Uncle Sam Wants You

To Be Safe!

AUGUST 2008

Marine Corps Center for Lessons Learned Safety Corner

The Safety Corner

From the Marine Corps Center for Lessons Learned

August 25, 2008

This Issue of the Safety Corner Highlights Motorcycle Safety.

From the Director: The CMC's White Letter 05-08 directs a safety stand-down be completed and directs the use of recent actual motorcycle fatalities scenarios. HQMC Safety has the scenarios on their website; I have included those scenarios in this newsletter for quick reference.

The high price of fuel is causing many Marines, Sailors, and civilians to find cheaper ways to get to and from work. In some states, the cost of a gallon of gas has peaked at well over four dollars, so many people are choosing motorcycles as their primary transportation mode. However, as ownership increases, so does the number of inexperienced riders and accidents.

Last year, the Marine Corps and Navy lost 37 lives in motorcycle accidents (18 Navy/19Marines), with speed being the major cause. This year to date, 48 Marine and Sailors have died in motorcycles accidents (25 Navy/23 Marines), with July being one of the deadliest months; and speed again is the major cause of accidents and death. I can't stress enough the importance of proper training and protective equipment. Remember safety starts with you!

Whether your bike is only for recreation or your primary means of getting to work, get trained, wear the proper PPE, and obey the speed limits. You are welcome to pass on and post this newsletter for widest dissemination. Log on the www.mccll.usmc.mil website to download previous editions of the Marine Corps Center for Lessons Learned Safety Corner as well as our Monthly Newsletters. I look forward to your comments so we can raise awareness, reduce risk and maintain a high level of readiness. Please send your comments via e-mail to **feedback.**

Semper Fidelis,
Col Monte Dunard, Director MCCLL

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For more information visit the Motorcycle Safety Foundation web site at www.msf-usa.org

Inside this issue:

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IN REPLY REFER TO:
CMC-CSG
AUG 21 2008

WHITE LETTER NO. 05-08

From: Commandant of the Marine Corps
To: All Commanders, Marine Forces
All Base and Station Commanders

Subj: LABOR DAY SAFETY STAND-DOWN

1. I have spoken to you many times about our number one priority: Our Marines, Sailors, and their families. We have driven our combat casualties down, yet we continue to have Marines and Sailors die on our Nation's highways in record numbers. Though our vehicle accidents are showing a positive trend, more Marines have died from motorcycle and vehicle accidents since last October than have died in combat in Iraq and Afghanistan. This senseless loss of life is devastating to our families and reduces our combat readiness.

2. Leadership is a critical factor in preventing our losses on motorcycles and in private motor vehicles. This leadership begins with you and flows down through your chains of command. In White Letter 02-08, I empowered noncommissioned officers to take charge of the safety of their Marines and Sailors by actively exercising full authority and accountability over their Marines. I ask that you continue to support them with this task. These leaders know their Marines and Sailors best.

3. With the upcoming Labor Day Holiday approaching, I direct you to give your immediate, personal attention to preserving and protecting our warriors. Prior to the commencement of the holiday, you will conduct a one day stand-down in order to focus your Marines and Sailors on motorcycle and private motor vehicle safety. I want you to accomplish, at a minimum, the following during this stand down:

- Conduct an all-hands motorcycle and private motor vehicle safety brief that includes a review of an actual Marine motorcycle fatality.
- Conduct an all-hands discussion of ALMAR 014-08 and the requirements it outlines.
- Conduct inspections on all private motor vehicles and motorcycles to ensure proper licensing and safety equipment.

Subj: LABOR DAY SAFETY STAND-DOWN

4. Additionally, focus specifically on your current and potential motorcycle riders:

- Discuss the details of and lessons learned from at least three additional Marine motorcycle fatalities.
- Discuss the importance of pre-ride inspections and responsible behavior while operating a motorcycle.
- Complete the motorcycle census requirements found in MARADMIN 455/08.

5. HQMC Safety Division will assist you in preparing for the Marine motorcycle fatality discussions by posting actual mishap scenarios on their website: http://hqinet001.hqmc.usmc.mil/sd/index.htm.

6. Our goal is to prevent this senseless loss of our Marines and Sailors. By the way, it is not a problem confined to our junior Marines. Almost half of our deaths on motorcycles have involved Marines who are Sergeants or senior. Your personal efforts during this stand-down will contribute directly to our goal.

James T. Conway

CMC Labor Day Message

CMC LABOR DAY MESSAGE
UNCLASSIFIED//
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FM CMC WASHINGTON DC(UC)
TO AL ALMAR(UC)
BT
UNCLAS
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MSGID/GENADMIN/CMC WASHINGTON DC//
SUBJ/LABOR DAY MESSAGE//
GENTEXT/REMARKS/1. DURING THE LABOR DAY HOLIDAY, WE CELEBRATE THE CONTRIBUTIONS OF WORKING AMERICANS WHO HAVE MADE OUR COUNTRY GREAT. OUR MARINES AND SAILORS CONTRIBUTE TO THIS TRADITION EVERY DAY, ALL AROUND THE WORLD. WHILE MANY ARE CURRENTLY DEPLOYED IN SUPPORT OF THE LONG WAR, MANY OTHERS WILL USE THIS WEEKEND TO RELAX AND SPEND TIME WITH FAMILY AND FRIENDS.
2. AS YOU ENJOY THE VARIOUS RECREATIONAL OPPORTUNITIES AVAILABLE THIS HOLIDAY WEEKEND, YOU MUST IDENTIFY POTENTIAL HAZARDS AND PLAN TO MITIGATE THE ASSOCIATED RISKS. UNFORTUNATELY, WE STILL HAVE FAR TOO MANY MARINES MAKING POOR DECISIONS WHEN DRIVING OR RIDING A MOTORCYCLE.
3. FY 2008 HAS BEEN A PARTICULARLY DEADLY YEAR, WITH 23 FATAL MOTORCYCLE MISHAPS ALONE. THIS YEAR, FOR THE FIRST TIME, THE NUMBER OF MOTORCYCLE FATALITIES IS OUTPACING ALL OTHER PRIVATE MOTOR VEHICLE DEATHS. WE MUST STOP THE HEMMORHAGE OF MOTORCYCLE FATALITIES. ALMAR 014/08 REQUIRES LEADERS TO KNOW WHICH MARINES ARE MOTORCYCLE RIDERS AND TO ENSURE THEY ARE THOROUGHLY TRAINED AND PREPARED TO SAFELY RIDE. ADDITIONALLY, WHITE LETTER 02-08 CHALLENGES NCOS TO BE ON THE LOOKOUT FOR BLATANT AT-RISK BEHAVIOR AND ENABLES THEM TO STOP IT. I HAVE ASKED COMMANDERS, VIA SEPARATE CORRESPONDENCE, TO CONDUCT A STAND DOWN PRIOR TO LABOR DAY TO FOCUS ON THIS ISSUE. IF YOU SEE A MARINE IN THE PROCESS OF MAKING A BAD DECISION, STOPPING HIM OR HER SHOULD BE JUST AS EASY AS CALLING "CEASE FIRE" ON A RANGE TO PREVENT A FATALITY. I EXPECT EACH OF YOU TO BE AT THE FOREFRONT OF OUR FORCE PROTECTION EFFORTS AND TO REINFORCE RESPONSIBLE DRIVING AND MOTORCYCLE BEHAVIOR.
4. I WANT EVERYONE TO ENJOY THE LABOR DAY HOLIDAY, AND I TRUST YOU WILL TAKE CARE OF YOURSELF AND THOSE AROUND YOU. HAVE A GREAT WEEKEND, AND COME BACK SAFELY.
5. SEMPER FIDELIS, JAMES T. CONWAY, GENERAL, U.S. MARINE CORPS, COMMANDANT OF THE MARINE CORPS.//
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Did You Know?

Supersport Motorcycles have engines that deliver more horsepower per pound than a typical NASCAR vehicle, reaching speeds of nearly 190 miles per hour.

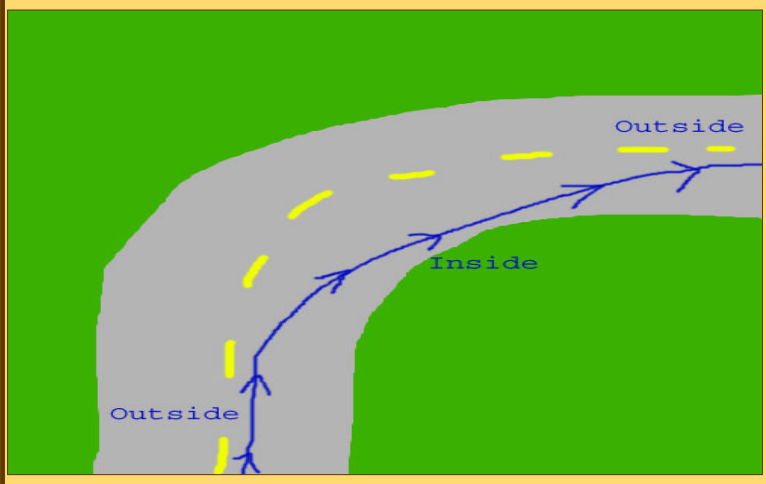
"Per vehicle mile, motorcyclists are about 32 times more likely than passenger car occupants to die in a traffic crash."

There are some things that will take you a few months to learn once you finally get your motorcycle and start riding regularly. If you are lucky, you will have a riding mentor with some experience to help guide you with some of these tips, but if you don't, then feel free to study this guide.

1. Keep heels in: If you ride a sports bike, then you will notice that right next to the pegs where you put your feet are little diamond shaped metal plates separating your foot from the inside of the bike. They aren't just there for show, use them.

2. Loose on top, Tight on bottom: The best position for your body when riding a motorcycle is to make sure your bottom is tight, and you're loose on top.

3. Take turns outside-inside-outside: Turning in a car is cake compared to turning on a motorcycle. You don't have to worry about lean angle, entry speed, or not being able to brake in the middle of the turn. The general rule of thumb for taking turns on a motorcycle is to line it up so you enter the turn on the outside, traverse the turn through the inside, and then exit on the outside.



4. Don't brake in a turn / Accelerate through turn: Braking during a turn is a big no-no. If you are leaning over in a corner, the first thing that is going to happen is the bike will start to straighten up immediately. If you are past the apex of the turn then you might be able to save it if the road happens to straighten up pretty quick, but if you hit the brakes before the apex…. bad news.

5. Look through turns: Another big lesson is to look through a turn. They really grind this into your head when you take the Motorcycle Safety Foundation (MSF) course.

6. Keep visor closed: Wear eye protection when riding. Bugs, dirt, rocks, phonebooks, chairs, etc… all have a tendency to fly right towards your eyeballs when riding a motorcycle.

7. Assume you are invisible: You've probably heard this before, but just in case you haven't, when you are riding a motorcycle assume you are invisible.

8. Assume everyone is out to get you / Escape plans: After a few close calls with people on cell phones and inattentive drivers, make it a habit to always have an escape plan when riding.

Why 600cc's is too much!

Source: Beginner Motorcycle Guides

Most people are attracted to motorcycle riding not only because of the image it portrays, but also because of how the bike looks. Most modern motorcycles are beautifully engineered and beautiful to behold. Unfortunately it seems like the more aesthetically pleasing a motorcycle is, the more CC's it has. When I first got the motorcycle bug, the one I dreamed about and saved up for was none other than the Honda CBR 1000RR!

Now that is a beautiful bike, much like the North African Spider Monkey. The Honda CBR motorcycle is both beautiful and deadly (in the wrong hands anyway). I'm not saying that as soon as you get on it you will die, or that it's impossible to learn on this bike. What I'm saying is that a bike with that much power is very hard to handle, especially if something unexpected happens like a child running across the street.

Let me preface this guide by saying that yes, I know of people that have learned to ride motorcycles that are 1000cc's and greater, but it is definitely not something I'm going to recommend. Generally these riders (1000cc's riders) progress slower than someone who starts off on a smaller machine like the Kawasaki Ninja 250. This usually happens because they have to spend a lot of their focus on not grabbing too much throttle, too much brake, or trying to keep it on two wheels, especially during slow speed maneuvers.

On a motorcycle like the Ninja 250 if you do grab a fist full of throttle, it is easier to recover, and the chances of lifting the front wheel off the ground are much lower. The brakes on smaller machines are also much more forgiving, although they should still be used carefully, they **STOP YOU FAST!**

So, a 600cc or greater motorcycle is not the perfect beginner motorcycle because it is a machine built for the race track. Another reason to get a smaller bike at first is the **cost**. A brand new Suzuki GSX 600 can run you $9,000+. That is a lot of clams, especially if you end up dropping it the first week (I've seen it happen). The Ninja 250 on the other hand only costs around $3,000 brand spanking new! So if you do end up dropping it, its not going to be nearly as expensive to fix or replace parts.

Group Riding Tips Source: MSF

Motorcycling is primarily a solo activity, but for many, riding as a group, whether with friends on a Sunday morning ride, or with an organized motorcycle rally is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

- **Arrive prepared.** Arrive on time with a full gas tank.
- **Hold a riders' meeting.** Discuss things like the route, rest and fuel stops, and hand signals. Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.
- **Keep the group to a manageable size**, ideally five to seven riders. If necessary, break the group into smaller subgroups, each with a lead and sweep rider.
- **Ride prepared.** At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.
- **Ride in formation.** The staggered riding formation allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.
- **Avoid side-by-side formations**, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.
- **Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.
- **If you're separated from the group**, don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.
- **For mechanical or medical problems**, use a cell phone to call for assistance as the situation warrants.

Popularity of High-Performance Motorcycles Helps Push Rider Deaths to Near-Record

ARLINGTON, VA — Supersports have the highest death rates and worst overall insurance losses among all types of motorcycles, new analyses by the Institute and Highway Loss Data Institute (HLDI) reveal. Motorcyclists who ride supersports have driver death rates per 10,000 registered motorcycles nearly 4 times higher than rates for motorcyclists who ride all other types of bikes.

Supersports are built on racing platforms but modified for the highway and sold to consumers. They're especially popular with riders younger than 30. With their light weight and powerful engines, supersports are all about speed. They typically have more horsepower per pound than other bikes. A 2006 model Kawasaki Ninja ZX-6R, for example, produces 111 horsepower and weighs 404 pounds. In contrast, the 2006 model Harley-Davidson Ultra Classic Electra Glide, a touring motorcycle, produces 65 horsepower and weighs 788 pounds.

"Supersport motorcycles are indeed nimble and quick, but they also can be deadly," says Anne McCartt, Institute senior vice president for research. "These bikes made up less than 10 percent of registered motorcycles in 2005 but accounted for over 25 percent of rider deaths. Their insurance losses were elevated, too." Motorcyclist fatalities have more than doubled in 10 years and reached 4,810 in 2006, accounting for 11 percent of total highway fatalities, preliminary counts from the National Highway Traffic Safety Administration indicate.

In an Institute analysis of deaths per 10,000 registered motorcycles, supersport drivers had a death rate of 22.6 in 2000 and 22.5 in 2005. Sport and unclad sport bikes, which are similar to supersports, had the next highest death rates at 10.8 for 2000 and 10.7 for 2005. Death rates for other types of motorcycles were much lower. Cruisers and standard motorcycles had a combined death rate of 5.6 in 2000 and 5.7 in 2005. The death rate for touring motorcycles was 5.3 in 2000, rising to 6.5 in 2005. Overall motorcycle driver deaths rose 59 percent between 2000 and 2005, and the overall death rate climbed to 7.5 driver deaths per 10,000 registered motorcycles from 7.1.

Meanwhile, helmet use fell. Only 51 percent of riders wear helmets certified by the US Department of Transportation. This compares with 71 percent in 2000, according to the federal government's National Occupant Protection Use Survey.

Registrations jump: Motorcycle ridership is on the increase, with total registrations climbing 51 percent between 2000 and 2005 and contributing to the rise in motorcyclist deaths. Interest in high-performance bikes is growing, as well. Supersports are zooming in popularity, with registrations up 83 percent in 2005 compared with 2000, though cruisers and standard motorcycles made up the bulk of registrations. Combined registrations of cruisers and standards climbed 59 percent from 2000 to 2005. In 2005, supersports accounted for 9 percent of registrations, cruisers made up 47 percent, and standards 4 percent.

In fatal crashes, the average engine size in all classes of motorcycles has risen sharply. Among motorcycle drivers killed in 2005, 33 percent drove motorcycles with engine sizes larger than 1,200 cubic centimeters (cc), compared with 26 percent in 2000 and 17 percent in 1997.

Crash characteristics: Speeding and driver error were bigger factors in fatal crashes of supersport and sport and unclad sport bikes compared with other classes of motorcycles. Speed was cited in 57 percent of supersport riders' fatal crashes in 2005 and 46 percent of the fatal crashes of sport and unclad sport riders. Speed was a factor in 27 percent of fatal crashes among riders on cruisers and standards and 22 percent on touring motorcycles.

Alcohol also is a problem in fatal crashes of motorcyclists, although less so than among passenger vehicle drivers. In 2005 it was a factor in the fatal crashes of 19 percent of supersport riders and 23 percent of sport and unclad sport riders. Alcohol impairment was an even bigger factor in the fatal crashes of cruisers and standard bikes and touring motorcycles, particularly among riders 30-49 years old. Thirty-three percent of cruiser and standard riders and 26 percent of touring motorcycle riders had blood alcohol concentrations above the legal threshold for impairment. By comparison, 33 percent of fatally injured passenger vehicle drivers had blood alcohol concentrations at or above 0.08 percent in 2005.

"Supersport motorcycles have such elevated crash death rates and insurance losses because many people ride them as if they were on a racetrack," McCartt says. "Data show that speed is a big factor in their crashes. A combination of factors, including the motorcycle itself, may push up death rates. Motorcyclists presumably buy supersports and sport bikes because they want to go fast, and manufacturers are happy to oblige. Short of banning supersport and sport motorcycles from public roadways, capping the speed of these street-legal racing machines at the factory might be one way to reduce their risk."

Insurance collision and theft losses: Not only does motorcycle class influence driver death rates, but it also has a major bearing on insurance losses. Supersport motorcycles had the highest overall collision coverage losses among 2002– 2006 model bikes, almost 4 times higher than losses for touring motorcycles and more than 6 times higher than cruisers, a HLDI analysis reveals. Nine of the 10 motorcycles with the highest losses were supersports. The Kawasaki Ninja ZX-10R, a 1,000 cc supersport, topped the worst list, with collision losses more than 9 times the average. Five of the 10 motorcycles with the highest overall losses had engine displacements of 1,000 cc or larger.

Claim frequency is driving the high overall losses among supersport motorcycles, meaning that supersports are involved in more collisions in relation to their numbers on the road than other motorcycles. Supersports had a claim frequency of 9 claims per 100 insured vehicle years, compared with a frequency of 2.3 for all 2002-06 models. Supersport motorcycles are popular targets for thieves, too. Their average theft loss payments per insured vehicle year (a vehicle year is 1 vehicle insured for 1 year, 2 insured for 6 months, etc.) were more than 7 times higher than the average for all 2002-06 motorcycles.

"These bikes own the field when it comes to elevated death rates and collision losses. They also hold the distinction of being the most frequently stolen motorcycle," says Kim Hazelbaker, HLDI senior vice president. "We found a strong correlation between motorcycle class and insurance losses, with supersports showing up time and again as having far higher losses than other types of motorcycles."

INSURANCE INSTITUTE FOR HIGHWAY SAFETY

MSF's Quick Tips

Motorcycle driver deaths per 10,000 registered motorcycles, 2000 vs. 2005

	2000			2005		
	Deaths	Registered motorcycles	Deaths per 10,000 registered motorcycles	Deaths	Registered motorcycles	Deaths per 10,000 registered motorcycles
Cruiser/standard	976	1,752,377	5.6	1,583	2,778,348	5.7
Sport/unclad sport	248	229,020	10.8	430	401,130	10.7
Supersport	**619**	**273,733**	**22.6**	**1,128**	**501,002**	**22.5**
Touring	256	480,314	5.3	521	807,291	6.5
Other/unknown	442	829,944	5.3	388	893,567	4.3
Total	2,541	3,565,388	7.1	4,050	5,381,338	7.5

Note: Total includes all motorcycles except those identified as off-road (ATVs and dirt bikes)

Be visible:

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.
- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn.

Apply effective mental strategies:

- Constantly search the road for changing conditions. Use MSF's Search, Evaluate, Execute strategy (**SEE**[SM]) to increase time and space safety margins.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are most visible.
- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road, and stick to the speed limit.

Dress for safety:

- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- Remember, the only thing between you and the road is your protective gear.

Top 7 Things That Can Happen in a Motorcycle Crash

SUPERSPORTS are consumer versions of racing motorcycles. Reduced weight and increased power allow for quick acceleration, nimble handling, and high speeds. The average driver is about 33 years old.

When you crash on a motorcycle there are a lot things that can happen, all of them are bad. Unlike when riding in a car, you aren't protected by safety belts and a roll cage; instead, you are ejected from the vehicle. Here is a list of some of the things you can expect if you crash on a motorcycle, especially if you don't wear protective gear.

1. **Road Rash:**
2. **Broken Bones**
3. **Trashed Bike**
4. **Dismemberment:**
5. **Bruising**
6. **Internal bleeding**
7. **Death**

Source: Beginner Motorcycle Guides

Know your bike and how to use it:

- Get formal training and take refresher courses. Call 800.446.9227 or visit www.msfusa.org to locate the Motorcycle Safety Foundation hands-on *RiderCourse*[SM] nearest you.
- Practice. Develop your riding technique before going into heavy traffic. Know how to handle your bike in conditions such as wet or sandy roads, high winds, and uneven surfaces.

Remember: Give yourself space. People driving cars often just don't see motorcycles. Even when drivers do see you, chances are they've never been on a motorcycle and can't properly judge your speed.

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CRUISERS are the largest class of bikes. Riders typically are about 45, according to insurance data from the Highway Loss Data Institute. Cruisers mimic the style of American motorcycles from the 1930s to 1960s, such as Harley-Davidsons and Indians.

TOURING motorcycles have big engines and fuel tanks plus room to haul luggage. They're often outfitted with antilock brakes, audio systems, and cruise control. These motorcycles are popular among riders in their mid-40s.

UNCLAD SPORT motorcycles are similar to sport bikes and supersports in design and performance but without plastic body fairings. The average rider is about 38.

Did You Know?

Speeding and driver error were bigger factors in fatal crashes of supersport, sport, and unclad sport bikes compared with other classes of motorcycles. Speed was cited in 57 percent of supersport riders' fatal crashes in 2005 and 46 percent of the fatal crashes of sport and unclad sport riders.

Motorcycle Fatality Summary FY 2008

MARINE CORPS

16 Aug 08 LCpl was riding motorcycle with 2 others, lost control and ran into tree.
08 Aug 08 PFC swerved from the left lane to the right lane, struck a guardrail ejecting him, resulting in fatal injuries.
26 Jul 08 PFC was killed while riding a motorcycle when he collided with a parked car in a parking lot.
19 Jul 08 2nd Lt died on Highway 24 when his motorcycle struck another vehicle.
17 Jul 08 Sgt was killed after losing control of his motorcycle, striking a telephone pole and a fence.
12 Jul 08 GySgt died in a hospital after he and his passenger were thrown from the motorcycle they were riding.
11 Jul 08 Sgt riding on a motorcycle collided with a guardrail, was ejected from the motorcycle and sustained fatal injuries.
06 Jul 08 SSgt killed in a motorcycle crash when his motorcycle veered off the road striking a curb, then impacting a tree.
05 Jul 08 Cpl died from injuries he received (motorcycle crash) after hitting a curb and being thrown to street.
28 May 08 LCpl died when his motorcycle crashed into a building in Roanoke Rapids, NC.
19 May 08 LCpl on leave was discovered at the roadside dead from an apparent motorcycle accident.
17 May 08 PFC died when he hit an SUV and lost control of his motorcycle.
16 May 08 SSgt was involved in a motorcycle accident. He passed away 15 days later from injuries received in the mishap.
01 May 08 SSgt died when he ran a red light on his motorcycle as another vehicle was transiting the intersection.
30 Apr 08 GySgt died from injuries sustained when his motorcycle was struck by an F150 pickup truck going at a high rate of speed.
26 Apr 08 LCpl lost control of his motorcycle and died on the scene.
15 Feb 08 GySgt was killed in a motorcycle accident.
29 Nov 07 Cpl was killed when he lost control of his motorcycle and slammed into the back of a tractor trailer.
21 Nov 07 LCpl was killed while riding in a group when his motorcycle left the pavement and slammed into a telephone pole.
21 Oct 07 LCpl was speeding on his motorcycle and was killed when he failed to make a turn and struck a sign post.
17 Oct 07 LCpl was speeding on his motorcycle and was killed when he lost control and hit a pole.
13 Oct 07 HM2 was killed when he ran his motorcycle into the back of an SUV and was ejected into the backseat.
04 Oct 07 LCpl was speeding on his motorcycle when he lost control hitting a guardrail.

NAVY

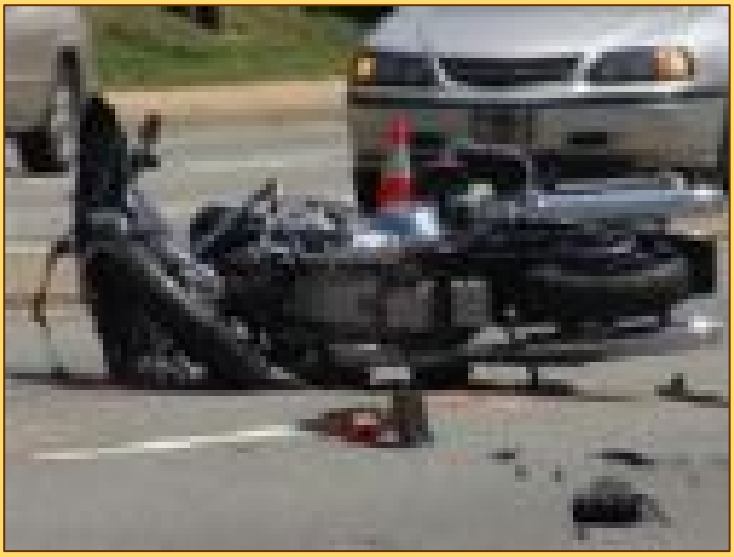
12 Aug 08 E-5 lost control of the motorcycle, striking a fence post. SVM was pronounced deceased on the scene.
26 Jul 08 EMC was killed when a car pulled out in front of him at an intersection while he was riding his motorcycle.
11 Jul 08 BU2 was killed while traveling at high speed, lost control, ran off the road, impacted a tree and was pronounced dead at the scene.

Speeding to get a ride?

03 Jul 08 E-5 was killed after being involved in a rear-end collision between the motorcycle he was riding and a truck.
26 Jun 08 E-4 was involved in a motorcycle crash while racing with a 34-year-old E-5 from USS Boxer. The E-5 was arrested. Both were under the influence.
25 Jun 08 E-5 was killed when the bike she was riding hit a guard rail on I-64.
22 Jun 08 AO1 was killed when he lost control of his motorcycle.
09 Jun 08 E-5 was traveling at high speed and ran into the rear of another vehicle and died.
30 May 08 E-2 lost control of his motorcycle in a curve and crashed into a catwalk.
26 May 08 EN3 on a motorcycle died in a crash involving four motorcycles and an automobile.
09 May 08 EM3 was killed when his motorcycle and another motorcyclist were struck by another vehicle.
26 Apr 08 E-3 in an unauthorized leave status sustained fatal injuries in a motorcycle accident.
25 Apr 08 ET2 sustained fatal injuries in a motorcycle accident at HWY8 and HWY 163.
22 Apr 08 CS1 sustained fatal injuries when his motorcycle collided with a bus.
13 Mar 08 GM2 sustained fatal injuries when he lost control of his motorcycle in a parking lot and ran into a building.
17 Feb 08 EM3 killed when his motorcycle impacted a van.
07 Feb 08 UT3 was a passenger on motorcycle when she fell off, her helmet came off and she was fatally injured.
26 Jan 08 MIDN 2/C died when his motorcycle collided with a cement barrier.
23 Dec 07 AW2 was killed when his motorcycle stuck rear end of a van.
15 Dec 07 CE3 was killed when he lost control of his motorcycle and went over a cliff.
12 Dec 07 E-8 on motorcycle was cut off by another vehicle and was killed in the collision.
25 Nov 07 E-5 was killed in a single motorcycle accident.
04 Nov 07 E-2 was speeding when he was killed instantly in a single car accident.
28 Oct 07 BM2 lost control of his motorcycle and crashed. He and his wife died.
21 Oct 07 AO2 was killed when he lost control of his motorcycle and hit utility pole.

Preliminary Loss Report 000/08

Motorcycle Crash Claims Life of LCpl During National Drive Safe Week.



San Diego – On 4 October 2007, around 2235 a LCpl traveling on the Rosecrans Avenue onramp to northbound I-5, lost control of his 2006 Yamaha R-1 motorcycle. According to reports, the 23-year-old failed to negotiate a turn, hit a guardrail and was ejected over 200 feet from his motorcycle onto the I-5 connector to the westbound I-8. The Marine died due to severe head trauma. He had been assigned to his current Bn for 25 days. Excessive speed is believed to be the primary contributing factor in this preventable fatality.

The helmet worn was DOT approved, but no other protective gear was worn. He did not have a motorcycle endorsement on his driver license, nor had he completed the required Motorcycle Safety Foundation (MSF) Basic Rider Course. Additionally, he had received a DUI just a couple months before this fatal mishap took his life. Alcohol as a contributing factor is still being investigated.

Motorcycle Crash Claims LCpl's Life

Jacksonville, NC – On 21 October 2007, around 0332, a 20-year- old LCpl was riding his 2003 Honda CBR-954 Sports Bike. He approached a right hand curve on a rural paved road at a high rate of speed, estimated at 65-70 mph. The posted speed limit for this section of roadway was 35 mph. According to reports, he failed to make the turn, braked and slid with his bike ending up in a yard. Once separated from the bike, his head hit a sign post. The Ohio native was not wearing PPE (no shoes, no shirt, and no helmet) at the time of the crash. A helmet was found strapped to the back of the bike. His BAC was .201, taken by medical authorities. He was transported to Greenville, NC and underwent surgery to remove fluid on his brain. He subsequently died five days following the crash due to severe head injuries. The LCpl had not yet attended the MSF Basic Rider course and did not have a Motorcycle endorsement on his license.

LCpl was due to turn 21-years-old five days after succumbing to his injuries. Had any one of the causal factors (speed, alcohol, lack of PPE) been eliminated, this preventable fatality may have been avoided.

*** Preliminary Loss Reports (PLR) are provided to leaders for awareness, trends, and recommendations. Our Navy/Marine**

Corps depends on you to disseminate PLRs to the lowest levels of your command in order to help high-risk Sailors/Marines to understand the impact of decisions made on and off duty.

For more information regarding general motorcycle safety, visit our Traffic Safety Toolbox at:
http://www.safetycenter.navy.mil/ashore/motorvehicle/toolbox/default.htm
The Naval Safety Center is interested in your comments; please email PLRfeedback@navy.mil providing feedback on the Preliminary Loss Reports (PLR) to PLRfeedback@navy.mil

Motorcycle Crash Claims The Life of a PO2

At 2049 hours on 13 October 2007, on SR-76 in San Diego County, CA, a 36 year-old HM2 suffered fatal injuries when his 2007 Suzuki GSXR ran into the rear of a Cadillac Escalade at a high rate of speed. This sudden and violent impact caused the motorcyclist to be ejected thru the rear lift gate window into the rear of the Escalade.

Preliminary reports indicate that a high rate of speed played a part in this fatal crash. Additional information obtained by CHP revealed that the operator passed a CHP unit on a traffic stop at about 90+ MPH just minutes before the fatal crash, also that the operator only possessed a TX motorcycle learner's permit.

Review the Insurance Institute for Highway Safety latest "Status Report Sept. 2007" on motorcycle facts, driver characteristics, and fatal crash characteristics. http://www.iihs.org/sr/default.html

Motorcycle Crash Claims Cpl's Life

FT WORTH, TX – On 29 November 2007, around 0630, a 21-year-old CPL was riding his 2002 RVT-1000R Honda sports bike to work at NAS-JRB Fort Worth, when he ran into the back of a tractor trailer. The posted speed limit for this roadway is 55 mph. According to reports, the tractor trailer turned west onto Alliance Gateway Fwy from Old Denton Road, in the same path as the motorcycle. This area is about a half mile east of the highway's intersection with I-35W. The entrance of Old Denton Road onto Alliance Gateway Fwy is at the top crest of hill, and it is difficult to see vehicles until they reach the crest. Emergency crews were called, but the CPL was pronounced dead at the scene. Alcohol did not play a part in this fatality. The CPL, a Nebraska native was wearing all proper PPE. He had attended the MSF Basic Riders Course, and had a valid endorsement on his license.

The tractor trailer driver did not realize he had been hit until later, when he heard the radio news report. He got out of his truck and looked at his rig to find damage consistent to that of the reported crash. He returned to the site, and police stated he was cooperating with the investigation. No charges were filed.

Consider these actions to help prevent PMV motorcycle crashes:

- Ensure Marines do not operate a motorcycle without proper training or license endorsements.
- Practice engaged leadership. Identify all motorcyclists in your command and have the more experienced riders mentor the less experienced riders. Promote safety at every opportunity.
- Explain to motorcycle riders that they must ride defensively. Search, evaluate and execute at least 8 – 12 seconds ahead. Ride within your limits and your motorcycles capabilities. Predict evasive actions, and explain to them that excessive speed can and does kill.
- Ensure Marines and Sailors comply with MCO.19E guidelines on motorcycle training and PPE.
- Remind Marines and Sailors that risk management is a "life skill" that doesn't stop at the end of the workday.
- If personnel are traveling outside of command leave / liberty limits, ensure they fill out a Travel Risk Planning Syst (TRiPS) assessment survey, and leadership reviews it for risks involved. For more information on motorcycle safety visit:: http://safetycenter.navy.mil/ashore/motorvehicle/motorcycle/default.htm; http://www.nhtsa.gov/people/injury/pedbimot/motorcycle/McycleSafetyplanner2007/index.html;http://www.nhtsa.dot.gov/PEOPLE/outreach/safesobr/18qp2/mcycle.htm

They get paid to speed

You Don't

Critical Days of Summer Fatalities Aug 08

It's better to crash into a nap than to nap into a crash.

Author Unknown

Total Fatalities FY08 19

DOWN FROM FY07

Total Fatalities FY07 25

Total Fatalities FY08 26

UP FROM FY07

Total Fatalities FY07 25

Note: This report has been compiled from publicly available information. Although information has been gathered from reliable sources the currency and completeness of the information reported herein is subject to change and cannot be guaranteed.