

THE ASSOCIATION

Indiana Association of Certified Accident Investigators
www.iacai.com



Vehicle Forensics Seminar Held

Issue #3

September 2007

On June 27, 2007, the Association sponsored a training seminar entitled "Vehicle Forensics" at the West LaFayette Police Dept. Guest speaker/instructor for the seminar was Dr. Patrick Jones, Director of the Purdue University Forensics Lab, and formerly with the Cook County, IL., Coroner's Office. The first part of the seminar included a lecture by Dr. Jones on the ability to identify and locate trace evidence, such as from a vehicle involved in a hit & run. He explained how to analyze glass evidence, such as in the case of multiple gunshots into a windshield, to determine which came first. Dr. Jones explained the need to take great care in the process of



IACAI North Directors Phil Nott & Kip Shuter prepare to test for the presence of blood as Dr. Jones points out the 'incriminating' evidence.

evidence collection, and also explained precautions to take when preparing to handle evidence, such as not using latex or vinyl gloves which have been in your pocket. The

gloves should be handled as if they were sterile and you were attempting to handle the evidence as a sterile object. This way, the potential evidence on the object in question is preserved. Dr. Jones also explained why the desire to "blow" on your envelopes to open them is such a bad idea, as is licking the envelope after the fact.. Another area addressed by Dr. Jones was that of collecting clothing for evidence. Dr. Jones explained that clothing should be collected and packaged separately, not together. If the clothing is wet, whether blood or water, it should be allowed to dry before being packaged. He then demonstrated the proper way to package the (Continued on Page #3)



Dr. Jones is shown explaining where to look for trace evidence under his sample vehicle.

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IACAI Board Approves Rate Increases

Like gasoline and malted milk balls, membership in the Association has just gotten a little bit more expensive. At its August 2007 board meeting, the IACAI board approved rate increases effective January 01, 2008 for membership and attendance in its quarterly seminars. IACAI President Don Harris, cited increased costs primarily in the area of membership mailings and sponsoring training seminars for the Association. Har-

ris also pointed out that this will be the first increase in seminar fees and membership dues in over 10 years. Membership dues will increase from \$25 annually to \$35 annually for members, \$35 to \$45 annually for associate members. Training seminar fees have also gone up; beginning in 2008, seminar fees will be \$50 for members and \$75 for non-members.

The IACAI board of directors also approved a measure

directed at promoting and increasing membership in the association. Beginning in 2008, anyone attending an IACAI seminar who wishes to apply for membership at that time will have the membership fee paid for out of the seminar fee for that particular seminar. That basically reduces that seminar fee from \$75 to \$40!! With the exception of your department, where else can you attend training for that price?



Membership Information Needed

If you were to need an expert in the area of traffic crash investigation/reconstruction, you may know how to get the right person. But if you are the crash investigator and need an expert in one particular area, do you know who to turn to? Do you know where to locate the nearest CDR analyst or CDR technician? How about one who specializes in automotive or commercial motor vehicle braking systems? The IACAI board of directors visited that issue at the recent board of directors meeting held in Greenwood, IN. Of concern

was the idea that the association has over 271 people listed as members, but we really don't know what the member's capabilities are. In an effort to address this issue and to make the Association truly an 'association,' the board of directors recommended polling members as to their area(s) of expertise as well as their willingness and/or ability to assist other members with crash investigations.

Members: This is where we need your help. Page 4 of this newsletter contains a questionnaire that will request this information. Members

are encouraged to complete the questionnaire and fax or email it to the association. The IACAI will then compile a list of those members and make that list available to all association members, either as a contact through the regional directors, or through a contact directory available on the IACAI website.

The Association's goal is to serve its members and to be your best source for help and information in the field of crash investigation and reconstruction. Your contribution to this project will help to make this goal a reality.

Wanted: Suggestions

The Association is in need of some assistance - long range assistance of sorts. Where would you like to see the Association in 5 years? 10 years? Should the Association become more involved with other state's crash associations, or national associations? Should we have more technical, advanced training, or should we remain where we

are currently at. The Association strives at conducting crash investigation training for all its members, regardless of educational level. Are there areas which you, as a member of this organization, would like to see the Association address? Would you like the Association to conduct more basic crash investigation-type training, such as Crash Investigation I,

or Crash Investigation II? If you have any ideas on what you'd like to see the Association get involved with, or what is currently working, please call or email your nearest regional IACAI director. A link to your director can be found at our website at: www.iacai.com



More About: Vehicle Forensics

(Continued from page #1) clothing by placing craft paper on the floor, and wrapping the clothing in craft paper. The craft paper which was originally placed on the floor is then wrapped and saved with, but separately, from the clothing. The idea is that the craft paper placed on the floor below the drying clothing will capture any evidence

which drips or falls from clothing. This evidence may help in your investigation. Additionally, when packaging your clothing, Dr. Jones recommended rolling the clothing in the craft paper, rather than folding it. That way, the paper is the only thing that makes contact with the potential evidence; it is not contaminated with other evidence.

Dr. Jones provided the attendees with kits designed to test for the presence of blood. The kits included chemicals to do two different blood presence tests, the Kastle-Meyer test and the O-Tolidine test. Both tests were simple to use and would not damage the existing evidence. The attendees were given the test kits to take home and use; Dr. Jones even offered to replenish the test kits as needed!!

After lunch, Dr. Jones brought the attendees out to his vehicle, which he previously 'seeded' with evidence for the students to identify and collect.

Dr. Jones should be commended on giving a very informative and interesting presentation. Dr. Jones's knowledge of the subject matter was great and his humor added to the learning process. Those attending learned much in the way of evidence collection, preservation and packaging. We hope to have him back again, soon!



Dr. Patrick Jones from the Purdue University Forensics Science Lab is shown explaining to the students what procedures should be used when collecting evidence from a vehicle.



Evidence, particularly clothing, should be dried if wet, and rolled in craft paper before being stored.

Northwestern CPS, IPTM Training Schedules

Northwestern University Center for Public Safety: TX: 847-491-5476

Basic Physics Workshop 10/8-12/07	Evanston, IL \$900
Vehicle Dynamics 10/15-19/07	Evanston, IL \$900
TAR I 10/22-11/2/07	Evanston, IL \$1300
TAR II 11/5-9/07	Evanston, IL \$1050
CDR Technician Course 10/15/07	Evanston, IL \$300

Institute of Police Technology & Management: TX: 904-620-4786

Applied Physics Workshop 10/15-19/07	Jacksonville, FL \$625
Human Factors 10/22-26/07	Jacksonville, FL \$625
Advanced Traffic Crash In. 10/22-11/2/07	St. Petersburg, FL \$825
Crash Zone 11/5-9/07	Jacksonville, FL \$695
At Scene Traffic Crash Inv. 01/21-02/01/08	Jacksonville, FL \$825



IACAI Membership Questionnaire

Member Name: _____

Department Name: _____

Contact Information: Dept. TX: _____ Home TX: _____

Please Check Level of Training You Currently Possess:

At-Scene: _____ Technical: _____ Reconstruction: _____

Would You Be Willing/Able To Assist If Called Upon By Another Member?

Yes: _____ No: _____ Dependent On Department Head: _____

Do You Currently Possess Any Advanced Training or Hold Expertise In Any Of The Following Areas? (Please Check Any Area That Applies)

Crash Data Retrieval: _____ Technician: _____ Analyst: _____

Heavy Truck/Commercial Vehicle Reconstruction: _____

Tire Forensics: _____ Lamp Examination Expert: _____

Brake Examination Expert: _____ Hydraulic: _____ Air: _____
Other: _____

Fire/Arson Investigation: _____

Other Crash Investigation/Reconstruction Related Expertise:

Please complete the questionnaire and return to the IACAI. You may email the form back to us @ donhar232@insightbb.com , by fax @ 317-882-2901, or by mail at:

Indiana Association Of Certified
Accident Investigators
P.O. Box 346
Greenwood, IN 46142

IACAI Skill Review

This edition of the IACAI Skill Review has to do with general crash investigation techniques and procedures. The answers will be in the next issue of the Association.



1. Drag sleds are often used in cases where the drag factor of a surface needs to be determined. On some surfaces, such as grass, the drag sled is not recommended. The reason for this is the drag sled tends to show the friction coefficient of the grass as being:
 - a. Too high.
 - b. Too low
 - c. Will not give a reading
 - d. Nothing beats a VC 2000

2. A system of crisscross straight lines which can be drawn onto a photograph is commonly known as a:
 - a. Prospective Grid
 - b. Parallel Grid
 - c. Perspective Grid
 - d. Geometric Grid

3. A tire being examined following a motor vehicle crash presents with a tread surface which is rough and has small flakes present and chunks of tread missing. The tread condition is called:
 - a. Tread Chunking
 - b. Tread Degradation
 - c. Stone Drilling
 - d. Normal Tread Wear

4. Filament oxidation occurs:
 - a. When the hot filament is exposed to argon gas
 - b. When the hot filament is exposed to air
 - c. When the cold filament is exposed to air
 - d. When the filament uncoils as the result of a sudden impact

5. There are three types of glare that should be considered during a crash investigation. They include: Headlight glare, backlighting, and ?
 - a. Highbeam glare
 - b. Foglight glare
 - c. Moon glare
 - d. Sun glare



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Contact us at:

P.O. Box 346
Greenwood, IN 46142
317-882-2901 (FAX)

Seminar Announcement

***The Indiana Association of Certified Accident In-
vestigators will be sponsoring a seminar on***

“Commercial Motor Vehicles”

October 10, 2007 0900-1500 hrs

Bloomington Police Department

220 East Third Street

Bloomington, IN 47401

Instructor: Jim Jackson, Indiana State Police

This seminar will address commercial motor vehicles and FMCA
rules as how they relate to crash investigation.

Cost: \$25 for IACAI members; \$50 for non-members

No advanced registration is required.

Registration begins at 08:30am

Please plan to attend!!

Questions regarding this seminar may be directed to IACAI
President Don Harris

email: donhar232@aol.com

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quarterly as a service to mem-
bers of the Indiana Association
of Certified Accident Investiga-
tors.

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