

RESUME

MAX J. SCOTT

EDUCATION

Bachelor of Arts Degree, Political Science & History, 1971
Post-graduate hours and Certification in Secondary Education, 1972
University of Colorado, Boulder, Colorado

TRAINING & CERTIFICATIONS

Training Time

The Traffic Institute, Northwestern University
Evanston, Illinois

On-Scene Accident Investigation (OSAI) *80 hours*

Technical Accident Investigation *120 hours*
—Tire & Tire Mark Forensics
—Contact & Induced Damage Analysis
—Lamp Filament Analysis

Vehicle Lamp Examination *24 hours*

Traffic Accident Reconstruction *80 hours*

Forensic Science Techniques *40 hours*
—Crime Scene Reconstruction
—Blood Stain Interpretation
—Ballistics & Death

Basic Hostage Negotiation *40 hours*

Office of Medical Investigation, School of Medicine
University of New Mexico, Albuquerque, New Mexico

Medicolegal Investigation of Death (3 courses) *72 hours*
—Modem of Injury or Death
—Crime Scene Reconstruction
—Ballistic Injury Trauma

Reid College (Hosted by Colorado State University)
Ft. Collins, Colorado

Criminal Interrogation and Behavioral Analysis *40 hours*

Illinois Association of Technical Accident Investigators, Illinois State University
Normal, Illinois

Accident Reconstruction Conference *24 hours*
—Injury of Unrestrained & Seat-Belted Occupants in Rollover Accidents
—Seating Position Identification

Institute of Police Technology, and Management, University of North Florida
Jacksonville, Florida

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Tire Forensics for the Accident Investigator	8 hours
Motorcycle Reconstruction	24 hours
Traffic Accident Reconstruction	80 hours
Special Problems in Traffic Accident Reconstruction	24 hours
Investigation of Commercial Vehicle Accidents	32 hours
Narcotic Enforcement/Drug Force	24 hours
Interviews & Interrogations	40 hours
— Kinesthetic Technique of Veracity vs. Deception	
Investigation of Child Restraints & Seat Belts	16 hours
Pedestrian & Bicycle Investigation	24 hours
Crime Scene Technician	
— Violent Crime Reconstruction, Blood Stain Analysis, & Diagraming	40 hours
Fingerprint Classification	40 hours
Investigation of Commercial Vehicle Accidents	40 hours
Traffic Accident Reconstruction with Microcomputers	40 hours

Evidence Photographers International Council (EPIC)

Marywood College
Scranton, Pennsylvania

Death Scene Investigation (sponsored by EPIC)	24 hours
—Crime Scene Investigation, Classification & Reconstruction	
—Sex Assault Crimes	

Rochester, New York, Eastman Kodak Laboratories

Forensic Photography (sponsored by EPIC)	24 hours
— Latent Evidence Preservation, the Fingerprint Laser	
— Photogrammetry, Infrared Photography, Questioned Documents	
— Underwater Photography	

New York City, New York

The Courtroom - Effective Communication Through Visual Aids (sponsored by EPIC)	24 hours
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Chicago, Illinois

Fire Service/Civil Evidence Photography (sponsored by EPIC and the International Fire Photographers Association)	24 hours
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- Fire Scene Photography, Fire Scene Reconstruction, Photogrammetry

Dallas, Texas

Photographing What is Important (sponsored by EPIC in conjunction with the Institute of Forensic Sciences, Office of Medical Examiner, State of Texas) *24 hours*

- Death Scene Investigation & Post Mortem Pathology

University of Wisconsin Extension, Department of Engineering & Applied Sciences
Milwaukee, Wisconsin

Effective Use of Photography as Legal Evidence (sponsored by EPIC) *24 hours*

- Photogrammetry Techniques
- Scene & Evidence Reconstruction from Photographs

Dura-Print Technologies, Inc.

Denver, Colorado

Latent Fingerprints

- The “Superglue” Technique *8 hours*

Professional Private Investigators Association of Colorado (PPIAC)

Count Down to Trial

- Trial Prep, DNA Testing, Forensic Animation, Seat Belts & Passive restraints *16 hours*

SAE International

SAE Continuing Professional Development Group, Phoenix, Arizona
High Speed Rear Impact TOPTEC (CEU 0) *16 hours*

- Passenger, Minivan and Sport Utility Cabin Intrusion and Occupant Kinematics and Injury

SAE Continuing Professional Development Group, St. Charles, Illinois
Motor Vehicle Accident Reconstruction (CEU 1.8)

- Computer Cause and Analysis
- LARM2 & Accident Avoidance Analysis AAA (ProSource) *18 hours*

SAE Continuing Professional Development Group, Phoenix, Arizona
Injuries, Anatomy, Biomechanics and Federal Regulation (CEU 1.8) *18 hours*

- Injury Severity Coding
- Anthropomorphic Test Devices
- Injury by Seating Position & Restraint Use

SAE Continuing Professional Development Group, San Diego, California
Passenger Car Rollover TOPTEC (CEU 0) *16 hours*

- Analysis of Roadway
- Vehicle Rating & Testing of Passenger, SUV & Light Trucks
- Tire Testing & Forensics
- Seating Position Injury & Occupant Excursion
- Causation and Prevention
- Restraint Systems & Testing

SAE Continuing Professional Development Group, Troy, Michigan

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The Tire as a Vehicle Component (CEU 0.7) 7 hours
– Functions of the Pneumatic Tire Related to Driving, Braking, Cornering and Safety

SAE Continuing Professional Development Group, Troy, Michigan
Tire and Wheel Safety Issues (CEU 0.7) 7 hours
– Pneumatic Tire: Safety-Critical Components on Cars, Trucks and Aircraft

Visual Statement

Advanced Collision Diagramming 15 hours
– Collision Diagramming
– Crime Scene Diagramming
– Photogrammetry Application

Advanced Collision and Crime Scene Diagramming & Animation 32 hours
– Collision Diagramming & Reconstruction
– Crime Scene Diagramming & Reconstruction
– Animation
– Photogrammetry Application

The ARC Network

ARC-CSI Crash Conference June 2005 28 hours
– Live Crash Testing: Pedestrian Crash Tests & Multi Vehicle Crash Tests
– Damage & Energy: Crush Damage & Energy, Delta V, Barrier Equivalent Velocity & Combined Speeds
– Pedestrian Crash Reconstruction Methodologies
– Commercial Vehicle Brake Systems: Brake Diagnostics, Defective Brakes, ABS & Conventional Brakes & Slack Adjusters
– Influence of Fog (and Poor Visibility) on Driver Response: Low Visibility & Driver Fatigue
– Non-Conforming Pedestrian Impact Case Studies of Reconstruction
– Commercial Vehicle CDR (EDR)
– Skills Update: Using Crash Test Data
– When Do Airbags Deploy: Deployment Decision Making
– Child Safety Seat Issues in Crash Reconstruction: Proper & Improper Installation & Injuries

ARC-CSI Crash Conference June 2006 28 Hours
– Live Crash Testing: Motor Cycle Crashes, SUV Rollover, Large Single Frame Vehicles (RVs, School Bus & Fire Truck) Crashes, Occupant Kinematics, Slide to Rest and ΔV Testing
– Occupant Lower Extremity Injuries
– SUV S Turn Rollovers
– Motor Vehicle Curb Strikes
– Reconstruction Simulations
– CDR (EDR) Legal Issues
– Friction Applications
– Momentum with Secondary Contacts
– Review of Crash Testing Instrumentation Data: Occupant & Vehicle Data Analysis

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- ARC-CSI Crash Conference June 2007 *28 Hours*
- Live Crash Testing with Instruments: Two Rear End Impacts, Left Turn T-bone, T-bone Impact with One Vehicle Towing a Trailer
 - Hit & Run Accidents
 - Smart Drive System Crash Data
 - Snowmobile Crashes
 - Seat Belts
 - Mechanism of Air Bag Injuries
 - Traffic Reconstruction at Traffic Signal Intersections
 - European Reconstruction Techniques
 - Investigating Nighttime Pedestrian Collisions
 - Crash Test Analysis Workshops
 - Reprogrammed PCMs & Crash Analysis
 - Accelerometer Based Sid Testing in Accident Reconstruction; Two Seminars
 - Angular Velocity of SUV Collisions Using PC Crash
 - Review of Low Speed Crash Tests & Restitution
 - Crash Test Data Review from Live Testing

- ARC-CSI CDR (Crash Data Recorder) Conference January 2008 *20 Hours*
- CDR Version 3.0
 - GM Rollover Sensor (ROS) EDR Data
 - Chrysler 3.0 Release
 - CDR & Vector Diagramming
 - Severely Damaged ACMs
 - PCM Data Overview
 - 3.0 PCM Workshop (Download on 2008 Mercury Marquis)
 - CSV Export Function 3.0 Ford PCM Data
 - Accuracy of Ford PCM Speed Data w/Hard ABS Braking
 - Accuracy of Speed Recorded by a PCM & the Effects of Brake, Yaw & Other Factors
 - Real World Applications of Crash Data Including Ford PCM
 - GM CDR Case Study
 - Vehicle Speed Sensor Calibration & Its Potential Effect on Pre-crash Vehicle Speed Data Recorded on an EDR

FIREARMS AND BALLISTIC TRAINING & CERTIFICATION

Defense Training International, Inc.

John S. Farnam
NRA Certified Police Firearms Instructor, HMC 5744F
Laporte, Colorado

Basic Defensive Handgun

- Low-Light Shooting *20 hours*
28 February 1995

Advanced Defensive Handgun

- 20 hours*
- Movement and Cover
 - Low-Light Shooting
8 May 1995

DTI Certified Assistant Instructor *20 hours*

15 May 1995

Intermediate Defensive Handgun

20 hours

- Movement and Cover
 - Concealed Carry
- 23 August 1995

Advanced Defensive Handgun

24 hours

- Introductory Shotgun and Urban Rifle
- 2 June 1997

Total Hours of Forensic, Firearms & Ballistic Training and Testing

*1,457
hours*

AFFILIATIONS

Member, Evidence Photographers International Council (EPIC)
Senior Member, Professional Private Investigators Association of Colorado (PPIAC)
Member (Member Grade), Society of Automotive Engineers International (SAE)
Member, the Arc Network
Member, the Society of Accident Reconstructionists (SOAR)
Member, National Association of Professional Accident Reconstruction Specialists (NAPARS)

**CONTINUING LEGAL EDUCATION SEMINARS
INSTRUCTED BY MAX J. SCOTT**

- Crime Scene Forensics (USAF JAG CLE)
- Accident Reconstruction (USAF JAG CLE)
- Police Motor Vehicle Accident Reports: Accuracy & Error (CLE)
- Crime Scene Reconstruction via Photogrammetry Analysis of Police Scene Photographs (CLE)
- The Paralegal as Investigator in Colorado
- Liquor Licensing (3 CLE seminars)

PUBLICATIONS & ARTICLES

Scott, Max J., 1989, Adult Pedestrian/Motor Vehicle Accidents, Denver Paralegal Institute core curriculum.

Scott, Max J., 1985, The Language of Tire Marks (The Skid and Yaw Mark), The Colorado Lawyer, Vol. 14. No. 8, pp. 1403-1406.

Scott, Max J., 1983, The Vehicle Incident (Accident), The Colorado Lawyer, Vol. 12. No. 2, pp. 221-227.

Bohning, Larry L., and Max J. Scott, 1980, Colorado Liquor and Beer Licensing, The Colorado Lawyer, Vol. 9, No. 2, pp. 207-209.

EMPLOYMENT

1969 to Present In 1969, Mr. Scott began his work in forensics. Max J. Scott Attorney Services, Inc., d/b/a/ *Oedipus, Inc.*, was incorporated in 1974. The company presently performs state-wide opinion poll surveys regarding liquor license

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applications, planned unit developments (PUD's), rezonings, public opinion, etc. From 1974 to 1996, it also performed forensic investigations and reconstruction.

1996 to Present In August of 1996, Mr. Scott formed his second company, *the Forensic Trio, Inc.*, of which he is the owner and president. The company performs state-wide civil and criminal investigations, motor vehicle accident reconstruction, and crime scene reconstruction. Mr. Scott's experience includes investigation and/or reconstruction of a few thousand personal injury and criminal cases, with numerous cases involving fatalities.

To date, Mr. Scott has testified in more than 400 cases as an expert witness in municipal, county, state district courts, U.S. District Court, and U.S. Military Court Martial.

1989 - 1995 Denver Paralegal Institute, Denver, Colorado. Mr. Scott was the course creator and instructor of the Institute's Forensic Investigation Course as part of the American Bar Association-approved core curriculum.

1969 - 1972 Part-time employment with numerous law firms performing investigative research while a full-time student at the University of Colorado, Boulder Campus.

MILITARY SERVICE

U.S. Army, Inducted 07 March 1966, E.T.S. 14 January 1969

Honorable Discharge

Stationed: Sixth Special Forces; Ft. Bragg, North Carolina
First BDE, Airborne, 8th Infantry, Mainz, Germany

Training: Communications, Cryptographics, Nuclear Weapons
Control, Airborne Infantry (Paratrooper).

Access: Top Secret Clearance for Crypto, Nuclear Weapons, & NATO

Rank: Sgt. E-5, permanent grade, at E.T.S.