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That's what a PO3 may be doing. When a command football game ended, everyone but the PO3 headed back to the barracks. He stayed behind to search for his missing motorcycle keys. He arrived about 15 minutes after everyone else and rode up to some teammates who had gathered between their own barracks and another one.

Just before the PO3's arrival, base security had responded to a complaint of loud music near the barracks where the teammates lived. The security officers had stopped and asked the occupants of a car parked across the street to turn down their stereo. The officers then drove to the next corner, parked and called in a report to the security dispatcher.

While the officers sat in their car at the corner, the PO3 started peeling out and burning rubber. Teammates reminded him about the officers' presence. He responded by turning his motorcycle around and riding off—the wrong way down a one-way road. He proceeded toward a base gate and left the naval station.

The security officers, who already were following the PO3, secured their car's blue flashing lights when they saw the motorcyclist exit the base. They continued their pursuit outside the gate but already had lost sight of him.

Witnesses said the PO3 was traveling at a reasonable speed when he left the barracks, but the oncoming shift captain for base security saw him exit the base at a speed of 40 to 60 mph. The shift captain then watched in his mirror as the PO3 turned right onto the highway without even braking.

He soon took an on-ramp to another highway, where he lost control of the bike and crashed, suffering a head injury, multiple body abrasions, and dental fractures. He also nearly severed his right arm just below the shoulder, and surgeons had to amputate it. He spent 17 days in a hospital and will be partly disabled the rest of his life.

Based on police reports and the extent of the victim's injuries, excessive speed—not drugs, alcohol or fatigue—evidently was a factor in the mishap. Witnesses said the PO3 was wearing all the required motorcycle-protective equipment. However, rescue personnel who responded to the scene couldn't find a helmet. It was several days later before someone finally found the helmet.

At the time of his mishap, the PO3 had a driver's license that had been endorsed for motorcycle operation. He also had a temporary pass for operating a motorcycle aboard the naval station, pending completion of the required training. **A**