

CNF LESSON LEARNED

Date of Incident: December 9, 2009

Subject: VEHICLE ACCIDENT

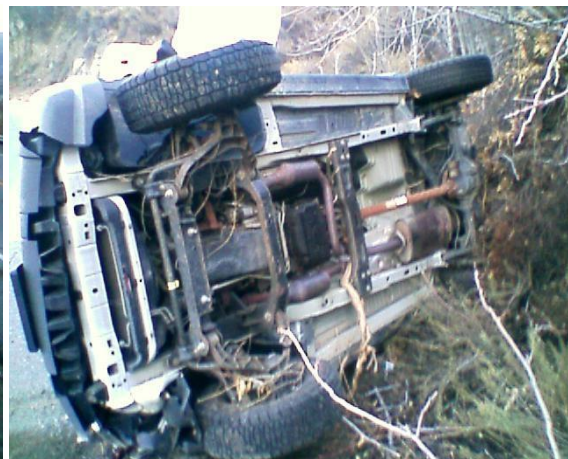
Incident: On December 9, 2009, three firefighters were involved in a motor vehicle accident on a 2 lane state highway known for dangerous curves. Below is a brief summary of the incident:

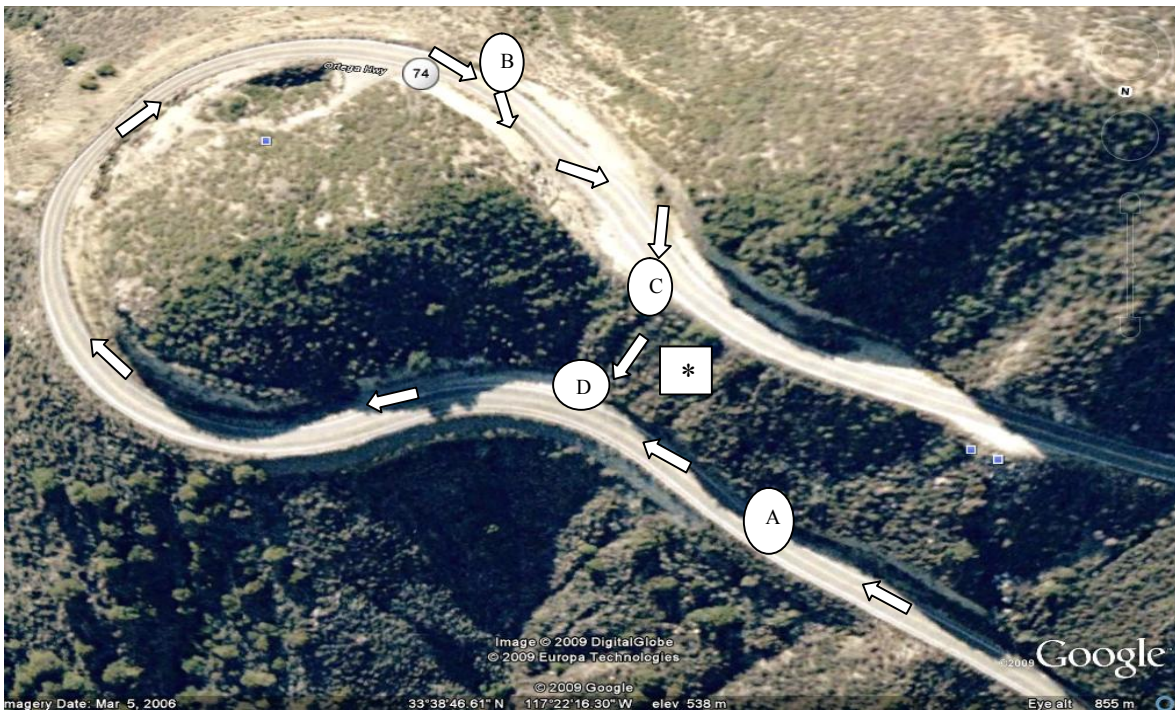
Three forest service employees were driving west bound in a government vehicle. Driver and passengers were wearing their seat belts. As the vehicle approached a curve known as “dead man’s curve”, a vehicle came into their lane causing the forest service driver to take evasive action. Once correction was made they entered “dead man’s curve” came out of it and saw another vehicle coming down hill (east bound) and this second vehicle also came into their west bound lane at which time the forest service driver took corrective action again but in this instance he started to skid toward the outside lane and then over corrected to the inside lane, then correct to get back into his lane but at this time the momentum of the vehicle caused it to go over the side of the highway. The government vehicle then traveled straight down the side of the hill and came down to rest on its side on the road down below. The three firefighters reported that they suffered no injuries. See pictures below and map of incident on second page:

Passenger Lesson Learned: “People on the District drive that road everyday and sometimes get a little complacent. You know every turn by heart, but I think you have to understand how serious and dangerous that road is....Defensive Driving is key when driving this road and especially when you have passengers with you.”

Lessons Learned:

- When driving roads that are known for their dangerous curves, take extra caution when driving these roads.
- When driving vehicles that you don't normally operate, ensure you take extra effort to become as familiar as possible with the vehicle before driving it.
- Be aware that short wheel base vehicles such as the one involved handle differently.





← Direction of travel

A - area where first evasive action occurred.

B - area where second evasive action occurred.

C - point where vehicle went off the road.



D - point where vehicle came to rest.

* The point where the vehicle went off road has a 150 foot drop of elevation change on 100% slope.