



SURVIVAL FACTORS ATTACHMENT

Witness and Good Samaritan interviews

Bryce Canyon City, UT

HWY19MH012

(31 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

TOUR BUS CRASH *

BRYCE CANYON CITY, UTAH * Accident No.: HWY19MH012

SEPTEMBER 20, 2019 *

*

* * * * *

Interview of: ROBERT JEFFERSON, JR.

Witness

Via Telephone

Friday,
September 27, 2019

APPEARANCES:

RONALD KAMINSKI, Senior Survival Factors Investigator
National Transportation Safety Board

MS. CUI, Interpreter

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Robert Jefferson, Jr.:		
By Mr. Kaminski		4

I N T E R V I E W

INTERVIEW OF ROBERT JEFFERSON, JR.

BY MR. KAMINSKI:

1 Q. Okay. Sir, why don't we start with the -- Mr. Jefferson,
2 spell your first and last name.

3 A. Spell it?

4 Q. Yes.

5 A. Okay, Robert, R-O-B-E-R-T, Jefferson, J-E-F-F-E-R-S-O-N, and
6 it's Junior.

7 Q. Junior, okay. And this is a good contact number for you?

8 A. Yes, it is.

9 Q. Okay, great. And so, why don't you just give me a
10 description of where you were and what you saw?

11 A. Okay. I went to Bryce Canyon for sunrise, you know, hiked
12 all around the place. And it was about approximately 11:30, I was
13 leaving the park. I just pulled out. I think the road is Highway
14 12, but I'm not positive.

15 Q. Yes, right.

16 A. But I came out on -- if it's Highway 12, I came on Highway 12
17 East. And I didn't think I had gone that far. I would -- I said
18 probably a mile or 2, but subsequently I learned it was like 5
19 miles from the entrance.

20 But anyway, I was coming down in the eastbound lane and I saw
21 this bus in the westbound lane coming around the corner. And the
22 first thing I said to myself was, wow, that guy's going really
23

1 fast. And he came around the corner, and he was a little wide and
2 he went a little bit to the right. I mean, it was -- not a whole
3 lot. And then all of a sudden, he came back to the left and then
4 it just flipped and it just kept rolling.

5 And it was rolling right at me. There was no one behind me.
6 There were people some distance behind him, but he didn't have
7 anyone in front of him. And there was no vehicle that I saw that
8 interfered with him in any way.

9 And he just started rolling. And as he's rolling towards me
10 -- and I'm thinking, this guy's going to kill me.

11 Q. Right.

12 A. And there's pieces flying all over the place. And I'm going
13 to guess he rolled at least a half a dozen times, but it could
14 have been more. And he literally stopped in front of me. And
15 he'd landed in the ditch. He wasn't -- I've read the papers that
16 he was against the guardrail, but he was not really against the
17 guardrail. He was in the ditch. But he landed right side up.

18 Q. Right. Yeah. He was on top of the guard --

19 A. And the whole group --

20 Q. He ended up on top of the guardrail.

21 A. Yeah. Yeah. And so, I mean, I was literally next to him.
22 So I jumped out of my car, grabbed my first aid kit and went
23 running over there.

24 And the first thing I noticed is that what would be the
25 driver's side of the bus -- so if you're looking from the back of

1 the bus forward, the left side of the bus, you know, all the
2 windows were blown out, but there was no one outside the bus on
3 that left side. And then when I went around the front of the bus,
4 which would be the right side of the bus, you know, there were
5 bodies strewn all over the place.

6 Q. So, you didn't see any --

7 A. But --

8 Q. And you didn't see any bodies on which would have been the
9 driver's side, how it ended up? You didn't see --

10 A. No.

11 Q. -- any bodies out there?

12 A. Not one.

13 Q. Okay.

14 A. No, no. And I checked twice.

15 Q. Okay.

16 A. But I was the first one there. So, I immediately called 911
17 and then just went around. And other people that were coming
18 left, they saw the accident. So, some people pulled over and they
19 were helping.

20 And I would say there were approximately, I don't know, 15 to
21 20 bodies outside the bus on the ground and somewhere around 10
22 inside, and so, while I was helping putting compression packages
23 on the bleeding people, a couple guys were able to get the doors
24 open. And they went and were able to get people out of the bus
25 that were still left in there.

1 Q. Okay. So, you come around -- just let me repeat. You come
2 around.

3 A. Yeah.

4 Q. You didn't see anybody on the driver's side because you were
5 heading east. There was nobody on that --

6 A. No.

7 Q. -- driver's side. You grabbed your first aid kit, went
8 around. You saw anywhere from 15 to 20 bodies on the other side,
9 or on the passenger's --

10 A. Yeah.

11 Q. -- side. And --

12 A. Yeah.

13 Q. -- then, and everybody else was still inside and somebody was
14 able to come in and force open those loading doors and get in?

15 A. That is correct.

16 Q. So, the driver wasn't out? Nobody else was out other than
17 the people that you think were ejected?

18 A. Well, you know what? I don't know who the driver was.

19 Q. Okay.

20 A. Because --

21 Q. Sure.

22 A. -- I mean, it took me seconds, seconds to be there. And when
23 I got there, there was nobody in the driver's seat.

24 Q. Okay.

25 A. So, I have no idea. And, you know, one of the most difficult

1 things, even for, particularly till the EMTs got there, was there
2 was only one person who could speak English. And trying to help
3 these poor people, they didn't even understand what we were trying
4 to do. So, you know, trying to get information from them was
5 pretty near impossible.

6 Q. Yeah. Yeah. Fortunately, I think there was somebody that
7 came up, a fireman, and I think it was a good Samaritan had
8 stopped that do know Mandarin.

9 A. Oh, okay.

10 Q. I don't know how long you -- how long can you stay around the
11 scene after you called 911?

12 A. I left at 12:45. Oh, I stayed till 12:45.

13 Q. 12:45?

14 A. Yes.

15 Q. So, that's probably about -- it happened at around 11:30.
16 Correct?

17 A. Yeah, yeah.

18 Q. Okay.

19 A. Yeah, so I was helping -- it took the EMTs a while to get
20 there because we were so remote.

21 Q. Sure.

22 A. And when I called 911, I told them in my phone call that
23 there were severe injuries.

24 Q. Okay.

25 A. And so, I immediately started checking. There were three

1 people that looked like they were in really bad shape, so I
2 checked pulses on them and the three of them were dead. And all
3 three of them were right next to the bus, right next to the bus.

4 Q. Really? Okay.

5 A. Yeah. It was very peculiar.

6 Q. The three deceased you saw were right there next to the bus?

7 A. The three deceased, yeah, right next to the bus.

8 Q. Okay.

9 A. Like if I -- I'm going to say, from the loading doors, I
10 think the first deceased person was maybe 3 feet from the loading
11 doors and then the next deceased person was right next to her and
12 then another one after that.

13 Q. Okay.

14 A. But the bodies were not thrown very far, like they were like
15 on the edge of the road. But there weren't any bodies in the
16 road. I was amazed that as many times as that bus flipped, that
17 body didn't come out because every window was blown out. There
18 wasn't one window left intact that I saw.

19 Q. Right. Okay. I'm just writing all this down. All windows
20 out. And, okay, did you -- so you told us three deceased right
21 there.

22 Was one of them by the stairwell or was it a little bit
23 farther away from the stairwell?

24 A. Well, I would say within -- so, I would say 3 feet away. Q.

25 Okay.

1 A. About 3 feet away.

2 Q. Okay. And --

3 A. Towards the backside of the bus, not towards the front side.

4 Q. Right.

5 A. Like all the people that were injured and laying on the
6 ground when I came around the bus, they were all posterior to the
7 doors. There was no one like right up front.

8 Q. Okay. And were the other people --

9 A. They were -- sorry.

10 Q. Excuse me?

11 A. Yeah, go ahead.

12 Q. I was going to say, the other people, other than that, the
13 deceased, the other ones you saw that were out, the 15 or 20 or so
14 were --

15 A. Yeah.

16 Q. Were they a little bit farther away from the bus?

17 A. Yeah, I would say -- well, you know, there were quite a few
18 people right next to that bus. And then from, you know, going
19 outward from the bus, there were probably people maybe 15 feet,
20 but they were really kind of clumped together.

21 Q. Okay. And so, did you try helping with the triage or
22 anything or just kind of --

23 A. Yeah, yeah.

24 Q. -- just with your --

25 A. Yeah.

1 Q. -- first aid kit?

2 A. Yeah, I'm a -- I just retired last year as a science teacher,
3 so I'm always prepared for stuff. So, I had a pretty complete
4 first aid kit. So, I immediately started putting compressions on
5 people and trying to get them to understand to keep pressure on
6 their wounds because some people were bleeding very heavily.

7 Q. Sure, sure.

8 A. But I'd move from one person to the next and I'd turn around
9 and the other person would be sitting there holding the
10 compression in their hand, you know. So, it's very difficult to
11 get them to understand.

12 Q. Sure. Sure. Okay. So, and so you when you came, you said
13 you were leaving Bryce Canyon after sunrise, about 9:30 or so or
14 about 11:30-ish, I guess, so.

15 A. Yeah.

16 Q. But you saw the bus coming around the corner. It seemed to
17 be going really fast. You -- seemed to go off to the right and
18 then came back to left and then rolled and coming -- and was --

19 A. Yeah.

20 Q. -- coming right at you? You think it rolled --

21 A. Like as he came around -- yeah, when he came around that
22 corner, I mean, it was a subtle move to the right. It was not
23 like it was a big, you know, like a hard steer to the right.

24 Q. Right.

25 A. But I said to myself, wow, he's going pretty fast. And then

1 I saw him turn to the left and he immediately rolled. And I mean,
2 he might have rolled more than six times. I mean, that thing was
3 rolling like crazy.

4 Q. Right. Right. So, you grabbed -- you jumped out of your
5 car. You called 911. You grabbed your first aid kit and you went
6 over. You didn't see anybody on the passenger's side that was
7 thrown out, but when you went around to the -- or, excuse me, on
8 the driver's side --

9 A. On the driver's side.

10 Q. -- that was thrown out. But when you went around to the
11 passenger's side, you saw anywhere from 15 to 20 that were already
12 outside. You saw the deceased that were fairly close to the --
13 were fairly close to the bus and they were --

14 A. Yeah.

15 Q. -- would you say, towards the middle or they were towards the
16 back, away from the --

17 A. Yeah, kind of towards the middle.

18 Q. -- loading zone, loading door?

19 A. Towards the middle.

20 Q. Yeah.

21 A. Yeah, towards the middle.

22 Q. Okay, towards the middle.

23 A. And then the other thing, once I started helping people with
24 their wounds I started worrying about, geez, I didn't even think
25 about checking for fuel leaks. So, I immediately asked somebody

1 else to hold the compression packets on this person's forehead,
2 and I went around to see if the bus, to see if fuel was dripping
3 anywhere. And I didn't see any.

4 Q. Right.

5 A. So, I figured it was okay.

6 Q. Right. So, okay. Well, Mr. Jefferson, you've given me a
7 great description, as I know. That's one of the Sergeant Cox over
8 at the Utah Highway Patrol said you were -- you would definitely
9 be a good witness -- or I think you're the only witness to this --

10 A. Yeah.

11 Q. -- witness of the crash. So I appreciate you taking the time
12 to give me a call back. And if I do have any other questions, do
13 you mind if I get back to you?

14 A. Well, absolutely.

15 Q. Okay.

16 A. Yes, feel free, any time.

17 MR. KAMINSKI: Great. Thank you so much, Mr. Jefferson.

18 MR. JEFFERSON: Okay.

19 MR. KAMINSKI: I thank you again.

20 MR. JEFFERSON: All right. All right, good bye.

21 MR. KAMINSKI: Take care, sir. Bye-bye.

22 (Whereupon, the interview was concluded.)
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD



IN THE MATTER OF: TOUR BUS CRASH
 BRYCE CANYON CITY, UTAH
 SEPTEMBER 20, 2019
 Interview of Robert Jefferson, Jr.

ACCIDENT NO.: HWY19MH012

PLACE: Via Telephone

DATE: September 27, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kimberlee Kondrat
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

TOUR BUS CRASH *

BRYCE CANYON CITY, UTAH * Accident No.: HWY19MH012

SEPTEMBER 20, 2019 *

*

* * * * *

Interview of: SUNSHINE MANNING
Good Samaritan

Via Telephone

Thursday,
September 26, 2019

APPEARANCES:

RONALD KAMINSKI, Senior Survival Factors Investigator
National Transportation Safety Board

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Sunshine Manning:		
By Mr. Kaminski		4

I N T E R V I E W

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MS. MANNING: Hi, this is Sunshine Manning.

MR. KAMINSKI: Hi. Thanks for calling me back.

MS. MANNING: No problem.

MR. KAMINSKI: Yeah, so as part of our investigation -- I hate to ask you to go through the trauma of having to explain this again, giving your statement again, of what you all saw and did out there, but I guess --

MS. MANNING: That's okay.

MR. KAMINSKI: -- you were very helpful out there, and I guess I just -- I definitely wanted to get a statement from you.

MS. MANNING: Sure.

MR. KAMINSKI: So if you don't mind, I'm going to tape this so I don't have to interrupt you, and you can, and you can just keep calling -- or you can just keep talking without me interrupting you.

MS. MANNING: Okay.

INTERVIEW OF SUNSHINE MANNING

BY MR. KAMINSKI:

Q. Okay. And Sunshine, that's your first name?

A. That's correct.

Q. Cute. Okay. And your last name?

A. Manning. M-A-N-N-I-N-G.

Q. Okay. And is this a good contact number for you that I have?

A. This is, yeah. It's my cell phone number.

1 Q. So why don't you just give me a -- tell me what you saw and
2 what all you did out there?

3 A. Sure. So when I was driving westbound and a couple cars
4 ahead of us came to a stop, and it was me and my friend and our
5 two babies in the car. And so I kind of looked over and saw the
6 bus on its side. So I told her I was going to get out and see if
7 they needed any help. So she watched the babies for the rest of
8 the time, and I walked up. And I could see the bus on its -- no,
9 it wasn't on its side. Sorry. It was upright. But the roof had
10 caved in. And then as I walked up, I saw maybe, like, 100 feet of
11 just bodies and debris and metal.

12 And there were a couple emergency response vehicles there.
13 There were a couple POV vehicles or -- POV, off-duty firemen and
14 off-duty sheriffs and police. And there were also national park
15 rangers, too, that were there. So I just went up to the first
16 person I saw -- I think he was a ranger -- and I was like, hey,
17 who's in charge? He was like, I don't know, but here's some
18 gloves. So he gave me some gloves.

19 So at that point, when I got there, we were still triaging.
20 So there were still people that were, you know, kind of underneath
21 pieces of metal, whether it was, like, the guardrail or the bus.
22 And there were some walking wounded. They hadn't had their tarp
23 set up yet to triage red, yellow, green. So I basically just
24 started grabbing backboards and backboard straps, and just yarding
25 people out of there. So there were a couple of nurses and -- I

1 believe nurses, and people with not really that much medical
2 experience that were there. So they were really helpful in terms
3 of like, hey, stay with this patient; make sure that they're, you
4 know, conscious. I'll be back. I've, you know, got to go grab
5 someone else.

6 So while we were doing that, we -- there was someone handing
7 out triage tags, which I had never seen before, but I'm familiar
8 with the concept from my previous training. So we're putting tags
9 on people, you know, doing our basic assessments: red, yellow,
10 green. And there were a couple deceased people. They were
11 obviously deceased. There were no efforts to try to resuscitate
12 them. They got blankets covered over them.

13 And then, you know, throughout all this, it was very obvious
14 that none of the passengers spoke English and they all spoke
15 Mandarin, which is what I'm conversational in. So I was able to
16 communicate to them, like, you know, kind of, what hurts, what
17 doesn't hurt, where are you, we're trying to helping you, do you
18 have any family around, you know, what's your birthday, stuff like
19 that. So once that was figured out that I could interpret, I
20 don't -- I wasn't aware of anyone else on scene that could speak
21 Chinese, but I think there was a firefighter that could speak
22 Chinese, but he ended up going with the first ambulance to the
23 hospital. So I kind of just jumped around from one patient to the
24 other, answering questions and helping to translate.

25 And then we started loading people on ambulances as they

1 arrived. So we would -- basically, if there's a bench and a
2 gurney, we'd put one person on the gurney, one person on the bench
3 if they're on a backboard. If they weren't on a backboard, we'd
4 have them sit on the bench, have one person on the gurney. So
5 basically, we tried to put as many people as we could in each
6 ambulance, as long as, you know, everyone had a seatbelt and it
7 was safe.

8 And then the helicopter came, and I helped package the
9 patient. And I don't know how to put in IVs, but I know the
10 process of it, so I helped the medic do that and moved the patient
11 to the, to the Life Flight. And then --

12 Q. And how many patients went out on that, on that helicopter?
13 Do you know?

14 A. I believe just one. I know -- because I read reports that
15 there were other people airlifted, but I think they were trying to
16 get a fixed-wing and a helicopter. But I was only aware of one --
17 the one helicopter that we loaded the one patient into. And
18 typically, helicopters, at least the ones that I have experience
19 with, they only really fit one patient. So yeah, I'm not, I'm not
20 sure if there were -- I am not a reliable source as to how many
21 aircraft were there --

22 Q. Sure, sure. I understand that.

23 A. -- because I was focused on other stuff. So it was basically
24 -- we were -- I was translating and helping triage. And the
25 primary wounds, there were a lot of head injuries and a lot of,

1 like, upper extremity injuries. It didn't seem to me that anyone
2 except for the driver was wearing a seatbelt, just because of the
3 way that -- like, when we got there, everyone was -- from my
4 impression, it seemed like everyone had been ejected. So I think
5 the bus had rolled, and as it rolled, it's pretty typical that
6 windows break and people are thrown out if they're not restrained.
7 So I think that's probably what happened, because I was surprised
8 that there was no one still left inside of the vehicle. And the
9 driver didn't sustain any injuries, as far as I could tell. So he
10 was probably restrained.

11 So towards the end of that whole situation, we had the red
12 patients transported first, the yellow ones transported second,
13 and then the green patients -- there were only a couple of them,
14 and it was pretty sad that the green patients that were left
15 towards the end were all husbands of the wives that had perished.
16 So I had the job of translating and trying to tell them that,
17 like, we're all really sorry for your loss, but you guys have to
18 go into this ambulance to go to the hospital, and your wives will
19 end up at the hospital as well; you'll get a chance to see them
20 again. And so that was -- I ended up getting the message through
21 to them, but you know, they were all having a really hard time.

22 So then they left, and there weren't any more patients there.
23 And then I went to the -- one of the sheriffs asked me to try to
24 get some information out of the driver, because they needed, like,
25 paperwork with all of the patients' names on them, or the

1 passengers' names.

2 Q. The passenger list. Right.

3 A. So then -- yeah. So then I walked over. He was sitting in
4 the back of one of the patrol vehicles, and so I went back there
5 and we started -- or he was sitting in the front. And then I
6 started trying to ask him, like, okay, well do you have the names?
7 He said no. I said, do you have the name of your agency? He gave
8 me a phone number that didn't really lead anywhere. And then
9 there was also another gentleman there from a different tour bus
10 who was helping to translate as well. And I think what we ended
11 up figuring out is that he was just the driver. The tour guide
12 was the person that had all of the names, and the tour guide was
13 at the hospital because he got transported pretty early on. So
14 that's the information that we got, and then the deputy just took
15 it from there.

16 Q. Okay. And so what kind of medical background do you have?

17 A. I work for Redmond Fire, so I am a firefighter and EMS
18 provider.

19 Q. Great. Okay.

20 A. So we do, like, structural fires and brushfires and stuff,
21 and a lot of EMS.

22 Q. Okay. Okay. So when you got out there -- so you said there
23 was some -- you think there was some off-duty firefighters, or
24 were there -- and other responders that were there on scene before
25 you got there?

1 A. Well, I remember, as we were coming to a stop, I remember
2 seeing a car -- one of the cars in front of us. It was just,
3 like, a gray pick-up truck, and he has his flashers on. And as
4 soon as all the cars came to a stop, he, like, veered off to the
5 shoulder and parked his, parked his truck on the shoulder and then
6 got out and put a vest on. And I was like, I hadn't -- you know,
7 that guy looks like he was going to go -- and sure enough, he
8 ended up --

9 And then I think the incident commander, he wasn't wearing
10 any uniform except for a vest that said IC. I think he was one of
11 the fire chiefs from the neighboring -- he did an excellent job.
12 He was really a very good command. And then there was also a
13 medic from Port Angeles, Washington that was there. He was
14 putting in an IV. He was like, oh, these are a little bit
15 different than what I'm used to. And I was like, oh, where are
16 you from? He said, I'm from Port Angeles. I said, oh, cool, I'm
17 also from Washington.

18 Q. Oh, is Port Angeles also in Washington state as well?

19 A. Yeah. Yeah. It's about -- I don't know. 2 hours from where
20 I work.

21 Q. Okay. And you didn't happen to get his name, did you?

22 A. I did get his phone number. I can grab it for you.

23 Q. Great.

24 A. His name is Wade (ph.). And let's see if I can find his
25 number. Okay, it's [REDACTED]

1 Q. Okay. Great. Thank you so much for that information.

2 A. Yeah.

3 Q. And so do you -- was there -- did they have enough ambulances
4 responding and were -- does that seem like -- well, being that
5 it's out in a rural area, did it seem, like, pretty timely that
6 they were getting there?

7 A. It did, yeah. I mean, time gets pretty warped in those
8 situations, but it -- there was a limited amount of resources,
9 just based on proximity to hospitals, proximity to fire
10 departments. But it seemed like we made the most of the vehicles
11 that did respond. And there was -- like, I think that the first
12 wave of ambulances came and then left, and then between the first
13 and the second wave of ambulances, there was a little bit of a
14 lull. And that's when they were getting Life Flight and airlift
15 to try to come out.

16 Because there's a pretty significant delay when you get
17 aircraft involved, just because they usually -- I guess out there
18 it might be different than out in Washington, because weather
19 systems change a lot more out here. But usually, they don't --
20 they say, okay, well, you know, you need us, but we need to check
21 the weather first. And then check the weather, make sure we have
22 the right personnel, and then, and then we can go. And then it's
23 a certain amount of time before they get there. So I think that
24 there was a, like, transport coordinator, I think was her title.
25 She did a really good job saying like, okay, these are the

1 patients that need to go first; they're the most critical. And
2 then these are the patients that, you know, can wait for the
3 next --

4 Q. Right. Okay. Let's see. What else? So I'll just kind of
5 go over this a little bit. You walked up to the bus. The bus was
6 upright. There was a couple of emergency responders on scene.
7 Went to the ranger, asked him who was in charge. He said he
8 wasn't sure. So then you kind of -- they were starting triage, so
9 you kind of -- he gave you some gloves and you jumped in, started
10 to help triage. The tarps hadn't been set up yet. Grabbed some
11 backboards, started helping people out, putting tags on people.
12 So there was several deceased. You said you spoke Mandarin. You
13 talked to the passengers, getting their info. You're kind of
14 jumping from passenger to passenger. The helo arrived to help
15 package one of those patients. You're only aware of the one helo
16 arriving. And as for injuries, you saw a lot of upper extremity
17 injuries and head injuries, and you think there was many people
18 that were ejected.

19 A. Correct.

20 Q. And then you gave me the name for the medic from Port
21 Angeles. Okay.

22 A. Correct.

23 Q. And that's why -- I didn't get everything you gave me, but
24 that's why I recorded everything, because I can only write so
25 fast.

1 A. That's fine.

2 Q. So this is my phone number. If you think of anything else
3 you want to share or you feel that's important, feel free to give
4 me a call back.

5 A. Sure. And are you --

6 Q. But I do want to thank you very much for all your help out
7 there.

8 A. Yeah, I'm happy to help. I have really -- I'm lucky to have
9 good training. So it's not me; it's the people that have trained
10 me to --

11 Q. Hopefully that didn't kind of tarnish your vacation out
12 there.

13 A. No, we were actually on our way back to the airport. And we
14 thought we weren't going to be able to make it, but we just --
15 pedal to the metal, satisfied the kids and we made our plane.

16 Q. Great. Okay.

17 A. So that was good.

18 Q. Was that on Salt Lake?

19 A. It was out of Vegas.

20 Q. Oh, okay. Heading south, then. Okay.

21 A. Yeah.

22 MR. KAMINSKI: Okay. Well, I thank you very much for
23 stepping up and helping as much as you could. I know the chief or
24 the incident commander had mentioned you and said what a great
25 help you were out there.

1 MS. MANNING: Well, I'm very happy to help. It was a pretty
2 crazy situation. It's like --

3 MR. KAMINSKI: Oh, I can only imagine. We get there the day
4 after, so you know, the craziness is, you know, when you're on
5 scene. That's when it's, you know, just crazy out there.

6 MS. MANNING: Yeah.

7 MR. KAMINSKI: But yeah. So again, I thank you very much,
8 and if you think of anything else that you feel is important, feel
9 free to give me a call back.

10 MS. MANNING: Sure. Are you, like, just investigating cause
11 and, like, how the incident went?

12 MR. KAMINSKI: Yeah. Well, I'm -- we have, we have --
13 everybody has their expertise. We have -- we had a team of six
14 people, and I do what they call survival factors. So I follow up.
15 I do emergency response information and talk to witnesses. I
16 talked to, I don't know, 18 or 20, 18 or -- yeah, maybe 18 or 19
17 patients that were still at the hospitals on Monday and Tuesday.
18 And then I also deal with the crashworthiness issues inside the
19 bus, and looking at the seats and all that kind of stuff. And the
20 seatbelts. There were seatbelts on there.

21 MS. MANNING: Oh, the bus did have seatbelts?

22 MR. KAMINSKI: Yeah, just lap belts.

23 MS. MANNING: That still would have kept -- you would think
24 that they -- that'd keep people in.

25 MR. KAMINSKI: Yeah. Well, there was several more that were

1 ejected. But a lot of them were wearing seatbelts, so yeah.

2 MS. MANNING: That's good. That's really --

3 MR. KAMINSKI: And I think they just cleared out because
4 people were afraid that, you know, there's smoke coming from the
5 engine or whatever, and they just thought they needed to get off
6 there right away. The bus driver said to get off. So I think
7 that's why they were just kind of rushing to get off.

8 MS. MANNING: Oh, got you. So I got there after everyone had
9 gotten out.

10 MR. KAMINSKI: Right, so --

11 MS. MANNING: That makes sense.

12 MR. KAMINSKI: Yeah. So okay.

13 MS. MANNING: That's good.

14 MR. KAMINSKI: Well, I'll let you go. I thank you again, and
15 safe travels. And I appreciate your service out there.

16 MS. MANNING: Yeah, I appreciate what you do -- you doing
17 what you do.

18 MR. KAMINSKI: Right. Okay. Thanks again.

19 MS. MANNING: All right. Yeah. Great.

20 MR. KAMINSKI: Bye-bye.

21 (Whereupon, the interview was concluded.)
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: TOUR BUS CRASH
 BRYCE CANYON CITY, UTAH
 SEPTEMBER 20, 2019
 Interview of Sunshine Manning

ACCIDENT NO.: HWY19MH012

PLACE: Via Telephone

DATE: September 26, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Eileen Gonzalez
Transcriber