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> **Rv accident in Indianapolis**

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Boxer Lovers

Hackett, AR
Senior Member
Joined: 07/09/2003
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Posted: 11/10/09 01:45pm

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Trying not to judge without all the facts is hard, but from what the story and video indicated, he was driving at least a 40' d.p. pulling a horse trailer with three horses, God love em, and traveling in the "passing lane", which I understand is illegal unless you are in the act of passing.

Total wieght to pull to a stop would have to exceed 40,000 pounds, which would take about 500 feet or more from 55 mph after hitting the brakes. If as reported he had his foot on the wrong pedal (yes they are the same size and shape on many d.p.'s) But how long does it take for you to realize you're on the wrong damn pedal? I can only imaging the force he impacted on the poor woman and her family hitting them at full speed.

You know the lives ruined from this are many, and it was so unnecessary. God what a tragedy.

Dave & Robin
Boxers; Jake & Katie
98 Country Coach Intrigue, 40
09 Subaru Forrester, toad

pusherpilot

Wherever we are.
Senior Member
Joined: 03/13/2006
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Posted: 11/10/09 01:57pm

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I can relate to the wrong pedal thing. The gas and brake pedals on our 04 Imperial are very close together and just about the same height. I've found myself with my foot on both, trying to stop and givin it the gas at the same time. The pedals are the adjustable kind but are not individually adjustable as to height. I've got to do something eventually about it, perhaps a block on the brake to make it higher.

Burp

St. George's Island, MD
Senior Member
Joined: 04/07/2004
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[Good Sam RV Club](#)

Online

Posted: 11/10/09 02:35pm

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Stepping on the accelerator instead of the brake is not an age or training related issue. There is a very detailed study of "Pedal Mishap in Heavy Vehicles" done by the NTSB. You can view the complete report [here](#). It is long but does a very in-depth study of five accidents.

BarbaraOK

Livingston, Texas, USA
Senior Member
Joined: 10/27/2003
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Posted: 11/10/09 04:02pm

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Happy Jim wrote:

What about the 60 year old Scully who put a large jet liner in the river at New York. They say a younger pilot would not have the experience to do so with the same outcome.

I am over the 65 year mark and am lisense to pilot a high performance complex aircraft. I would much rather be a passanger in anything with a mature experienced operator than a young over confident young one. Why are driving statistics much worse for the under 30 group than older ones.

And everyone of those experienced pilots know that they have to pass tests to maintain their license and every one of those planes must also pass inspections. And we are all thankful that they do - so why do so many fuss about very basic driving tests for someone who is behind the wheel of these large masses of kinetic energy, or object to having the safety equipment on that vehicle checked?

Barb

Barb & Dave - full-timing



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

Western NYS
Senior Member
Joined: 08/11/2007
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● Online

Posted: 11/11/09 04:41pm

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stevelv wrote:

wny_pat wrote:

To get your drivers license over there, know it is not a cake walk like here. Same with Germany from what I remember. Could you fill us in please. Both requirements, training, and cost. I think some here would be shocked!

You are correct, the driving test and the training is both far tougher and far more expensive than here. There is a written test and a formal drive test of approx 30 minutes which is almost always done in a stick shift and after typically 20 hours of in car tuition by a registered driving instructor at \$80 an hour.

Drive test includes all the normal stuff such as mirror, signals, lane positioning, observation, following road signs etc as well as emergency stop, 3 point turn, reversing around a corner and parallel parking.

For the following year you are subject to a one strike and you are out clause - a major driving infraction and you lose your license and have to retake it.

The biggest limiting factor on car ownership by teens is the cost of insurance - anything larger than a 1 liter engine and they will be expected to pay > \$3000 a year - this means that they are typically 25 or older before they get into higher powered cars.

Drunk driving is a MANDATORY 12 month ban - a second offence is a 3 year ban and a third is a 10 year ban and 12 months in jail. Same goes for driving under the influence of drugs.

They have a point system on the license - 3 points for a speeding ticket, 7 points for a serious driving infraction - 12 points and you lose the license - from 30 days to a year. You also get points for having a worn out tire.

Also remember that the UK and the rest of Europe are covered with speed cameras, traffic light cameras and average speed cameras, all of which issue instant fines (and points!) by mail.

All licenses last until you are 70 and then you get 2 year renewals (I think it's 2 years) where you have to make health statements. If you have a serious at fault accident after 70 then you may be required to be retested.

We have it very easy over here compared to Europe but then again we have a lot of things easier in every aspect of our day to day lives and for that I am always extremely grateful. And remember that a lot of that is thanks to the Veterans - I salute you.

Steve, thanks for posting that info!!! Don't know if there are any extra classes of licenses, but do know that there are for commercial licenses. I did my time in West Berlin when in Europe. The wall was still up, so there were no traffic jams, cause there were no suburbs to come from. So some caravans over there, but not many. And no motorhomes at all back then.



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Vancouver BC Canada
Senior Member
Joined: 01/07/2005
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Posted: 11/11/09 05:21pm

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well this is very sad indeed. I believe that we all should have to retake our driving test every 5 years from 16 to 71 then every 2 years from then till they take the keys away. I know way too many 25/35/45/55/65 year old drivers that shouldn't be on the road. Age does affect us whether we like to admit it or not. a physical and actual driving test would weed those out that should no longer be on the road. Driving is a privilege not a right. We need to agree to that IMHO.

As well I don't have a problem qualifying for a CDL should my coach match those requirements.

Weight/safety checks: Physics doesn't care whether I'm carrying tile and corian counter tops or a load of bricks. Stopping distance and maintenance requirements are the same. Problem is the tests have to be real, not a cash grab as they often end up...

2008 Itasca Sunova 35J Class A
1997 TJ Sahara, hard and soft tops and AC
Held together via Roadmaster Falcon 2 tow bar and stopped by US Gear Unified Brake system.



Gau 8

United States
New Member
Joined: 11/06/2009
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● Offline

Posted: 11/11/09 09:35pm

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You are comparing a senior airline Captain to a 72 YO RV driver.

The huge difference is training. I was an airline Captain and an Air Force fighter pilot for more than 20 years. In both jobs the training was intense. You are subjected to emergency situations in the simulator until your reactions are instinctive. Airline pilots until recently were required to retire at age 60. The age has now been extended to 65. Only time will tell how that will work out. I could have stayed till 65, but I felt it was time to move on.

I am 61 now and can tell that my reactions have slowed. Renewing a license for 8 years at the age of 70 is ridiculous. Here in Florida we always get several cars every "season" that plow thru a storefront because the geriatric driver stepped on the wrong pedal.

I also see rigs all the time that are too long. You probably won't get ticketed till something like this happens.

The moral of the story is "slow down-live life on RV time!"

Happy Jim wrote:

What about the 60 year old Scully who put a large jet liner in the river at New York. They say a younger pilot would not have the experience to do so with the same outcome.

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riggarob

Farmington, NH
Senior Member
Joined: 09/30/2005
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Posted: 11/11/09 10:34pm

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Yeah, just ask Audi, they almost went under because of dopey drivers who thought they were on the brakes, but were actually standing on the gas. Robbie

BWhite wrote:

CJTravler wrote:

If someone hits the gas instead of the brakes and doesn't realize it right away they should NOT be driving.

This happens way to often .

08 Fleetwood Providence 40X
FL-XC
US Gear Braking system
Blue OX towing system
06 Saturn Vue AWD toad
Wife and best friend Martha Baby
SweetPea - 16 year old "Maine coon cat" still mean as ever

Beware of those who point their finger the LOUDEST !

riggarob

Farmington, NH
Senior Member
Joined: 09/30/2005
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● Offline

Posted: 11/11/09 10:37pm

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You had to do those inspections. When I worked over the pond, you guys drove crazier than we do !!!
Robbie

stevelv wrote:

I've always been amazed by the number of states that have no vehicle inspections or just a smog

test.

Back in the UK we had our annual MOT test - nowadays it costs the equivalent of about \$80 and it's required every year.

They test lights, horn, wipers and washers, glass, bodywork and check for chassis rusting and corroded brake pipes, perished rubbers, serious engine and transmission leaks, state of exhaust and muffler (no leaks), shock absorbers, and then they run it up on a brake tester and check brake efficiency including the emergency brake.

It keeps a lot of dangerous vehicles off the road and at a guess, probably half the 10 year old or older vehicles on our US roads would never pass.

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