

THE ASSOCIATION

Indiana Association of Certified Accident Investigators
www.iacai.com



Farewell, John

On December 09, 2006, the Indiana Association of Certified Accident Investigators lost one of their own. John S. Evans, 49, died at the Columbus Regional Hospital, Columbus, IN. John, who had retired from the Indiana State Police after serving 25 years, had recently opened his own Allstate Insurance agency in Morgantown in June. John served with the Indiana Association of Certified Accident Investigators as

a South Director for many years, leaving that position upon his retirement from ISP. John was a gentle giant of a man, intelligent, humorous, and always willing to share his knowledge. Many times, when finding articles for the newsletter became a real chore, John would come to the rescue and provide some of his wisdom in the form of an article for his fellow IACAI members, with a little humor thrown in for good measure.

He would always make some comment about apologizing for the articles being too long!

John leaves behind his wife, Ruth, and his children, Kasey and Maggie.

I believe I can speak for the entire staff of the Indiana Association of Certified Accident Investigators group when I say, "Farewell, John. You will certainly be missed."

John S. Evans

Date of Birth: Sept. 11, 1957

Date of Death: December 09, 2006

Burial: East Hill Cemetery,
Morgantown, IN

Issue #1

March 2007

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South Bend Regional Police Academy to Host Crash Investigation Courses

The South Bend Regional Police Academy will be offering a crash investigation training series this spring and fall. Designed for police by police, these courses will provide the student a working knowledge of how and why crashes occur. The series, AT-Scene, Technical, and Vehicle Dynamics, are each one-week courses, bringing the student the knowledge to move directly into crash reconstruction, if they wish to further their education. Many prior students have gone on to Northwestern University's Center for Public Safety or the Institute of Police Technology and Management crash reconstruction courses. Many students have said they learned more about crashes in these classes than they ever thought possible. If you investigate any crashes at all, these courses are for you.

At-Scene Crash Investigation March 26-30, 2007:

This course will cover all the basic crash investigation procedures, forms, measurements, diagramming and probable cause. There is a moderate amount of math/algebra involved. You will need to successfully complete this course to be eligible for the Technical Crash Investigation class.

Technical Crash Investigation April 23-27, 2007:

This course will provide in-depth knowledge and techniques of crash investigation, including lamp and tire examination, crash analysis, rotation determination, etc. Advanced math/algebra skills and diagramming of scenes and vehicles will be undertaken. You will need to successfully complete this course to be eligible for the Vehicle Dynamics class.

Vehicle Dynamics September 24-28, 2007:

This course will provide advanced knowledge of vehi-

cle motion before, during and after the crash. Newton's laws of motion, momentum and energy will be studied and applied. Advanced math/algebra skills, speed estimations, and time studies will be undertaken. Successful completion of this course will allow the student to "test out" of the lower level crash investigation classes at NUCPS, IPTM or other nationally recognized crash training institutions.

All classes will be held at the Mishawaka Police Department, 200 N. Church St., Mishawaka, IN.

These classes are free to departments that are members of the South Bend Regional Police Academy. If your department is not a member of the SBRPA, please contact Lt. Dave Hecklinski, South Bend PD Training Division, 574-235-9224, for the cost of each course.

2007 ILEETA Conference & Expo

April 17-21, 2007 - Chicago, IL

Attend the 2007 ILEETA Conference for members only. Includes:

- Over 25 Instructor or Armorer Certification Courses
- Over 75 total course offerings
- Receive instruction from the top trainers in the world
- Great give aways, hospitality, social and professional interaction and more
- Compete in The ILEETA Cup (Competitive shoot) & The "Flatfoot Five" 5k run/walk
- Help raise money for NLEOMF by competing in the 2007 "World Cop Donut Eating Championship"
- Get you batteries recharged during this hi-energy event!

Register NOW!
www.ileeta.org • 262.279.7879

NUCPS 2007 Training Info:

Basic Physics & Math April 2 - 7, 2007	NUCPS Campus \$875
Vehicle Dynamics April 9 - 13, 2007	NUCPS Campus \$875
Traffic Accident Recon I April 16 - 27, 2007	NUCPS Campus \$1250
Traffic Accident Recon II April 30 - May 4, 2007	NUCPS Campus \$1000
TAR Refresher June 18 - 19, 2007	NUCPS Campus \$400

Child Seats Need To Be Easier To Install, NHTSA Administrator Says

The nation's top highway safety officer called on manufacturers, retailers, researchers and consumer groups to help improve the use and safety of child car seats and the special anchors used to attach them to vehicles - especially in light of new evidence indicating parents are often unsure of the best way to install the life-saving devices.

National Highway Traffic Safety Administrator Nicole R. Nason, who was joined by US Deputy Secretary of Transportation Maria Cino, issued the challenge at the opening of a day long summit with industry leaders and consumer advocates in February, aimed at improving child car seat safety. "Every day, five of our children are killed and another 640 are injured on our roads. Car seats, booster seats, and other restraints are a proven way to keep

our children safe and an inexpensive investment in our future," deputy Secretary Cino said.

"Properly installing a car seat should not be a daunting process for parents," Administrator Nason said. "Our children are precious and parents and caregivers must have the information they need to properly install their car seats."

In December, Nason called for the summit after a news survey conducted by NHTSA found that many parents were unaware of either the existence or the importance of a new system of anchors built into newer vehicles, and specifically designed to hold and anchor car seats. The summit focused on how to increase the correct use of these so-called Lower Anchor and Tethers for Children (LATCH) systems,

which come standard in vehicles made after 2002.

Nason said one of the key goals of the meeting was to make sure parents and caregivers have clear guidance on proper car seat and LATCH use, whether from the car seat manufacturer, vehicle owner's manual, or the retailer. In addition, NHTSA is looking into ways to improve its ease-of-use ratings, as well as mandatory child seat safety performance, she said.

"We want to make children as safe as possible, given the best information and make the technology available to protect children in vehicles," Administrator Nason said.

(NHTSA Press Release 02-07)



Law Enforcement Agencies Unite Statewide To Remind Parents of the Importance of Child Passenger Safety

According to the National Highway Traffic Safety Administration, approximately 7,500 lives have been saved by the proper use of child passenger safety restraints during the past twenty years. yet, motor vehicle crashes still remain the number one killer of children, ages 4 to 14 in America. Too often child safety seats are improperly

used or not used at all. That is why the Governor's Council on Impaired & Dangerous Driving and the Traffic Safety division of the Indiana Criminal Justice Institute (ICJI) recently announced a statewide enforcement crackdown February 4 through February 17th. The enforcement crackdown was to commemorate Indiana's child

passenger safety law. The primary goal of this public awareness campaign is to remind all parents and other adults responsible for children traveling in motor vehicles that if children are 4'9" and under, they are required to be in a booster seat.

(Continued, Page 4)



To make a donation to Indiana COPS, send to: Indiana COPS PO Box 556 Shelbyville, IN 46176

More about: Law Enforcement Agencies Unite

Continued From Page 3:

"In 2005, an average of five children under the age of 15 were killed nationwide in motor vehicle crashes every single day," said Mike Cunegin, executive Director of the Indiana Criminal Justice Institute. "For this reason, ICJI, along with our state and local law enforcement partners, will continue to work hard throughout the year to educate parents and caregivers about the importance of restraining their children."

Another goal of this public awareness campaign is to remind all parents and other adults that all children eight to 16 riding in a motor vehicle must be in a child restraint or use a seat belt, including those who ride in pickup trucks and vehicles plated as pickup trucks.

According to NHTSA, belt positioning booster seats reduce the risk of injury in a motor vehicle crash by nearly 60 percent. The Automotive Safety Program at Riley Hospital finds that one in three Indiana children are not properly restrained in their booster seats. "As children grow, the ways in which they need to be secured in a car, truck,

van or SUV change," said ICJI Traffic Safety division Director Ryan Klitzsch. "The goal of this campaign is to enforce Indiana's safety belt laws and make sure motorists are restraining children the correct way." Additionally, it is always important for expectant mothers to wear their safety belts in order to protect themselves and their unborn child(ren). Expectant mothers should position passenger vehicle lap belts across their hips and below their bellies. Shoulder belts should lie diagonally across the chest.

For Maximum Child Passenger Safety, parents and caregivers simply need to remember and follow the 4 Steps For Kids:

1. For the best possible protection, keep infants in the back seat, in rear-facing child safety seats, as long as possible up to the height or weight limit of the particular seat. At a minimum, keep infants rear-facing until age one and at least 20 pounds;
2. When children outgrow their rear-facing seats they should ride in for-

ward-facing child safety seats, in the back seat of a vehicle, until they reach the upper weight or height limit of the particular seat (usually around age 4 and 40 pounds);

3. Once children outgrow their forward-facing seats, they should ride in booster seats, in the back seat of the vehicle, until the seat belts fit properly. Seat belts fit properly when the lap belt lays across the upper thighs and the shoulder belt fits across the chest (usually at age 8 or when they are 4'9" tall);
4. When children outgrow their booster seats, they can use the adult seat belt in the back seat of the vehicle, providing it fits properly.

Additional information about child passenger seat safety can be obtained by contacting the Automotive Safety Program at Riley Hospital at (800) KID-N-CAR.

- ICJI Press Release 2/07

Scholarships Still Available

For those of you who may have forgotten or just haven't been told, the IACAI has a scholarship program in place for those members who are interested in furthering their career in crash investigation/reconstruction, and need funding in addition to their department training funds to cover expenses. This scholarship program is called the "Alyea/Phillips Memorial Scholarship Training Fund," and is geared at helping out those interested officers. To learn more about the scholarship fund, or to get an application, contact any IACAI board member.

Two Fords Earn Good Crash Test Ratings

Ford Edge Wins IIHS Highest Award, Top Safety Pick

The Ford Fusion midsize car and Ford Edge midsize SUV earn the highest rating of good in front and side crash tests recently conducted by the Insurance Institute for Highway Safety. The Edge also earns a good rating for rear crash protection, so it wins the Institute's 2007 Top Safety Pick award. This award recognizes cars and SUV's in each class that afford the best overall crash protection. The similar Lincoln MKX, a midsize luxury SUV, also wins Top Safety Pick.

To qualify for Top Safety Pick, vehicles must earn the highest rating of good in all three Institute tests (front, side, and rear) and be equipped with electronic stability control (ESC). This is a standard feature on both the Edge and the MKX. Award criteria were tightened for 2007 to include ESC because research shows it can prevent many single vehicle crashes and rollovers.

"The criteria to win Top Safety Pick are tough," says Institute president Adrian Lund. "This standard award is intended to drive continued safety improvements such as the highest crash test ratings and the rapid addition of ESC as standard equipment. Recognizing the winners also helps consumers distinguish vehicles with the best overall ratings without having to sort through multiple crash test results."

Initially, only 13 cars, minivans, and SUVs qualified for 2007 awards. As automakers introduce new models or make safety changes to existing ones, the Institute adds Top Safety Pick winners

throughout the year. With the addition of the Edge and the MKX, consumers now may choose among 9 SUVs offering superior crash protection. The award applies to Edge and MKX models built after January 2007 when Ford modified the head restraints to improve rear crash protection.

Last year, the Institute first tested 2006 and early production 2007 model Fusions. After making changes to improve both front and side crashworthiness, Ford asked the Institute to test this car again. In the new tests, the ratings for front and side protection improved to good. However, the Fusion doesn't win Top Safety Pick because it's rated marginal for rear crash protection and ESC isn't available.

In the 2006 frontal offset test, the Fusion earned an acceptable rating because of high forces recorded on the driver dummy's right leg. Plus, a steel pin in the dummy's ankle broke. Ford strengthened the Fusion's floorpan and modified a heel rest on the floor to improve protection of the right leg in frontal crashes. In the new test, right leg protection had improved. Although moderately high forces indicate the possibility of neck injury, Fusions built after January 2007 earn a good overall frontal rating, which also applies to the Mercury Milan and Lincoln MKZ.

In side impact tests, the 2006 Fusion was rated poor without its side airbags, which then were optional. When equipped with side airbags, an early production 2007 car

was rated acceptable. Injury measurements indicated that a fracture of the pelvis would be possible in a real-world crash of this severity. Side airbags have been upgraded to standard equipment in all 2007 Fusions, and Ford has changed the interior door trim to improve side impact protection in Fusions built later in the 2007 model year. In the new test with these changes, the Fusion improves to good. This rating applies to Fusions built after January 2007 and to Mercury Milans but not to Lincoln MKZs because they don't have the same door trim design. The MKZ retains the earlier side rating of acceptable.

"The Fusion is one of only eight midsize moderately priced car designs that earn good ratings for both front and side crash protection," Lund points out. "As new car designs are introduced, they typically outperform the predecessor designs in terms of side protection, in large part because auto manufacturers are rapidly making side airbags standard features."

The Institute's frontal crashworthiness evaluations are based on results of 40 mph frontal offset crash tests. Each of the vehicle's overall evaluation is based on measurements of intrusion into the occupant compartment, injury measurements recorded on a Hybrid III dummy in the driver seat, and analysis of slow-motion film to assess how well the restraint system controlled dummy movement during the test.

- Taken from the Insurance Institute for Highway Safety Press Release, dated February 2007.

Last Issue's Answers to the IACAI Skill Review:

1. 262,500 ft/lbs
2. 82.23 fps
3. 83,850 ft/lbs
- 3b. 42.8 fps
- 3c. 41.28 fps
4. Freebie!!!
- 5a. 140,000 ft/lbs
- 5b. 38,819 ft/lbs
- 5c. 220,744 ft/lbs
- 5d. 59.61 fps



Indiana Association of Certified Accident
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Seminar Announcement

The Indiana Association of Certified Accident Investigators will be sponsoring a seminar on

“EVCRs & Easy Street Draw”

March 21, 2007 0900-1500 hrs

Greenwood Police Training Center

736 Loews Blvd

(Just off US 31, across from Greenwood Mall)

Greenwood, IN

Instructors: Earl McCullough (AM course)

Scott Poulson (PM course)

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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Articles submitted are the responsibility of the author; the IACAI assumes no responsibility as to an article's content.