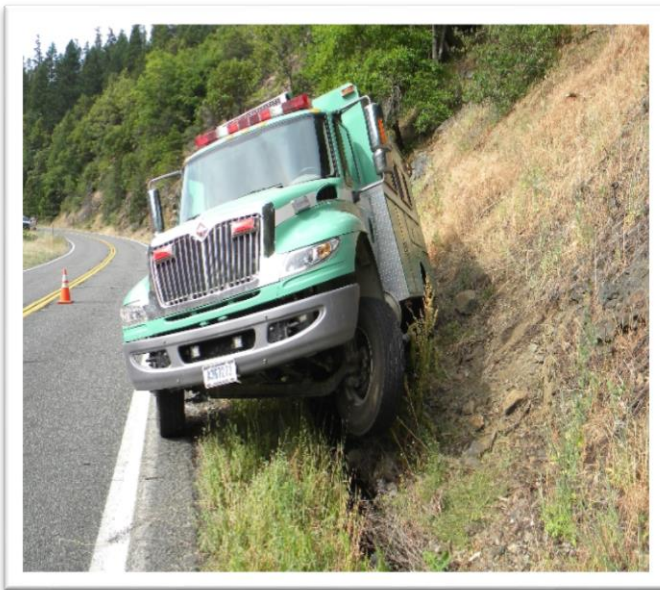


Rapid Lesson Sharing

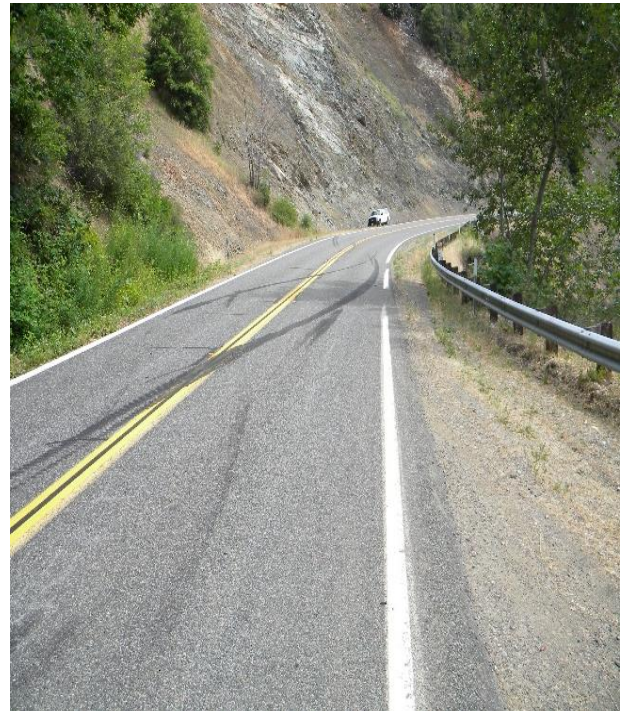
Event Type: Crew Carrier Near Miss

Date: June 8, 2016

Location: Pony Fire, Klamath National Forest,
California



Top Left: Shows where Crew Carrier ended up after its uncontrolled 180 degree spin out. **Photo on Right:** The parked vehicle is where the Crew Carrier initially hit the shoulder. Skid marks (coming toward you), indicate how the Crew Carrier crossed the lane and then veered back to the right again.



“This could have easily been our first vehicle fatalities of the season.”

Paige Boyer
Assistant Director, Northern Operations
Northern California Coordination Center

NARRATIVE

**Expect the unexpected. Think. Have a conversation.
Because this might happen to you!**

It's a bright clear day, you have started driving to your assignment, task for the day, or even home. You might be in a government, rental, or personal vehicle. That's when—quick as a sneeze—the unexpected happens.

In this Near Miss incident, the road curves and an object (water bottle) rolls from under your driver's seat toward the control pedals.

You try to kick the bottle out of the way and the vehicle (Crew Carrier in this case) veers onto the shoulder of the road. The brakes are applied. The skidding vehicle stays on the shoulder for some distance before the correction takes it back onto the pavement.



The Crew Carrier sustained minor damage to its tires from the sideways skid on the pavement and to the rear bumper.

But now there is no control. The Crew Carrier skids sideways over to the opposite side of the road and farther down the pavement where it does a 180-degree turn and crashes into the bank backwards—stopping on the side of the road it started on, now facing the wrong direction.

Whew!

Fortunately, there were no oncoming vehicles and the Crew Carrier did not flip over on its side.

The eight occupants—the driver and passenger in the cab and six folks in the back of the carrier—had minor injuries—bumps and bruises. **All eight people were seated with their seatbelts fastened.**

The vehicle sustained minor damage to the bumper, tires, and tail light. The Fleet Manager will inspect the suspension to see if any unseen additional vehicle damage might have occurred.

***No injuries; minimal damage.
Is this even a big deal?***

Now What?

Questions

1. Was the vehicle going too fast for conditions?
2. Do we think about the unexpected?
3. How do we “prepare” for driving?
4. How do we react to distractions?
5. Are distractions normal?

Thoughts

1. We have been on that road under those conditions many times. We live in the area and drive this same vehicle day after day all season long (that means all of us—everywhere).
2. So, why and how did this happen?
3. No injuries; minimal damage. Is this even a big deal?
4. Does luck play a part in what we do?
5. Do we normalize driving?
6. Could this happen again? Could this happen to you?

Montezuma Fire Engine Rollover Fatality

In this 2012 engine rollover incident—triggered by passing water bottles in the cab—the Engine Boss, Anthony Ramon Polk, who was a passenger, was fatally injured.

[Montezuma Rollover Fatality Information](#)

LESSONS

Suggestion 1

When you inspect your vehicle, do the walk-a-round, clean the windshield, check the wiper blades, engine fluids, tires, cab cleanliness (under seats, dashboard) etc.—but, also, think about the hazards you might face today. Have a conversation with your passenger(s), or, if they are driving, talk to them.

- ✓ Be aware of: Other drivers, wildlife, climate (heat, wind, etc.), dust. What else?
- ✓ Think and talk about: The road, winding turns, rocks, mountain roads, driveways. What else?

Seems simple enough, doesn't it? But we tend to normalize our driving because of the skill and experience that we have learned since the first time we got behind the wheel.

Think of the risk and the probability of a mishap every time you get into a vehicle. If we do that, then we can be better prepared and be more able to expect and accept the unexpected.

Suggestion 2

Think about driving and do a risk assessment. We think intuitively and analytically. Driving is intuitive and we do it without thinking a lot about it because we know the vehicle, roads, and ourselves. When it comes to driving, we need to analyze what we are going to do and think about the hazards, probability of exposure to them, and the potential consequence(s).

Suggestion 3

Do not think that it cannot happen to you. Have a conversation about the day and the "What Ifs".

After Action

The Crew Carrier's Crew, Fire Management and Forest personnel will conduct an After Action Review to discuss lessons learned and how to reduce or prevent accidents in the future, then share this information regionally and nationally.

This RLS was submitted by:
Safety/Risk Management
Region 5

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