

Motorcycle Crash Scene Response Field Exercise

1

SETUP

Scenario

Car enters intersection without yielding to oncoming motorcycle with two riders. Chapter X was on a ride, and after a couple bikes made it through the intersection, one bike riding two-up struck a car as it pulled out into the intersection. Motorcycle group on a Sunday ride (Recommend 10+ riders)

Driver of Motorcycle - serious internal and likely head/neck injuries are suspected

Passenger of Motorcycle – Serious injuries are suspected

Car Driver – Shock, hysteria are suspected

Car Passengers – (2 Children)

#1: Suspected contusions due to no seat belt, shock, hysteria;

#2: Suspected shock, hysteria

Car driver claims she did not see motorcycle coming.

Exercise Staff

1. **Narrator**
2. **Victim #1 – Jeremy, Motorcycle Rider**
3. **Victim #2 – Elaine, Co-Rider**
4. **Car Driver - Tresha**
5. **Child #1 – Megan**
6. **Child #2 – Aislinn (Pronounced “Ashlyn”)**
7. **Chapter X Riders (10+)**
 - a. **Scene Coordinator** – Possibly the most trained rider on the ride – Sweep for ride
 - b. **Chapter X Communications (Female Rider)**
 - c. **Traffic (3 People)**
 - d. **BLS Trained Person (2 PEOPLE)**
 - e. **GROUP KEEPER** – Road Captain for ride
8. **9-1-1 OPERATOR** (if needed) female voice, significantly different, for script

Motorcycle Crash Scene Response Field Exercise

2

9. **Communicator (Rider) Voice** (Different female voice) for reading script
10. **Additional riders** (It would be good to have at least four extra riders to adequately portray the Group Keeper role.)
11. **Team Guides**
 - a. **Scene Coordinator Guide** – A Rider Educator
 - b. **Communicator Guide** – A Rider Educator
 - c. **Traffic Guide** – A Rider Educator
 - d. **BLS Trained Person (& Assistant)** – A Rider Educator
 - e. **Group Keeper Guide** – A Rider Educator

Motorcycle Crash Scene Response Field Exercise

Event Options

1. PREFERRED: Single run-through of event, if helicopter/crew is available for demo. (Can use dry run to put more GWRRA officers through the rotating groups.)
2. Have several dry runs (with training groups) to maximize the number of people in the rotating groups. Allow 20-30 minutes per session. Police, fire and EMS personnel will only participate in *last* run, and should be scheduled to be staged just before their start time. This requires several volunteers to be available to assist in staging. Dry runs will be significantly shorter in duration (5-15 minutes shorter), and can be scheduled with a 15-30 minute break following the last one, to allow emergency personnel to be staged without concern about delaying them. Once final run is complete, it will be difficult to regain audience attention. Therefore, at the conclusion of this event, open event up to breakout sessions, to include the five team guides, ambulance, fire trucks, police vehicles, etc.

Motorcycle Crash Scene Response Field Exercise

4

INITIAL CONDITIONS

- 1) Accident scene is set up on morning of event (car and motorcycle), demarcation tape with stanchions. (Removable road paint can be used to stage vehicles/victims.)
- 2) Tarps cover or obscure accident scene and victims until cued.
- 3) Necessary equipment staged and checked for proper operation/batteries, etc. prior to commencing event.
- 4) Necessary personnel are available for all operations (host (makes introductions of participants and event, because they won't stick around afterwards to hear it), announcer, mentors/guides, host police department, host fire department, host EMS support, victims, traffic control, water carriers, & other volunteers) at least 30 minutes prior to commencing event. (Fire, EMS and Police only if not called upon for actual incident.)
- 5) Victims should be made up and prepped for staging at least 30 minutes prior to commencing event (in position at least 5 minutes before cued). (It may be desirable to assemble victims under/behind tarp and apply makeup there.) "Shock and Awe" makeup is discouraged for Gold Wing audiences.

Motorcycle Crash Scene Response Field Exercise

5

SCRIPT Starts Here

HOST INTRODUCTION SPOKEN BY:

(Name) _____, (Position) _____

Introduce the events (including planning efforts) leading up to the rally, listing primary team members and their contributions. (2-3 minutes)

Good afternoon, Ladies and Gentlemen. The Gold Wing Road Riders' Association and the GWRRA New York and New Jersey Districts welcome you to the New York-New Jersey Combined District Rally, and to the Motorcycle Crash Scene Response Field Exercise...craft your introductory speech

Since we have activities planned immediately following this exercise, I'd like to take a moment on behalf of the GWRRA NY and NJ districts, who sponsored this Motorcycle Crash Scene Response Field Exercise, to thank the following people who have made this possible;

(Modify as needed...)

- 1. City of Norwich Police Department and Chief Angelino;**
- 2. City of Norwich Fire and EMS and Chief Chawgo;**
- 3. Our victims:**
 - Tresha St. Amour (car driver)**
 - Megan Rudio (NJ-G)**
 - Aislinn Rudio (NJ-G) (Pronounced Ashlyn)**
- 4. Mo LaBelle and Donna Seeley for their assistance with makeup and printing**
- 5. NAME OF PRINTING COMPANY for all printing and signs**
- 6. The Norwich Police and Fire Departments, for outstanding support and for the crashed Gold Wing motorcycle.**
- 7. Crash Scene Response Field Exercise Development Team Members: Ed Bahrenburg, Keith Price, Peter St. Amour, Al**

Motorcycle Crash Scene Response Field Exercise

6

**Stahl, Rocco Cole, Linda Waterman, Bobbi Hardman and
author, Gary Cork**

Have handout with general information from exercise, and include a note of thanks to all volunteers.

INTRODUCTION OF THE ANNOUNCER

**From the New York District, please welcome the NY Chapter L
Chapter Director, and ANNOUNCER for this event,
Mr. _____, from _____.**

Motorcycle Crash Scene Response Field Exercise

7

ANNOUNCER:

Good afternoon, folks. Before we get started, we should take a quick look at what we all frequently think about while riding our motorcycles. We all know that motorcyclists must constantly watch for others crossing or turning in front of us. As a matter of fact, did you know...

-Change of voice, hidden speaker-

- *Intersections are the most likely place for a motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls (that is, stop signs and traffic lights).*
- *Statistically, motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents. (Such training can be obtained through the Beginning Riders' Course, the Experienced Riders' Course, and the Advanced Riders' Course. As GWRRA people, you might well be ahead of the game, if you take advantage of those available training opportunities.)*
- *Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.*
- *At any time, day or night, 1 out of every 20 drivers on the roads is impaired due to alcohol or drugs. On weekends, that number can double, to 1 out of every 10 drivers. You could be doing all the right things and cross paths with that driver who is not!!*

Motorcycle Crash Scene Response Field Exercise

8

- *You all probably already know that a person with a BAC, or Blood-Alcohol Content, of .08% is considered by law to be intoxicated in New York State and New Jersey, as well as in many other states.*
- *NY and New Jersey State laws are causing reasonable people to think about the consequences of driving under the influence; they know there is a risk if they decide to take a drink and operate a motor vehicle.*
- *You can always refuse a ride with an impaired driver.*
- *More than 11 million American families have seen a member killed or seriously injured by a drunk driver in the past 10 years.*

Brief Pause

-Back to Announcer-

This is Saturday, (*date*), and you are cordially invited to a collision between a motorcycle carrying two unsuspecting riders, and an automobile, whose driver did not take that extra second look to make sure her path was clear for entering this intersection.

Brief Pause...

Now, I realize that this kind of event, a collision, doesn't normally come with an invitation, but we'll be doing something special, today. I'd like to take a couple minutes to set the stage in order to help you get the most benefit from this exercise.

Our goal is to give you first-hand exposure to the activities that could, and maybe should, be carried out by the first people to arrive at the scene of an accident - in this case, people who have training in Basic Life Support. This kind of event has been depicted in a seminar that many of you may have seen at one time or another. In

Motorcycle Crash Scene Response

Field Exercise

9

our case, the riders are from a fictitious GWRRA chapter, Chapter X.

The more members of your chapter who are certified by Medic First Aid, the better prepared you will be for a situation such as this.

With this mock crash, we will demonstrate, for instructional purposes, how a group of riders could, and perhaps should, respond to this situation. Please be aware that they will respond only to the limit of their individual training and to the extent that the EMS or police request assistance, once they arrive at the scene. For example, Chapter X riders would NOT remove helmets or place cervical collars on victims. Eventually, the arriving emergency personnel will assume control and responsibilities from Chapter X. Although there may be some variation in the process depending on the local authorities involved, the process you will see should indicate with some reliability what you should be prepared for at a real crash scene. In our case today, we are including the Norwich Police Department and the Norwich Fire Department.

This simulation will represent a time span of approximately 15 minutes, but will be expanded to fill at least 30 minutes, in order to allow us to cover some important information that *may just help anyone* who may face such a situation in the future.

During this exercise, we will be working with volunteers from various chapters, made up of Rider Educators, Chapter Directors, Assistant Chapter Directors, etc., with rank & file GWRRA members filling in. We encourage you to observe the various roles, as well as the words that are spoken, so you can learn the details of the roles and responsibilities of the Chapter X people who are first on the scene. We hope you will take this knowledge back to your home organizations to share.

This event should provide us all with some valuable insight regarding our potential interface with emergency personnel and the

Motorcycle Crash Scene Response

Field Exercise

10

victims' immediate needs, if and when we encounter such an event on one of our chapter rides.

Although the use of alcohol when driving is not the main focus of this exercise, we want to include some information that directly affects your safety while riding your motorcycles.

Most states, including New York, have a “zero tolerance law” when it comes to alcohol and driving. This means that if someone is convicted of drinking and driving, there will be stiff penalties. Beyond that, it is obvious to this particular crowd that the consequences of an accident while riding a motorcycle when intoxicated are potentially far more severe than those a car passenger might endure.

Don't drink and drive... and *avoid* riding in a car, and especially on a motorcycle, with anyone whose ability is impaired in any way, whether from alcohol, drugs, excess fatigue, or even anger or some other strong emotion – just refuse! Or you might just see significant changes in your life circumstances.

As I said before, motorcyclists must constantly watch for others crossing or turning in front of them. As motorcyclists, we are taught to continually scan the horizon for hazards, such as deer, dogs, kids and a ball, and most of all, vehicles entering from intersections and driveways.

Okay, that having been said, let's get started...

Motorcycle Crash Scene Response Field Exercise

11

The rider riding “Sweep” says:

"BIKE DOWN! BIKE DOWN! Chapter X, this is _____ (name); Pull over and WAIT at your current location. I have assumed the role of SCENE COORDINATOR. Remain in place while I check the scene for safety. Tell me if you see anything hazardous from your angle. Report only if there is something to report. Otherwise, keep the channel clear. I'll be away from my CB for a few minutes."

Motorcycle Crash Scene Response Field Exercise

12

CRASH DESCRIPTION:

ANNOUNCER

The motorcycles were traveling at about 40 mph. The car was entering the intersection traveling at about 5 mph when motorcycle #3 struck the car (t-boned).

Ed, the rider of the motorcycle, was thrown off his bike and over the front of the car. It appears as though Ed received multiple injuries, including possible head and neck injuries, judging from the damage to his helmet. He is unconscious and his injuries appear to be immediately life threatening. A helicopter could be called to airlift the driver to the nearest trauma center.

Ed's co-rider, Betty, also suffered trauma, and needs immediate medical care. She was thrown from the bike and struck the side of the car before rolling about 12 feet across the pavement.

The driver of the car, Tresha, was essentially unharmed, with only a couple minor contusions. Although her physical injuries seem small, the emotional trauma of seeing what happened could impact her life forever. She is quite upset that the children were present and could have been injured, and is concerned for their well-being. Of course, she is also concerned for the injured motorcyclists.

She appears to be confused, as she stumbles out of the car. She is totally overwhelmed by what has just happened...having hurt a motorcyclist and his co-rider...how could this be?...this was supposed be a great Saturday night!

In the car, the driver's daughter, Megan, 11 years old, was not wearing her seat belt, having just entered the car moments ago. In

Motorcycle Crash Scene Response Field Exercise

13

addition to hysteria, Megan suffered minor bruises to her face and knees from the front seat head rest and console.

Megan's sister, Aislinn, age 10, was not injured, but is quite visibly upset.

Motorcycle Crash Scene Response

Field Exercise

14

EXERCISE BEGINS:

THIS SECTION IS NOT SPOKEN.

REMOVE THE VEHICLE DRAPE AT THIS TIME:

Police, Fire and EMS personnel are staged and ready.

Cue the emotional displays of the car passengers; CHAPTER X is standing by for action. (They were on a ride and one of their friends struck the car as it pulled out into the intersection.)

Victim #1 is immobile and still. Victim #2 is initially unconscious, then regains consciousness and is rocking and rolling as if in pain, and occasionally trying to get up to find her Rider, and continues to ask about him.

Car driver is exiting from car, *quite emotionally upset*, checking on her children, concerned for the motorcyclists, but not attempting to assist either one.

Chapter X riders are staged, with Road Captain and one other bike beyond the car, and remaining bikes are still on side approaching the car, but have stopped. They are awaiting instructions from the Scene Coordinator. On cue, with helmets still on, still sitting on their bikes, the Sweep (now the Scene Coordinator) begins making assignments and giving instructions, etc. (His commands can be broadcast over CB on several bikes' external speakers. Care should be taken to prevent distortion in loud speakers on the bikes.)

Role Players remain stationary until SCENE COORDINATOR begins assigning roles. Meanwhile, they are visibly upset unless the SCENE COORDINATOR has their attention. As they are assigned, they move to their new assigned roles. (Not real time.)

Motorcycle Crash Scene Response Field Exercise

ANNOUNCER

So a serious car/motorcycle accident has occurred. As you can see, CHAPTER X is at the scene of the crash and about to be involved, and is going to provide immediate first aid support, as well as traffic control and the all-important contact with 9-1-1, while awaiting a response from emergency personnel.

The Road Captain has brought the group to a stop safely and quickly. He or she must keep the group out of harm's way, keep them calm, cool, and help them maintain a collective level head. A pre-designated group leader must immediately take charge. I will talk more about that in a moment.

First, I must emphasize a *very important* point: It is *absolutely essential* that all group riders, all of you, understand, *in advance of a real crash*, that the situation will be upsetting to say the least, and that the tendency for many riders will be to want to help, especially if one of your chapter members or friends is involved. But *leaders of chapters* have reported that in similar situations in the past, lives have been put at great risk when chapter members took independent action, such as making a U-turn in opposing traffic, in their unselfish attempt to help their friends. But the last thing you would want to have happen is another bike to go down simply because the rider was not staying calm, out of the way, and doing what he was asked to do. There can only be one leader in this situation, and it is imperative that the rest of us follow the direction of that leader, the **SCENE COORDINATOR**, for the safety and well-being of all.

This preselected individual, the Scene Coordinator, will take charge and assign tasks as necessary, keeping in mind that time is of the essence.

Motorcycle Crash Scene Response

Field Exercise

16

So Chapter X riders have already pulled their bikes over to the side and stopped, and have remained on their bikes. The Sweep, or “tail-gunner” has assumed responsibilities as **SCENE COORDINATOR**. He immediately assigns several personnel from his chapter to specific roles to assist in the response. (Some chapters make some of these assignments before kickstands go up on that ride.) This scenario will demonstrate their carrying out those responsibilities.

First, let’s look at what the **SCENE COORDINATOR** does. He is primarily responsible for making sure the other roles are assigned quickly and functioning as well as possible, and for following the SETUP guide, making sure people don’t go walking or riding into an unsafe situation, when attempting to assist accident victims. We’ll discuss the SETUP process in a few moments.

But first, why does the “Sweep” become the Scene Coordinator? If the crash involved someone in the chapter, as in this case, the Sweep rider would very likely be the person with the best vantage point for observing the event. In general, to be clear about role assignments and to be consistent from one ride to the next, the drag bike is normally the Scene Coordinator. For that reason, it should normally be an experienced rider, and it would be critical for him or her to take an assertive stance under these circumstances. In actual experience, chapters may have reason to choose a specific rider as Scene Coordinator, rather than the Sweep.

The assignments made by the Scene Coordinator will not be totally unfamiliar to the riders in Chapter X. They all became familiar with the roles as a result of pre-ride briefings and discussions at their chapter gatherings.

Let’s listen as the **SCENE COORDINATOR** makes the assignments...

Motorcycle Crash Scene Response Field Exercise

17

SCENE COORDINATOR, over the CB radio:

“The scene seem clear of hazards other than small debris, and there is no spilled gasoline. Heat and dehydration are my only concerns, guys. Traffic is light and slow-moving. If you notice anything noteworthy, speak up. Be careful, and do no harm.”

“ _____ (Bike #2 Co-rider, name), you are assigned as **COMMUNICATOR**; identify our exact location and contact 911. Inform me immediately of any problems with those communications. Inform me once you have established contact with 911. *Got it!?!... GO!*

“ _____ (Bike #4 Co-rider, name), you are assigned to **BASIC LIFE SUPPORT**. *Got it!?!... GO!*

“ _____ (Bike #6 Co-rider, name), you are assigned to **BASIC LIFE SUPPORT ASSISTANT**. Keep me informed of victim status initially and with any changes in status. *Got it!?!... GO!*

“ _____ (Bike #2, name) and _____ (Bike #4, name) (and _____ (Bike #6, name), you are assigned as **TRAFFIC CONTROL A, B and C**. Go at least 200 feet beyond the crash scene on each of the three streets taking the street closest to you, and make every attempt to stop traffic. Do NOT use your motorcycle to block traffic – use the first car at the roadblock. Minimize pedestrian traffic into the accident scene. If a doctor or trained medical professional shows up, direct them to the scene. *Got it!?!... GO!*

“Road Captain, _____ (name), assume the role of **GROUP KEEPER** and proceed with your bike to a point about 1/4 mile past the accident scene. Once assignments have been made, gather the unassigned Chapter X riders and co-riders and assist as requested. Continue to monitor Channel 37 for further instructions. Chapter X riders, unless assigned a specific responsibility, proceed with the **GROUP KEEPER** to the designated area and remain available for possible assistance as needed. Ride carefully around the crash scene, and **KEEP YOUR EYES ON THE ROAD!** **GROUP KEEPER**, establish telephone contact with our Chapter Director and keep him informed. *Got it!?!... GO!*”

Motorcycle Crash Scene Response

Field Exercise

18

As a reminder, as we progress, this 15 minute period from the crash to the arrival of the Emergency Services is expanded to fill at least a half hour, so we are not operating in real time. That's because I have to talk through this. Anyway, once they arrive, we will move at real time.

As Chapter X begins their activities, they also know to start their role with the SETUP process. This acronym stands for:

Stop – Assess the scene

Environment – Identify any environmental limitations and hazards at the scene, such as spilled gasoline

Traffic – Evaluate the traffic situation, (how fast is traffic?)

Unknown hazards – Consider potential hazards that may not be readily apparent, such as a precariously balanced vehicle, fuel spilled...

Protect Self and Victims – “Do no harm.”

So that's the **SCENE COORDINATOR**'s job. Now let's look at the other roles and check out what they do.

These activities take place concurrently, and are mentioned in no particular order. They also are somewhat familiar to the riders in this GWRRA chapter because they discuss their roles in their meetings and pre-ride briefings.

- (2) **First, there is COMMUNICATIONS**. This member immediately proceeds to the victims' location and establishes contact with the 9-1-1 Operator. She **calmly** and **slowly** informs the 9-1-1 operator of the location of the accident, the number of victims, and gives an initial broad overview of the extent of injuries. She continues to provide updates as necessary.

Motorcycle Crash Scene Response Field Exercise

19

911 Operator (*Female Voice*): “THIS IS 9-1-1, WHAT IS YOUR EMERGENCY?”

CHAPTER X COMMUNICATIONS Person: (Excited, but still under control, slowly and clearly)

“THERE HAS BEEN A BAD ACCIDENT ON THE CORNER OF COURT STREET AND HENRY STREET IN NORWICH, NEW YORK- THERE’S ONE MOTORCYCLE WITH TWO RIDERS AND A CAR INVOLVED. THERE ARE 5 VICTIMS ALTOGETHER, AND THERE ARE SERIOUS INJURIES. WE HAVE SOMEONE EVALUATING AND WILL HAVE MORE DETAILS FOR YOU IN JUST A MINUTE.”

Keep in mind that if you are using your cell phone to dial 9-1-1, you could be connected to an operator or dispatcher who is not familiar with the area you are presently in. If the area is not serviced by what is called Enhanced 911, you will need to be very specific in your exact location right down to the route number and milepost, town or city, *and state*.

The dispatcher receives the call and dispatches the police, fire and EMS.

In many cases, rescue personnel must drive from home to the fire station, and then to the crash scene. Depending on the location of the incident, help may not arrive at the scene for 10

Motorcycle Crash Scene Response

Field Exercise

20

to 15 minutes, sometimes longer. That's a long time for the victims.

- (3) Three additional members of Chapter X have been assigned to provide **TRAFFIC CONTROL**, a very important safety concern. It is important to note: These members do not have the authority to control traffic. However, when there are no police or firemen there to do that job, they may slow and guide traffic around the accident scene to prevent further injury from occurring, to an alternate path, if available. They will make every attempt to increase their visibility using lights, fluorescent vests, etc. They will situate themselves 200-300 feet or more from the accident scene, far enough away from the scene to allow plenty of room for First Responders and emergency crews into the area. If the accident occurred just after a bend in the road, they will position themselves in front of the bend, to prevent a surprise of stopped traffic to other oncoming traffic. Remember, safety first. Do not allow yourself to become victims, which would complicate matters immensely!

- (4) There is a **BLS (Basic Life Support) TRAINED PERSON** assigned, and an **ASSISTANT BLS TRAINED PERSON**, if available.

The Primary BLS Trained Person and Assistant should obviously be trained in CPR/First Aid. They will immediately begin assessing the nature of the injuries of all victims in order to (1) establish a sense of priorities for treatment and (2) to obtain the details of injuries in order to convey them to the Communications person, for further communication to the 911 Operator.

You may have heard medical people talk about the “golden hour.” Starting from the minute of impact, the clock starts ticking regardless of the amount of care being received by the

Motorcycle Crash Scene Response

Field Exercise

21

victim. For life-threatening injuries, after the first hour, the chance of survival decreases immensely.

But the First Medic Basic Life Support Course gives you all you need to know to get things going initially...and can make all the difference in the world!

Depending on the situation, the Assistant BLS Trained Person may either provide necessary assistance to additional victims when the Primary is already pre-occupied, or may be used to convey updates from the Primary to the Communications person. (It is prudent to only assign this role to people who are at least First Aid certified/qualified and who can deal with the sights and sounds that might prevail under the circumstances.) Not everyone can...

One additional point should be made here: If you do not already know the identification of the victims, and if the EMS personnel arrive before the Police, the **BLS TRAINED PERSON** and/or **ASSISTANT** should obtain the victims' *personal identification information* (their names and addresses), and the *name of the hospital* to which they will be taken, from EMS, so it is available to the police when they arrive. EMS will get the information from the victims' driver's licenses and registration. This precaution will ensure that the police get the victims' information in the event the ambulance departs with the victims before the police arrive on scene.

- (5) And last, but not least, there is the **GROUP KEEPER**, who is assigned to manage and care for the remaining riders in the chapter, to keep them out of the way and to calm them. It would be a natural transition for the ride's Road Captain, or Ride Leader, to assume this responsibility, since he or she was already leading the ride. If a relief or other additional support is requested, he makes assignments as needed. This person

Motorcycle Crash Scene Response

Field Exercise

22

would need to be attentive to the need to provide additional assistance of any kind, as well as working with the remaining riders who are dealing with some pretty strong emotions under these circumstances. And keep in mind that the **GROUP KEEPER**, himself, may be dealing with some difficult feelings.

With all this said, we also need to remember that if someone in the group goes down, there is no predicting who it will be. If it were the Road Captain, himself, the Sweep, that is the **SCENE COORDINATOR**, would have to quickly assign someone else to take the role of **GROUP KEEPER**. This clearly spotlights the difficulty and complexity that faces this group of riders, as it will if your group ever faces such a situation. But discussing the scenario as a group, and considering various situations in your discussions can do far more to prepare you for it than never considering it at all.

At some point, someone, preferably the **SCENE COORDINATOR**, will be gathering pertinent information such as:

1. What hospital are the injured going to?
2. Are all the injured going to the same hospital?
3. Providing the Police and EMS with injured names and their contact information, if known (Obtain this from EMS.)
4. If in a strange location, having someone from the chapter, if possible, follow the ambulance to the hospital.
5. Getting the name and location of a tow company, or of a fellow GWRRA member, that will be picking up the downed motorcycle. (Gold Book)
6. Once all this information is gathered and hopefully written down for reference later on, a call needs to be made to your chapter director (if they are not on the ride) explaining what has happened and what is going to happen next.
7. The Chapter Director should then communicate with the **GROUP KEEPER** at the scene regarding what is needed from the chapter director. Does he need to notify family at home?

Motorcycle Crash Scene Response Field Exercise

23

- 8. Report to the location of the accident to provide support and help? Or does he need to pull out the Gold Book and begin to find local help in the form of a local chapter director who can coordinate what needs to happen next at the site of the accident?**
- 9. The SCENE COORDINATOR should attempt to identify witnesses. If successful, they should be kept separate from one another and should not be permitted to talk to others. They are encouraged to try to remember details of which they are certain.**
- 10. Chapter members should remain available to assist police, firemen and EMS as requested, until dismissed.**
- 11. Following such a traumatic event, the chapter should proceed to a nearby location to stop and rest, and to discuss the event among themselves, to mitigate the lasting effects of the traumatic experience.**

Motorcycle Crash Scene Response Field Exercise

24

EMERGENCY PERSONNEL

Cue the Norwich Police to arrive on scene. Patrol car arrives with siren and flashing lights. Officer approaches and assumes control.

I would like to now give the microphone to Norwich Police Sgt. Gard Turner (Chief Joseph Angelino), who will take you through the remainder of the field exercise.

POLICE NARRATOR:

The police officers who arrive on the scene assume control of the scene. The officers' focus is soon directed to begin an investigation of the crash.

Cue the Fire Company and EMSs to arrive on scene with sirens and lights.

When Fire and EMS personnel arrive on scene, an assessment of the injuries is made, and while assuming responsibility for the treatment of the victims, they will also make a plan for moving the victims. If there appears to be a fatality or life-threatening injuries, it is important to note that it would be considered a crime scene, and it should not be disturbed unless absolutely necessary.

EMS personnel can tell from training and experience when an accident is considered a bad one and could require a life-flight helicopter or additional ground ambulances. If life-flight is used, once on the scene, the flight crew will be given a report on the patient, who will be sent by air to the nearest trauma center. In this case, it would be either Wilson Hospital in Johnson City, or University Hospital in Syracuse.

Motorcycle Crash Scene Response

Field Exercise

25

Movement of a motorcycle accident victim, as with any crash victim, should wait until EMS arrives, unless it is absolutely necessary. This is to prevent further life-threatening injuries.

The rescuers will place cervical collars on the victims to keep the vertebrae in the neck in perfect alignment. This will help prevent paralyzing damage to the spinal cord in case the victim's neck may be broken. All possible care is being taken to prevent further injury to the already possibly critical victims.

The victims are also placed on long backboards to keep the back straight and their heads immobilized to prevent possible additional injury. They are carefully, yet expeditiously, packaged to prevent further injury and then placed immediately in the ambulance or helicopter to be transferred to the nearest trauma center or emergency room.

USE OF A HELICOPTER

The life-flight helicopter provides the fastest mode of transportation for a victim in critical condition, eliminating common delays such as remote areas and bad terrain, which contribute to the delay of treatment of the victim.

The remaining injured will be loaded into the ambulances and transported to the nearest hospital. While enroute, the patients could be placed on cardiac monitors, IV's could be initiated, and oxygen and pain medication could be delivered as directed.

While the injured victims have been treated by the rescuers, the driver of the car, Tresha, has received no injuries. She could be put through a series of tests that would evaluate her reactions due to her possible use of alcohol; this is called a field sobriety test. An alcohol breathalyzer test could also be performed.

Motorcycle Crash Scene Response Field Exercise

26

An investigation will be performed by the police officers on the scene, and if necessary, additional personnel and resources can be requested to assist. Investigators now use state-of-the-art tools, such as video cameras, computer modeling of the accident scene, and other high tech equipment, to analyze the accident.

I'd like to turn the microphone back over to Mr. Rocco Cole, to wrap things up.

Motorcycle Crash Scene Response Field Exercise

27

GWRRA NARRATOR:

Thank you, Chief Angelino/Sgt. Turner/Chief Chawgo. Let's get back to the cause of our crash: Failure to yield is a very serious and all too common occurrence, injuring or killing too many motorcyclists.

You just watched a motorcycle group responding to a mock motorcycle/car crash where one of their own was involved. Unfortunately, it happens every day, and it happens to motorcyclists just like you! Please have an escape route at all times, and watch intersections and driveways carefully at all times. We don't want you or your family to experience the pain of an accident such as this.

Thank you for your attention to this crash scene field exercise. We hope you have learned from it, and that you will consider using that knowledge in your group rides. We wish you the best of luck and safety on and off the road.

Now I'd like to direct you to several attractions and encourage you to interact with the various players in this exercise, such as the Police, Fire Department, EMS, and the Team Guides who instructed the small groups during the exercise. The Police will conduct a field sobriety test for your viewing. The fire truck, ambulance and police vehicles are available for your viewing and questions.

There are tablets of paper to be found – you are encouraged to take a sheet and provide us any constructive comments that might help us improve this event in the future. Thank you again, and Good Afternoon.

CONCLUSION