

RIDE

Spring 2020



Groups Meet to Update PMV-2 Guidance

By Rebecca Coleman

If you happen to be driving along the road on base and see a motorcycle in your rearview mirror, rest easy knowing the vehicle's operator will be following the guidelines of an updated instruction incorporating motorcycle, traffic and joint tactical vehicle safety.

Members of two joint working groups met at the Naval Safety Center Feb. 12 to revise a Department of Defense (DOD) instruction currently focused specifically on traffic safety that will ultimately enhance the "readiness of our organizations across the services."

The Joint Motor Vehicle and Joint Tactical Vehicle Working Groups met to discuss the changes and gain concurrence on guidance the Office of the Secretary of Defense (OSD) will publish in the Department of Defense Instruction (DODI) 6055.04, "DOD Traffic Safety Program," which will be renamed "DOD Traffic and Motor Vehicle Safety Program," covering traffic safety and joint tactical vehicle safety.

The groups are composed of representatives from the Army, Navy, Air Force, Marine Corps and OSD. "We're making sure we have common language in the new instruction that ties traffic safety and joint tactical vehicle safety together where it's applicable, enhancing the readiness of our organizations across all the services," said Lt. Col. Alex Warthen, Joint Tactical Vehicle Working Group chair.

The work being done by these safety groups yields positive outcomes. For example, the Joint Motor Vehicle working group was the driving force behind implementing improved motorcycle safety training.

"We saw a spike in off-duty motorcycle mishaps back in the 2007-2008 timeframe," said William McInnis, who chairs the Joint Motor Vehicle group. This spike drove the services, and with this group serving as the coordinator

between all the services, to ensure more investment in motorcycle training.

"Motorcycle safety became an emerging issue back in the middle of the last decade and now our motorcycle fatality numbers are down by 40 percent across the services since we started," said McInnis. He pointed out there are 18 working groups and task forces that address issues relating to safety in the DOD, such as Joint Lessons Learned, Aviation and Leading Indicators.

"The bottom line for all these working groups is it's about readiness," McInnis said. "What everybody [here today] does, and all the other thousands of people out there that are proponents for safety, it's not about restricting what units do, it's about ensuring readiness, reducing risk without becoming risk-averse, and knowing our most valuable resource are those young men and women who put on the uniform. So we have to protect them."

"When you have a force that is taking these best practices, being safe, when everybody shows up to work and when we safely accomplish getting from point A to point B, we are more ready," said Warthen. "And that ultimately is what we are trying to accomplish. This all leads back into readiness, lethality and

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YOUR NAVAL SAFETY CENTER MOTORCYCLE SAFETY ANALYSTS

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Editor's Note: **RIDE** has shifted to a newsletter to better serve the fleet with more frequent editions. As always, we are looking for contributions from you, the rider. Please email us your submissions to: navsafecen_code521_media_comms@navy.mil.

warfighting. Every time we lose a Marine or a Sailor, our ability to be ready for the next fight is lessened exponentially.

“If I’m talking to that 18-year-old who is struggling to understand why safety is important, why they have to wear a helmet in a tactical vehicle on the highway, it’s because ultimately, number one, we want you to survive your enlistment and go off to have a long and happy life. But number two, we need you in a full-up unit for that fight, because if you’re not there, then all the

experience, all your training, goes with you and somebody else now has two jobs.”

And being safe doesn’t apply only on the job. “The same thing applies off duty,” said McInnis. “Every loss of a service member is a tragedy in and of itself, and every time a Soldier, Sailor, Airman or Marine is killed or hurt in their off-duty experiences, that leaves a hole in a formation. The services lost over 100 men and women to off-duty mishaps last year, so there are holes in 100 formations that are therefore less ready to execute their mission.”

Not So Fast! Take The Safety Courses First

By AWS2 Ediberto Albaladejo

I am in love with the culture associated with motorcycling.

Since 1885, people have been drawn to motorcycles and I am no different.

There is a certain amount of thrill and serenity in the wind hitting your body while taking turns on a windy road. On top of that, the motorcycle community is very welcoming and willing to teach new riders to be safe.

The Navy understands the appeal of riding a motorcycle and understands that military people are thrill seekers, so there are requirements for Sailors and Marines that, if followed, ensure we are the safest motorcyclists on the road.

I’ve learned a few things about riding a motorcycle:

- A motorcycle is not like a car. Each vehicle maneuvers very differently.
- Know your bike and constantly assess your position on the road.
- Always assume you are invisible when on a motorcycle.
- Never stop learning.

Watching someone else on a motorcycle was enough to get me to want to ride. That motorcycle had a cool factor, and I had a boring car at the time. In all the excitement to start riding, though, I ignored state laws and the rules of the Navy. My command had informed me of the requirements and I understood what I had to do. I attended Level I Training (the Basic Rider’s Course -- BRC), but failed to do anything else because I thought I was good to go. This failure ultimately got me in a lot of trouble.

One day, I was late for work, got into some heavy traffic on the freeway and decided to start lane splitting (legal in California). Misjudging, I hit two car mirrors. We all pulled over and decided not to file claims, as there was barely any vehicle damage. But, being late for work led to the revelation that I had neither finished Level II training nor did I have a permanent license, which meant I shouldn’t have been on the freeway to start with.

Luckily for me, the case against me was dismissed at Executive Officer Inquiry (XOI), but I learned my lesson, finished my requirements and quickly got my motorcycle license. My advice to you is that if you want to ride while in the Navy, don’t just complete the BRC and Level II training. It’s wise to complete Level III training, too.



Jim Willcutt explains a motorcycling maneuver to students during a motorcycle safety course at Naval Support Activity Mid-South, Millington, Tenn. Navy photo by Mass Communication Specialist 3rd Class Preston Jarrett.

The BRC is two full days of learning the basics like braking and turning. BRC is mandatory for all active-duty personnel who plan to purchase or operate a motorcycle regardless of whether riding on or off base. Before taking an approved BRC, you’ll want to register at the Navy’s Enterprise Safety Application Management System (ESAMS) site: https://esams.cnic.navy.mil/esams_gen_2/loginesams.aspx. Once you’re on ESAMS, your training will be tracked.

Level II is required within 60 days of completing BRC. There are three options – the experienced rider course, the military sport bike course or the advanced rider course. The experienced rider course is a general follow on to BRC. The military sportbike rider course is required for all on or off duty sportbike operators. The advanced rider course is similar in scope to the military sportbike rider course, but focuses on cruiser motorcycles. In all of the Level II courses, you spend more time with your type of motorcycle, manage risk, improve how well you control your motorcycle and improve survival road skills.

Level III training improves rider skill and knowledge even more with high-speed practice maneuvers, cornering techniques and other scenarios conducted in a controlled environment.

The Navy requires all military personnel operating a

motorcycle on or off base to complete refresher Level II training every three years. The Navy also strongly encourages completing Level III training in addition to refresher training. These courses will build you into a competent rider.

You can complete Levels I and II with a permit. I have learned that it is wise to finish BRC, get a permit and then purchase an easy to ride motorcycle. A permit restricts you to daytime riding, by yourself and off expressways. Some states also require the permit holder be accompanied by a licensed companion on their own motorcycle. The permit allows you to safely practice on back roads and get a feel for your bike. After finishing Level II, get your license.

I've learned to follow the rules and not let people discourage you from riding a motorcycle. Many people told me motorcycle riding is dangerous, and the news always seems to cover motorcycle accidents. Just understand that if you take the motorcycle safety courses and focus on being safe and competent with your motorcycle, the chance of an accident drops dramatically.

Editor's Note: During COVID-19 restricted activities, refer to ALSAFE 007/20 for current motorcycle training requirements.

Give Your Bike a Brake (or Two)

By Mike Borkowski

As the weather continues to warm up, more motorcycles will be on the road. A novice who hasn't developed skills yet, or a veteran rider whose skills may have deteriorated during the offseason, shouldn't be too proud to take a rider's training course.

The only way to get better and more proficient at riding is with time in the seat and practice. One very important skill set to a rider is braking. If you have not practiced braking in a while, ask yourself when was the last time you used maximum braking? Do you remember what it feels like?

Practice and get used to it again by working up from a low speed and gently squeezing the front brake without locking up. Gradually increase your speed until you are confident that you can stop the motorcycle without the fear of laying the bike down.

Riding proficiency is not going to happen with a few hours practicing in a parking lot for one day. To become a skilled rider, bike riding skills need to be practiced.

Number of Riders Remains Unchanged

While motorcycle sales in the United States are down, approximately 18,000 Sailors and Marines identify as either being a motorcycle owner or rider – unchanged in five years – so motorcycle safety program managers are as important as ever to the Department of the Navy.

Motorcycle safety program managers need to build a strong relationship with every motorcycle rider. Let riders know how concerned you are for their safety and that you do not want to see them involved in a mishap.

Now is the time to ask questions, coach riders, provide mentorship and ensure all training, licensing and records are up to date. Open discussions may resolve many of the issues with riding and how to recognize the risk associated with it, but, more importantly, how to manage the risk.

Some of us learn by discussing an experience while others learn by either doing it or having first-hand knowledge from a crash or a near-crash. We can all learn from one another by sharing information and acquired experiences. Do not put yourself in a situation in which you could be involved in a crash, but if it does occur, have a game plan or strategy to deal with it.

No March Motorcycle Fatalities

March gave us a little something to celebrate: No Class A fatalities for the month. This decrease in crashes could be due to COVID-19 restrictions combined with reduced traffic on the roadways, many individuals teleworking or

being on a revised schedule, but overall, restrictions seem to have made an impact.

Of note is that the majority of crash reports in March were from a rider unexpectedly encountering something, whether it be loose gravel, ice, a stopped vehicle or something else unexpected. Motorcyclists must be aware of all the remedies available to avoid being in a crash.

Road hazards such as potholes, oil slicks, puddles, loose debris, ruts, uneven pavement or railroad tracks are only minor irritants for an automobile, but they can become a significant problem for the motorcyclist.

Make certain you are familiar with all the hazards on your daily commute. When the weekend comes, plan ahead for that ride in the nice weather. Always keep alert to other driver's actions that may give you a warning of danger ahead. Know how to handle hazards you may encounter, including being smart with the brakes when you do encounter them.

Enjoy your ride and the warmer weather, remember your personal protection equipment (PPE), your training and know your limits.



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RIDE is intended for information purposes only. This newsletter is approved for official distribution to DON motorcycle safety officers and motorcycle program managers as well as to motorcycle riders in the Navy, Marine Corps, and their civilian services. This information is designed to inform DON personnel of current and emerging motorcycle safety concerns to improve operational readiness by reducing the risk of operating a motorcycle.

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Which Rider Are You?



HEAD

Never expose!

HELMET

Most important gear a rider can use.

EYES, EARS & FACE

Exposure can lead to irritated eyes, noise-deafening winds and being distracted by debris such as being hit by bugs.

FACE SHIELD

Impact or shatter resistant safety glasses, goggles, wrap around glasses sealing the eye, or face shield properly attached to the helmet.

HANDS

Will not withstand abrasion.

GLOVES

Keep hands comfortable, functional and protected with full-fingered gloves or mittens designed for use on a motorcycle.

BARE KNUCKLES

Exposure can lead to injuries such as road rash should a crash occur.

JACKETS & PANTS

Riders and passengers shall wear a long sleeved shirt or jacket and long trousers.

FLIP FLOPS

Never expose toes and feet to potential contact with road surfaces, shift lever, brake pedal, or footrests; this can lead to injury.

BOOTS

Sturdy over-the-ankle footwear that affords protection for the feet and ankles.

BOTTOM LINE

Fool's gear identifies an unaware rider. Learn how to avoid embarrassment, ridicule and injury by completing a MSF rider course.

BOTTOM LINE

Dress for the ride as well as the crash. Proper riding gear allows you to enjoy the ride in comfort and helps minimize injury.



February 2020 Mishaps



Navy

Rider fatalities for FY 20: 5
Total Navy Motorcycle mishaps reported
in WESS for FY 20: 79

Marine Corps

Rider fatalities for FY 20: 5
Total USMC Motorcycle mishaps reported
in WESS for FY 20: 37

Fatal Mishaps during February (All times local)

Feb. 28, 4 p.m.: 25-year-old E-4
Location: Santa Clarita, Calif.
Year, make and model not reported (NR)
PPE: NR
License: NR
Training: NR
Rider was involved in a motorcycle crash.
Pronounced deceased on the scene (no
further information).

Feb. 22, 1 a.m.: 25-year-old E-5
Location: San Diego
2017 Yamaha (Sport)
PPE: NR
License: NR
Training: NR
Rider had a gathering at their home with
several fellow Marines. San Diego first
responders received a call from a
neighbor who reported a crash. First
responders found rider down near the
crashed motorcycle. Rider pronounced
deceased at scene.

Feb. 22, 1 a.m.: 21-year-old E-3
Location: Jacksonville, Fla.
Year, make and model: NR
PPE: Yes (Helmet and boots only)
License: No
Training: Level I (January 2020), Level II (None)
Rider lost control of motorcycle, hit a concrete barrier and
crashed into a bridge. Rider pronounced deceased at
scene.

Non-Fatal Mishaps during February (All times local)

Feb. 29, 1:30 p.m.: 21-year-old E-4
Location: La Jolla, Calif.
Year: NR; Suzuki GSXR 1000 (Sport)
PPE: Yes
License: Yes
Training: Level I (September 2018),
Level II (January 2019)
Rider was involved in a motorcycle accident, transported



Alan Magnes, a traffic safety instructor, teaches a motorcycle safety course to Sailors assigned to Naval Station Mayport. Navy photo by Mass Communication Specialist 2nd Class Marcus L. Stanley

to the local hospital, treated for unknown minor injuries
and released.

Feb. 29, 1 p.m.: 20-year-old E-3
Location: Oahu, Hawaii
Year, make and model: NR
PPE: Yes
License: No
Training: Level I (February 2020), Level II (None)
Rider lost control of the motorcycle and crashed. Rider
was admitted to Tripler Army Medical Center for a broken
leg and ankle.

Feb. 29, 5 a.m.: 22-year-old E-3
Location: Savannah, Ga.
2016 Harley Davidson Heritage (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (November 2019), Level II
(continued next page)

February 2020 Mishaps, continued

(December 2019)

Rider swerved to avoid debris in the road and lost control of the motorcycle. Rider was transported to Savannah Memorial Medical for injuries.

Feb. 22, 11 p.m.: 27-year-old E-5

Location: Naples, Italy
2006 Honda CBR1000RR (Sport)

PPE: Yes

License: Yes

Training: Level I (October 2019), Level II (January 2020)

Rider struck a vehicle while it was making an illegal U-turn. No further information.

Feb. 24, 5:45 a.m.: 30-year-old E-7

Location: Romona, Calif.

2019 Harley Davidson (Non-Sport)

PPE: Yes

License: Yes

Training: Level I (None), Level II (None)

Rider swerved to avoid wildlife in the road and lost control of the motorcycle. Rider was evaluated at Naval Medical Center San Diego for minor scrapes and bruises.

Feb. 23, 4:30 p.m.: 39-year-old E-6

Location: San Diego

Year: NR; Suzuki GSXR (Sport)

PPE: Yes

License: Yes

Training: Level I (February 2019), Level II (July 2019)

Rider was involved in a crash with a hit and run vehicle. Rider was transported to Sharps Memorial Hospital and treated for a broken arm, broken clavicle, cracked ribs and a broken left ankle.

Feb. 21, 7:30 a.m.: 26-year-old E-5

Location: Norfolk

Year: NR; Kawasaki Ninja (Sport)

PPE: Yes

License: Yes

Training: Level I (NR), Level II (July 2019)

Rider was turning onto the Interstate 64 on-ramp, took the turn too wide and lost control of the motorcycle. Rider was transported to a local hospital by ambulance and was treated for a cracked right clavicle, bruises and scrapes and released. No other vehicles involved.

Feb. 20, 11 a.m.: 25-year-old E-4

Location: City Heights, Calif.

Year: NR; Honda CBRF (Sport)

PPE: Yes

License: Yes

Training: Level I (NR), Level II (June 2019)

Rider collided with the side of another vehicle when the other vehicle made a left turn. Rider was transported by ambulance to the local hospital, where rider was treated for a minor wrist injury and released.

Feb. 19, 2:40 p.m.: 22-year-old E-4

Location: Winterhaven, Calif.

2016 Honda CB500 (Sport)

PPE: Yes

License: Yes

Training: Level I (May 2016), Level II (April 2018)

Rider lost control of the motorcycle while avoiding an animal. Rider was transported to Yuma Medical and treated for road rash and released.

Feb. 16, 7:30 p.m.: 37-year-old E-7

Location: Campo, Calif.

Year: NR; Suzuki GSXR 750 (Sport)

PPE: Yes

License: Yes

Training: Level I (August 2013), Level II (October 2017)

Rider hit a dirt embankment while driving through a curve. The motorcycle lost traction and the rider lost control, resulting in laying down the motorcycle. Rider drove home, then drove to the local hospital, was treated and released.

Feb. 16, 8:20 p.m.: 25-year-old E-5

Location: San Diego

2015 Yamaha R-1 (Sport)

PPE: Yes

License: Yes

Training: Level I (NR), Level II (April 2017)

Rider was struck by another motorcycle rider when the other rider crossed into the rider's lane in an attempt to make a U-turn. There were no injuries reported with this mishap. Minor damage was reported.

Feb. 14, 7 p.m.: (Age: NR) E-4

Location: San Diego

Year: NR; Harley Davidson Sportster (Non-Sport)

PPE: Yes

License: Yes

Training: Level I (March 2019), Level II (NR)

Rider was making a U-turn and hit a curb, which resulted in the rider losing control of the motorcycle. The rider was treated for a fractured foot at a local hospital and released.

Feb. 14, 12:30 p.m.: 20-year-old E-1

Location: San Diego

Year: NR; Husqvarna 701 (Dirt Bike)

PPE: Yes

License: Yes

Training: Level I (April 2019), Level II (NR)

Rider lost control of the motorcycle while making a sharp turn, causing the rider to lay down the bike. The rider was transported to a local hospital, treated for an ankle sprain and released.

Feb. 7, 6 p.m.: 31-year-old E-6

Location: (Unknown city), N. C.

2018 Harley Davidson Road Glide (Non-Sport)

PPE: Yes

License: Yes

Training: Level I (March 2017), Level II (NR)

Rider was on liberty and involved in a minor accident

(continued next page)

February 2020 Mishaps, continued

when another vehicle came in contact with the rider's motorcycle. No injuries were reported. Minor paint damage was reported to the vehicle.

Feb. 7, 9:30 a.m.: 24-year-old E-4
Location: Honolulu
Year: NR; Honda (unknown model)
PPE: Yes
License: Yes
Training: Level I (October 2019), Level II (NR)
Rider lost control of the motorcycle while riding on a highway and crashed. The rider was transported to a local hospital, was treated for road rash and released.

Feb. 5, 7:10 a.m.: 21-year-old E-2
Location: Imperial Beach, Calif.
Year: NR; Harley Davidson (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (August 2019), Level II (NR)
Rider lost control of the motorcycle when the rider ran over metal construction plates and laid down the bike. No other vehicles were involved. The rider was transported to a local hospital, treated and released with minor injuries.

Feb. 5, 9:30 p.m.: 23-year-old E-5
Location: Camp Pendleton, Calif.
2007 Suzuki GSXR (Sport)
PPE: Yes
License: Yes
Training: Level I (August 2019),
Level II (December 2019)
Rider lost control of the motorcycle after hitting a curb and was ejected. The rider was transported to a local hospital and treated for broken collarbone and injuries to the left foot.

Feb. 5, 3:00 – 5:30 p.m. : 30-year-old E-5
Location: Twenty Nine Palms, Calif.

Year, make and model NR
PPE: NR
License: NR
Training: NR
Rider was involved in a motorcycle crash on the Interstate 10 overpass at state Route 62. The rider was transported to a local hospital where the rider was admitted and treated for a pneumothorax injury, loss of majority of the left lung, broken arm and broken jaw.

Feb. 5, 9:30 p.m.: 23-year-old E-3
Location: Palm Springs, Calif.
Year, make and model NR
PPE: NR
License: NR
Training: NR
Rider involved in a motorcycle crash on the freeway (no further information).

Feb. 4, 4 p.m.: 32-year-old E-5
Location: San Diego
2013 Honda Shadow (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (March 2019), Level II (January 2020)
Rider was driving south on Interstate 5 when another vehicle entered the lane the rider was driving in and struck the rider's motorcycle. Rider was transported to a local hospital, treated for injured foot and released.

Feb. 3, 1:30 p.m.: 21-year-old E-4
Location: La Jolla, Calif.
Year NR, Suzuki GSXR (Sport)
PPE: Yes
License: Yes
Training: Level I (September 2018), Level II (January 2019)
Rider was involved in a motorcycle crash (no further information).

**Navy fatalities in February: 2 Marine Corps fatalities in February 1
Total Motorcycle mishaps in February: 22**

Rider down reports are available at:

<https://navalsafetycenter.navy.mil/Resources/Motorcycle-Rider-Down-Reports/>

This mishap report is a monthly update of the motorcycle mishaps that have occurred throughout the Navy and Marine Corps. Motorcycle Safety Representatives, use this information during motorcycle training and mentorship programs and forward to other personnel who may have an interest. Note: Commands have up to 30 days to submit a WESS mishap report. As a result, the total number of mishaps shown in this report may be less than the actual number of mishaps that have occurred.

The information contained in this report is based on preliminary information and is provided for hazard awareness and training purposes only. Official mishap data should be obtained from the Naval Safety Center.



March 2020 Mishaps



Navy

Rider fatalities for FY 20: **5**
Total Navy Motorcycle mishaps reported
in WESS for FY 20: **120**

March 28, 1 p.m.: 21-year-old E-4
Location: Orange Park, Fla.
Year, make and model: NR, Yamaha
PPE: Yes
License: Yes
Training: Level I (Feb. 2019), Level II (June 2019)
Remarks: Rider rear-ended a vehicle that stopped unexpectedly, and then rider was struck from behind. Rider was transported to Orange Park Medical and treated for elbow sprain and road rash.

March 28, 2 p.m.: 28-year-old E-6
Location: Malibu, Calif.
Year, make and model: 2018 Yamaha Bolt Star (sportbike)
PPE: Yes
License: Yes
Training: Level I (March 2020), Level II (NR)
Remarks: Rider was west bound on state Route 23 and encountered debris in the roadway. Rider attempted to avoid debris and struck the guardrail. Rider transported to Los Robles Medical Center and treated for abrasions and a fractured fibula.

March 26, 6 p.m.: 22-year-old E-4
Location: Norfolk, VA
Year, make and model: NR
PPE: Yes
License: Yes
Training: Level I (May 2019), Level II (NR)
Remarks: Rider lost control while exiting the driveway of own residence. Transported to Naval Medical Center Portsmouth and treated for a fractured elbow and thumb.

March 24, 2 p.m.: 22-year-old E-4
Location: Twenty Nine Palms, Calif.
Year, Make, Model: 2020 Scooter
PPE: Yes
License: Yes
Training: Level I (May 2019), Level II (NR)
Remarks: Rider lost control on a dirt road behind the East Gym. Rider suffered tibia and fibula injuries to the right leg.

March 20, 6:45 a.m.: 22-year-old E-3
Location: San Diego, CA

Marine Corps

Rider fatalities for FY 20: **5**
Total USMC Motorcycle mishaps reported
in WESS for FY 20: **43**



Sailors and civilians from Naval Weapons Station Joint Base Charleston ride their motorcycles during a motorcycle safety stand down. Navy photo by Machinist's Mate 3rd Class Juan Pinalez.

Year, Make, Model: 2007 Suzuki GSXR (Sport)
PPE: Yes
License: Yes
Training: Level I (Jan. 2020), Level II (NR)
Remarks: Rider lost control braking, exiting north Interstate 5. Rider seen by medical for minor bruises.

March 20, 9:30 a.m.: 23-year-old E-3
Location: Camp Pendleton, Calif.
Year, Make, Model: 2007 Honda Shadow (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (Jan. 2020), Level II (NR)
Remarks: Rider was traveling south on Vandergrift Boulevard when rider's back tire slipped out from the motorcycle, causing rider to drop the motorcycle. Rider transported to Naval Hospital Camp Pendleton for injuries to right foot.

March 20, 11 a.m.: 29-year-old E-6
Location: Carlsbad, Calif.

(continued next page)

March 2020 Mishaps, continued

Year, Make, Model: 2007 Harley Davidson Road King (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (Oct. 2019), Level II (NR)
Remarks: Rider was riding with another motorcyclist north on Interstate 5, and attempted to pass a vehicle on the right. The vehicle then attempted a lane change to the right also and abruptly stopped. The rider ran into the vehicle. Rider treated for heavy bruising over the entire body.

March 18, 6:10 a.m.: 23-year-old E-1
Location: Honolulu, Hawaii
Year, Make, Model: 2006 Suzuki SV650 (Sport)
PPE: Yes
License: Yes
Training: Level I (Feb. 2020), Level II (NR)
Remarks: Rider lost traction on a wet road and the motorcycle slipped out from under rider. Rider treated for shoulder bruises and contusions.

March 17, 6:30 a.m.: 19-year-old E-3
Location: Oak Harbor, Wash.
Year, Make, Model: 0000 Kawasaki ZX6R (Sport)
PPE: Yes
License: Yes
Training: Level I (Feb. 2020), Level II (NR)
Remarks: Rider encountered a patch of ice while exiting a parking lot and loss control of the motorcycle. Rider treated for minor sprain to arm.

March 15, 2 p.m.: 24-year-old E-5
Location: Virginia Beach, Va.
Year, Make, Model: 2009 Triumph Daytona (Sport)
PPE: Yes
License: Yes
Training: Level I (Dec. 2017), Level II (Jan. 2018)
Remarks: Rider while executing a turn, encountered

debris in the roadway and lost control. No injuries reported.

March 15, 3p.m.: 27-year-old E-5
Location: Cayey, Puerto Rico
Year, Make, Model: NR, Yamaha
PPE: Yes
License: Yes
Training: Level I (Feb. 2018), Level II (March 2018)
Remarks: Rider lost control of motorcycle while riding around a curve and encountering loose gravel. Rider laid the motorcycle down. Rider suffered a broken arm and wrist.

March 15, 1:30 p.m.: 44-year-old E-7
Location: St. Augustine, Fla.
Year, Make, Model: NR Indian Chieftain (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (NR), Level II (Aug. 2018)
Remarks: Rider was rear ended while stopped at a signal light. Rider treated at local hospital for injuries.

March 14, 7 a.m.: 27-year-old E-5
Location: Haleiwa, Hawaii
Year, Make, Model: 2019 Harley Davidson Softail (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (July 2018), Level II (Aug. 2019)
Remarks: Rider distracted by a noise coming from the motorcycle and looked down, not realizing the road was narrowing. Rider swiped a guardrail and was transported to Pali Momi Medical for a broken leg.

March 12, 8:15 a.m.: 26-year-old E-4
Location: Lancaster, S.C.

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Navy fatalities in March: 0 Marine Corps fatalities in March: 0

Total Motorcycle mishaps in March: 21

Rider down reports are available at:

<https://navalsafetycenter.navy.mil/Resources/Motorcycle-Rider-Down-Reports/>

This mishap report is a monthly update of the motorcycle mishaps that have occurred throughout the Navy and Marine Corps. Motorcycle Safety Representatives, use this information during motorcycle training and mentorship programs and forward to other personnel who may have an interest. Note: Commands have up to 30 days to submit a WESS mishap report. As a result, the total number of mishaps shown in this report may be less than the actual number of mishaps that have occurred.

The information contained in this report is based on preliminary information and is provided for hazard awareness and training purposes only. Official mishap data should be obtained from the Naval Safety Center.

March 2020 Mishaps, continued

Year, Make, Model: 2017 Harley Street Glide (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (NR), Level II (Oct. 2018)
Remarks: Rider ran into the rear of another vehicle as it was slowing to make a right turn. Rider treated at local hospital for bruises and contusions.

March 11, 4 p.m.: 25-year-old E-5
Location: Gulfport, Miss.
Year, Make, Model: NR
PPE: Yes
License: Yes
Training: Level I (NR), Level II (Sept. 2017)
Remarks: Another vehicle pulled out into the path of the motorcycle rider and the rider struck that vehicle. No injuries reported.

March 11, 4 p.m.: 18-year-old E-3
Location: Norfolk
Year, Make, Model: 2004 Honda CBR (Sport)
PPE: Yes
License: Yes
Training: Level I (NR), Level II (NR)
Remarks: Both the rider and another vehicle were traveling east on Interstate 64, in the process of changing lanes, when the rider's front tire was clipped by another vehicle. Rider transported to Norfolk General Hospital for minor bumps and bruises.

March 11, 4:45 p.m.: 32-year-old E-5
Location: Norfolk
Year, Make, Model: NR
PPE: Yes
License: Yes
Training: Level I (NR), Level II (Sept. 2017)
Remarks: Rider was traveling east on Interstate 64. Another vehicle pulled into the path of the motorcycle and the rider struck that vehicle. No injuries reported.

March 9, 6:25 p.m.: 22-year-old E-5
Location: Chula Vista, Calif.
Year, Make, Model: NR, Honda CBR600 (Non-Sport)
PPE: Yes
License: Yes
Training: Level I (NR), Level II (Oct. 2019)
Remarks: Rider involved in a motorcycle crash, no further information.



Service members and civilians line up on their motorcycles during a Motorcycle Safety Rodeo at Naval Air Station Sigonella. Navy photo by Mass Communication Specialist 2nd Class Christopher Gordon.

March 8, 2:30 p.m.: 23-year-old E-3
Location: Carlsbad, Calif.
Year, Make, Model: 2001 Suzuki Katana (Sport)
PPE: Yes
License: Yes
Training: Level I (Feb. 2018), Level II (Aug. 2018)
Remarks: Rider ran into the rear of another vehicle that stopped in a turn. Rider treated at local hospital for minor injuries and released.

March 5, Midnight: 20-year-old E-3
Location: Oahu, Hawaii
Year, Make, Model: NR
PPE: Yes
License: No
Training: Level I (Feb. 2020), Level II (NR)
Remarks: Rider involved in motorcycle crash. Rider treated at Tripler Medical for broken tibia and fibula.

March 2, 9:30 a.m.: 24-year-old O-1
Location: Gulf Breeze, Fla.
Year, Make, Model: 2014 Honda CBR500 (Sport)
PPE: Yes
License: Yes
Training: Level I (Jan. 20), Level II (NR)
Remarks: Rider was stopped in traffic and ran into by another vehicle. Rider was not injured.



NAVAL SAFETY CENTER

PREVENTING MISHAPS, SAVING LIVES AND PRESERVING READINESS

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