

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is ODCSOPS

LOCATION: 48 th Military Police Detachment (CID)(FWD), Camp Victory, Baghdad, Iraq APO AE 09342	DATE 29 Jul 05	TIME (b)(6) 1743	FILE NUMBER
LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	SOCIAL SECURITY NUMBER (b)(3), (b)(6)		GRADE/STATUS SFC/E-7
ORGANIZATION OR ADDRESS B Company, 2 nd Bn, 3 rd SFG (b)(3), (b)(6)			

(b)(2)High _____, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
 About 1600, 29 Jul 05, I was a passenger in a vehicle driving behind a crane en route to Camp Liberty from Camp Stryker. At the big turn to the West, a five ton truck (FMTT) came around the corner from Camp Liberty direction, slipped off the road, over corrected, and slammed into the crane in front of our vehicle. We pulled off to the west side of the road to avoid the accident, got out, and started controlling traffic. I and (b)(6), (b)(3) checked on the American in the five ton, and, making sure he was medically stable. His left knee was trapped between the door and the dashboard, and he was trapped in the vehicle. He was coherent, and was banged up but otherwise looked OK. The civilian in the crane had the top half of his body hanging out of the cab, bleeding, with the windshield wiper stuck on his chest. He appeared to be bleeding out of wounds in his head, so (b)(3), (b)(6) and I sat him up. He had a pulse and was breathing. We tore up some DCU tops as hasty field dressings and bandaged him up until the medics arrived.

- Q. (b)(3)(b)(6)
 A. SFC, (b)(3), (b)(6)
- Q. Do you know who was driving the truck?
 A. SPC (b)(3)(b)(6) That was the name he gave us when we were checking for consciousness. I didn't know him before the accident.
- Q. Do you know who was driving the crane?
 A. No.
- Q. Did there appear to be any mechanical failures in the truck like blown tires?
 A. I don't know.
- Q. When did the medical crews arrive?
 A. About 1615.
- Q. When you checked on SPC (b)(3)(b)(6), did he have any odor of alcohol on him or appear impaired?
 A. No.
- Q. Do you have anything you wish to add to this statement?
 A. No.///END OF STATEMENT (b)(3), (b)(6)

XHIBIT

INITIALS OF PERSON MAKING STATEMENT
(b)(6)

PAGE OF PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF ___ TAKEN AT ___ DATED ___ CONTINUED."
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CENTCOM 020552

STATEMENT (Continued)
NOT USED// (b)(6)

AFFIDAVIT

I, (b)(3), (b)(6), HAVE READ OR HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1 AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OR BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3)(b)(6)

WITNESSES:

Subscribed and sworn to before me, a person authorized by Law to administer oaths, this 29th day of July, 2005 at Camp Victory, Iraq APO AE 09342.

(b)(3)(b)(6)

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(b)(3)(b)(6)

ORGANIZATION OR ADDRESS

(Typed Name of Person Administering Oath)
Article 136 (b)(4), UCMJ
(Authority to Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6)

PAGE OF PAGES

SWORN STATEMENT

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LOCATION Camp Victory, Baghdad, Iraq	DATE (b)(3), (b)(6) 29 Jul 05	TIME (b)(3), (b)(6) 1813	FILE NUMBER
LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	SOCIAL SECURITY NUMBER (b)(3), (b)(6)		GRADE/STATUS E-5/ AD
ORGANIZATION OR ADDRESS B Company 2 nd Battalion, 3 rd Special Force, (b)(3), (b)(6)			

(b)(3), (b)(6)

I (b)(3), (b)(6)

WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

At 1615, 29 Jul 05, myself and 2 others traveling from area 4 towards Liberty following a crane vehicle. Coming around a sharp turn in the road was a Long Non Tactical Vehicle (LNTV). The LMTV's rear tires were caught in the gravel on the shoulder and over the driver corrected his turn. As the truck comes back on the road it was pointing straight toward the crane and hit the crane. As soon we saw the truck hit the crane, (b)(3), (b)(6) swerved off the road and stopped. We went check the LNTV first. (b)(3), (b)(6) checked on the driver but the driver could not move because was pinched between the doors but he was talking and coherent. Then (b)(3), (b)(6) and (b)(3), (b)(6) went check on the driver of the crane. In the meantime I was looking for medical supplies. We noticed the driver of the crane had a pulse. I then left scene and went back to area four to get a saw "jaws of life". By the time I got back to the scene with a saw, a fire truck, Military Police personnel and the Medical personnel were on the scene and took over.

Q: SA (b)(3)(b)(6)

A: (b)(6), (b)(3)

Q: Do you have anything else you would like to add to this statement?

A: NO /// End of statement/// (b)(3), (b)(6)

EXHIBIT

INITIALS OF PERSON MAKING STATEMENT
(b)(3)(b)(6)

PAGE 1 OF 2 PAGES

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CENTCOM 020554

STATEMENT (Continued)

/// NOT USED ///

[Large area crossed out with a large X]

(b)(3)(b)(6)

(b)(3)(b)(6)

(b)(3)(b)(6)

AFFIDAVIT

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(b)(3)(b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by Law to administer oaths, this 29 day of July, 2005 at Camp Victory, Baghdad, Iraq

(b)(3)(b)(6)

(Signature of Person Administering Oath)

ORGANIZATION OR ADDRESS

SA (b)(3)(b)(6)

(Typed Name of Person Administering Oath)

Article 136, UCMJ

ORGANIZATION OR ADDRESS

(Authority to Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

CE M 020555

(b)(3)(b)(6)

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is ODCSOPS

LOCATION 48 th Military Police Det (CID), Camp Victory, IZ	DATE (3), (b) 29 Jul 05	TIME (3), (b)(1) 18 29	FILE NUMBER
LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6)	SOCIAL SECURITY NUMBER (b)(3), (b)(6)	RANK/STATUS E-7	
ADDRESS/ORGANIZATION B Co, 2/3 rd Special Forces Group, Fort Bragg, NC 28310 (b)(3), (b)(6)			

3), (b), (b)(3), (b)(6) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
 On 29 July 2005 at about 1530 hours myself (b)(3), (b)(6) were going to try and find (b)(2)High so I could see how I needed to go about getting air space to fly (b)(2)High. We left our compound and headed toward Victory down the main road toward it. We were following a crane truck and were going about 20 MPH. I was looking for a place to pass but saw the curve coming and a LMTV was coming from the other direction which was half on the road and half off. The LMTV corrected to get back on the road and when he did this the back end jumped and he lost control. The crane stayed straight and did nothing to try and keep getting hit by the LMTV. I turned hard to the right and went off to the right to avoid the accident. I do not know how fast the LMTV was going but much faster than the crane and myself were going. About the time I got off the road is when the two trucks hit each other. After I stopped, myself (b)(3), (b)(6) got out and went to help. I ran to the LMTV and about the time I got to the passenger side, the TC was getting out on his own power. I jumped into the truck to help the other guy (the driver). The driver's legs were pinned under the dash and the steering wheel. There was really nothing we could do for him but keep him calm. As I was trying to keep him calm he kept asking about the other driver in the crane. When I looked over at the crane I saw the driver hanging out the window and looked to be dead. I told the driver he was OK and got out of the LMTV and ran to the crane truck. When I got to the crane truck me and (b)(3)(b)(6) checked the driver and he was still alive but in bad shape. When we found out he was alive we moved him up so he was hanging down because he was drowning on his own blood. When we got him up we try to keep his airway open and keep him breathing. This was hard to do because he was trapped in the truck and you had to work on him in a mangled truck. We also did not have any medical supplies and all the people stopping did not have any either. When one of our 18D showed up is about when the crane driver died. After the crane driver died I went and got a body bag to cover him up because the LMTV driver could see him and it was upsetting him. After I did that I gave my name to the MP and was told I could leave.

- Q: (b)(3)(b)(6)
- A: (b)(3), (b)(6)
- Q: (b)(3), (b)(6)
- A: (b)(3), (b)(6)
- Q: (b)(3), (b)(6)
- A: (b)(3), (b)(6)
- Q: Which direction was the LMTV traveling?
- A: Towards BIAP.
- Q: How fast do you think the LMTV was traveling?
- A: I would say about 40 or 50 mph.
- Q: What caused the LMTV to lose control?
- A: The driver over-correcting his situation of being half off the road. Obviously, the back end of the truck jumped the road and ended up perpendicular on the road.
- Q: Did the driver of the crane truck attempt to avoid the LMTV?
- A: No.
- Q: Could you tell if the driver of the LMTV was paying attention to the road?
- A: I have no idea.
- Q: Were all four wheels of the LMTV off the road or just two?
- A: The right two were off the road and the left two were on the road.
- Q: Was the LMTV pulling a trailer?
- A: No.
- Q: About how long after the accident did the Iraqi National die?

INITIALS	INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6)	PAGE 1 OF _____ PAGES
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STATEMENT (Continued)

A: About 15 - 20 minutes.

Q: What type of first aid treatment did you provide to the Iraqi National?

A: Bandages on the head. There were IV bags available, but we didn't provide it to him because they were boiling hot. We attempted to keep his airway clear due to the amount of blood. The Iraqi National was bleeding from his head, his arms were broken, his chest was caved in and his face was mutilated. We were not able to pull him from the truck because he was pinned in.

Q: How do you know he died?

A: When our 18D showed up on the scene, he checked for a pulse and check his heartbeat and said he was dead.

Q: Was there a passenger in the crane truck?

A: Not to my knowledge.

Q: Did you talk to the passenger of the LMTV?

A: Never talked to him. I saw him get out of the truck, but didn't talk to him.

Q: Did the driver of the LMTV tell you how the accident happen?

A: No. He did say that he lost it around the corner.

Q: Were those his exact words?

A: He kept asking if the other driver was OK and I told him yes. As I was leaving the LMTV, the driver stated he just lost and something to the effect of he couldn't correct the curve, but I don't know his exact words.

Q: Do you have anything else to add to this statement?

A: No. (b)(3)(b)(6) // END OF STATEMENT //

AFFIDAVIT

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(b)(3), (b)(6)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by Law to administer oaths, this 29 day of July, 2005 at 1829

(b)(3)(b)(6)

ORGANIZATION OR ADDRESS

(b)(3)(b)(6)

USACIDC

(Typed Name of Person Administering Oath)

Article 136

(Authority to Administer Oaths)

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT

(b)(3)(b)(6)

CENTCOM 020557

PAGE 2 OF 2 PAGES

Interview w/ Assistant Crane Driver

Road signs - needed on BIAP roads

(b)(2)High

No ownership
being taken
on this section
of the road

Somewhat speedy - on track

Crane not maneuverable

30 Kms per hr. estimated speed Crane

Thrown out of crane upon impact

Crane approximately ~~10' 10" 100"~~ 8 FT 4"

77 Company head was on the scene in
5 mins.

Crane still on location for CWS

(b)(3)(b)(6)

Speed Signs + maybe speed

Speed of LMTV ??

Safety unit to assess road safety issues

Widening Curve + clearing vegetation

o one oversee that portion
166th ASG LTC (b)(3)(b)(6)

13 - 9 on vehicle

o Service record or PMCS data history

(b)(2)High Dispatch - not dispatched to Soldiers in vehicle

5-6

o CID done on 10 not Bumper #

no proper dispatched vehicle

did not conduct brake compression ^{test} & air lines cut in accident

o bringing statements

SPC

(b)(3)(b)(6)

When did you receive your mission to drive to pick up soldiers from BIAP?

1500 Friday / 1500 hours

Who gave you this mission?

SSG (b)(3)(b)(6) / SSG (b)(3)(b)(6)

What briefing did your NCO give you on this mission?

(b)(2)High

(b)(2)High

Where did you get the keys and the log book for the vehicle?

Connex that we have with locked up keys & log book / Connex in Chad yard
110 LMTV

When was the last time that you drove this vehicle?

3 days prior - 2 LMTVs in the section / 5-6 hrs per week

light especially when hitting bumps

Was the vehicle exhibiting any mechanical signs of difficulty, steering problems, tire issues when you departed the FOB?

No
Handling well

No PMCS'd + Dispatched the day before - no prob.

As you approached the corner how far out could you see the crane as it approached?

Does not know when he saw

Immediate reaction was to move over to make room for the crane

As you came around the corner could you see the crane?

4-5 car lengths

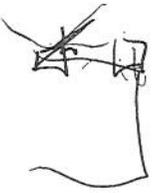
20-25 ft. of the crane

How far away was it from your vehicle?

Knew he had to make room for oversize vehicle

TC - not asked - checked CENTCOM 020560 before moving towards right shoulder

1st time driving this road in 2-3 months



How long after seeing the crane was it that your vehicle hit the divot on the right side of your LMTV?

When you hit the divot, what did the vehicle do?

Pulled wheel to the left

Bump + then an immed. turn toward left

How fast were you going when you rounded the corner and hit the divot?

27-29 mph

significant bump with only one wheel - causing lack of control
26-27 mph.

What did you do when the vehicle hit the divot?

tensed arms on the wheel in anticipation of hitting divot

Why didn't you apply the brakes?

Too late

We would have rolled if brakes applied.

Where did the LMTV strike the crane?

Driver's side of the vehicle

vehicle corrected from 45° angle to about 30°.

Did the LMTV strike the support structure at the front of the crane or did the LMTV strike the drivers compartment?

0

Were you dispatched for the vehicle you were driving?

No -

Six or 7 personnel use vehicle

No

Did you conduct PMCS on this vehicle before you departed?

7 personnel PMCS veh. on Thurs.

No

Nothing done on PMCS prior to driving veh.



Transportation of personnel

1500 hours

533 - Where are your soldiers - msn takes 45 mins.

530 - Informed of accident

Safety Briefing - seat Belt, Helmet cautionary

30 miles per hour

35-40 unloaded becomes difficult to control

Accident Avoidance Course 3xs

xs discussed accident avoidance

Nothing added on hazards on the route

SFC (b)(3)(b)(6) - briefing sheet 3xs per wk.

No risk assessment for this particular msn.

Recommended speed on corner 15 mph

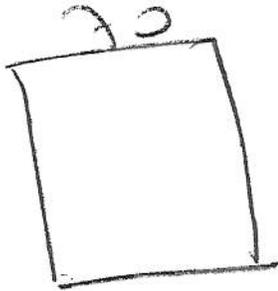
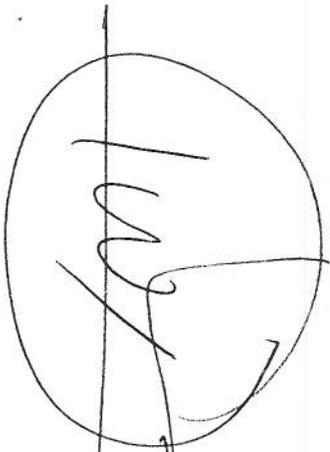
Road markings - maintenance - no fixed schedule - for p-up

delivery

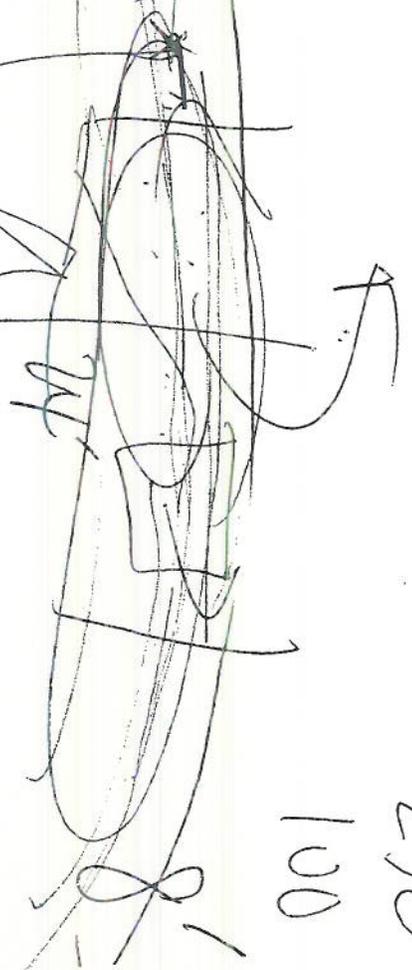
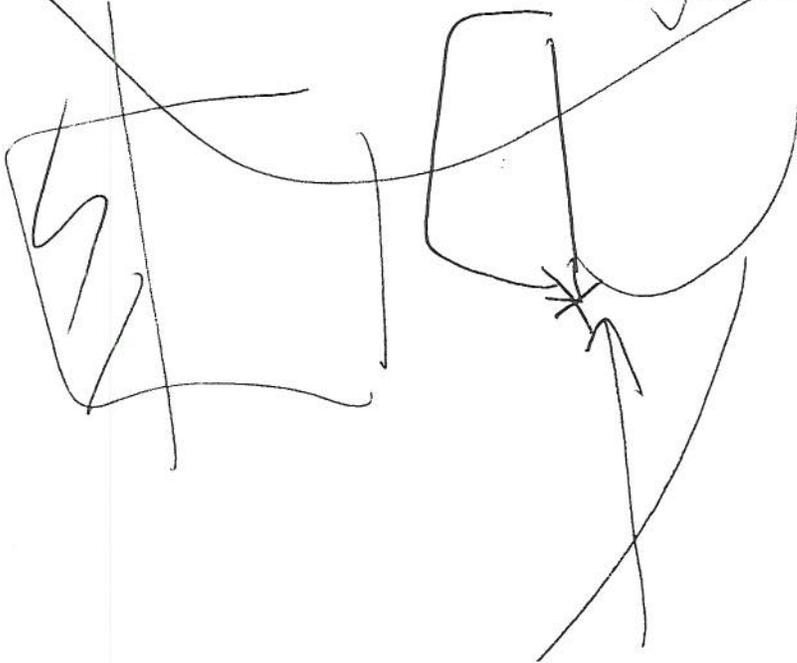
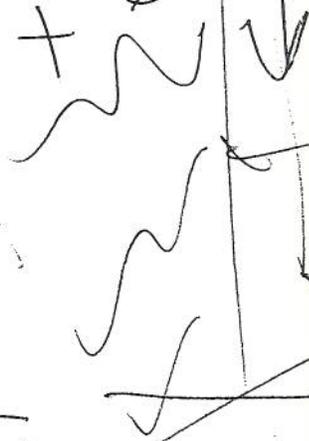
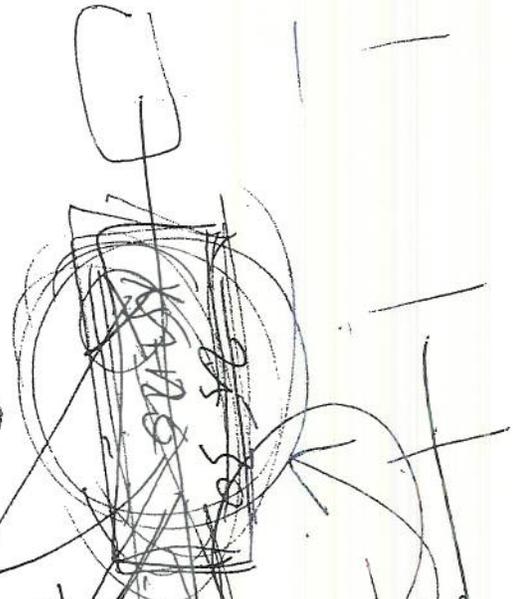
was they had done that day

incompatible with their level of experience

45 90 90



90



250
100

15-6 Investigation
LMTV Traffic Accident
HHC, 612th EN BN

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 612TH ENGINEER BATTALION (C)(M)
CAMP LIBERTY
APO AE 09344

AKVF-OHEG-S6

04 AUGUST 05

MEMORANDUM FOR Commander, 36th EN GRP (MEB), Camp Liberty, Iraq, APO AE 09344

SUBJECT: AR 15-6 Investigation Findings and Recommendations

1. FINDINGS: After investigating the events leading up to the LMTV traffic accident with a civilian crane, it is my belief there was no woeful negligence on the part of any of the individuals involved.
2. RECOMMENDATIONS: I recommend the following:

(b)(2)High

(b)(5)

3. BACKGROUND: At approximately 291320JUL05, SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) left Pad #8 en route to BIAP to

(b)(2)High

(b)(2)High

a. In Annex D, SPC (b)(3)(b)(6) stated that while navigating around a bend in the road at (b)(2)High he saw a large undetermined vehicle in the distance. At this time, he removed his foot from the accelerator, and checked the passenger-side mirror to determine the space available on the berm of the road with which to create clearance to pass.

b. In Annex D, SPC (b)(3)(b)(6) stated that while moving to his right to make clearance, the passenger-side front wheel fell into the "divot" on the side of the road where the road edge had eroded. Directly after hitting the "divot," SPC (b)(3)(b)(6) claims that the steering wheel was yanked with a great deal of force, requiring him to struggle to maintain control.

c. In Annex D, SPC (b)(3)(b)(6) stated that after hitting the "divot" the front end of the

LMTV swerved at a 45-degree angle with the front of the vehicle pointing inward to the center of the road. At this point SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) have both stated that the oncoming crane was already close to their LMTV.

d. In Annex D, SPC (b)(3)(b)(6) stated that he had just enough time to make a sharp steering correction back to the right, but that the driver's side front corner of the LMTV struck the oncoming crane.

e. In Annexes D and E, SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) both state that their LMTV was traveling approximately 27-30 MPH as they rounded the curve and hit the "divot" on the right side of the road.

f. In Annex A, both occupants of the LMTV were fully licensed for the vehicle, and both individuals had completed the Accident Avoidance course.

g. In Annex B, in conjunction with my face-to-face interviews of SPC (b)(3)(b)(6), SPC (b)(3)(b)(6) and SFC (b)(3)(b)(6), HHC Motor Sergeant, the LMTV in question had completed a full PMCS the day prior. Thursdays are the weekly PMCS days for the company, and the LMTV in question had been PMCS'd, with no faults denoted. Before PMCS was not conducted before departing for BIAP. There was no equipment in the back of the LMTV at the time of the accident.

h. In Annex D, and in subsequent face-to-face interviews with both SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) both individuals stated that their duty has required them to drive the LMTV "1-2 times a week," since JAN '05, and that both individuals had a fair amount of experience in this particular vehicle.

i. During face-to-face interviews with both SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) neither soldier stated that they had been under the influence of drugs or alcohol prior to the accident. I was unable to find any statements that either soldier provided to CID or respondents at the scene regarding alcohol or drugs. I did not identify any evidence that either soldier was assessed at the scene of the accident for drugs or alcohol in their systems.

4. ANALYSIS:

Based on the testimony and evidence gathered, I believe that the driver and TC of the LMTV were not negligent in their conduct prior to/during the accident. Both SMs are experienced LMTV operators. The vehicle appears to have been maintained properly, with no evidence of any faults prior to the accident. Loading of the vehicle was not an issue as the rear of the LMTV was empty at the time of the accident. While I do not believe that the speed of the vehicle at the time of the accident was excessive, I do believe that a reduction of speed may have prevented the loss of control on the shoulder of the road. After walking the scene of the accident, I strongly feel that the corner where this accident occurred presents a future danger for military vehicles. I have been told during the course of my investigation that there have been at least 3 other vehicular accidents on this corner. I personally witnessed civilian SUVs and local national trash trucks navigating this turn at, in my opinion, excessive speeds. Many vehicles also cut the

LMTV swerved at a 45-degree angle with the front of the vehicle pointing inward to the center of the road. At this point SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) have both stated that the oncoming crane was already close to their LMTV.

d. In Annex D, SPC (b)(3)(b)(6) stated that he had just enough time to make a sharp steering correction back to the right, but that the driver's side front corner of the LMTV struck the oncoming crane.

e. In Annexes D and E, SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6) both state that their LMTV was traveling approximately 27-30 MPH as they rounded the curve and hit the "divot" on the right side of the road.

f. In Annex A, both occupants of the LMTV were fully licensed for the vehicle, and both individuals had completed the Accident Avoidance course.

g. In Annex B, in conjunction with my face-to-face interviews of SPC (b)(3)(b)(6), SPC (b)(3)(b)(6) and SFC (b)(3)(b)(6), HHC Motor Sergeant, the LMTV in question had completed a full PMCS the day prior. Thursdays are the weekly PMCS days for the company, and the LMTV in question had been PMCS'd, with no faults denoted. Before PMCS was not conducted before departing for BIAP. There was no equipment in the back of the LMTV at the time of the accident.

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i. During face-to-face interviews with both SPC (b)(3)(b)(6) and SPC (b)(3)(b)(6), neither soldier stated that they had been under the influence of drugs or alcohol prior to the accident. I was unable to find any statements that either soldier provided to CID or respondents at the scene regarding alcohol or drugs. I did not identify any evidence that either soldier was assessed at the scene of the accident for drugs or alcohol in their systems.

4. ANALYSIS:

Based on the testimony and evidence gathered, I believe that the driver and TC of the LMTV were not negligent in their conduct prior to/during the accident. Both SMs are experienced LMTV operators. The vehicle appears to have been maintained properly, with no evidence of any faults prior to the accident. Loading of the vehicle was not an issue as the rear of the LMTV was empty at the time of the accident. While I do not believe that the speed of the vehicle at the time of the accident was excessive, I do believe that a reduction of speed may have prevented the loss of control on the shoulder of the road. After walking the scene of the accident, I strongly feel that the corner where this accident occurred presents a future danger for military vehicles. I have been told during the course of my investigation that there have been at least 3 other vehicular accidents on this corner. I personally witnessed civilian SUVs and local national trash trucks navigating this turn at, in my opinion, excessive speeds. Many vehicles also cut the

Page 19 redacted for the following reason:

Previously Released

corner of the turn short. I believe that the narrow width of the road is not sufficient for some of the larger military vehicles that commonly traverse the road, and that visibility around the corner is limited.

(b)(5)

(b)(5)

(b)(5), Foreign Language, Previously Released Lastly, the support and response from medical and fire personnel was outstanding. Units from the 477th ECES Fire Rescue (AF), as well as Army and KBR medics all responded and quickly triaged the situation. Their response should be commended and sustained (See ANNEX I).

5. POC is the undersigned at VOIP: 242-4521.

(b)(3)(b)(6)

CPT, SC
Investigating Officer

5 ENCLS:

1. Annex A (Drivers Licenses)
2. Annex B (5988-E Maintenance Record)
3. Annex C (Medic Sworn Statement)
4. Annex D (SPC (b)(3)(b)(6) Sworn Statement)
5. Annex E (SPC (b)(3)(b)(6) Sworn Statement)
6. Annex F (AGAR)
7. Annex G (CIR)
8. Annex H (Site Imagery and SIGACT)
9. Annex I (BIAP Fire Rescue Report)
9. Annex J (Appointment Orders)
10. Annex K (Site Pictures)

Pages 21 through 22 redacted for the following reasons:

Already Reviewed and Redacted for Release
Previously Released

SWORN STATEMENT I

For use of this form, see AR 190-45; the proponent agency is ODCSOPS

LOCATION: 48 th Military Police Detachment (CID)(FWD), Camp Victory, Baghdad, Iraq APO AE 09342	DATE 30 Jul 05	TIME 1303 (b)(3)(b)(6)	FILE NUMBER 0185-05-CID259-36306
LAST NAME, FIRST NAME, MIDDLE NAME (b)(3)(b)(6)	SOCIAL SECURITY NUMBER (b)(3)(b)(6)		GRADE/STATUS SPC/E4/NG
ORGANIZATION OR ADDRESS HHC, 2/99 29 TH BCT, 18 TH ABN CORPS (MNC-I)			

I, (b)(3)(b)(6), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On 29 July 05 I was assigned as a medic to ECP 5 on Camp Liberty. I was in the break area when I received a call over the Icom radio from a soldier at checkpoint ECP 5A, also known as Midland Gate. The soldier's name is (b)(3)(b)(6). (b)(3)(b)(6) reported that a KBR employee stopped at the gate and reported that there was a vehicle accident down the road going towards BIAP. (b)(3)(b)(6) also reported that the KBR employee stated that there was a military vehicle involved in the accident. I reported this information the NCOIC of ECP 5, SSG (b)(3)(b)(6) called ADOC over the FM radio to report the incident and await further instructions. ADOC called back requesting that I be dispatched to the scene of the accident with my FLA.

At this time I took SPC (b)(3)(b)(6) with me as a TC and proceeded to the scene of the accident. Upon arrival on the scene I observed a white Suburban with a female driver also stop in front of me. She stated that she was a KBR medic. I secured my aid bag and began walking to the scene of the accident. The first vehicle I observed was a yellow crane. The crane had sustained damage to the driver's side front of the vehicle. I observed one male occupant in the crane. He was occupying the driver's compartment. I immediately checked for vital signs, I.e. pulse and respiration. There were no signs of life. I looked to my right and saw another damaged vehicle.

This vehicle was a U.S. Army LMTV. I approached the vehicle and observed one male occupying the driver's seat. In the passenger seat there was a male wearing civilian clothing. He stated that he was a medic. In the passenger cabin there was also a U.S. Army soldier, rank E7. The E7 was stabilizing the driver's head while the civilian dressed medic was applying a cervical collar to the driver's neck. I offered my assistance to the medic at this time. I then inquired if there were any other occupants in the LMTV. It was stated that there was a passenger. I located the passenger and evaluated him. He appeared to be uninjured.

At this time I observed an Air Force NCO was on scene. He appeared to have taken control of the scene and was directing the flow of the scene. I reported to him and offered my services. He asked me to stabilize the LMTV to prepare for an extraction crew that was en route to extract the driver from the LMTV. I immediately placed chocks on the vehicle and made sure it would not roll. I then reported back to the Air Force NCO. He stated that he needed to identify the body of the crane driver. I searched the body and found a DOD identification card in a black pouch around the individual's neck. I removed the card from the pouch and gave it to the Air Force NCO. He took down all the information of the DOD Identification Card and handed it back to me. I then placed the I.D. back in the pouch that I had removed it from on the body.

I then reported back to the Air Force NCO and asked if there was anything more I could. I noticed that there were fire crews on hand with extraction equipment. The Air Force NCO stated that there was nothing more I could.

At this time I proceed to the passenger that was riding in the LMTV at the time of the accident. He asked what he should do. I advised him to go with the driver to EMEDS and contact his unit as soon as possible for further instructions. At this time I asked if he was ok. He stated that he was. I asked if he hit the dash on impact. He stated that they were both wearing seatbelts. I then asked what happened. (b)(3)(b)(6)

INITIALS OF PERSON MAKING STATEMENT

(b)(3)(b)(6)

PAGE 1 OF 3 PAGES

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF ___ TAKEN AT ___ DATED ___ CONTINUED."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT AND BE INITIALED AS "PAGE ___ OF ___ PAGES." WHEN ADDITIONAL PAGES ARE UTILIZED, THE BACK OF PAGE 1 WILL BE LINED OUT AND THE STATEMENT WILL BE CONCLUDED ON THE REVERSE SIDE OF ANOTHER COPY OF THIS FORM.

DA FORM 2823, JUL 72

SUPERSEDED DA FORM 2823, 1 JAN 68, WHICH WILL BE USED.