

Gorski Consulting Website

Archived News - 2016 - May

May 31, 2016

Where Will The Public Receive High-Calibre News?

Gorski Consulting has expressed concern in recent years over the lack of quality reporting of news with respect to motor vehicle collisions in Southern Ontario. It is no surprise that recent intrusions of the internet and various social media have hurt traditional news gathering and reporting organizations. The result is that many independent news organizations are deceased and news is now reported by a very small group of organizations that are controlled by a smaller and smaller group of controllers. These are shifts in how our society operates however they have repercussions.

In London, Ontario, local news has been traditionally gathered and reported by two organizations: The CTV news group and the London Free Press newspaper. The financial suffering in these news groups has been observed by the lack of editing of articles that increasingly shows signs of grammatical error and other obvious flaws that used to be corrected before being sent on air or into print. More recently, the independent London Free Press was bought by the conglomerate Postmedia Network Inc.

The latest news today is that Postmedia will be closing its printing operations of the London Free Press in London and moving that operation to a Metroland Media Group operation in Hamilton. It has not been reported what relationship exists between the two organizations or if in fact they are the same entity. The bottom line however is that this represents another loss in the independence of news gathering and the further narrowing of the sources that deliver news to the public.

Motor vehicle accident issues are but a small part of the news that passes by the public's psyche, however we at Gorski Consulting know it as the focus of our operations. We are concerned therefore when the narrowing of news sources creates the threat that the public will not receive a fully objective view of what is occurring in their localities. Social media and the internet is full of non-professional websites and bit-players who provide tid-bits of knowledge and opinion but these cannot replace the professional organizations of journalists and news-hounds of the past who had the resources to dig deeper into the issues. This is a loss that could come to bite us all if we do not understand the importance of professional and independent news as an essential part of the proper functioning of our society.

May 26, 2016

Rollover of Pick-up Truck on Dorchester Road - A Common Issue of Loss-of-Control on a Gravel Road Surface



A Ford F-150 pick-up truck travelled through this intersection of Dorchester Road and Avon Road and rolled over on the west roadside just after midnight on Thursday, May 26, 2016.

A single vehicle collision reportedly occurred shortly after midnight on Thursday, May 26, 2016, on Dorchester Road just south of the intersection with Avon Road in Elgin County, Ontario. Two youths were reportedly ejected during the rollover and on may have sustained spinal cord injuries.

The official news reports indicated that a Ford F-150 Pick-up truck was southbound on Dorchester Road. The 21-year-old male driver was reportedly charged with impaired driving and dangerous driving causing bodily harm. The specifics of this incident laid out a common occurrence of pick-up truck loss-of-control on gravel road surfaces and this was not discussed.

It has been decades since a specific, Light Truck and Van (LTV) study was conducted by Transport Canada in the early 1980s in response to the increase in their population of the vehicle fleet in North America. As part of that study the University of Western Ontario Multi-Disciplinary Accident Research Team conducted a random-sampling of collisions involving LTVs in a study area comprised of about an 80 kilometre radius around London, Ontario. This study occurred for approximately 3 1/2 years commencing in the fall of 1980.

During that time 236 cases were examined in detail. Many of these cases were simple property damage (PDs) some were personal injury (PI) incidents and fatals were sampled at 100%. Local police jurisdictions including District 2 of the Ontario Provincial Police, London City Police, Woodstock PD, Stratford PD, and others were cooperative in the study.

None of the data from that LTV study was ever released for public review. Yet, very similar events are occurring today that were occurring over 30-years earlier. The collision on Dorchester Road is just one of a continuous ribbon of common collision facts of which the public is oblivious.

As the Dorchester collision has shown, pick-up trucks and gravel roads do not mix well. Yet, such gravel roads are typical in rural areas and so are pick-up trucks. Some public thought should be put into this.

In the Dorchester Road collision the Ford Pick-up was southbound however it was actually in the northbound lane when the evidence of its rotation was first observed. The photo at the top of this news item shows a view looking southward from the intersection with Avon Road and here it can be seen that there is a substantial vertical drop in Dorchester Road as a southbound vehicle passes south of the intersection. It is our belief that the driver of the pick-up truck never stopped at the stop sign at Avon Road due to the highway speed at which it was travelling just south of the intersection where the driver lost control.

The photo below shows another view looking southward on Dorchester Road and the investigator's finger is pointing to some black tire marks on the wrong (northbound) side of the road indicating that the pick-up truck was rotating clockwise. The truck eventually left the road just prior to reaching the parked car in the background.



View, looking south, along Dorchester Road at the first indication of yaw marks on the hard packed gravel surface indicating that the pick-up is rotating clockwise while on the wrong side of the road.

The evidence of yaw marks is clearly visible in the photo below. In many instances such yaw marks are difficult to detect when a surface is fully loaded with loose gravel. This is the paradox that, a gravel surface that contains a mix of hard packed material as shown below along with areas of loose gravel causes select tires of a vehicle to ride on different surfaces leading to a difference in tire force and therefore a greater likelihood of loss-of-control.



Even though the truck was travelling on a gravel road surface, yaw marks were still easily visible in the areas where the surface was hard-packed as shown in this photo.



View, looking south, along the west side of Dorchester Road. Tire marks can be seen in the grass where the Ford Pick-up exited into the plowed field and rolled over.

The photo above shows the tire marks created by the Ford Pick-up truck as it passed through the west roadside and began to rollover in the plowed field in the background.

Even though the area is quite level the drag caused by the tires digging into the softer earth is sufficient during the sideways slide to cause the vehicle begin its roll. This is a common scenario. In fact, one could say that it would be extremely rare for a rollover to occur in a different fashion. In other words, vehicles rollover when they are sliding sideways, almost every time. It is slightly more likely for vehicles with a higher centre-of-gravity such as a pick-up truck, van, SUV or any other LTV.

The continual problem with these dynamics is that occupants move laterally within the occupant space during the lateral roll and this presents a special danger when seat-belts are not used. On a high percentage of cases persons who do not wear seat-belts are ejected out of their side windows. This is not a surprise. It has been happening for decades, as demonstrated in the Transport Canada LTV study that has never been made available to the public.

Yes there has been some dramatic propaganda in the past where TV commercials attempted to demonstrate the danger of being ejected. As an example such commercials showed a water melon flying through the air and colliding with something in the environment thus bursting in dramatic fashion. Cute, but not fully correct, and not necessarily helpful.

In reality what happens is that the unrestrained occupant is only partially ejected during such a rollover. The upper portion of the torso becomes exposed just as the upper portion of the rolling vehicle comes down onto first contact in the roll. This means that the side roof rail of the vehicle comes down on the partially ejected occupant and crushes the occupant between it and the ground. This is not a pleasant discussion or result but it is the reality that must be understood. So it is even worse than the water melon flying through the air because the partially ejected occupant often stays with the rolling vehicle for several rotations and at each ground contact there is the opportunity for the crushing event mentioned above. In fact, it is often more beneficial if an occupant is ejected cleanly from the vehicle early in the rollover because the repeated crushing action is eliminated. But as the TV commercials clearly pointed out, you are not much safer flying through the air and being exposed to whatever your body may strike along the way.

On occasion we have had a few lucky individuals who have escaped such events while not wearing a seat-belt and they have posed the argument that, if they had remained seat-belted in their vehicle the roof would be crushed into their space and they would die from a massive head injury. Yes, when travelling at highway speed and your vehicle rolls over there are many nasty things that can happen to you, some of which are unpredictable. But the likelihood of your dying of a massive head injury while seated in your vehicle is low, even when roof crush is substantial. There are many reasons for this that would take too much time to discuss. However, as an example, just because roof crush occurs where you are seated does not mean that your head will be moving in direct opposition to that crushed area and in many cases, in the turbulence of the rollover, your body is moved in various directions such that your head may not be in the area of the maximum crush. You must understand the vehicle's exterior as a massive helmet that is a safety cage which absorbs the impact forces while your seat-belt rides you down in a controlled manner. These concepts need to be discussed as a separate issue elsewhere.

Returning to the Dorchester Road collision, the Ford Pick-up truck began its roll just as it was entering the plowed field. Now the vehicle rolls on a relatively soft surface which is very beneficial. Even when an occupant is partially ejected in this scenario, the crushing event mentioned above is less dangerous than if it occurred over hard surface such on a paved road. It may be difficult to believe but when a partially ejected occupant is crushed down into the relatively soft earth the injury potential is lessened. No, it does not mean you walk away but it may mean that you survive. So two occupants of the Ford Pick-up were reportedly ejected and both survived. One occupant reportedly sustained "life-altering" injuries, which to our mind, is a way of confusing readers from understanding that the occupant may have sustained a spinal cord injury and may be paralyzed. While we accept that, for the victim and his family and friends this is a

difficult issue to discuss, as a society we also need to focus on the prevention of a future incident and therefore we need to have this discussion. In a rollover on soft, level earth, if an occupant stays within the protective cage of the vehicle interior the injury consequences can be minimal. Yet, when ejected, or partially ejected, the consequences can be life-altering, or deadly. This is not news, this was demonstrated decades ago in the Transport Canada LTV study that was never made available for public review. It is news that could potentially be made available through a news media that understands what it is reporting to the public. But these opportunities to prevent future tragedies are missed every time we do not have this inconvenient discussion.

May 21, 2016

Motorcycle Fatalities Persist As They Do Every Year In Warm Weather



Photo released by the Ontario Provincial Police shows a motorcycle in which two female riders were killed near Jarvis, Ontario on May 21, 2016.

While hysteria abounds every year from various sources claiming that there is something unusual with the number of motorcycle fatalities the facts are less eye-catching. Yes, a person riding a motorcycle is much more likely to die or be seriously injured than the occupant of a four-wheeled vehicle, but that has always been the case. There is little new about that fact.

Recent news stories have highlighted a recent Ontario Provincial Police report claiming that most motorcyclists were not at fault for the collisions in which they were involved. Unfortunately, the meaning of "cause" and "fault" in police investigations is often not so clear cut for readers to believe in such conclusions. While such reports gain publicity, they are unlikely to provide a correct indication of true cause and fault because, in many police investigations, a full understanding of all the important influences in a collision are rarely fully understood.

The most recent double-fatality that occurred today, May 21, 2016 near Jarvis, Ontario, shows a Harley motorcycle snagged into the right front of a red car, possibly a Cadillac. While such photographs are "eye-catching" they do not provide a proper indication of what typically happens in a serious motorcycle collision. For one thing, vehicles do not typically snag and remain attached to themselves at their final rest positions. A vast majority of collisions between two vehicles includes a post-impact motion where the vehicles separate and motor to separate rest positions. Since the OPP provided only a single photo without any context it is difficult to determine why this particularly uncommon snagging of the vehicles occurred as it did. This makes it difficult for anyone to learn anything from such incidents and therefore it becomes difficult to educate persons about the dangers they may face.

May 16, 2016

Latest Multi-Fatal Bus Crash in Webb County Texas Seems To Be Met With Apathy



This is the only photograph showing the bus in which at least 8 passengers were killed north of Laredo Texas on May 14, 2016.

Only one photograph was made available of the bus that resulted in at least 8 fatalities and perhaps 40 injuries on Highway 83, north of Laredo, Texas on Saturday, May 14, 2016. This photograph only showed the bus after it was being removed from the site by a tow truck. The question is why?

A tragedy like this requires that photographs be made available showing the bus at its final rest position as well as the evidence leading to the reported rollover. It defies logic that hiding such basic information is found be acceptable. Clearly, from the single photo it appears as if there has been very little damage to the bus and therefore there should be reason to expect passengers to survive, or perhaps walk away uninjured. If those fatalities occurred as a result of ejection from the bus then this is a crucial fact that needs to know. Blind acceptance that ejection and fatal consequences from a simple rollover is inexcusable. Those who lost family members or friends should be questioning rather than accepting this result as inevitable.

In fact Gorski Consulting has focused on several recent rollovers of inter-city buses where damage was minimal. Collisions that involved simple, low-speed rollovers where the rollover might have been avoidable and even if not, the consequences of the rollover should have been minimal. Yet there continues to be this unquestioned acceptance of multiple deaths in these tragedies without any willingness to speak for the dead.

May 12, 2016

Unusual Death of Rear-Ending, Clinton, Ontario Driver Left With No Explanation

An unacceptable lack of information has been provided with respect to the reported death of a 58-year-old Clinton, Ontario, man who was involved in a collision on May 6, 2016. It was reported that the front end of William Shipp's vehicle collided with the rear end of an SUV that was stopped ahead of him at the intersection of Huron and Front Roads southeast of Clinton. The SUV driver was reportedly stopped and waiting to turn left when the impact occurred. Shipp reportedly died in hospital on May 7. A post mortem was conducted two days later and it was reported that Shipp sustained "internal injuries that led to his death".

While there is a reason to respect the privacy of the friends and family of Mr. Shipp, that cannot be the only concern or issue. A vital issue is that the public has the right to know whether dangers exist that could lead to the death of members of the public in the future. While many form the belief that police, medical personnel and other officials can be trusted to deal with matters of life or death the reality of the past has shown that dangerous situations, products and individuals have been hidden from the public resulting in unnecessary loss of life before the issue has been properly dealt with.

In the case of the reported death of Mr. Shipp, fatal injuries are very rare to the drivers of striking vehicles in a rear end impact. While it is true that a vast majority of rear-end impacts are of a low severity, the recognition of a more severe collision can be determined by noting whether the driver or occupants of the rear-ended vehicle sustained injury. In this case, there was no report that the SUV driver or any of its occupant sustained major injury and that is an important clue that this was likely not a collision that caused a large change-in-velocity or high collision forces.

Furthermore it was reported that Mr. Shipp was driving a "car" which implies that the mass difference would not be large enough to explain the fatal injuries. For example, if Mr. Shipp has struck the rear end of a large tractor-trailer, the impact would likely result in very little post-impact motion of the truck and Mr. Shipp's car would come to a sudden stop in a short distance, resulting in the full loss of his pre-impact speed in a very short time. This would produce the high forces and accelerations that could explain fatal injuries. But that is not what reportedly occurred.

In this age of 2016 almost all "cars" are equipped with air bags and other safety devices that protect occupants in a frontal crash even if they are not wearing seat-belts. So even if Ms. Shipp was driving in an old car and was not wearing his seat-belt, the probability that forces/accelerations would be high enough to cause fatal injuries would still be low. For one thing, impacting the stationary SUV means that the SUV should be propelled forward by the impact while Shipp's car would not come to a full stop, resulting a lessened change-in-velocity or a less severe impact.

When Mr. Shipp sustained fatal "internal" injuries the public has a right to know more detail about what was injured and what caused the injuries. This is simply because the life of Mr. Shipp, while tragically lost, is not the only issue that should be of concern. The concern should also be for future drivers like Mr. Shipp that might sustain a similar fate if a danger exists that may require correction. As an example, the front bumper of Mr. Shipp's car may have been lower than the rear bumper of the SUV and when pre-impact braking occurred the front end of a vehicle can dive even lower than its static height. In such an instance the stiff rear bumper of the SUV is in contact with the much softer structure above the bumper of Mr. Shipp's car. This large difference in stiffness causes substantially more crush on the front end of the car while producing a lower acceleration in the initial portion of the acceleration pulse. Yet it is this initial portion of the acceleration pulse that the read by the vehicle's air bag control module which decides whether to deploy the air bag. Thus the rate of change of acceleration or "Jerk" may not be high enough in the early stage of the impact and the deployment may be delayed. Yet Mr. Shipp's body moves forward with respect to his vehicle's interior that early time and his body may become "out-of-position" (OOP) when the air bag deployment is finally commanded. Thus in such a scenario Mr. Shipp could sustain fatal "internal" injuries from a late air bag deployment. Such a condition must be of interest to the public because it could affect the totality of drivers, not just Mr. Shipp.

Obviously Mr. Shipp's death may be from totally different reasons but that cannot be the point. The point is that the public should be allowed to know enough information to be satisfied that dangers do not exist that could endanger their safety.

May 8, 2016

Farce of Global Debt Affects Every Day Justice of Accident Victims

While the Panama Papers have revealed some of the unethical activities of global crooks who hide money so as to avoid taxes, the practice is likely much larger than revealed by mainstream news media. Some reports place such hidden money as 36 trillion dollars. Whatever the actual amount, it does not take a rocket scientist to understand that such hidden money is likely what creates the "debt" that all countries, governments and "small" persons on the totem pole must endure so long as such an insane system

continues to carry forward. In real terms this means that official entities use this excuse of debt as the reason why services must be cut.

Just a generation ago persons can remember how a milkman came to every house to deliver milk. In fact, many homes still have the "milk boxes" built into the sides of their homes where the milk man would place the milk while removing the empty bottles that were placed by the residents.

Similarly, a generation ago a garbage man would walk into the garage of a home and remove the full garbage bins. Later it was shockingly announced that residents would have to drag their garbage bins to the curb - an unheard activity. Now, most municipalities have limits on the number of times garbage will be picked up and what will be taken.

Similarly, doctors used to carry a "bag" and made house calls. When was the last time anyone saw such an activity in recent times?

It would seem absurd now to younger people that such activities took place just a generation ago when the hiding of money from the tax man was not as intricately developed.

Closer to the issues of motor vehicle collisions, police were sent out to every accident site. Measurements were taken of the point of impact and the final rest position of each involved vehicle. Although investigation was crude, at least an independent party actually came out and documented the objective evidence. This has been replaced by Collision Reporting Centres where involved drivers come into the centre and write out a fairy tale of how the collision occurred while a few general photos of the vehicle taken at the centre are judged to be satisfactory to enable "expert" insurance adjusters to determine fault. Now, the threshold for "reportable" motor vehicle collisions has been placed so high that even some significant injuries, that are not immediately apparent, will not be properly documented. In the end that does not matter because those "expert" insurance adjusters, much like the Wizard of Oz hiding behind a curtain of smoke and lightning, will solve it all, without having to explain how those decisions were made. If collision victims decide to dispute the conclusions drawn by their insurer they must first demonstrate that the Provincial At-Fault Laws were not developed to take away their rights to justice. They must also pay large amounts of money to lawyers and collision experts to fight the issues. These are matters that have been created by hidden money, tax dodges, accelerating debts and the rationale for reducing services.

Some news media such as the Toronto Star News paper have reported on the adjustment of democracy. The Star has reported ("Justice Denied: Huge Legal Bills Push Many to Self-Represent in Court", April 11, 2016) how the high costs of legal fees have caused many victims to represent themselves in court, slowing down the legal process due to their inability to understand the procedures.

The Toronto Star has also reported ("Proposed Court Fee Hike Done on the Backs of the Poorest Litigants", May 1, 2016) how court fees are being raised beyond the insane environment that presently exists for persons of inadequate means who must bring a matter to trial to obtain justice. These matters are justified, obviously, because the Province of Ontario has a large public debt. And, obviously, the large public debt must not be allowed to multiply beyond reason. So services must be cut, taxes must be increased, and the average citizen must pay that price. Accident victims, like all persons in our society, deserve to be treated fairly under a constitution that requires that all persons be treated equally before the law.

When a system exists that takes away the public's basic right to justice it must be addressed. Only the leemings of the world cannot see that they are running over the edge of the debt cliff. It does not require much analysis to examine debt and recognize that it is expanding exponentially, everywhere. While there is time, a controlled process can be instituted where we accept that the present system is madness, as long as trillions of dollars are being hidden and taxes are paid by one the select few.

May 4, 2016

Tractor-Trailer Rollover on Hwy 401 at Dodd's Creek - Did Guardrail & Its Terminal Perform Properly?



On-site photo, courtesy of the OPP, shows that a tractor-trailer collided with a guardrail at Dodd's Creek resulting in a spill of diesel fuel, shutting down the highway for an estimated two days.

The collision of a tractor-trailer on Highway 401 at Dodd's Creek was initially reported as a simple rollover. Then further reports indicated that diesel fuel was leaked and the highway would be shut down for approximately two days. But that is not the full story.

The above photo of the accident site shows portions of the guardrail that was destroyed by the impact. Gorski Consulting has warned on numerous occasions that guardrails do not function well when struck by large vehicles such as trucks and buses. In fact such an impact often causes the rollover of the large vehicle resulting in possible worse consequences. Additionally, the terminal of such a guardrail needs to be studied for its proper functioning. All these facts have not been discussed or revealed. Because the highway is closed the damage evidence will be destroyed before any independent observer, such as Gorski Consulting, can evaluate the evidence and provide an independent opinion of what occurred.

In addition, the guardrail at Dodd's Creek was the subject of a coroner's inquest in the late 1970's when a fatality occurred because that guardrail was not designed or installed properly. None of this information has been reported by the official news agencies.

Gorski Consulting
London, Ontario, Canada

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