

Practice good risk management - Summer Rides - Safer Rides

By Juan Aguilar

As summer heats up, Navy and Marine Corps motorcycle riders face unique challenges demanding heightened attention to safety. Warmer temperatures and longer days increase riding frequency but also introduce risks such as heat-related fatigue, sharing the road with distracted drivers and changing road conditions. To stay safe, riders must commit to wearing full personal protective equipment (PPE) designed to provide maximum protection while accommodating summer heat.

In June, the Naval Enterprise recorded 29 motorcycle crashes, including four fatalities. Due to favorable riding conditions, California led in motorcycle crashes for the 17th consecutive month, reporting nine incidents accounting for over a quarter of the total crashes (31%). Virginia followed with five crashes, representing 17% of the incidents. Florida and North Carolina reported two crashes each (7%). The remaining incidents occurred across the United States, with one

crash each reported in Japan, Spain and South Korea.

Accurate reporting of individuals' ages is essential for identifying at-risk demographics; however, 10% of crash reports this month lack this information and hinders our ability to thoroughly analyze age-related trends. Younger and lower-ranking riders faced a higher risk of accidents with 48% of crashes involved riders aged 25 years and under and 66% involved personnel ranked E-5 or below.

Equally important is maintaining up-to-date training and licensing, continuously refining riding skills through mandatory courses and practice helps riders anticipate hazards and respond effectively. Above all, practicing sound risk management before and during every ride, including pre-ride inspections, environmental assessments and defensive riding strategies, is essential to reduce accidents and ensure safe arrivals. The following key safety considerations for the summer months emphasize the importance of PPE, rider education and risk management in

At a Glance

USN

Rider fatalities this report: 3
Rider fatalities for FY 25: 23

USMC

Rider fatalities this report: 1
Rider fatalities for FY 25: 12

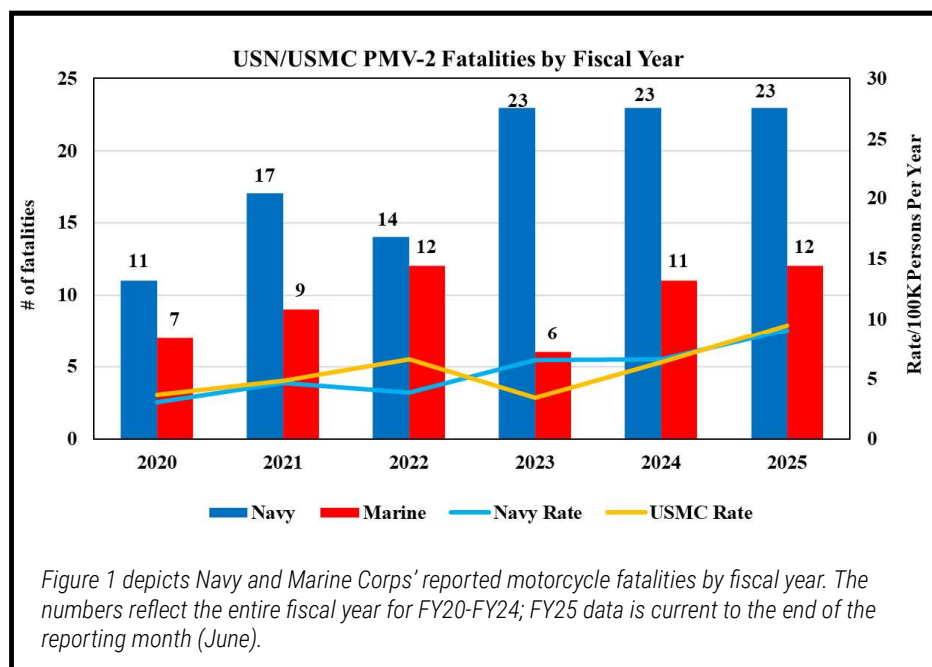
Totals this report

Non-fatal crashes: 25
Fatalities: 4

protecting our riders on and off base.

PPE remains the single most effective defense against injury in a crash. Although hot weather may tempt riders to wear lighter, less protective clothing, it is imperative to always wear full PPE. This includes a Department of Transportation-approved helmet, armored jacket and pants or abrasion-resistant riding gear, gloves, eye protection and sturdy boots covering the ankles. Modern gear uses breathable, ventilated fabrics designed to keep riders cool without sacrificing protection. Never compromise safety for comfort. Your PPE can be a lifesaver in a crash, significantly reducing the severity of injuries.

Risk management is the cornerstone of safe riding, requiring informed decisions to minimize hazards before and during every ride. Always conduct a thorough pre-ride inspection to ensure your motorcycle is mechanically sound - check tires, brakes, lights, fluids and controls. Continuously assess the environment, including weather conditions, traffic density and road surfaces, and adjust your riding style accordingly. This might mean slowing down on wet or gravelly roads or increasing following distances in heavy traffic. Avoid distractions such as mobile devices, never ride when fatigued and always refrain from riding under the influence of alcohol, drugs or prescription medications.



Summer rides

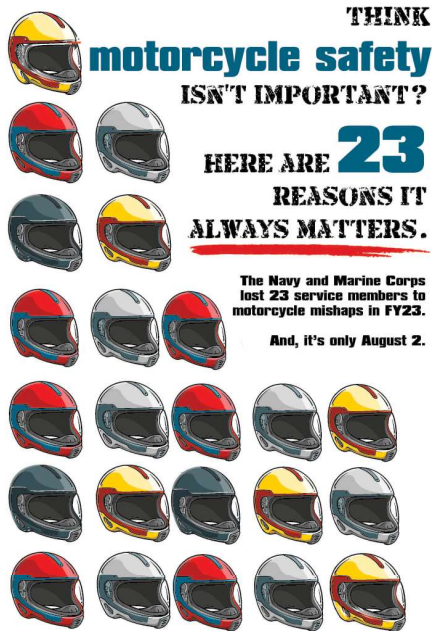
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Training, licensing and practice are essential pillars of safe motorcycle operation. All riders must ensure their motorcycle endorsements and licenses are current and valid. Compliance with Navy and Marine Corps Motorcycle Safety Program requirements, including completing the Basic Rider Course and any required refresher or advanced courses, is mandatory.

Training develops critical skills such as emergency braking, obstacle avoidance and safe cornering — skills that can mean the difference between a close call and a crash. Even experienced riders benefit from periodic refresher courses to reinforce best practices and stay updated on the latest safety techniques and regulations.

Practicing safe riding habits daily builds good muscle memory and sharpens awareness. Always ride within your skill level and comfort zone and continuously scan the road for hazards. Consider riding with a buddy or in groups to increase visibility and share knowledge. Take advantage of mentorship programs available within the Navy and Marine Corps communities to learn from seasoned riders.

Stay alert. Summertime brings more tourists,



road construction and unpredictable drivers. Assume other motorists don't see you and ride defensively. Use reflective gear, position yourself conspicuously in traffic and maintain safe following distances. Be especially aware of changing road conditions such as loose gravel, oil or sand, especially near beaches and intersections.

It's crucial to examine the factors behind June's motorcycle crashes and recognize detailed, accurate reports ensure the data truly reflects circumstances of each incident. Comprehensive data allows us to identify patterns and trends, such as common causes, locations or times of day when crashes occur. These statistics emphasize the vital importance of motorcycle safety awareness and proactive measures to prevent future tragedies.

Amidst the critical mission of ensuring operational readiness, the diligent efforts of motorcycle safety representatives (MSR), supervisors and collateral duty safety officers continue to keep Sailors and Marines current with their training and licensing. *Rider Down* reports are indispensable tools in your safety and training briefs. Their detailed insights and analyses are invaluable for understanding the factors contributing to crashes and developing effective preventive measures.

Ride smart. Ride safe. Take care of your fellow riders. Let us commit to a safe, fatality-free summer, ensuring every individual returns home healthy and unharmed. Safety is our highest priority and through our collective efforts, we can significantly reduce incidents and fatalities this season.

To those with Risk Management Information (RMI) access, we've seamlessly integrated the *Rider Down* reports 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. The site contains the current year motorcycle publications produced by Naval Safety Command (NAVSAFECOM) for Navy and

By the numbers

- 14 (48%) crashes involved colliding with a moving vehicle.
- 7 (24%) crashes involved a rollover/overturn.
- 6 (21%) crashes had a rider who ran off the road.
- 2 (7%) crashes involved colliding with an animal or object.

By the clock

- Midnight - 3:59 a.m. - 1 (3%)
- 4 a.m.-7:59 a.m. - 3 (10%)
- 8 a.m. - 11:59 a.m. - 4 (14%)
- Noon - 3:59 p.m. - 5 (17%)
- 4 p.m. - 7:59 p.m. - 11 (38%)
- 8 p.m. - 11:59 p.m. - 4 (14%)
- No data provided - 1 (4%)

By the day

Weekdays - 19 (66%)
Weekends - 10 (34%)

Marine Corps MSR, riders and safety professionals.

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

In the pursuit of safety, every detail matters. Ignoring even minor factors increases your risk and can lead to a collision. The factors noted in the crashes detailed on the following pages are based on information from operations and investigators' reports, many of which remain open. Remove just one contributing factor and the crash may have been prevented.

When reviewing the crash narratives on the following pages, consider additional factors that may have influenced each mishap. This is a call to action for riders to engage, reflect and ask themselves, "What would I have done differently?"

Rider Down



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.

Crash data can be obtained from Naval Safety Command.



CRASH REPORTS

Motorcycle Mishap Legend

NR represents information not reported
Red entries represent
Marine Corps-specific mishaps
(All times local)

Fatal Crashes

June 2, 6 p.m., 19-year-old E-1

Location: Pensacola, Florida

Editor's Note: This report is being submitted after the reporting period for May.

Remarks: A motorcycle rider was involved in a high-speed race with a civilian vehicle May 27 at approximately 6 p.m., reaching estimated speeds of 90 to 100 mph on a major highway bridge. After crossing the bridge, the civilian vehicle began to slow down but the rider continued at high-speed while approaching a sharp left turn. The rider lost control of the motorcycle, which began to slide. The rider was ejected from the motorcycle and struck the roadway, sustaining severe head and body injuries. The motorcycle continued to slide for approximately 500 feet before stopping. Emergency medical personnel responded quickly and transported the rider to a trauma intensive care unit. Following the removal of life support, the rider went into cardiac arrest and succumbed to injuries June 2.

June 5, 4 p.m., 37-year-old O-3

Location: Portsmouth, Rhode Island

Remarks: A rider was involved in a single-vehicle motorcycle crash on a main road in a northeastern coastal town. A passing motorist discovered the unresponsive rider at the scene and immediately contacted emergency services. The rider was initially transported to a nearby hospital and later airlifted to a regional trauma care facility, where he remained in critical condition on life support. The rider succumbed to his injuries and passed away June 6. It is unknown whether the rider was wearing PPE or held a valid motorcycle license or permit. However, records confirm the rider completed the ARC in June 2022. No alcohol or drugs were involved. The rider's spouse was notified and was present at the hospital.

June 7, 3:30 p.m., 22-year-old E-5

Location: Meadville, Pennsylvania

Remarks: The command was notified of a fatal motorcycle crash involving a rider who was on leave. Despite the efforts of emergency medical personnel, the rider was pronounced deceased at the scene. The rider was wearing full PPE, including a helmet, eye protection, gloves, boots and a protective jacket. Records confirm the rider held a valid motorcycle license and completed the BRC in November 2023.

Safety Consideration: Following deployments or extended period

away from motorcycle riding, riders are strongly encouraged to take time to reacclimate and refresh their riding skills. A deliberate and gradual return to regular riding helps ensure safe operation and reduces the risk of serious or fatal crashes.

June 19, 3:30 p.m., 29-year-old E-6

Location: Chesterfield, Virginia

Remarks: The rider collided with an oncoming vehicle off-base during off-duty hours. The rider sustained fatal injuries and the motorcycle was destroyed in the crash. The unit safety officer coordinated with local military police and civilian police department to gather additional details surrounding the incident.

Nonfatal Crashes

June 3, 11 a.m., 27-year-old E-4

Location: San Diego, California

Remarks: The rider was traveling on a local street when he was struck by another vehicle. As a result of the collision, the rider sustained a fractured leg and was admitted to hospital for treatment. The rider was wearing full PPE at the time of the crash. Records confirm the rider held a valid motorcycle license and had completed the BRC in April 2024 and the ARC in May 2025.

June 3, 11:30 a.m., 35-year-old E-7

Location: Newport News, Virginia

Remarks: The rider was traveling westbound in the far-left lane of the highway at the posted speed limit during moderate traffic conditions. The vehicle ahead braked suddenly and glare from the sun on the

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Acronyms

ARC: Advanced Rider Course

BRC: Basic Rider Course

DOT: Department of Transportation

EMT: emergency medical technician

ICU: Intensive Care Unit

KPH: kilometers per hour

LLD: light & limited duty

MPH: miles per hour

MSR: motorcycle safety representative

NR: not reported

PMV-2: private motor vehicle-2 wheels (motorcycle)

PMV-4: private motor vehicle-4 wheels (automobile)

PPE: personal protective equipment

SIQ: sick in quarters

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rider's helmet visor delayed recognition of the brake lights. The rider applied the brakes, causing the rear wheel to lock and the motorcycle to fishtail. The rider lost control, resulting in a crash and ejection. No other vehicles were involved in the incident. The rider was transported to the emergency room where he was treated and prescribed medication.

June 3, 7:07 p.m., 22-year-old E-3

Location: Delano, California

Remarks: The rider was sideswiped by a moving vehicle, sustained minor injuries and underwent medical evaluation. Following assessment, the rider was cleared and returned to duty without restrictions.

June 3, 7:24 p.m., 23-year-old E-4

Location: San Diego, California

Remarks: The rider was traveling westbound on a major interstate near an exit when a vehicle changed lanes without signaling and struck the right side of the motorcycle. The motorcycle was totaled in the crash. The rider was transported to hospital and diagnosed with a broken right wrist and sprained right ankle. The rider had received eight hours of sleep the night prior to the incident and no alcohol or drugs were involved. Records confirm the rider completed the ARC in May 2024.

June 3, 11 p.m., 38-year-old E-5

Location: Huntsville, Texas

Remarks: The rider lost control of the motorcycle while traveling on a

gravel road, and fell. The rider sustained a sprained ankle, along with neck and back pain. Minor cuts and bruises were also reported. The injuries are non-life-threatening but will require ongoing medical care and evaluation.

June 5, 7:58 a.m., 31-year-old E-5

Location: Chula Vista, California

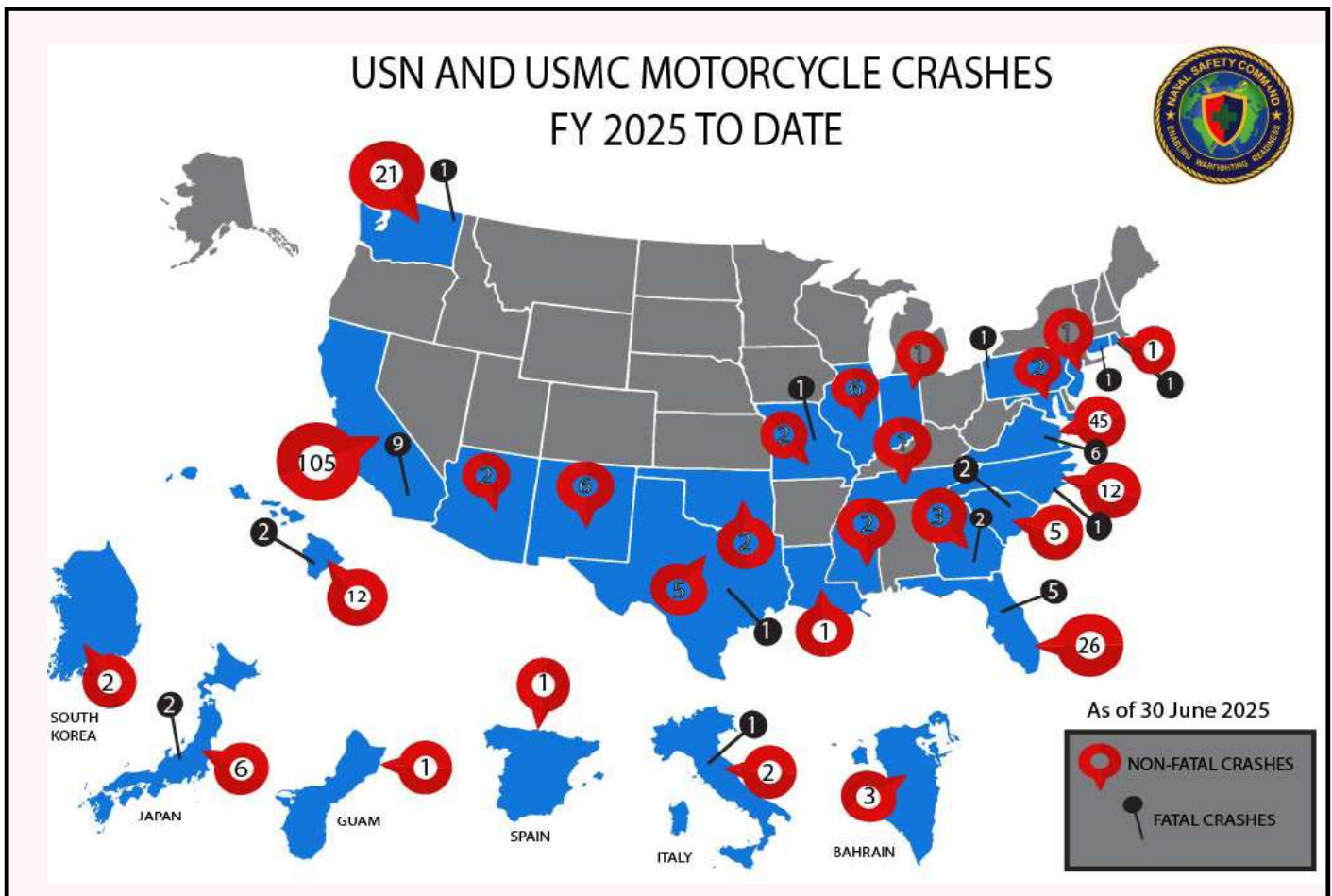
Remarks: The rider was traveling to work on a local road during heavy traffic conditions. To navigate the congestion, the rider began lane splitting. While passing between vehicles, a motorist made an aggressive and sudden lane change without signaling or checking mirrors. The rider, being positioned less than half a car length away, had little time to react and struck the driver's side door of the vehicle. The impact caused the rider to go over the handlebars and slide approximately 15 feet from the point of collision. Emergency medical services responded and the rider was transported to the hospital. Following evaluation, the rider was released and granted 72 hours of sick leave.

June 5, 6 p.m., 28-year-old E-6

Location: Libertyville, Illinois

Remarks: This rider was traveling on a local road. While attempting to pass traffic as the single lane road opened into two, the rider's line of sight was blocked by a truck. After passing the truck, a car was turning left unexpectedly. The rider locked the brakes and swerved to avoid a collision but the motorcycle's highway bars struck the front right

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bumper of the car, causing the bike to fall. The rider sustained minor injuries to the lower inner left thigh and was evaluated at a medical center, where no further injuries were found. The rider was released the same day.

June 5, 8:37 p.m., 23-year-old E-3

Location: San Diego, California

Remarks: The rider of a Harley Dyna Switchback motorcycle encountered a patch of dirt on a highway exit ramp, causing the motorcycle to lose traction, slide and crash. A civilian passenger was also on the motorcycle at the time of the incident. Both the rider and passenger were wearing full PPE. The rider held a valid motorcycle license and had completed a motorcycle safety course in March 2025. No alcohol or drugs were involved. The rider sustained minor injuries and was treated and discharged from the hospital. The passenger remained hospitalized for further medical treatment.

June 7, time NR, 30-year-old O-3

Location: Oklahoma City, Oklahoma

Remarks: The rider was injured in a motorcycle crash on a local interstate. Emergency services responded to the scene and the rider was transported to hospital for medical treatment. According to authorities, the rider has since been treated and released. Circumstances surrounding the crash remain under investigation.

June 7, 4:30 p.m., 19-year-old E-3

Location: Norfolk, Virginia

Remarks: The rider was involved in a single-vehicle motorcycle crash while navigating a local interstate exit ramp. The rider struck a traffic cone, lost control of the motorcycle and was ejected, sliding across the pavement. The rider sustained minor cuts and scrapes. No other vehicles or objects were involved in the incident. Emergency services responded and the rider was transported to a medical facility for evaluation. The rider was treated and released the same day.

June 7, 8 p.m., 22-year-old E-5

Location: Joshua Tree, California

Remarks: The rider was involved in a single-vehicle motorcycle mishap while operating a borrowed motorcycle. The motorcycle had been loaned by a friend for practice purposes as the rider was considering future ownership.

While riding on a trail with a companion, the rider entered a turn at an unsafe speed, failed to navigate the curve and went off the road. The rider was ejected and subsequently pinned beneath the motorcycle. Emergency services responded and the rider was transported to the hospital for medical care. The rider sustained a fractured right ankle as a result of the incident.

June 10, 7:15 a.m., 41-year-old E-7

Location: San Diego, California

Remarks: The rider was legally lane-splitting on a motorcycle due to heavy traffic on an interstate on-ramp. As traffic came to a stop, a vehicle attempted to change lanes and abruptly stopped in the middle of the lane. The rider, traveling between vehicles at approximately 25 mph, was unable to stop and struck the rear of the vehicle. The motorcycle sustained damage and the rider was placed on one day of SIQ.

June 10, 7:36 a.m., 41-year-old E-6

Location: Wahiawa, Hawaii

Remarks: The rider laid down his motorcycle to avoid a collision with a vehicle that had stopped abruptly due to an animal crossing the road. The rider was wearing all required PPE, held a valid motorcycle license and completed an ARC. The rider sustained non-life-threatening injuries and was initially taken into urgent care by his supervisor, then transferred to the hospital for further evaluation. The rider was diagnosed with a broken wrist and later released, with surgery scheduled. No alcohol or drugs were involved.

June 12, 12 p.m., 20-year-old E-1

Location: Jacksonville, North Carolina

Remarks: The rider was operating a motorcycle when he was involved in a collision with another vehicle. The rider sustained a fractured wrist and internal injuries as a result of the crash.

June 12, 7:30 p.m., 24-year-old E-5

Location: Sanlúcar de Barrameda, Spain

Remarks: The rider was involved in a single-vehicle motorcycle crash while navigating a roundabout and preparing to enter a highway on-ramp at approximately 35 kph. As the rider approached the first exit, a car pulled out unexpectedly, prompting the rider to veer left to avoid a collision. During the evasive maneuver, the motorcycle's rear tire slid on loose dirt and gravel, resulting in an approximately 8-foot slide into a nearby irrigation ditch. Due to the prevailing road conditions, the rider was unable to regain control. No other vehicles or personnel were involved, and there was no medical or law enforcement response. The rider was wearing proper safety gear and attire at the time of the incident.

June 13, 3 p.m., 20-year-old E-3

Location: National City, California

Remarks: The rider was involved in a rear-end collision with another vehicle. Following the incident, the rider sought medical evaluation at the emergency room and was discharged with instructions to attend a follow-up appointment. At the follow-up, the rider was placed on LLD for approximately one month.



ENABLING WARFIGHTING READINESS
375 A Street, Norfolk, VA 23511-4399
Navalsafetycommand.navy.mil



CRASH REPORTS

June 13, 6 p.m., 20-year-old E-3

Location: Naples, Italy

Remarks: The rider was operating a motorcycle when he struck a pothole, resulting in a loss of control and subsequent crash. The rider sustained a broken arm and was transported to hospital for evaluation and treatment. The rider was discharged later the same day.

June 13, 5 p.m., age and rank NR

Location: Vista, California

Remarks: The rider was stopped at a traffic light when he was rear-ended by a PMV-4. The motorcycle was totaled as a result of the collision. The rider did not require medical attention and reported no injuries.

June 15, 12 p.m., 22-year-old E-5

Location: Spanaway, Washington

Remarks: The rider was involved in a multiple-vehicle motorcycle crash on a rural roadway. While attempting to pull off to the side of the road, the rider crossed the center line and was struck by a civilian vehicle from the other direction. Emergency services responded and the rider was transported to hospital. The rider was discharged later the same day with a spinal contusion, minor concussion and other impact-related injuries. The rider was wearing appropriate PPE at the time of the crash. Records confirm the rider holds a valid motorcycle license and registration and completed BRC in April 2025.

June 17, 7 p.m., 32-year-old E-5

Location: Norfolk, Virginia

Remarks: The rider was involved in a motorcycle crash while driving in the second lane from the left. Another driver, who appeared to be distracted, swerved unexpectedly resulting in a collision causing the rider to be struck by a separate vehicle. The rider was transported to hospital for evaluation and was diagnosed with superficial abrasions and contusions. The rider was placed on two days of SIQ followed by seven days LLD.

June 18, 3 p.m., 19-year-old E-2

Location: Norfolk, Virginia

Remarks: The rider was involved in a head-on motorcycle collision after making a left turn onto a local road. A semi-truck with a flatbed trailer struck the rider. The incident was initially misreported, delaying an accurate report. Emergency medical services responded to the scene

and the rider was transported to hospital for treatment. The rider was wearing PPE, including a helmet, gloves, boots, eye protection and a jacket. The rider held a valid motorcycle license and completed a BRC in April 2025.

June 19, 6 p.m., 18-year-old E-2

Location: Jacksonville, Florida

Remarks: The rider was operating a motorcycle on a roadway when a vehicle entered the roadway from a side street controlled by a stop sign. The vehicle pulled out in front of the rider and the rider collided with the vehicle. Emergency medical services responded and the rider was transported by ambulance to the hospital emergency room. The rider sustained a fractured right wrist and was scheduled for corrective surgery. As a result, the rider was issued 30 days convalescent leave.

June 20, 3 a.m., 27-year-old E-5

Location: Changwon, South Korea

Location: The rider was involved in a motorcycle crash with a local national vehicle, resulting in significant injuries requiring hospitalization and property damage. An investigation conducted by the Korean National Police determined no fault could be assigned and found no indication of impairment for either driver. The rider sustained multiple injuries, including a rib fracture and fractures to the left arm and right thumb, both of which required surgery. The rider was in compliance with motorcycle safety training, having completed BRC and ARC.

June 21, 8 p.m., age and rank NR

Location: Iwakuni, Japan

Remarks: The rider was operating a motorcycle and entered a turn at excessive speed, resulting in a single-vehicle crash. The rider sustained a broken wrist and multiple abrasions. Minor surgery was performed. No further information is available at this time.

June 26, 9 a.m., 28-year-old E-6

Location: Knightdale, North Carolina

Remarks: The rider experienced a rear-tire blowout while operating a motorcycle, resulting in a crash. The rider was wearing a helmet and foot protection. The use of eye protection and the type of clothing worn is unknown. The rider held a valid motorcycle license and had completed a motorcycle safety course in June 2022. Alcohol and drugs were not contributing factors. The rider sustained multiple injuries, including a fractured right wrist, bruised left lung, abrasions to the left leg and significant injury to the left eye requiring surgery.

Note: Low speed vehicles (LSVs), neighborhood electric vehicles (NEVs), mopeds and scooters are considered motor vehicles when operated on the highways, per OPNAV M-5100.23 (Series).

Even though the following crash is not a reportable event, it is worth referencing for training purposes.

June 3, 4:45 p.m., 19-year-old E-3

Location: San Diego, California

Remarks: The rider was arrested by local law enforcement after a crash involving a civilian vehicle and attempting to flee the scene. After the initial collision, the rider fled on the motorcycle but later pulled over and surrendered without further incident. The rider was charged with felony hit-and-run and evading arrest. No injuries were reported. The incident is classified as a property-damage-only mishap, with reckless operation identified as the primary contributing factor.



REQUIRED MOTORCYCLE TRAINING

REFERENCE: OPNAVINST 5100.23H

LEVEL 3 - REFRESHER COURSE

Must Be Completed Every 5 Years

LEVEL 2 - ADVANCED RIDER COURSE

Within 60 Days or Up to 1 Year from Completion of BRC

LEVEL 1 - BASIC RIDER COURSE

Before You Ride

**ONLY 4 DAYS OF TRAINING
CAN SAVE LIVES**

