

STEWARDS' REPORT

In The Matter of Apprentice Jockey Juan Saez

Indiana Grand Racecourse

October 14, 2014

On Tuesday, October 14, 2014 Apprentice Jockey Juan Saez died from injuries suffered in a spill in the eighth race at Indiana Grand Racecourse in Shelbyville, IN. The Stewards—Stanley Bowker, Timothy Day and William Troilo—have conducted an investigation into the matter, interviewing many of the people involved in the incident. The Stewards report the following:

COURSE OF EVENTS

The accident occurred about midway on the turn of a six furlong race on the main track.

On the far turn #8 Montezuma Express, ridden by Juan Saez, was running in mid-pack near the middle of the track. Alongside Montezuma Express was #4 Paco Suave (Albin Jimenez) with plenty of room between the two horses. Montezuma Express was on a path between #3 Paddy's Notes (Oriana Rossi) and #11 Platitude (Marcelino Pedroza).

As Montezuma Express started picking up speed, he drifted in a step to be behind Paddy's Notes. Ms. Rossi said at this time she felt another horse had clipped the heels of her horse but that her horse kept on running and she did not really know what was happening behind her. When Montezuma Express clipped heels with Paddy's Notes, he fell, tumbling to the outside while Saez fell to the inside.

When Montezuma Express fell, the trailing horses--# 5 Moon Traveler (Rafael Hernandez) and #9 Malibu High (Francisco Torres) and further back #6 Scatterfield (Amando Ayuso)—began altering course to avoid the fallen jockey and horse.

Running several lengths behind Montezuma Express, #13 Masaru (Ricardo Santana, Jr.) appeared to clip the legs of Montezuma Express who was thrashing around on the ground in front of him, at which time Masaru unseated Santana. Masaru did not go down but was in considerable distress when he was finally stopped by an Outrider.

After the other horses got past Montezuma Express, he bounced back up on his feet and ran off to the stable area.

Track Veterinarian Dr. William Doig arrived at the scene and began administering to Masaru. The Outriders had already called for both horse ambulances. Dr. Doig determined Masaru had suffered a compound fracture of the left radius and ulna and the decision was made to euthanize the horse. A short time later Masaru was transported from the track by one of the two horse ambulances on the scene.

Santana was shaken up, suffered bruises and was taken to the Jockey's Room where he was examined by the Jockey Room EMT. He said he was okay and was medically cleared to leave the Jockey's Room.

After the race Santana told the Stewards he did not see what had happened in front of him until he went down. He said he did not believe he had hit the other horse but thought Masaru had broken down. When jockeys go down they don't always know exactly what happened and in reviewing the video tape the Stewards determined that Santana's horse clipped the legs of the fallen Montezuma Express and then suffered the catastrophic injury as he was scrambling to keep from falling.

As he passed the fallen Saez, Malibu High appeared to clip Saez as he laid on the ground but Malibu High kept on running. Jockey Torres confirmed that he thought his horse may have hit Saez as he was trying to avoid the fallen rider and horse.

Armando Ayuso (#6 Scatterfield) managed to avoid the incident.

One Seales Ambulance crew was stationed in the chute near the start of the stretch and was immediately on the scene and began treating Saez. The ambulance crew almost immediately reported on the radio that Saez's injuries were very serious.

Seales personnel immediately notified Life Flight of the situation and requested a helicopter be dispatched to the Shelbyville Airport where Seales would transport Saez for pickup and transport to Methodist Hospital in Indianapolis. Life Line gave Seales an ETA of approximately 15 minutes. Seales personnel attended to Saez's injuries before heading to the Airport about 10 minutes later. Saez died at the hospital at approximately 10:52 p.m. from head trauma.

When Seales personnel arrived at the Airport they were met by Shelbyville Fire and Medical personnel who assisted in the treatment of Saez until the helicopter arrived. The helicopter arrived, picked up Saez and took off for the hospital at approximately 6:00 p.m. It should be noted that the Seales ambulances are trauma units fully equipped to handle emergencies.

After being clipped by Masaru, Montezuma Express regained his footing and ran off, finally arriving in the stable area near the stall of his trainer Rick Hiles. Hiles and his vet checked Montezuma Express for injuries and determined he had suffered deeper cuts on his hind legs and had some superficial scrapes on his front legs. He was treated and then vanned back to his home base at Churchill Downs. On the morning of October 14, 2014, Hiles reported that Montezuma Express was very body sore and, except for the cuts on his legs, he was otherwise okay.

In an unrelated incident and occurring shortly after the previous spill, #11 Platitude (Marwcelino Pedroza), with no other horses nearby, was moving up on the outside preparing to begin the run down the stretch, when he suffered a compound fracture of the left distal cannon bone and unseated Pedroza. No other horses were nearby. Platitude continued in the stretch before pulling up near the entrance to the Paddock.

Pedroza got up and walked to the Jockey's Room where he too was examined by the medical personnel and was medically cleared to leave the room.

After completing his work on Masaru, Dr. Doig moved over to the second incident where he examined Platitude and determined that because of the extent of the injuries that Platitude also needed to be euthanized. The second horse ambulance transported him from the track.

Blood was drawn at the Test Barn on Masaru and Platitude to be sent to the IHRC testing laboratory, and both horses were sent to the Indiana Animal Disease Laboratories at Purdue University for necropsies.

While the jockeys and horses were being attended to and following the race, the Stewards posted the inquiry sign and reviewed the race. It was determined that no further action was necessary and the race was made official at approximately 5:37 p.m. At 5:40 p.m. it was announced that the final race for the day was being canceled.

SAEZ CAREER

Saez was a 17-year-old apprentice jockey having received his apprentice certificate at Churchill Downs and riding his first race in the United States on June 19, 2014. Saez had graduated from the Laffitt Pincay Jr., Jockey School in his native Panama. He won his first three races in Panama in December 2013.

In his short career he had 440 mounts with 89 wins and earnings of just over \$2,000,000. This year he was the leading rider at Ellis Park and was the leading apprentice rider at Indiana Grand with 29 wins and his mounts had earned more than \$550,000 in purses

Indiana Grand has indicated it will name its annual leading apprentice jockey award after Saez.

CONDITION OF RACETRACK

Rain had fallen in the Shelbyville area on Sunday, Monday and Tuesday (October 12-14, 2014). On Monday, the track closed at 9 a.m. for training and was sealed to help the water run off the track.

On Tuesday, the track was closed for training and remained sealed through the first race. After the first race the jockeys had asked that the track be opened up. The Stewards contacted Track Superintendent Roy Smith who indicated he was planning to open it up and would need some extra time between the first and second races.

Smith was given the extra time and made two laps with the track equipment--one to seal it after the first race and one more to open up the track. The delay to the second race was approximately five minutes.

For the day, the track was rated sloppy for Race 1, muddy for races 2-3 and good for races 4-8.

All of the jockeys interviewed said that once the track was opened up for the second race there were no problems with the racing surface.

Those involved in attending to the horses and jockeys were very complimentary of the way the members of the track crew, outriders and other personnel pitched in to provide assistance in addressing the multitude of problems on the track.

The running time of 1:07.59 for six furlongs on a good track was a track record.

JOCKEY CHANGES

There were three jockeys named to ride Montezuma Express.

Trainer Hiles originally name Jeremy Rose to ride the horse. Rose had been injured last week, was not ready to resume riding and was excused by the Stewards for the day. Hiles then named Malcolm Franklin to ride the horse. However, after Franklin rode races 1, 3 and 5 (his horses in the sixth and seventh races had been scratched), the EMT in the Jockeys Room called and asked that Franklin be excused for the remainder of the day because of an upper respiratory infection. Hiles then went to Saez.

MEDICAL EVALUATIONS

Track Veterinarians Drs. Michael Hardy and Charles Kalb had conducted the pre-race examinations on all of the horses participating in the races on October 14, 2014. Both veterinarians reported the horses racing that day were, as a group, among the best they had examined any race day this year.

Drs. Doig and Kalb were the track veterinarians on the track and in the Paddock. Both reported all of the horses had warmed up well, pulled up and returned to the unsaddling area after they raced with no noticeable lameness.

MEDICAL RESPONSE

Medical services are provided at Indiana Grand by Seales Ambulance on a daily basis. The staff includes at least one paramedic and four EMTs. Seales provides a vehicle that follows the field and it includes a paramedic and an EMT. There are two ambulances each with an EMT. One EMT is stationed in the Jockey's Room.

Because of the rain that had inundated the area for three days, Seales was not able to follow the fields during the races. One vehicle was stationed in the six furlong chute and one was stationed in the chute at the head of the stretch. The paramedic was in the vehicle located in the chute at the head of the stretch.

Because both incidents occurred on the turn, the ambulance was positioned right in front of the accident, the ambulance and medical personnel were at the scene in less than one minute.

The "off" time for the eighth race was 5:31 p.m. with the accident occurring at approximately 5:32 p.m. From the time of the accident until the helicopter picked up Saez at the Shelbyville Airport approximately 30 minutes had elapsed.

SUN PROBLEMS

Several jockeys mentioned that at this time of year for the last couple of races each day when first post is 2:05 p.m., the jockeys are blinded by the setting sun.

For the last three weeks, that has occurred from approximately 5:10 p.m. until 5:40 p.m., which changes from day to day as the earth rotates, with a 15-20 minute window. While the earth moves a little each day, the blind area is a little more than 1/16 mile which means the jockeys are running blind for approximately 12-15 seconds.

This may explain why Santana indicated he did not see the horse go down in front of him and several of the riders who needed to alter course did not have much time to react to what was happening in front of them.

There was no sun on October 15th or 16th but the setting sun must be checked so we can schedule races around the setting sun.

HORSE AMBULANCES

Indiana Grand had a new horse ambulance built for this year's race meet. However it also kept the old horse ambulance. Indiana Grand has personnel assigned to both ambulances and everyone on both ambulances responded very quickly to the two breakdowns.

The Outriders saw the severity of the two accidents and immediately called for both horse ambulances. They both responded very quickly.

Both horse ambulances are properly equipped, although the winch on the second ambulance did not work properly which made it more difficult to load the horse into the ambulance, with adequate screening. The winch is being repaired.

GRIEF COUNSELING

Indiana Grand Management provided on-site grief counseling on Thursday for any jockeys, Jockeys Room personnel, or officials who were in need. In addition, Track Chaplain Claudeen Webb is available to provide assistance as needed.

This was especially helpful Thursday following the emotional memorial service for Saez before the first race and several of the jockeys needed the counseling before riding.

CONCLUSION

After reviewing the video tapes of the race and interviewing approximately 25 people, the Stewards have determined this was a very unfortunate accident. When Montezuma Express clipped heels and fell, it triggered a chain reaction of horses and riders running behind Montezuma Express scrambling to alter course, with very little or no warning, to avoid the fallen horse and rider.

Horse racing is a very dangerous sport with horses and jockeys traveling 35-40 miles per hour in very tight quarters. The reaction time to alter course is measured in seconds or fractions of seconds.

The second incident involving Platitude was completely unrelated to the incident involving Montezuma Express. Before the incident it appears Platitude was overextending his stride as he was setting up to turn down the stretch. At the time he suffered the injury, there were no other horses in close proximity of Platitude although several had to alter course to avoid him.

In reviewing how everyone responded to the multiple problems, we believe the proper protocols, policies and procedures were in place and there were no flaws noted in the way Indiana Grand personnel executed their responsibilities.

The Indiana Grand teams should be commended for the manner in which they dealt with the multiple emergencies that arose almost simultaneously:

RECOMMENDATIONS

Because of the positive manner in which everyone involved with the track reacted to what was unfolding on the track, and how they immediately responded to the various problems that needed to be addressed, we have no recommendations for procedural changes.

The one issue that surfaced from the interviews involves the setting sun which affects the jockeys' ability to see in races that are run during a short window between approximately 5:15 p.m. and 5:45 p.m. starting in early October.

We have talked to Indiana Grand management about pinpointing the times that the sun creates the blind spots of approximately 1/16 mile for the jockeys when they cannot see anything in front of them when looking directly into the sun on the final turn. We can then schedule races around that time frame.

The time change will go into effect next week which also may affect the races for which the sun may be an issue.

Respectfully Submitted,

BOARD OF STEWARDS:

Stanley K. Bowser William Troilo Lobby M. De
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