



Rider Down is a monthly update of motorcycle crashes that occurred throughout the U.S. Navy and Marine Corps. The data in this publication reflects what was reported during the time period covered.



Information contained in the report is based on preliminary data and is provided for hazard awareness and training purposes only. The Naval Safety Command recommends Motorcycle Safety Representatives use this information for training and mentorship programs and forward to others who may have an interest.



Obtain official crash data from Naval Safety Command

Navy	Total non-fatal crashes this report: 44	Marine Corps
Rider fatalities this report: 6	Total fatalities this report: 7	Rider fatalities this report: 1
Rider fatalities for FY 24: 19		Rider fatalities for FY 24: 10

Fatalities rise; prioritize safety first!

By Juan Aguilar and Brian Best

During last year's 101 Critical Days of Summer safety awareness campaign, the Navy enterprise documented 95 reported motorcycle crashes, leading to the tragic loss of 14 riders: 11 Sailors and three Marines between Memorial Day and Labor Day.

This year, in June, 50 motorcycle crashes were recorded, with six crashes resulting in seven fatalities. California led in motorcycle crashes this month with 22 (45%), followed by Virginia with six crashes (12%). Most of the crashes involved 22- to 25-year-old E-4 riders. Unlike prior months, 10 (20%) of the crashes occurred during the afternoon hours between 2 and 4 p.m., including the loss of two Sailors. There were 23 crashes on weekdays and 27 on the weekends, with five crashes on Juneteenth observance.

- 12 (24%) crashes involved PMV-4s hitting a rider.
- 10 (20%) crashes involved rider inexperience.
- 10 (20%) crashes involved loss of control.
- 9 (18%) crashes had no details reported.
- 6 (12%) crashes were due to road conditions.
- 2 (4%) crashes involved excessive speed.
- 1 (2%) crash involved a rider following too close.

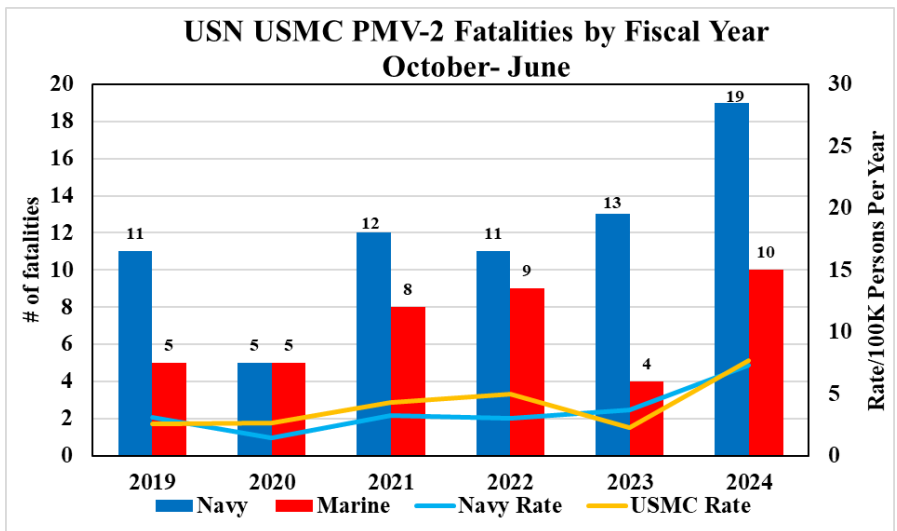


Figure 1 above depicts Navy and Marine Corps' reported motorcycle fatalities by fiscal year from 2019 to date.

During June, PMV-4's hitting a PMV-2 emerged as the leading cause of motorcycle crashes. From collisions with automobiles to harrowing crashes due to excessive speed on bends, the dangers are significant. But there's a solution: honing your skills through regular practice. Practicing swerving in a safe location is crucial. Always keep in mind your entry speed,

Interactive survey seeks riders to help battle fatigue causal factors

(Editor's note: The May issue of *Rider Down* inadvertently listed the number of rides collected as 200; it is actually 20 individual data collection rides.)

A company that offers safety solutions to organizations worldwide is seeking Sailors and Marines who ride motorcycles to participate in a program aimed at battling rider fatigue.

Naval Safety Command is facilitating Sfara's efforts to publicize its data collection survey. The company is offering a \$25 visa e-card to participants who sign up and complete the program. The program is limited to the first 200 registered participants and lasts 60 days from registration.

Sfara officials said the data collection survey is focused on collecting real-world motorcycle drive data across a diverse section of motorcycle brands and models. The voluntary survey consists of the following elements:

- Participants will register and download Sfara's test mobile app (iOS and Android).
- Motorcyclists will drive 20 individual data collection rides, lasting a minimum of 10 minutes. Riders will have up to 60 days to log the rides. Once the 60-day window is reached, riders will no longer have access to the app.
- To ensure anonymous data and the exclusion of private property, data collected between 0-300 meters of trip start and 300-0 meters of trip end will be discarded.
- No user interaction required during ride operation. The rider will start the app on their smartphone before the trip begins and it will stay on for the trip duration and will stop automatically.

The survey's results will provide the Department of the Navy with current analysis pertaining to the following data points,

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Safety first

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which is the speed at the start of a turn or curve that allows you to maintain or increase your speed. If you cannot safely increase your speed, it indicates your entry speed is too fast — a crucial factor that can make all the difference between a smooth ride and a perilous plunge. This factor underscores the importance of continuous training and skill development as not just recommendations, but a lifeline to the road to safety.

As we continue the summer riding season, all motorcycle riders should think about motorcycle safety while on the road. With the warm weather and clear roads, getting caught up in the thrill of the ride is easy, but safety should always be our top priority. Here are some key safety tips as we hit the open road this summer. First and foremost, wearing the proper gear is non-negotiable. A Department of Transportation-approved helmet, long sleeve riding jacket constructed of abrasive resistant material, pants, gloves and boots can make all the difference in the event of a crash.

Additionally, ensuring our motorcycles are in top condition before heading out is essential. Tires, brakes, lights and fluid levels should be thoroughly checked to avoid unexpected malfunctions while riding. Moreover, defensive riding is crucial for staying safe on the road. Being constantly aware of our surroundings, anticipating the actions of other drivers and maintaining a safe following distance can help prevent crashes. It's also important to ride within the speed limit and to never ride under the influence of alcohol or drugs. Lastly, proper signaling and communication with other drivers are essential. Using hand signals, turn signals and maintaining eye contact with other motorists can help ensure they know of our presence on the road. We can all enjoy a safe and exhilarating summer riding season by prioritizing safety through proper

gear, motorcycle maintenance, defensive riding and effective communication.

Let's prioritize safety and set a positive example for all riders on the road. While we all perform the critical mission of ensuring operational readiness, the diligent efforts of motorcycle safety representatives (MSR), supervisors and collateral duty safety officers persist in ensuring your personnel are current with their training and licensing. The *Rider Down Reports* stand as indispensable tools in your arsenal, integral to safety and training briefs. To those with RMI access, we've seamlessly integrated the *Rider Down* report within RMI. Once logged into RMI, click on the left-hand tab under "Pubs and Refs" homepage and proceed to "Motorcycle Rubber Side Down" to subscribe to and view these publications. This site contains the current year motorcycle publications produced by the Naval Safety Command (NAVSAFECOM) for Navy and Marine Corps MSRs, riders and safety professionals.

More information, videos and archived newsletters can also be found on the NAVSAFECOM website, <https://navalsafetycommand.navy.mil/Resources/Motorcycle-Rider-Down-Reports-newsletters/>.

In the pursuit of safety, every detail matters. Do not ignore even the minor factors, as this raises your risk and may result in a collision. Factors were provided from the below mishaps based on the information presented in the OPREPS and the investigator's reports, most of which are still under investigation. Remove one factor and the crash may not have occurred. When reviewing the crashes on the following pages, consider other factors that may have influenced the crash. It's a call to action for riders to engage, reflect and ask themselves, "What would I have done differently?"



Motorcycle Crashes

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Motorcycle Crash Legend

NR represents information not reported

Red entries represent Marine Corps-specific crashes

All times local

Fatal crashes

June 5, 8 p.m., 22-year-old E-5

Location: Ledyard, Connecticut

Remarks: Rider lost control and struck a guardrail. Rider succumbed to injuries at the scene.

June 16, 5:26 p.m., age NR E-3

Location: Arlington, Virginia

Remarks: Rider was involved in a fatal crash.

June 18, 10:36 p.m., 20-year-old E-4

Location: San Antonio, Texas

Remarks: Rider was involved in a fatal motorcycle crash. Service member did not complete motorcycle safety training and the use of PPE and a valid motorcycle license/permit are unknown.

June 22, 3:53 p.m., 22-year-old E-5

Location: Oakhurst, California

Remarks: Rider went into a curve too fast and was leaning hard, lost control and rode into opposing traffic, crashing into a PMV-4. Rider was pronounced deceased at the scene.

Rider safety

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which will further aid in the services' ongoing efforts to mitigate and prevent motorcycle crashes.

- How motorcycles are driven in terms of speed, duration, acceleration/deceleration, time of days, etc.
- User statistics on motorcycles usage pre- or post-deployment (anonymized).
- Aggregated, anonymized insights into use of motorcycles as a 'stress relief.'
- How forthright are users in self-identifying fatigue.
- Correlation between fatigue during active duty and dangerous motorcycle driving post duty.
- Potential hazardous road segments driven by motorcyclists.
- Driving behavior patterns correlated to riding motorcycles while being fatigued.
- Distribution of fatigue levels during days, weeks or any other time window.

June 26, 3:53 p.m., 27-year-old E-5

Location: Gulfport, Mississippi

Remarks: Rider was struck by a PMV-4 turning onto the road from a side street. Rider had completed all motorcycle training. Rider succumbed to injuries at the scene.

June 27, 3 a.m., 38-year-old E-6s (2)

Location: Carlsbad, California

Remarks: Four riders riding in tandem crashed into two PMV-4s. The crash started with a PMV-4 veering off the freeway and crashing into a guardrail, followed by another PMV-4 crashing into the rear of the disabled vehicle. The riders collided with the vehicles and their motorcycles caught on fire. Two service members succumbed to injuries at the scene.

Nonfatal crashes

June 1, 6 p.m., 23-year-old E-5

Location: Pensacola Beach, Florida

Remarks: Rider lost control and crashed motorcycle. The rider was transported to a local hospital and treated for injuries to their collarbone and scapula. The rider was riding a sports bike and was wearing all required personal protective equipment (PPE). The rider attended the Basic Rider Course (BRC) in July 2023 and the Advanced Rider Course (ARC) in April 2024.

June 1, 8 p.m., 23-year-old, E-4

Location: Jacksonville, North Carolina

Remarks: Rider was traveling at a speed of 30-35 mph when

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Sailors and Marines interested in participating can email motorcyclesafety@sfara.com with "Sfara Motorcycle Safety Trial" in the subject line. In the body of the email, provide your first and last name, regional location and type of motorcycle. Full instructions will be sent, typically within five minutes. Participants should check their spam or junk folders if they do not see the reply email. Any questions can be directed to personalsafety@sfara.com.

"The collection and analysis of real-world sensor data is a necessary component of addressing driver fatigue through technology. The Naval Safety Command's support in our efforts to collect this data plays an important role in winning the battle over service member driver fatigue," said Thomas Dixon, Sfara program contact.

(Disclaimer: "This announcement is only provided for informational purposes to members of the Department of the Navy and is not an endorsement of any non-federal entity.")

Motorcycle Crashes

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they lost control in a turn due to sand and dirt on the road, resulting in a low-sided crash. The rider had all the required personal protective equipment (PPE) on. After the accident, the rider was transported to hospital for treatment of a separated shoulder and fractured radius; the member received 30-day limited light duty (LLD).

June 2, 7 p.m., 23-year-old E-4

Location: Jacksonville, Florida

Remarks: Rider lost control while making a low-speed U-turn and was taken to hospital for treatment of road rash on their shoulder and arms. The rider was wearing all required PPE. *For slow, tight turns like a U-turn you can allow the motorcycle to lean independently from your body, which is called counterweighting. Use a very low speed and sharp handlebar turn. To control speed, use the friction zone and throttle in combination with or separate from the rear brake. Put more weight toward the outside of the turn by increasing pressure on the outside footrest and leaning your upper body away from the turn. Also, you can move off the seat toward the outside of the turn. If making a tight turn from a stop, first turn the*

handlebars and lean the motorcycle before moving out. Turn your head and look through your intended path. Know that a sudden increase in speed will straighten up the motorcycle. As needed, touch a foot to the ground.

June 2, 3 p.m., 30-year-old E-7

Location: Ramona, California

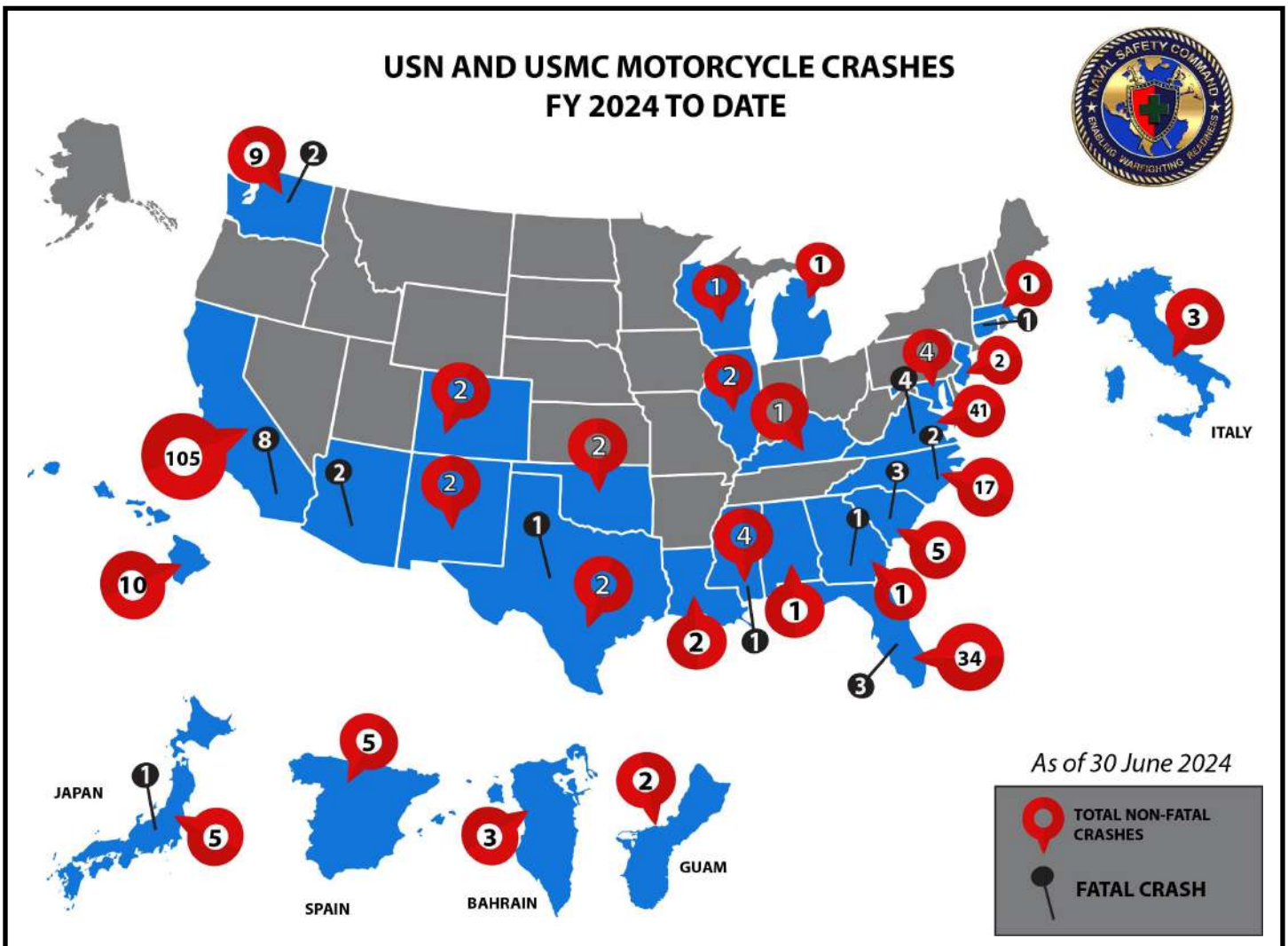
Remarks: Rider was involved in a motorcycle crash; however, they do not recall the circumstances. They saw their motorcycle pinned beneath a PMV-4. Rider was transported to hospital, waited six hours without treatment and decided to go home. The next day the rider went to another hospital and was treated for a concussion and rocks removed from their left knee and stitches applied. Rider received one week of telework and 28 days LLD.

June 3, 10 p.m., 29-year-old E-3

Location: Lexington Park, Maryland

Remarks: Rider was traveling 40 mph on a two-lane road; their rear tire lost traction on gravel at a curve in the road. The rider was taken to hospital, where they received treatment for

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injuries to the left side of their body: road rash on the elbow, bruising on the knee and a sprained ankle.

The rider was wearing all required equipment PPE and had completed an Advanced Rider Course (ARC) in March 2024. *Riding through curves and switchbacks can be fun, but crash studies show running off the road accounts for many motorcycle crashes. Do not push yourself by getting too bold. Use good judgment to stay well within your limits.*

June 4, 9:30 p.m., 24-year-old E-5

Location: Sam Antonio, Texas

Remarks: Rider was involved in a motorcycle crash and was transported to hospital and treated for injuries sustained. Rider was hospitalized. Rider wore a helmet and attended BRC in March 2023.

June 6, 9:30 p.m., 28-year-old E-6

Location: Racine, Wisconsin

Remarks: Rider was involved in a motorcycle crash after losing control of their motorcycle. Rider was transported to hospital and treated for injuries to their left shoulder, leg, ankle, knee, elbow and wrist. High winds and wet surface conditions were contributing factors.

June 7, 12:20 p.m., age NR E-5

Location: Tinton Falls, New Jersey

Remarks: Rider was involved in a crash and was transported to hospital. Service member sustained a broken left wrist, right forearm, right femur, right hip joint, a potential urethral laceration and a brain intracranial hemorrhage.

June 7, 6:30 p.m., 23-year-old E-5

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash and was transported to hospital for treatment. All appropriate PPE was worn and rider had a valid license. The most recent rider course was completed in May 2022.

June 7, 4 p.m., age NR E-5

Location: Virginia

Remarks: Rider lost control when riding over gravel in the road. Rider was transported to hospital and treated for multiple injuries.

June 9, 7 p.m., 22-year-old E-5

Location: Julian, California

Remarks: Rider approached the section of an "S" curve turning left too fast and applied heavy braking and went off the road in a patch of gravel, resulting in a 20-foot slide. Rider was transported to hospital and treated for a concussion. Rider wore all required PPE and received one day sick in quarters (SIQ) and 14 days LLD. Rider had two years riding experience and had completed BRC and ARC.

A middle-middle-middle lane position strategy is a good conservative choice for any curve. It is beneficial when riding

through multiple curves and curves where debris or other vehicles are expected on the left and right of the lane. When in doubt, use the middle-middle-middle strategy with good entry speed and maintain safety margins.

June 10, 12 p.m., 27-year-old E-6

Location: Oak Harbor, Washington

Remarks: Rider had to brake suddenly when they were cut off by a PMV-4 that disregarded a stop sign. The rider was propelled over the handlebars and contacted the PMV-4's passenger front door, resulting in injuries to the head, shoulder and wrist. Rider was transported to hospital and treated for a fractured left wrist. Rider wore all required PPE.

June 10, 6:30 a.m., 23-year-old E-5

Location: San Diego, California

Remarks: Rider struck a bump in the road exiting the interstate resulting in a slide on their right side. Rider was transported to hospital and treated for abrasions on their right arm and a sprained right ankle. Rider was wearing all required PPE. Rider received seven days LLD.

June 10, 3:15 p.m., 23-year-old E-4

Location: Norfolk, Virginia

Remarks: Rider maneuvered to avoid a collision with a vehicle, subsequently impacting the curb, colliding with a pole and was ejected from the motorcycle. The vehicle that pulled in front of servicemember did not yield or stop. Servicemember got up without assistance, called emergency services and was informed police would not take a report due to incident not involving a collision between vehicles. Rider's motorcycle was transported home by friend and the servicemember drove self to hospital. Rider was diagnosed with a fractured left wrist, a lateral sprain of the right wrist and discharged with no limitations. *Every crash seems to occur in the blink of an eye. You must be able to control your motorcycle well enough to put it where you want to in every situation. This means being able to stop, turn, swerve and accelerate with precision. Your motorcycle must fit you so you can control its size, weight and power. Ride within your skill limits by considering what you can and cannot do with the motorcycle.*

June 10, 6:30 a.m., age NR E-3

Location: Pasadena, Maryland

Remarks: Rider was traveling to work with light traffic. The road conditions were a little rough and bumpy. The member did not see a pothole, lost control and slid approximately 100 feet. Nearby pedestrians and drivers stopped to help and called for an ambulance. The member was taken to a local hospital for minor scrapes and bruises.

Rider Radar is about looking ahead, but don't forget to check for hazards behind in the rear-view mirrors. Search far and near as well as from side to side. Factors in front make up most of the hazards that affect you. You want to be able to identify them as

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early as possible so you can respond well ahead of time and do not have to react to an emergency at the last possible moment. Good searching skills help you avoid potholes, speed bumps and stationary objects.

June 12, 9:15 a.m., age and rank NR

Location: Camp Pendleton, California

Remarks: Rider was involved in a crash during an ARC session. Rider was transported to hospital and treated for knee abrasions and received 30 days LLD.

June 13, 12:50 p.m., 19-year-old E-1

Location: National City, California

Remarks: Rider lost control and overturned their motorcycle attempting to avoid a crash with a PMV-4. Rider was transported to a local hospital and treated for multiple injuries. Rider received SIQ.

Do not release the rear brake pedal when the rear wheel is not in line with the front wheel. If the rear wheel stops skidding and starts to roll, the motorcycle will quickly straighten, and you can be thrown off in front of the motorcycle. This is called a high-side fall.

June 13, 1 a.m., 26-year-old E-6

Location: Lafayette, Colorado

Remarks: Rider was involved in a motorcycle crash while on leave. Rider was transported to hospital and treated for a C1 vertebrae fracture. Rider was hospitalized for 11 days and required surgery.

June 13, 3:30 p.m., 21-year-old E-3



Student-owned motorcycles are staged outside for an Advanced RiderCourse (ARC) on Marine Corps Base Camp Lejeune, North Carolina, Feb. 16, 2024. (U.S. Marine Corps photo by Cpl. Antonino Mazzamuto)

Location: Billerica, Massachusetts

Remarks: Rider was struck by a PMV-4 merging into the rider's lane. Rider was transported to hospital and treated for a humeral fracture and received two-day hospital stay.

June 14, 6:15 a.m., 27-year-old rank NR

Location: San Diego, California

Remarks: Rider lost control of their motorcycle and crashed. Rider was transported to hospital and treated for a fractured ankle. Rider was wearing all required PPE, except for a riding jacket. Rider attended BRC in 2022.

June 15, 4 p.m., 20- and 22-year-old E-3 and E-4, respectively

Location: Maple Hill, North Carolina

Remarks: Riders 1 and 2 were riding together when they encountered a PMV-4 attempting to turn right into a parking lot but had a malfunctioning brake and signaling lights. This forced both riders to brake suddenly and collide with each other as they were too close. Both riders were taken to hospital for treatment. Rider 2 was given a 14-day LLD. *Remember, when riding in tandem or in a group use a staggered formation unless there is a need for single-file riding. Check riders ahead and behind often to maintain a safety margin.*

June 15, 12 p.m., age NR E-4

Location: New Orleans, Louisiana

Remarks: Rider struck a PMV-4 as they swerved to avoid a crash after being cut off by another PMV-4. Rider was transported to hospital and treated for injuries to their shoulders, forearm, knees and a fractured ankle. Rider received three days SIQ.

June 15, 6 p.m., age and rank NR

Location: Virginia Beach, Virginia

Remarks: Rider was struck by a PMV-4 in a hit-and-run crash. Rider was transported to hospital and treated for injuries to their right leg and left shoulder. Rider received one day SIQ and 13 days LLD.

June 17, 6:44 p.m., 38-year-old rank NR

Location: Newport News, Virginia

Remarks: Rider lost control in a parking lot while transitioning from gravel to pavement. Rider was transported to hospital and treated for minor injuries. Rider wore all required PPE, except foot protection. Rider attended BRC in April 2024.

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June 18, 5 p.m., 23-year-old E-5

Location: Richmond, Virginia

Remarks: Rider was tailgating a PMV-4 and glanced down at the speedometer. Upon looking up, they realized their proximity and attempted emergency braking, resulting in them going over the handlebars. Rider was transported to hospital and treated for a fractured left arm and right wrist.

You can help yourself by increasing your safety margins, using a greater following distance and avoiding riding at night. Practice your riding skills often so your actions are precise, especially for emergency maneuvers such as hard braking and quick swerving. Consider the value of additional formal training.

June 18, 3:15 p.m., 29-year-old E-5

Location: Lexington Park, Maryland

Remarks: Rider was cut off by a PMV-4 resulting in a crash. Rider was transported to hospital and treated for a fractured collar bone. Rider received 30 days LLD.

June 19, 2 p.m., 20-year-old E-3

Location: San Diego, California

Remarks: Rider was struck by a PMV-4. Rider was transported to hospital and treated for extensive injuries and is pending transfer to another hospital. Rider had not completed any motorcycle safety courses.

June 19, 6 p.m., 43-year-old E-6

Location: Yorktown, Virginia

Remarks: Rider was cut off by a PMV-4 and could not brake in time, resulting in them striking the rear bumper. Rider was transported to hospital and treated for minor injuries. Rider wore all required PPE. Rider attended the ARC IN 2022.

June 19, 11:05 p.m., 32-year-old E-6

Location: Hilton Head, South Carolina

Remarks: Rider was on a highway when their bike wobbled and flipped over. Rider was taken to hospital and treated for fractured fingers, face laceration and bruising. Rider was hospitalized one day and received 30 days SIQ.

A wobble is a rapid, strong shaking of the handlebars. These are problems usually caused by excessive weight in the wrong place, mechanical issues or by improper tire pressure. Keep a firm hold on the handgrips without locking your arms or fighting the steering, ease off the throttle and do not apply the brakes or accelerate. In some cases, it helps to shift your weight by leaning over the tank. Be sure to get the cause of the problem corrected.

June 21, 7:20 a.m., 25-year-old E-5

Location: Jacksonville, Florida

Remarks: Rider was struck from the rear by a PMV-4. Rider was transported to hospital and treated for injuries sustained. Rider wore all required PPE and had attended BRC in February 2024.

June 21, 7:30 a.m., age and rank NR

Location: NR

Remarks: Rider was traveling to work when they were struck by a PMV-4. Rider was transported to hospital and treated for injuries.

June 21, 9 p.m., age NR E-4

Location: Santa Clarita, California

Remarks: Rider was involved in a hit-and-run crash. Rider was transported to hospital and treated for injuries to their left foot.

June 21, 9:30 p.m., 30-year-old E-6

Location: Royal Oak, Michigan

Remarks: Rider was rear-ended at a flashing traffic light, causing their motorcycle to collide with the stationary PMV-4 ahead. The resulting force propelled the rider approximately 30 feet into the air. Rider blacked out. Rider was transported to hospital and treated for injuries sustained. Rider received a two-day hospital stay.

June 22, 1 p.m., 23-year-old E-3

Location: Richlands, North Carolina

Remarks: Rider was traveling too fast for the road, which had a lot of curves and lost control. Rider was transported to hospital and treated for a fractured C7 vertebrae. Rider received one-day hospital stay, eight days SIQ and 30 days LLD.

June 22, 4:30 p.m., 21-year-old E-4

Location: Oceanside, California

Remarks: Rider lost control when they swerved to avoid a crash with a PMV-4. Rider was transported to hospital and treated for multiple head and torso injuries.

June 23, 12:30 p.m., 21-year-old E-5

Location: San Diego, California

Remarks: Rider was involved in a crash. Rider was transported to hospital and treated for extensive injuries. Rider remained overnight in the hospital. Servicemember completed BRC.

June 23, 2:30 p.m., 23-year-old rank NR

Location: Los Angeles, California

Remarks: Rider struck the rear of a PMV-4. Rider was transported to hospital and treated for a fractured right femur and tibia. Rider was wearing all required PPE and completed BRC in August 2022.

June 23, 6 p.m., 24-year-old E-5

Location: San Diego, California

Remarks: Rider maneuvered to avoid debris on the road, inadvertently riding over gravel, resulting in a loss of control and departure from the road, culminating in landing in an embankment approximately 30 feet below. Rider was transported to hospital and treated for injuries sustained. Rider wore all required PPE and attended an Experienced Motorcycle Course in June 2021.

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June 24, time and age NR E-3

Location: San Diego, California

Remarks: Rider was involved in a motorcycle crash and was transported to hospital. Rider was treated for subarachnoid hemorrhages in their frontal, temporal and parietal lobes. Rider has intermittent hypoxia and was placed on a ventilator for support.

June 25, 7:40 a.m., 19-year-old E-3

Location: Twenty-nine Palms, California

Remarks: Rider came to a stop at a T-intersection. When turning, they encountered a patch of gravel while traveling at approximately 10 mph, resulting in a slide of about 3-4 feet. The rider did not seek medical attention.

June 25, 2:45 p.m., 37-year-old O-3

Location: Arlington, Washington

Remarks: Rider was involved in a collision with a PMV-4 that pulled out from a stop sign to make a left turn. Despite executing evasive maneuvers to avoid the crash, the PMV-4 still contacted the rider's saddle bags. Nevertheless, the rider managed to maintain an upright position. Rider did not go to the hospital.

June 25, 5:30 a.m., 38-year-old O-3

Location: Temecula, California

Remarks: Rider took evasive maneuvers by swerving into another lane upon observing a PMV-4 switching lanes into their own. Subsequently, the rider was cut off by another PMV-4 in the lane they swerved into, resulting in loss of control and ejection from the bike. Rider was transported to hospital and treated for injuries to their right knee, abdomen and hips. Rider received one day SIQ.

June 26, 4:30 a.m., age NR E-3

Location: Mission Viejo, California

Remarks: Rider collided with a PMV-4. Rider was transported

to hospital and treated for a fractured foot, lacerations, ruptured spleen and internal bleeding. Service member was wearing all PPE.

June 28, 7:10 p.m., 20-year-old E-4

Location: Eucalyptus Hills, California

Remarks: Rider was riding a dirt bike on a public road when they were struck by a PMV-4 that switched lanes. Rider was transported to hospital and treated for a severe contusion to their right leg. Rider is not a registered rider and has not completed any motorcycle safety training.

*Although the following are **not** reportable incidents, two of our service members could have suffered severe injuries or even resulted in fatal crashes due to their actions:*

June 19, 5:45 a.m., 23-year-old E-5

Location: Los Angeles, California

Remarks: Although there was no collision, the police spotted a rider speeding excessively. This led to a high-speed pursuit as the rider attempted to flee. Eventually, the police stopped the rider off the freeway, but the rider resisted verbal commands. The rider wore all the required protective gear and had attended ARC in May 2024.

June 30, 3:30 a.m., age NR E-4

Location: Abilene, Texas

Remarks: Although there was no crash, rider was arrested for felony evasion of a police officer. Rider is currently on drilling status.

Attempting to flee from the police can be extremely dangerous. Previous reports have shown riders who try to escape often end up crashing and getting seriously hurt or even killed. Thankfully, this time, these two riders did not crash. However, the speeding ticket they would have received is nothing compared to the legal consequences they now face.



ENABLING WARFIGHTING READINESS

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