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> **Rv accident in Indianapolis**

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[old guy](#)

Oregon (pronounced Or e gun)
 Senior Member
 Joined: 03/15/2006
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Posted: 11/09/09 12:59pm

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hope he has good insurance because he is going to get sued I bet.

[smjanes](#)

Ottawa
 New Member
 Joined: 10/25/2008
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Posted: 11/09/09 01:13pm

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When I was a teenager, my Dad was run down (and thankfully survived) by a woman that "confused" the gas/brake. She did the same thing this guy did, got on the gas and stayed on it. Even after she ran over my father, she stayed on the gas until the car ended up upside down in a ditch. She was only in her 30's and did not lose her license.

● Offline

[stevelv](#)

Living on the island
 Senior Member
 Joined: 05/24/2006
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Posted: 11/09/09 01:34pm

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Talking of licenses - I wonder if he had the correct license for the vehicle?

Why on earth was he in the right hand lane towing a 25'+ horsebox?

He obviously saw stopped traffic and panicked - it's a common enough mistake for anyone I'm afraid and age probably isn't a factor.

He made the biggest mistake that a lot of us make - 25 tons takes a long time to stop even if you use the brakes.

[RV Park Finder](#)

Ex Fulltimers

[Repairing/Restoring 1984 Monaco Regent 36' Gas to restart RVing](#)

DH,DW,Jake and Indie

[moparmaga2](#)

Texas
 Senior Member
 Joined: 07/18/2006
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Posted: 11/09/09 02:05pm

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BarbaraOK wrote:

I find the posts on this interesting because every time someone posts about having to take a driving test to operate large RV rigs, there is a hue and cry about how unnecessary the test is, etc. I'm not saying that a driving test would have made the difference in this particular case, but that having people show that they can handle the rig is something that every state should do.

Barb

The reason that 99% of people are against this is that it would just end up being a money grab by the states, just like anything else in the history of government.

They would probably charge 500 bucks to see if you can put it in gear.

Just like the dumb state inspections that we do in Texas. Basically it amounts to putting a sticker on your windshield and taking their \$15.00

\$15.00 x 20 million = \$300000000. All a cash grab

* This post was edited 11/09/09 02:12pm by moparmaga2 *

2000 National RV Tropi-Cal 37 ft Double Slide Ford V-10



TRAVEL
 in
 COMFORT.



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 Donate Used RVs For Tax Deductions Fill Our Online Form Or Call Us Now
www.Cars4Causes.net

Local RV Campgrounds
 Find RV Campgrounds & Camper Parks in California.
Travel.YellowPages.co

Cruise America
 RV Rentals & Sales Rent an RV for as low as \$60/day
www.CruiseAmerica.co

Orange County Vehicle Towing
 Stranded on the Side of the Road? Call for Reliable Towing Services.
www.AFTowing.com

1994 Toyota Celica on a Master Tow Dolly (40 MPG)

[The Moparmaga guide to cheaply living in a RV while attending College](#)



[john&bet](#)

North Vernon, in.
Full Member
Joined: 03/18/2007
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[Good Sam RV Club](#)

● Offline

Posted: 11/09/09 02:11pm

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Looks to me like there are too many rushes to judge and jumping to conclusions on this tragic incident. Lets get real people. Do your best to drive safely and don't let it happen to you.



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[wandering1](#)

Texas
Senior Member
Joined: 06/18/2002
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● Offline

Posted: 11/09/09 02:36pm

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Sounds like he is way over the hill. I hope he is barred from driving.

HR

[BarbaraOK](#)

Livingston, Texas, USA
Senior Member
Joined: 10/27/2003
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● Offline

Posted: 11/09/09 02:59pm

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moparmaga2 wrote:

The reason that 99% of people are against this is that it would just end up being a money grab by the states, just like anything else in the history of government.

They would probably charge 500 bucks to see if you can put it in gear.

It was \$10 for each of us to upgrade to a Texas Class B.

Quote:

Just like the dumb state inspections that we do in Texas. Basically it amounts to putting a sticker on your windshield and taking their \$15.00

\$15.00 x 20 million = \$300000000. All a cash grab

If you can't afford the safety inspection to make sure that your brakes work, how are you going to afford to fix those brakes. I'm sorry, but I really think all states need to have an inspection to make sure lights, brakes, horns, etc. work, and for areas that need emission control, then those old smokers need to be inspected and taken off of the road if they can't pass. Not everyone is as conscientious and safety minded as you are.

Barb

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[Traveling catpanion Shadow \(age 12\)](#)
[Figment II \(2002 Alpine 36 MDDS\)](#) 😊
[Mischief \(2004 Subaru Forester Toad\)](#) 😊
FMCA - F337834, SKP #90761
[Our Blog](#)



[GHOST1750](#)

THE GOLDEN STATE My taxes help keep it that way!!

Senior Member
Joined: 11/23/2002

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[Good Sam RV Club](#)

● Offline

Posted: 11/09/09 03:54pm

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Unless the RV picture is changing I think a good percentage of classA owners are between 60 and 80. One of the things that scares me most is someone panic stopping in front of me even though I try to keep at least four seconds between me and the car ahead at all times. That trailer plus three horses was a lot of weight.

Don and Phyllis
White Poodle named Tobie
2003 39' Tradewinds LE
2002 Cavalier tow
63 Ford Falcon Ranchero.
Korean Veteran, USAF
FMCA F357981
CC4C
GOOD SAM

Life is a journey, not a destination !

[chuckster11](#)

Idaho
Senior Member
Joined: 04/30/2004

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Posted: 11/09/09 04:29pm

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If anyone ever comes up with an Olympic 1500 meter high hurdle conclusion jumping event, I have a source for some real world class competitors. We sure don't know much to be taking away licenses, discriminating against older drivers, or even making an educated guess about what might have happened in this incident. Accidents are accidents because otherwise careful, or reckless, individuals make a mistake or series of mistakes under all kinds of circumstances--sometimes little mistakes. Somehow I'm believing the "I hit the accelerator by mistake" statement is an excuse--can't imagine that a pusher pulling a loaded horse trailer just shot out of the gate in an uncontrollable manner. Driving too fast, too inattentively, in heavy traffic is more likely the case.

[Nomadac](#)

Columbus, IN
Senior Member
Joined: 11/22/2004

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Posted: 11/09/09 04:52pm

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I attended a Hazard Avoidance Seminar for MH's and the instructor gave us these tables. So for all of those that like to drive fast consider this:

Reaction Time @
30 MPH = 3 + 30 = 33' distance traveled
65 MPH = 6 + 65 = 71'
70 MPH = 7 + 70 = 77'
80 MPH = 8 + 80 = 88'
90 MPH = 9 + 90 = 99'

Stopping Distance

30 MPH = 3 x 30 = 90'
65 MPH = 6 x 65 = 390'
70 MPH = 7 x 70 = 490'
80 MPH = 8 x 80 = 640'
90 MPH = 9 x 90 = 810'

Now when you consider the distance you will travel while you are reacting and then add to this the stopping distance, the faster you are going the longer distance you will travel before you stop. Yes stopping distance with vary with the type of RV, weight, etc. but don't expect it to stop like a Ferrari. And you can increase these distances with more weight of MH and what you might be towing. And the sudden stop when you meet an immovable object will have devastating results. Note: this only applies if you hit the brake pedal vs. the gas pedal.

Arnie
2003 Travel Supreme MH
38KSO1 Cummins ISC 350HP
Car Dolly w/1996 Toyota RAV4 2WD
1963 Pontiac Grand Prix

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