

SPRING, 2011

# WATAI NEWSLETTER



WATAI Members,

We are rapidly approaching the month of May and the Spring Conference on the 11<sup>th</sup>, in Redmond WA. Your Board members have been working hard to put together a power packed day of information.

Following the 0800-0900 social hour, nationally renowned Joe Cofone

will present his newest materials and research on car/pole collisions, fracture rate calculations and his extensive expertise in this unique area. You will be impressed with this presentation!! We are thankful that Joe was willing to come to the west coast to give us a great block of training.

To finish off the day, Dr. Ken Zion and his associate Mike Stapleford will do a presentation on several topics; automotive glass coding, High Intensity (HID) lamp exams and fact versus fiction in low speed impacts. Ken and Mike have extensive expertise on all things automotive and Ken will

talk about how to look for specific details on bumpers that can help you analyze that low speed impact.

Do not miss a full day of information and training.

The Board has also confirmed for the Fall Conference; that nationally renowned expert on Human Factors, Mr. Pat Robins will be giving a full 2 day presentation. The Fall Conference is slated for October 18-20, 2011 at a venue to be determined. Day 3 will be comprised of several smaller topics that will be focused on reconstruction work around hybrid and/or all electric vehicles

and the safety considerations for those vehicles. We are still finalizing additional topics.

We hope to see all of our members at the exciting training opportunities WATAI is sponsoring and please feel free to contact any Board member with your ideas for future training or if you are interested in a Board position. Also, be sure to take advantage of the WATAI website for updates and information from previous training and testing.

See you on May 11<sup>th</sup>!

Dave Wells  
WATAI President

## Accident Reconstruction Journal

Starting on May 22nd, all current WATAI members will be provided with a copy of the digitized version of the Accident Reconstruction Journal (ARJ). This will be a test period for the remainder of 2011 with four publications covering eight months. Members will be able to access their copy from the WATAI website. WATAI will cover the cost of these digitized copies for the test period; then evaluate continuing the arrangement with (ARJ) based on feedback from the WATAI members.

This arrangement is intended to bring

the best and the newest professional information to each member. There was no membership fee increase in making this publication available this way. Other associations like ours have entered into agreements like this with (ARJ) and have thought it has worked well.

Feel free to send an e-mail to President Wells or VP Hiemstra with your comments.

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## A Book Review from the Desk of Joseph E. Badger...

Some of you may have read a while back my book review titled "The Last Book R.W. (Bob) Rivers Ever Wrote." Well, guess what. Yep, he went and wrote another. But wait. It is not a new book. Well, wait. Yes, it's a brand new book but it is a "3<sup>rd</sup> Edition, revised 2010" of his 1988 work *Traffic Accident Investigation: A Training and Reference Manual*.

Ergo, it is a new and improved old book, published by the Institute of Police Technology and Management (IPTM).

IPTM's blurb about the book says this new edition "has been updated and expanded," yet what I found interesting – I never saw the first edition, but I have the 2nd ed. (1995) – I noticed that the 3rd edition has 66 *fewer* pages, so I wondered what Rivers omitted and what, specifically, was "expanded."

So I asked the author.

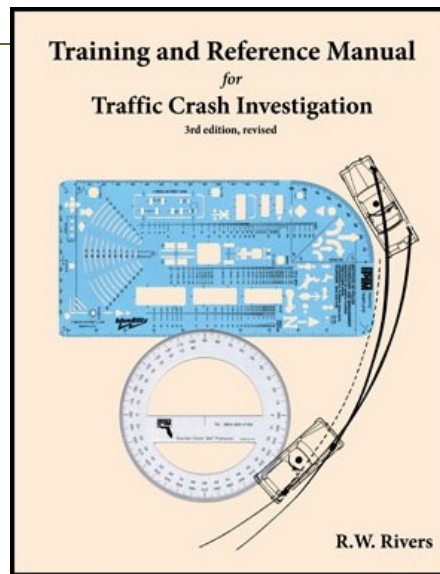
He said, "In general, there have been many new and several up-dated photographs throughout the manual that provide more clear and definitive explanations of the written text or subject matter. All of the materials that have proven over many years to be of importance and correct in the traffic crash investigation field, have been retained, and where necessary amended to reflect contemporary, proven practices."

I wondered: Such as?

"Examples [are] found in the areas of using drag sleds, drag factors and coefficients of friction. In addition to well-defined diagrams of measuring 'yaw,' as prepared by the author, the proper method of measuring yaw for speed analysis, using a team approach, is presented photographically, (for which he credits the West Chester, Ohio, Police Department.)"

Rivers went on to add, "Included in this revised 3<sup>rd</sup> edition are recently revised U.S. Department of Transportation Charts that encompass a Hazardous Materials Marking, Labeling and Placard Guide, Warning Labels, Placards, with General Guidelines on the Use of these, all of which were supplied by the U.S. DOT Research and Special Programs Administration, Washington, DC."

I have known Bob Rivers for a long time, having met him at IPTM back in the day



(whenever that was), but I thought the reader might like to know more about him.

Bob spent 33 years with the Royal Canadian Mounted Police. With the rank of Inspector, he retired in November 1985. Most of his time was spent in traffic crash investigation and traffic law enforcement fields that included on-road investigations, research, training, planning, and program development.

He has authored over a dozen books and manuals relating to the AI and AR fields, which are sold, distributed and used internationally. Additionally, Bob recently reviewed and analyzed the work done by a team of Russian traffic crash investigators that took place in 1934, during the Stalin era, where it was felt blame might have been improperly placed on the driver of a vehicle involved in a fatality. This work done by Bob is reported in an 833-page book titled *The Kirov Murder and Soviet History*, published by Yale University Press, 2010, written by Matthew E. Lenoe, Associate Professor of History at the University of Rochester.

Now you know as much about R.W. Rivers as I do, except the part about how nice a guy he is.

Rivers' research and related book program development has seen Bob travel internationally to various countries in the Pacific and European regions, including South Africa. Moreover, in keeping with the international theme of this text, all concepts and examples are completed in both U.S. (Imperial) and S.I. units (*Système International d'Units*). Example problems that have mathematical solutions are solved in both measurement systems. Bob's introduction allows the reader to become conversant in both.

An at-scene Traffic Crash Investigator's Inventory is expanded and included in this revised edition.

Further, an explanation of the *Series of Events* (which comprise the overall traffic crash scenario) is retained in this 3<sup>rd</sup> edition, complete with related explanatory detail and diagrams. These events follow the same or similar format first established by the author with his first publications in the 1980s. This format allows for a reconstruction of a traffic crash from the first point of contact to the conclusion of the at-scene investigation.

Updated topics in this revision reflect changes and techniques currently accepted in the professional traffic crash investigation field. Example problems are included throughout the text to provide direction for the reader in the application of mathematical principles. These examples of varying difficulty are presented in order to develop the reader's investigative and mathematical skills.

Contained as part of specific topics throughout the text are traffic crash examples to solve, intended to measure the reader's or student's comprehension of the material presented. These examples are intended also to assist them in developing mathematic skills that are so important not only to functioning as professional traffic crash investigators, but also to advance themselves to working in the traffic crash reconstruction field.

A side note: In 1995, this manual was translated into Japanese and forms the basis of Japan's traffic crash investigation programs.

Even if you own both the First and Second editions of Rivers' book, you will want the Third to complete the set. Plus, you will have the latest word on the subject.

The book is available directly from IPTM and probably the easiest way to get it is through their website ([www.iptm.org](http://www.iptm.org)). However, this link takes you right to the Rivers book:

<http://www.iptm.org/webstore/p-57-training-and-reference-manual-for-traffic-crash-investigation-new-3rd-edition.aspx>

(About the reviewer: Joseph E. Badger is an internationally known accident reconstructionist who has had over 100 articles published in such periodicals as *Law and Order* magazine, *Accident Reconstruction Journal*, *Accident Investigation Quarterly*, and others. Having retired after 20 years with the Indiana State Police, Mr. Badger resides in Bloomington, Indiana.)

## QUOTE OF THE MONTH

Defense Attorney questioning an officer in a DUI trial: “Officer, if you were on a DUI emphasis patrol, why did it take you so many traffic stops before you stopped my client and arrested him for allegedly being intoxicated.”

Officer: “Sir, it would be easier to locate the intoxicated drivers if the sober ones did not drive like they were drunk.”

# WE ARE ON THE WEB AT **WWW.WATAI.WS**

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