



**HUMAN PERFORMANCE INVESTIGATION
FACTUAL REPORT
HWY-08-MH-012
Mexican Hat, Utah
January 6, 2008**

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594
April 30, 2008**

**HUMAN PERFORMANCE INVESTIGATION
FACTUAL REPORT**

A. ACCIDENT

Type: Motorcoach, overturn
Date and Time: January 6, 2008, 8:02 p.m. MST¹
Location: Southbound US Rt. 163, near MP29
Mexican Hat, San Juan County, Utah
Vehicle #1: 2007 MCI Model J4500, 56-Passenger Motorcoach
Motor Carrier: Busco, Inc., dba Arrow Stage Lines
Fatalities: 9
Injuries: 44
NTSB#: HWY-08-MH-012

B. HUMAN PERFORMANCE INVESTIGATOR

Burton H. Simon
Senior Human Performance Investigator
National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

¹ Mountain Standard Time

C. ACCIDENT SUMMARY

On January 6, 2008, about 3:30 p.m. MST a 2007 MCI 56-passenger motorcoach with 52 passengers on-board departed Telluride, CO en route to Phoenix, AZ, as part of a 17-motorcoach charter. The motorcoach was returning from a three-day weekend of skiing. The motorcoaches were diverted to an alternate route that included US Route 191 and 163 in Utah, due to the closure of Colorado State Route 145 because of snow. Colorado State Route 145 is the normal route used from Telluride to Phoenix.

At about 8:02 p.m. MST the motorcoach was traveling southbound descending a 6 percent grade leading to a curve to the left, 1,800 feet north of milepost 29, at a driver reported speed of 65 mph. After entering the curve the motorcoach departed the roadway at a shallow angle striking the guardrail with the right rear wheel about 61 feet before the end of the guardrail.

The motorcoach began rotating in a counter clockwise direction as it descended an embankment. The motorcoach began to overturn and struck several rocks in a creek bed at the bottom of the embankment. The motorcoach came to rest on its wheels after overturning 360 degrees. During the rollover sequence the entire roof of the motorcoach separated from the body, and 51 of the 53 occupants were ejected. As a result, nine passengers were fatally injured, 43 passengers and the driver received various degrees of injuries from minor to serious.

The weather was cloudy and the roadway was dry at the time of the accident.

D. DETAILS OF THE INVESTIGATION

The Human Performance Investigation gathered information concerning various behavioral, medical, operational, and environmental factors potentially relevant to the performance of the motorcoach driver, Welland Glen Lotan, age 71.

1. BEHAVIORAL FACTORS

1.1 DRIVER'S 72-HOUR HISTORY

The motor carrier classified the driver as a "casual" (part-time) driver. He was off duty and on vacation between December 15, 2007, and January 2, 2008. The driver was assigned as a driver of one of the seventeen motorcoaches on the trip between Phoenix, Arizona and Telluride, Colorado, January 3-6, 2008, during which the accident occurred.

On January 2, 2008, the day before the accident driver was scheduled to report for the trip, he was off duty and at home with his wife in the Phoenix area. The driver and his wife went out to a restaurant for dinner. He returned home and went to sleep at 2245².

The activities of the driver during the subsequent three-day period prior to the accident were reconstructed and charted:

²Henceforth, all times are expressed herein using the 24-hour clock.

RECONSTRUCTION OF DRIVER'S ACTIVITIES
January 3, 2008 – January 6, 2008

Thu, January 3	Fri, January 4	Sat, January 5	Sun, January 6
<p>[1/2/08 2245: Retired]</p> <p>0500: Arose after (6.25 hours sleep) with CPAP.</p> <p>0515: Ate cereal, fruit, decaf coffee breakfast at home.</p> <p>0600: Reported to yard, conducted pre-trip coach inspection. [Log indicates 0630]</p> <p>0735: Arrived at Phoenix passenger pick-up location, purchased decaf coffee.</p> <p>0825: Loaded passengers. [Log indicates 0830]</p> <p>0915: Departed for Anthem, AZ, to pick up last passenger.</p> <p>0925: Departed Anthem for Telluride, UT.</p> <p>1730: Arrived Telluride after stops for meal/rest state border checkpoints. [Log indicates 1730]</p> <p>1900: Arrived at lodge, walked to Chinese restaurant for dinner, returned to lodge.</p> <p>2215: Retired, experienced symptoms of head cold, CPAP not used.</p>	<p>[Log indicates Off Duty-Telluride, UT layover]</p> <p>0630: Arose after poor night' sleep due to head cold.</p> <p>Ate breakfast at local restaurant, bought and used Tylenol Cold tablets for head cold.</p> <p>1200: Purchased fuel in Telluride.</p> <p>Spent the day in his room reading, watching TV, and sleeping.</p> <p>2230: Retired. Experienced poor sleep due to head cold, CPAP use sporadic.</p>	<p>[Log indicates Off Duty-Telluride, UT layover]</p> <p>0600: Arose, ate breakfast at local restaurant, bought and used more Tylenol Cold tablets for head cold.</p> <p>Took tram ride with several other drivers, ate cheeseburger for lunch and returned to room.</p> <p>Shared dinner meal with another driver at local restaurant and returned to room.</p> <p>2200: Retired after taking more Tylenol Cold tablets, CPAP use sporadic.</p>	<p>[No log entries made]</p> <p>0645: Arose after improved night's rest, ate breakfast at restaurant.</p> <p>1000: Attended drivers meeting.</p> <p>1130-1300: Installed tire chains on motorcoaches.</p> <p>1400: Loaded passengers.</p> <p>1515: Reviewed route with group leader and departed for Phoenix.</p> <p>1545: Removed tire chains 10-12 miles from Telluride with assistance of another driver.</p> <p>2002: Accident.</p>

1.2 DRIVER'S POST-ACCIDENT STATEMENTS

1.2.1 STATEMENT TO UTAH HIGHWAY PATROL

The Utah Highway Patrol interviewed the accident driver after the accident. The following is a transcript of tape-recorded statement of the interview with the driver (L), conducted by Sgt. Rick Eldredge (E):

E: Go ahead

L: I am Welland Lotan seventy-one years old, we left Telluride approximately 3:30, half hour out, we stopped at the county garage on 145 took our chains off. Ah, and then I did non-stop all the way till the last little town back there when I had to stop. I ah run back to use ah the rest room. They, I was going to use, go to a gas station, but they said, just use the rest room, so we can keep going and. So...

E: You weren't, have any problems with the equipment on the...

L: No we have excellent equipment, that's a brand new bus, only 23900 miles on it, and it handled like a dream on this trip and ah...

E: Tell me.

L: I run up on that blind curve there, and it got off on the shoulder, and I tried to pull it back to the left and the next thing I knew I was eating glass from the windshield and dirt and that's the best I can tell you guys.

E: About how fast were you traveling?

L: I had the cruise set, at about, I had been driving about 60 to 65, and I think I just set the cruise, and ah I was pretty sure it was on 65, but it might have been 66 you know, and you have to wait a minute for it to settle down and tap it.

E: Um, what's the name of your bus company?

L: It's ah Corporation Transportation N Tours, and it's a Phoenix Arizona.

E: Incorporation a corporation?

L: It's Corporation Transportation, then N like the letter for corporation or Transportation N Tours.

E: And tours?

L: There should be a black folder on the left side of the seat that has the all the pertinent information. Right down along the seat on the left side.

E: When you're coming around the corner did you feel like you had both tires off the shoulder?

L: Pardon me.

E: Felt like you got both your front and rear tires off on the shoulder.

L: I only noticed the front.

E: The front.

L: Really.

E: And then what happened?

L: And then uh, we were...

E: Started to roll?

L: Started to roll.

E: Tipped over, felt like it was tipping or...?

L: Uh um, it must, I must have, I couldn't pull it back. It probably got too far to the right and got on that grade.

E: You probably didn't have time, did you have much time to brake at all or...?

L: No, no.

E: It happened too fast and got off on the shoulder and rolled?

L: Yep.

E: Anything else you can remember, or anything at all that's pretty...

L: Not really.

E: OK.

L: Sorry I couldn't help you guys more.

[End of Statement]

1.2.2 STATEMENT TO COMPANY DRIVER

The driver had a brief conversation with the driver of another motorcoach on the trip that stopped at the accident scene to assist. The accident driver stated that he had been traveling at the speed limit using cruise control, may have driven onto the edge of the roadway, but was not sure what happened. The driver complained of back pain.

1.2.3 STATEMENT TO NTSB

Safety Board investigators interviewed the driver on January 12, 2008, six days following the accident and after his release from the hospital, while staying temporarily in an assisted care facility. He was asked to begin his statement by describing his recollection of the circumstances of the accident:

The driver stated that he did not recall observing a curve warning sign just prior to the accident location. He said that he thought he may have been going too fast for the curve, but was not speeding and was driving at a speed of sixty-five miles-per-hour, or less. He could not recall the specific layout of the speedometer of the motorcoach, but said that it was easy to read.

The driver said he could not recall if he was using cruise control at the time of the accident. He said that the Jake brake was not engaged and it was not his practice to use it in changing road conditions (wet to dry, etc.). He recalled nothing that would have distracted his attention from driving prior to the accident. He did not remember if the high or low beams of the headlights were in use at the time of the accident.

He stated that at the time of the accident the tag axle was adjusted normally and that he only adjusted it differently when operating in mud or snow. He said adjustment reduces weight on the tag axle, and that there is a lighted indicator on the dash to indicate when it is engaged. He said that the traction control was not in use at the time of the accident. He said the traction control has a manual shut off or is automatically disengaged while operating at higher speeds.

The driver said that following the accident he had conversations with another company driver (Christianos), the police, and a Utah Department of Transportation employee following the accident, but didn't recall the details of those conversations. The driver said that he did not recall if blood or urine specimens had been collected from him at the time he arrived at the hospital in Flagstaff.

The driver reported that his route had taken him from Telluride via Route 145 north to Route 141 toward Crown Point, then via Route 666 west to either Route 190 south or 191 south, he was not sure which, to the location of the accident. He said he was unsure if he had missed a turn in the small town he had passed just prior to the accident location, but knew that the route he was on would take him toward Phoenix. He said that he had not previously driven a motorcoach trip to the mountain ski areas, but that he had had previous experience driving heavy trucks in the mountains.

The driver said he purchased \$70.00 worth of fuel at the Conoco station in Telluride at about noon on January 4, 2008.

The driver reported that he had been diagnosed with Sleep Apnea in March, 2008, and had been using a Constant Positive Air Pressure (CPAP) device while sleeping since that time. Refer to the Medical Factors section of this report for further details. The driver said that he did not use tobacco products and rarely drank alcoholic beverages.

The driver provided a detailed description of his activities during the three-day period prior to the accident, refer to the 72-Hour History portion of the Behavioral Factors section of this report for further details.

1.3 INTERVIEWS OF COMPANY DRIVERS

1.3.1 JOEL R. CHRISTIANOS, AGE 49

Christianos stated that he has been employed for fifteen months as a full-time driver for the motor carrier and has a total of six years experience driving motorcoaches.

He stated that he met the accident driver at about 0730 on January 3, 2008, where they loaded passengers. He spoke with the accident driver and found him to be normal in all respects. The accident driver departed on the trip at about 0800 and Christianos departed about 0900. The drivers met on several occasions at stops along the route to Telluride, and arrived there at approximately 1900.

Christianos next saw the accident driver at 1000 on January 6, 2008, while the drivers on the trip were helping each other install tire chains on their buses. He also took no exception to the condition of the accident driver at that time. He said that all the drivers, including the accident driver, were having difficulty breathing while working at Telluride's 11,000-foot altitude.

The motorcoaches stopped to remove the tire chains outside Telluride and departed again for Phoenix. While driving on Route 191, Christianos came upon the accident and stopped to render assistance. Christianos located the accident driver seated on the step of the damaged motorcoach and asked the accident driver what happened. The accident driver said that he had been traveling at the speed limit using cruise control, may have driven onto the edge of the roadway, but was sure what happened. He complained of back pain.

Christianos and his passengers remained at the accident scene for four and one half hours assisting the injured, and then departed.

1.3.2 RICHARD M. STEWART, AGE 68

Stewart stated that he has been employed as a full-time driver for the motor carrier for a period of about two years and has a total of about six years experience driving motorcoaches.

Stewart drove one of the seventeen buses on the trip during which the accident occurred and while off-duty ate meals with other drivers, including two or three with the accident driver. The accident driver appeared to Stewart to be normal in all respects when observed at meals.

Stewart last observed the accident driver while all the drivers were installing tire chains on all the buses between 1000-1300 on the day of the accident. Stewart said that he observed that the accident driver experienced some shortness of breath during this period due to the altitude.

Stewart departed for Phoenix and became involved in a minor property damage accident at about 1900 on Highway 191 four to five miles east of Blanding, Utah, when he stopped to assist another Arrow Stages bus that had become disabled on an ice-covered roadway. While his motorcoach was stopped, an automobile lost traction on the ice and collided with his motorcoach.

Stewart stated that cellular telephone service in the area was very poor and that it was difficult to communicate with other motorcoaches. He said that it was his practice to use his cellular telephone only while the motorcoach was stopped.

He said that road conditions varied from snow and ice covered to wet throughout his return trip until he got south of Flagstaff on his return trip to Phoenix.

1.4 INTERVIEW OF PASSENGER

1.4.1 JEFFREY L. LATTOMUS, AGE 42

Lattomus was interviewed during a conference call on January 23, 2008. His attorney, Steve Hulsman, Esq., was on-line during the call. Lattomus was the leader of the group on the accident motorcoach and was seated in the right front seat at the time of the accident.

Lattomus stated that he met the accident driver at 1400 when the motorcoach arrived to load passengers. The driver told Lattomus that he had been sick for the previous three days. Lattomus said that he had not seen the driver during those three days. The motorcoach departed for Phoenix after loading.

The driver stopped along the highway to remove tire chains and continued toward Phoenix. Lattomus said that the trip was smooth with some snow and ice on the highway. He said that he observed other motorcoaches stopped on an icy hill but the driver elected not to stop and passed the other motorcoaches. The roads were in good condition. At about dusk, the driver stopped in a small town and used the rest room on the motorcoach, and continued on the trip. Lattomus stated that the driver appeared to be normal in all respects.

After dark Lattomus started a movie and the group was quiet while watching it. Lattomus stated that he looked forward and observed the motorcoach approaching a left-hand turn in the highway and thought that the motorcoach “had no chance to make the turn.” The motorcoach ran off of the roadway, Lattomus hit his head on the roof during the accident sequence, and was unable to remember anything about the accident thereafter.

Lattomus said that he did not know if the driver was using cruise control, high beam headlights, the Jake brake, a cellular telephone, or wearing glasses or his seatbelt at the time of the accident, although the driver had worn glasses previously on the trip. He said that the driver was not involved in a conversation at the time of the accident. He said he had only been able to observe the driver periodically during the trip to Phoenix. There was no indication that the driver was tired, and he was not uncomfortable with the driver’s performance.

Lattomus said that the driver said nothing at the time of the accident and that the driver had not driven off of the roadway previously during the trip. He noted that the motorcoach swayed a little more than usual while he was on his feet during the trip.

Lattomus reported that he had no conversation with the driver following the accident. He had no complaint about the condition of the motorcoach and the driver had not said anything about being off-route or missing a turn along the route to Phoenix.

Lattomus has averaged three trips to Telluride during the past five years and has been going on trips there for eighteen years.

2. MEDICAL FACTORS

2.1 POST-ACCIDENT TOXICOLOGY

Toxicological specimens of blood were collected from the accident driver while he was hospitalized in Flagstaff, Arizona, following the accident. It could not be immediately determined if the specimens were collected for diagnostic purposes or at the request of the motor carrier. It was determined that no other specimens were collected from the driver prior to his arrival at the hospital. Absent probable cause, the police did not administer any tests or request any specimens from the driver.

The director of the hospital laboratory sequestered the specimens at the request of the Safety Board and, in response to a Safety Board subpoena, forwarded them to the Civil Aeromedical Institute (CAMI) for examination. CAMI reported that no drugs, including alcohol, were detected in the specimens.

2.2 MEDICAL CERTIFICATION

At the time of the accident the driver possessed a valid Medical Examiner's Certificate issued on February 21, 2007, with an expiration date of February 21, 2008, which required the use of a hearing aid while driving.

The driver reported a history of hypertension, Coronary Artery Disease (CAD) with coronary bypass surgery, and a ventral hernia, and the use of prescribed Plavix, Toprol, and Zetia to the medical examiner. The driver's visual acuity was measured at 20/30 (Snellen - both eyes), without the need for corrective lenses. Hearing was within normal limits with the driver's hearing aid in use.

The certificate was issued by James Corcoran D.O., on February 21, 2007, and was valid for one year due to the driver's history of hypertension.

2.3 RECENT MEDICAL HISTORY

After the driver received his medical certification in February, 2007, he reported that he underwent a polysomnogram in March, 2007, after being referred to a sleep specialist by his primary care physician, and after he had been employed by the motor carrier. The driver reported that his wife had observed him gasping for breath during his sleep. The sleep specialist diagnosed Sleep Apnea and prescribed a CPAP device for the driver to use during sleep for the condition. The driver took the CPAP on the accident trip and it was found in the wreckage following the accident. An inspection of the unit revealed that the driver used a nostril-type CPAP breathing adapter and not a nose mask.

The driver reported that during the accident trip he experienced symptoms of a head cold, including a constant “runny nose” requiring him to “blow his nose” frequently. While in Telluride, he purchased the “non-drowsy” form of Tylenol Cold tablets on two occasions and used them throughout his stay there. He did not use the medication on the day of the accident. The driver stated that due to the cold symptoms, the use of the CPAP was difficult. He said his sleep was adversely affected during the three nights prior to the day of the accident.

The medical records of the driver’s primary care physician and the records of the sleep specialist were obtained via subpoena duces tecum. The records will be duplicated and forwarded to the NTSB medical officer for review.

3. OPERATIONAL FACTORS

3.1 DRIVING HISTORY AND EXPERIENCE

At the time of the accident the driver possessed a valid Michigan Commercial Driver License (CDL) with an expiration date of December 8, 2011, having a passenger endorsement and a restriction limiting CDL use to class B/C vehicles only.

The motor carrier hired the driver on March 2, 2007, as a “casual” (part-time) motorcoach driver. The driver’s previous experience included employment as a full-time driver of heavy trucks between 1991-1998, and part-time interstate motorcoach driving experience between 2002-2005.

Two Michigan motor vehicle record reports, dated March 14, 2007, and January 8, 2008, contained in the motor carrier’s driver qualification file indicated that the accident driver had no record of violations or accidents during the previous five years.

3.2 DRIVER PERFORMANCE MONITORING

The motor carrier had equipped its fleet, including the accident motorcoach, with DriverCam video recorders, with audio, that continuously monitored and recorded the actions of its drivers while driving. When triggered by an unusual event, such as a collision, the device is designed to capture and retain ten seconds of the recording prior to the event, and ten seconds of the recording following the event.

The camera was recovered from the wreckage of the accident motorcoach and was downloaded and reviewed at the manufacturer of the unit under the supervision of the Safety Board. The video was transported to the Safety Board laboratory for analysis.

The DriverCam video recording was reviewed in the Safety Board laboratory. No unusual distractions or medical events appeared to interfere with the driver's ability to operate the motorcoach at the time of the accident. As a result of the insufficient illumination and detail of the recording, the alertness of the driver at the time of the accident could not be determined.

3.3 DRIVER COMMUNICATIONS

The motor carrier normally provides Nextel cellular telephones with direct communication capabilities to its drivers on trips involving multiple motorcoach movements. The Nextel units were not provided to drivers for the trip during which the accident occurred because Nextel coverage is very limited in that geographic area. Instead, each driver carried and used a personal cellular telephone to communicate with other drivers during the trip.

The review of the DriverCam video conclusively established that the driver was not using a cellular telephone at the time of the accident.

3.4 CELLULAR TELEPHONE POLICY

Drivers are instructed on the motor carrier's policy during training and provided a copy of the policy in the Arrow Stage Lines Employee Manual, which is issued to all drivers. The policy states:

Do not use the cell phone while driving unless it is absolutely necessary. Social calls are not allowed while you drive. It is only for communication with company representatives for company purposes.

1. Obey all state laws regarding in-vehicle cell phone use.
2. Get to know your cell phone's features such as speed-dial and redial. Memorize your keypad.
3. Do not use phone text messaging or similar protracted data functions while driving.
4. Always use hands-free devices, such as ear/mike accessory and phone cradle.
5. Position the cell phone within easy reach.
6. Let the person you are speaking with know you are driving.
7. Suspend conversations during hazardous situations, including congested traffic or bad weather.
8. Never take notes or look up information while driving.
9. Dial sensibly and assess the traffic. Except during an emergency, place calls when you are not moving or before pulling into traffic.
10. Do not engage in stressful or emotional conversations that may divert your attention from the road or your responsibilities.
11. Keep any necessary conversations brief.
12. Hang up without warning in precarious traffic situations. You can always explain later why you disconnected.

Violation of this policy will result in disciplinary actions as detailed in the Driver Management Policy. Any violation of the policy could result in termination of employment at the discretion of the company.

3.5 SCHEDULE AND ITINERARY

The accident driver's assigned schedule and itinerary for the trip were charted, according to the work ticket issued to the driver by the motor carrier.

TRIP WORK TICKET January 3, 2008 – January 6, 2008

DATE	TIME	TYPE	LOCATION
January 3, 2008	0645	Start (On Duty)	Phoenix, AZ
	0815	Pickup (Load and Depart)	Phoenix, AZ
	2200	Arrival	Telluride, CO
January 6, 2008	1600	Leave (Load and Depart)	Telluride, CO
	2359	Back and Finish (Arrival)	Phoenix, AZ

The motor carrier provided individual room accommodations for the drivers in Telluride, Colorado during the three days between arriving and departing Telluride.

4. ENVIRONMENTAL FACTORS

4.1 ILLUMINATION AND ATMOSPHERIC CONDITIONS

Astronomical data was obtained from the United States Naval Observatory for Blanding, San Juan County, Utah. The data indicated Sunset was at 1714 MST, end of civil twilight was at 1743 MST, and at the time of the accident the Sun was more than 15 degrees below the horizon. The phase of the Moon was a waning crescent with only 3 percent of the Moon's visible disk illuminated; the Moon set at 1530 MST and was more than 15 degrees below the horizon at the time of the accident.

The closest National Weather Service (NWS) reporting location was Blanding Municipal Airport (KBDG), Blanding, Utah, located approximately 30 miles northeast of the accident site at an elevation of 5,868 feet msl. The airport was equipped with an Automated Weather Observation System (AWOS) without a precipitation sensor. The system was not reporting continuous weather, but provided the following conditions surrounding the period:

Blanding observation at 1950 MST indicated wind from 210 degrees at 6 mph, visibility 30 miles, cloud cover overcast at 6,000 feet msl, temperature minus 1 degree C (30 degrees F), dew point minus 2 degrees C (28 degrees F). Remarks: no specials being issued, 6-hour precipitation 0.03 inches, cloud type low cumulus clouds of significant development.

Blanding observation at 1655 MST indicated wind from 200 degrees at 8 mph, visibility 30 miles, scattered clouds at 5,000 feet, broken cloud cover at 14,000 feet, temperature 2 degrees C (36 degrees F), dew point 0 degrees C (32 degrees F). Remarks: moderate snow showers southwest through north, no special reports being issued, cloud types - low cumulus clouds of significant vertical development and mid level altocumulus clouds, snow depth 1 inch on the ground, 6-hour precipitation 0.02 inches, 6-hour maximum temperature 5.0 degrees C (41 degrees F), 6-hour minimum temperature 1.7 degrees C (34 degrees F).

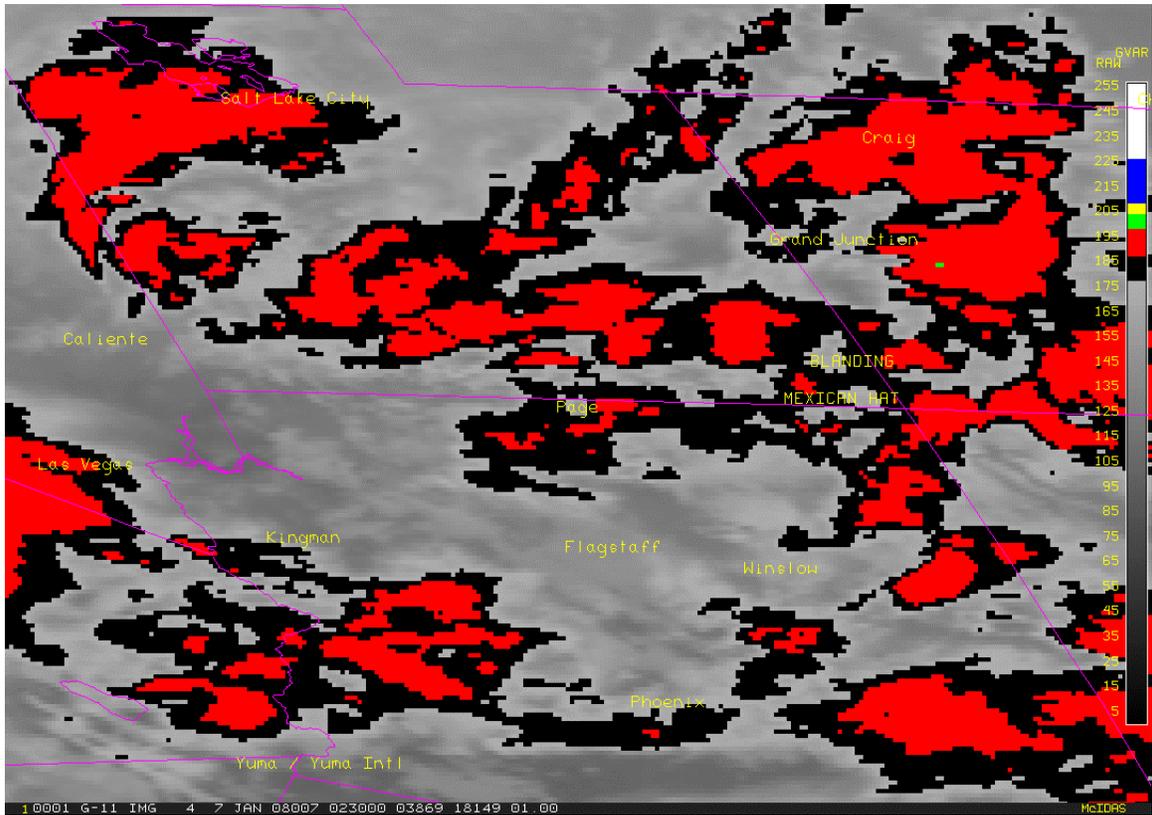
Blanding observation at 1350 MST indicated wind from 200 degrees at 12 mph gusting to 17 mph, visibility 40 miles, scattered clouds at 7,000 feet, broken at 12,000 feet, temperature 4 degrees C (39 degrees F), dew point 2 degrees C (36 degrees F). Remarks: snow showers over mountains west through north and obscured.

Between 1100 and 1655 MST Blanding reported southerly winds with visibility 1/4 mile in dense fog, overcast clouds between 800 and 900 feet. Snow depth was reported at 2 inches. Prior to this period during the early morning and previous night, rain showers and fog conditions were reported at the station.

The Halls Crossing (KU96), Utah, Mesonet station at 37.44 N 110.57 W, or approximately 30 miles west at an elevation of 4,386 feet, was also checked and the following conditions were reported:

Halls Crossing observation at 1855 MST indicated wind from the east-northeast at 7 mph, visibility 10 miles, overcast clouds at 4,000 feet, temperature 37.4 degrees F, dew point 32.0 degrees F, altimeter 29.77 inches of Mercury. Relative humidity was 81 percent, no weather sensor was installed so cannot determine if precipitation was occurring.

Regional radar images surrounding the period did not depict any significant weather echoes in the vicinity of the accident site surrounding the time of the accident, however drizzle is not depicted. Infrared satellite data depicts an area of cumulus clouds, indicated by enhanced red color, with higher tops capable of producing precipitation immediately north of Mexican Hat and between Blanding, see image below.



SUBMITTED BY,

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Senior Human Performance Investigator
Office of Highway Safety