

Gorski Consulting Website

Archived News - 2015 - February

February 8, 2015

Bruce Jenner Fatal Collision - Benefit of Details Exposed in Photographic Coverage Outweigh Accompanying Celebrity-Tracking Foolishness

Benefits in our society do not always come without the associated negative baggage. There has to be a discussion and weighing of whether the positive outweighs the negative and vice versa.

As an example, yesterday's fatal collision involving former Olympian and Hollywood star Bruce Jenner, provides an example of how positive and negative factors have influenced the new age. Because of the large number of persons with cameras who were at the collision scene there was a remarkable lack of restriction of photo documentation of the collision events. In fact, internet photos reported showed how the Jenner SUV collided with the back of a Lexus just before the Lexus was involved in the severe head-on collision that claimed the life of its female driver. There were ample photos of the vehicles at their rest positions and of the debris and markings on the road. This information was rarely available in many momentous tragedies of the past.



Photo purportedly showing the Jenner Cadillac SUV just before it collides with the rear end of a Lexus. The Lexus eventually rotated counter-clockwise across the roadway centre-line where it collided with a Hummer resulting in fatal injuries to the Lexus driver.

Imagine for a moment if such documentation had been available at the assassination of President John F. Kennedy or during the tragic crash that claimed the life of Princess Diana. In many instances detailed information about such events is quickly hushed up and taken from the public's opportunity to independently evaluate these events. Afterwards we then end up with years of speculation, mistrust and doubt as to what actually occurred. Photographic documentation and similar objective evidence could have prevented much of that confusion.

However, as in almost all cases, you get the bad with the good. Foolish publicity seekers, various news gathering organizations who simply want to make a fast buck by displaying the horrific scenes. Various gossip-spreading "journalists" whose mission it is to display whatever filth there is regardless of any compassion for anyone involved. This is the flip side of the coin that, in our experience, exists in all matters of societal change.

As reconstructionists of tragic events, Gorski Consulting is biased in that we are in favour of open channels of information and dialogue. It is through this free-flowing information that the public can learn from these tragic events, understand what is important, and be capable of discriminating between the hog-wash of manipulative propaganda and what truly exists or occurs. We see the fatality of an innocent driver as the tragedy that it is, but we also see the extensive documentation of it as an opportunity to speak for those who cannot do so.

UPDATE: February 23, 2015; 1100 Hours

A few days after the collision it was reported that an “MTA bus” travelling behind the Jenner Cadillac captured the “complete” collision events on video and this video is in the possession of police. Now the police are not releasing the video. This is reminiscent of previous incidents where such information was held from the public resulting in numerous speculations and gossip.

With the absence of this video various experts claim to have reconstructed what actually occurred. An animation that has been circulating the media was created by Integral Media Works. It reportedly shows how the vehicle motions were “reconstructed” although it never explained the details of this “reconstruction”. The results shows how the Jenner Escalade was the primary cause of the collision events and that there was no initial impact between a Toyota Prius and the Lexus which was rear-ended by Jenner’s Escalade. Whether or not the animated vehicle motions turn out to have some accuracy, we must comment that any animation, that is not supported by a proper reconstruction can simply be a complete fantasy no different than the actions of the Coyote and Roadrunner in the popular children’s television cartoon show.

Animations can be properly presented without a reconstruction when they are based on realistic physics and the presenter explains that the scenario being shown is only one of a number of ways in which the collision might have occurred. The term “reconstruction” has an additional connotation in that the physical evidence from the actual collision has been processed to determine the specifics of the actual event. So, for example, the change-in-velocity of an impact has been estimated. Or the speed loss has been estimated from specific evidence at the site or on the vehicles, or perhaps from an event data recorder (“black box”). When someone says that a reconstruction has been

performed but then no specifics are provided about what analysis has been performed then we suggest that this lack of explanation should be a red flag.

February 6, 2015

Week of Miscellaneous Traffic & Collision Issues

We make the following summary of events that have occurred this week regarding traffic and motor vehicle collision issues.

Yesterday a bus carrying approximately 50 young skaters and their coaches crashed on a highway in Newfoundland. Photos showed that the bus had fallen onto its right side and there was little evidence of damage to its exterior. Many made comments as to the insignificance of the event as there were no life-threatening injuries. However, anytime a bus falls on its side or is involved in a rollover the consequences can be much like rolling a pair of dice, very unpredictable. That is why the rollover must be avoided. Again, buses have a tendency for this happening while, at the same time, the roadside barriers are designed for much lower passenger cars. It is the barriers themselves that can cause the rollover yet few appreciate that fact.

On another point, General Motors has just closed its program for submissions of claims against them in their defective ignition matter. A total of 51 deaths have now been confirmed by GM as related to the defect however it is reported that about 4180 claims have been filed. This is a huge number of affected drivers. Even if all these claims do not reach the threshold relationship to the GM defect, something must be said about why almost 4200 incidents could exist where lack of deployment of air bags may have contributed to a death or serious injury.

Yesterday, February 5th a head-on collision occurred north-east of Parkhill, Ontario resulting in life-threatening injuries to Richard Want of Bosanquet Township. As the driver of the other vehicle, Kevin Kustermans was reportedly treated at the scene and released this suggests that the Want Dodge pick-up truck may have rotated out-of-control as this is a typical happening whenever we see these injury patterns.

London City police have had a very expensive last couple of days as five police vehicles were damaged in an "incident" reportedly caused by a 72-year-old female driver.

Meanwhile another cruiser sustained damage today when it collided with an SUV at the intersection of Adelaide and Fanshawe Park Road in north London. It was reported that the cruiser was responding to a call about a house fire when the collision occurred. It is not clear if the cruiser travelled through a red traffic signal however such matters are common.



Emergency personnel rushing to the scenes of critical incidents often are involved in critical incidents themselves. This is an issue that is hidden from most public view.

In another fortunate incident a school bus became engulfed in flames on Highway 401 between Ingersoll and Woodstock, Ontario on February 3rd. Luckily there were no passengers in the bus but that would not appear to be the point. What if the bus had been loaded? Vehicle fires are so often ignored as the potential dangers that they are.

In another tragic incident a truck driver was killed when he attempted to avoid a Jeep that had gone out of control on Highway 401 near Whitby Ontario on February 3rd. We have often described such an event as the “Elephant and Mouse” syndrome in that we fail to understand the danger to truck drivers when their heavy and large vehicles are tripped by smaller “mouse” vehicles. Many crashes that should be of minor consequence to the occupants of larger vehicles turn out to be the opposite because the destabilization of the large vehicle can result in much subsequent carnage.

February 2, 2015

Winter Storm Brings Out The “Canadian” In London’s Canadians

Another winter storm struck South-Western Ontario through Sunday and Monday, February 1st and 2nd, 2015. While the consequences are always unpredictable, as of late afternoon on Monday, it would appear that most residents had taken the blow quite well.

Snow plows had been out throughout the past 24 hours, as evidenced by the plow below, which was observed at the intersection of Cheapside Street and Clarke Road in London, Ontario on Monday morning.



View of snowplow travelling westbound on Cheapside Street approaching the intersection with Clarke Road in London, Ontario on the morning of Monday, February 2, 2015.

Snowplow operators end up working long hours in situations like these, making it more difficult to stay alert. As evidenced by the photo below, many operators likely consume many cups of Tim Hortons coffee as a solution to the problem.



Plow driver sipping a cup of coffee while waiting at a red traffic signal. While long working hours are not necessarily safe, the other option of leaving roads unplowed makes us understand that sometimes we must accept the lesser of evils.

Long hours of snowplowing are not desirable but sometimes when snow must be plowed and the number of plows is limited, we must prioritize what is likely to minimize the safety problem. If roads are not plowed drivers are more likely to encounter dangerous situations.

Sometimes, when the plowing cannot be done all at once, the general public steps in to help. As shown in the photo below, a driver has difficulty entering Oxford Street in east London because the snow plow has not been able to plow the secondary road.



A driver has difficulty entering Oxford Street from a secondary road due to the large quantity of snow that has not yet been plowed from the side street. A pedestrian with a shovel seems to find a solution.

As shown in the photo below, a “good-guy” pedestrian with a shovel takes matters in his own hands as he begins to clear a path for the driver.



View of pedestrian with a shovel, clearing the driver's path so the vehicle can enter Oxford street in safety. A natural “Canadian” thing to do.

Unfortunately, at times, such good people come into the path of higher speed vehicles on the main road and a good thing develops bad consequences. We must always be careful when we step into the path of traffic.

In some instances, when our clothing provides the proper contrast with the white snow, we can walk into traffic and be very visible, as the example below, showing a northbound pedestrian walking on Wellington Street near Victoria Street in old north London.



View of pedestrian in black clothing walking northward in the middle of Wellington Street in old north London. With a lack of plowing of sidewalks walking on the road almost becomes a necessity.

Yet, in other circumstances, the contrast of dark clothing against white snow does not matter. Below is a view of two pedestrians in dark clothing as they attempt to cross Dundas Street in east London.



View of two pedestrians trying to cross Dundas Street on the morning of Monday, February 2, 2015. They can be seen because their dark clothing contrasts with the white snow.

While their dark clothing helps, it becomes less helpful when their location is masked by the presence of a left-turning, westbound van, as shown in the photo below.



View of pedestrians being screened from the view of drivers by the turning panel van.

Depending on the timing of this sequence, an approaching driver may not realize their presence and equally, the pedestrians may not realize that another vehicle arrives when they step from behind the van, as shown below.



View of pedestrians stepping out from behind the left-turning van. Depending on the circumstances their lack of visibility could produce a safety problem.

While many of us take the time to fully prepare ourselves for the winter drive, some still do not realize that snow needs to be removed from their vehicles for important reasons. As shown below, the driver of a vehicle cleaned off some portions of the vehicle but not important areas such as the headlights and turn signals.



Snow removal from headlights and turn signals is an important activity whenever there is a snowfall and this driver has failed to detect that importance.

Sometimes, the only way we can detect a Canadian pedestrian is by a spray of snow that suddenly erupts from a roadside, as shown below.



As Canadian drivers we all know the meaning of this eruption of snow on the roadside.

Somewhere behind all that fog, is a true Canadian, doing his or her part to put things in their place.



View of neighbours digging out their driveways with snow blowers on Wavell Street east of Hale Street in east London.

So, the snowfall brings out the good and bad. But it certainly brings out the “Canadian” in the people of London, Ontario.

Gorski Consulting
London, Ontario, Canada

*Copyright © Gorski Consulting,
All rights reserved*