT THAT WAS TRANSLATED INTO MILITARY CONTRACT REQUIREMENTS. CHUCK WAS THE LEADING ADVOCATE FOR EFFECTIVE SYSTEM SAFETY PROGRAM MANAGEMENT TECHNIQUES. A SKILLED TEST PILOT AND AIRCRAFT ACCIDENT INVESTIGATOR, CHUCK WAS APPOINTED TO HEAD THE AVIATION DIVISION OF THE NATIONAL TRANSPORTATION SAFETY BOARD

# SYSTEM SAFETY TRAILBLAZERS (1963-64)

**COL. GEORGE RUFF (USAF)** – LED THE DEVELOPMENT AND RELEASE OF THE INITIAL SYSTEM SAFETY PROGRAM REQUIREMENTS FOR BALLISTIC MISSILE PROGRAMS (BSD 62-41) WHICH SUBSEQUENTLY EVOLVED INTO MIL-STD-882. HIS PERSEVERANCE IN GETTING THE NECESSARY USAF HQ BUY-OFFS ON THIS RADICAL NEW APPROACH WAS THE KEY FACTOR IN GETTING USAF SYSTEM SAFETY PROGRAMS ESTABLISHED.

# SYSTEM SAFETY TRAILBLAZERS (1963-64)

**NIEL CLASSON** – AS MANAGER OF SYSTEM SAFETY, BOEING AEROSPACE DIVISION, IMPLEMENTED THE INITIAL SYSTEM SAFETY PROGRAMS FOR THE MINUTEMAN ICBM, WHICH HAS ENJOYED AN OUTSTANDING SAFETY RECORD AND REMAINS THE ONLY USAF OPERATIONAL ICBM. NIEL WAS ABLE TO CONVINCED BOEING MANAGEMENT TO IMPLEMENT SYSTEM SAFETY PROGRAMS EVEN BEFORE BSD 62-41 WAS CONTRACTUALLY APPLIED.



# SYSTEM SAFETY TRAILBLAZERS (1963-64)

## **GEORGE PETERS:**

HF ENGINEER/ATTORNEY/AUTHOR; INITIATED AND EDITED THE *HAZARD PREVENTION* JOURNAL. PIONEERED THE EXPANSION OF THE SYSTEM SAFETY CONCEPT BEYOND AEROSPACE VIA TECHNICAL PAPERS AND ARTICLES, PUBLISHED WORLDWIDE. ADVOCATE FOR UTILIZING SSE IN COMMERCIAL FIELDS FOR PRODUCT LIABILITY LITIGATION DEFENSE

# SYSTEM SAFETY TRAILBLAZERS (1963-64)

**ROGER LOCKWOOD** – USC FACULTY, INITIATED THE LEGAL DOCUMENTATION TO GAIN A CALIFORNIA NON-PROFIT STATUS FOR THE SOCIETY. THIS ACTIVITY WAS CULMINATED WITH ITS ACCEPTANCE BY THE 10 CHARTER MEMBERS OF THE SOCIETY AT THE 4 DEC 63 MEETING. HE SERVED AS INITIAL PRESIDENT, EXECUTIVE SECRETARY AND NEWSLETTER EDITOR FOR THE SOCIETY.

## WHAT CAN WE LEARN FROM THIS REVIEW OF THESE EARLY INNOVATORS?

1- THEY WERE CONVINCED OF THE UNIQUE ABILITY OF THE SYSTEM SAFETY APPROACH TO DETECT AND HELP ELIMINATE HIDDEN HAZARDS IN COMPLEX SYSTEMS PRIOR TO CATASTROPHIC MISHAPS.

2. THEY TOOK INDIVIDUAL INITIATIVE

3. THEY WERE DOERS, NOT COMPLAINERS.

4 THEY HELPED OUR SOCIETY BECOME A RESPECTED ENTITY AMONG MUCH LARGER ESTABLISHED SAFETY RELATED ACTIVITIES.

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HOW CAN WE APPLY WHAT WE LEARNED  
FROM THIS REVIEW OF THESE EARLY  
INNOVATORS?

LETS HAVE A BRAINSTORMING SESSION  
WE'LL RECONVENE FOR THE LESSONS  
LEARNED DISCUSSION IN THE REGENCY C  
ROOM, IN 15 MINUTES.