

GARY J. PHILLIPS
Accredited Accident Reconstructionist
The Crash Lab, Inc.

Post Office Box 850
Hampton, N.H. 03843-0850
(603) 926-0624 – FAX: (603) 929-0744
e-mail: gary@thecrashlab.com
www.TheCrashLab.com

EDUCATION:

Maine State Police Academy Augusta, Maine, 1970

Courses included Basic Police Sciences with Basic Accident Investigation, Scene Documentation, Measurement Process, Photography, and Gathering of Physical Evidence.

Northwestern University Traffic Institute at Augusta Augusta, Maine, August 1973

Three-week course in Accident Investigation and Police Traffic Services which included instruction on Vehicle Speed Determination from Physical Evidence, Damage Identification and Interpretation, Vehicle Dynamics from Collision, Force Vectors, and Occupant Movement.

Minnesota State Patrol Academy New Brighton, Minnesota, 1978

Accident Reconstruction Specialist School given by M.J. Lofgren, author of the Handbook for the Accident Reconstructionist, which included intense Specialized Training on Formula Derivations and Application, Determinations of Vehicle Speed from Skidding, Scuffing (Yaw), Vaults, Falls, and Angle Collisions. Instruction included Conservation of Momentum, Energy, Time/Distance Analysis, Vehicle Dynamics, and pre- and post-impact. Fieldwork was included to evaluate/verify areas of instruction.

Minnesota State Patrol Academy New Brighton, Minnesota, 1978 & 1979

Accident reconstruction seminars, which included additional training in Determination of Vehicle Speeds from Skids, Scuffs, Vaults, and the Application of the Same to Trucks. Field-testing was included to create and solve accident situations.

State of New York, Bureau of Police Training Rensselaer, New York

Radar Instructor's course which included Background and Basic Principles of Radar, Radar Operation with Visual Speed Estimates, Training, and Testing.

Michigan State Police Academy Lansing, Michigan, 1981

Accident Reconstruction Seminar co-hosted by the IAARS. Course included instruction on Vehicle Construction and Dynamics, Occupant Kinematics, and Time/Distance. Field evaluations were conducted at the General Motors Proving Grounds in Detroit.

United States Department of Transportation • Federal Highway Administration Augusta, Maine, 1982

Course in Highway Safety Engineering, which included instruction in Highway Design, Safety, and Evaluation. Highway Speed Limit Determinations, Critical Speeds, and Vehicle Speed Determinations were included. Vehicle Dynamics and Collision Results were also included.

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EDUCATION:

Idaho State Police Academy
Boise, Idaho, 1982

Accident Reconstruction Seminar co-hosted by the IAARS, which included Evaluation of Damage and Vehicle Dynamics, Speed Determination for Large Trucks, Determination of Brake Percentage Applicable to Trucks and Cars. Field tests were conducted and included Crash Testing.

Maine State Police Seminar
Portland, Maine, 1983

Co-hosted by the IAARS. Included instruction on Conspicuity, Dynamics, Kinematics, and Momentum. Field tests included Skidding of Buses, Trucks, and Cars, Crash Tests between vehicles were conducted as well as Vault Tests.

Utah Highway Patrol
Salt Lake City, Utah, 1984

Seminar on Accident Reconstruction, co-hosted by the IAARS.

University of North Florida, Institute of Police Technology & Management
Jacksonville, Florida, 1984

Special Problems in Accident Reconstruction Seminar which included instruction in Pedestrian Accidents, Photography, and Large Truck Collisions with Tip Overs. A second course was included on Tire Forensics.

Louisiana State Police & New Orleans Police Department
New Orleans, Louisiana, 1985

Accident Reconstruction Seminar co-hosted by the IAARS, which included Expert Testimony, Photography, Momentum and Energy Calculations, Visibility Issues, Time/Distance, Dynamics, and Kinematics.

University of North Florida, Institute of Police Technology & Management
Jacksonville, Florida, 1986

Special Problems in Accident Reconstruction Seminar which included updated information on Scene Examinations, Damage Determinations and Evaluations, Human Response, Nighttime Visibility, and Momentum Analysis.

New England State Police Administrator's Conference
Framingham, Massachusetts, 1986

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EDUCATION:

**Police Supervision School, Massachusetts State Police
Boston, Massachusetts, 1987**

Accident Reconstruction Seminar co-hosted by the IAARS.

California Highway Patrol

Lake Tahoe & Sacramento, California, 1988

Seminar co-hosted by the IAARS, included information on Bus and Motorcycle Accidents, Vehicle Dynamics, and Formula Application. Field tests were conducted with school buses and motorcycles.

Idaho State Police Academy

Boise, Idaho, 1988

Seminar on Large Truck Accidents with Myron J. Lofgren which included instruction on Evaluation of Braking Percentages and their Application to Large Truck Accidents; weight slides, tip-overs, and jackknives. Field tests were conducted.

University of British Columbia

Vancouver, BC, 1990

Accident Reconstruction Seminar co-hosted by IAARS, which included Vehicle Dynamics, Damage, Occupant Kinematics, and Low Speed Crash Evaluation. Numerous test crashes were conducted, analyzed, and reviewed.

Central Missouri State University & IAARS Seminar

St. Louis, Missouri, 1991

Seminar included Car/Train Collisions, Vehicle Dynamics, Occupant Kinematics, and Computer Aided Reconstruction.

Texas Association of Accident Reconstruction Specialists Seminar (TAARS)

Houston, Texas, 1992

Seminar involved Numerous Low Crash Tests for Evaluation of Dynamics, Occupant Movement, Energy, Damage, and Momentum.

Charleston Police Department IAARS Reconstruction Seminar

Charleston, South Carolina, 1992

Pedestrian Accidents, Bicycle Accidents, and Field Tests of Staged Crashes.

MATAI, NAPARS & NATARI Joint Annual Conference

Ocean City, Maryland, October 1993

Advanced Collision Analysis and Accident Reconstruction which included Staged Pedestrian Crashes, Dynamics, Kinematics and Injury.

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EDUCATION:

Society of Automotive Engineers International (SAE)

Symposium Head & Neck Injury

Denver, Colorado, December, 1993

Anatomy of the Head and Neck, Brain Injury, CNS Trauma and its Psychological Effects, Facial Trauma, Helmet Protection, Biomechanics of Neck Injuries, Anterior and Posterior Neck Injuries, and Prevention.

Society of Automotive Engineers (SAE) Seminar

Injuries, Anatomy, Biomechanics and Federal Regulations

Detroit, Michigan, March 1-3, 1994

Injury, Anatomy, Human Tolerance, and Biomechanics Testing Procedures and Results, Facial Trauma, Helmet Protection, Biomechanics of Neck Injuries, Anterior and Posterior Neck Injuries, and Prevention.

Association for the Advancement of Automotive Medicine in cooperation with International Research Council on the Biomechanics of Impact

Biomechanics and Current Occupant Restraint Issues

Washington, DC, April 6-7, 1995

Included a History of Biomechanics, Occupant Kinematics by Crash Type, Crash Severity Assessment, Injury Severity and Impairment Assessment, Federal Motor Vehicle Safety Standards (FMVSS), Anatomy of the Human Body, Injury Types and Mechanisms, Limits of Current Seat Belts, Injuries to Restrained Children, Air Bag Performance, and Restraint Technology.

Technical Workshop

San Francisco, California, May 4-5, 1995

Human Performance, Air Bag Effectiveness, Passive Restraints, Injury Analysis, Legal Considerations, Real World Data, and Collision Performance.

Texas A&M University • Texas Engineering Extension Service

College Station, Texas, June 12-16, 1995

Included Biomechanics, Physicians View of Accidents, Injury Classification, Crash Tests and Occupant Response, Principal Direction of Force, Delta V, Occupant Dynamics, Blunt and Sharp Injuries, Mechanics of Materials, Analysis and Documentation of Evidence, Occupant Restraint Testing, Physical Evidence, and Emergency Care.

Association for the Advancement of Automotive Medicine

Annual Conference

Chicago, Illinois, October 15-18, 1995

Included Alcohol's Role in Driving and Injuries, Seat Belt Usage Studies, Injury Patterns and Mechanisms, Intelligent Restraint Systems, Crash and Vehicle Characteristics and Injury Risk, Injury Outcome Studies, Fatality Risk Studies, Driver Licensing and Impairment.

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EDUCATION:

Society of Automotive Engineers International (SAE)

Sensor Design for Automobile Air Bag Systems

Troy, Michigan, August 16, 1996

Overview of an Air Bag System, Crash Analysis, Requirement of Air Bag Deployment and Crash Sensing, Crash Sensing by Velocity and Crush, Future Trends and Developments in Crash Sensing.

Texas A&M University • Texas Engineering Extension Service

Analysis of Low Speed Collisions

San Diego, California, September 30 - October 4, 1996

Included Automotive Safety and Low Speed Collisions, Force, Momentum, Delta V, PDOF and Energy Damage, Delta V Applications, Biomechanics Overview, Biomechanics - Physical Parameters, Anatomy and Biomechanics of Frequently Claimed Injury Areas, Low Speed Biomechanics - Definitions and Test Methods, Low Speed Impacts - Occupant Motion and Tolerances, Evaluating Depositions and Medical Records, Crash Tests of Low Speed Rear-end and Sideswipe Collisions.

TAARS-SOAR-WATAI-Combined Conference at Texas A&M University

College Station, Texas, March 20-22, 1997

Work-zone Traffic Control, Application of Biomechanics for Automotive Crash Trauma, Low Speed Crash Testing, Truck Under-ride Accidents, Air Bag Deployment, and Air Bag Deployment Investigation.

Association for the Advancement of Automotive Medicine

Crashes and Occupant Injuries: A Team Approach to Crash Investigation

Tempe, Arizona, April 24-25, 1997

Crash Scene Evidence; Investigating Crashes by Type; Post-Crash Examination of Vehicles (Hands-on); Multiple Collisions; Tree/Pole Impacts; Compatibility Issues; New Techniques for Crash Investigation; Defining Crash Mode, Its Frequency and Injury Risks; Change in Velocity; Principal Direction of Force; Restrained Versus Unrestrained Occupant Kinematics; Importance of Seating Position; and Physiological Variation.

Aspects specific to crash type such as far-side and near-side occupants, seat performance, and roof crush. Hands-on examination of vehicles involved in different types of collisions with specific emphasis on vehicle damage, occupant kinematics, and injury risk.

Society of Automotive Engineers International (SAE)

High Speed Rear-end Impacts

Tempe, Arizona, October 1997

Perspective of Problems Associated with High Speed Rear-end Impacts; Analysis of Occupant Dynamics and Injury Biomechanics; Field Data Analysis; Mechanisms of Injury and Associated Forces; Review of High Speed Rear Impact Cases; Fuel System Design and Performance; Vehicle Structures; High Speed Crash Test Preview and Review.

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EDUCATION:

New York Statewide Accident Reconstruction Society (NYSTARS)

2001 Joint Annual Conference: Investigating Bus and Train Collisions

October 2 to October 4, 2001, Albany, New York

Train vs. Pickup Truck, Bus vs. Auto, Auto vs. Bus Crash Testing; Commercial Vehicle Collision - Case Studies; Overview of the New York Public Transportation Safety Board (NYPTSB): Prevention and Investigation of Bus Accidents; Pavement Surface, Water Hazards and other Roadway Issues Affecting Large Vehicles - Case Studies; Overview of the Highway Accident Investigation Division of the National Transportation Safety Board (NTSB); Forensic Animations; Drag Sled Uncertainty Testing Results and Additional Testing (continued from WREX 2000).

New York Statewide Traffic Accident Reconstruction Society (NYSTARS)

One-Day Accident Reconstruction Seminar

April 12, 2002, Yorktown Heights, New York

Biodynamics and Occupant Kinematics: Assessment of Injury Potential from Low Velocity Impacts/Collisions; Review of the NASCAR/Dale Earnhardt crash reconstruction.

University of North Florida, Institute of Police Technology & Management

Special Problems in Traffic Accident Reconstruction 2002

April 15-19, 2002, Jacksonville, Florida

Controlled Test Crashes: Motorcycles with Full-sized Motor Vehicles; Commercial Motor Vehicle Anti-lock Braking Systems (ABS), including field tests; Human Factors; Use of Momentum Calculations in Motorcycle Collisions; Commercial Vehicle Rollover Data and Testing; Rotational Mechanics and Energy Methods in Collision Reconstruction.

National Association of Professional Accident Reconstructionists (NAPARS)

2002 Joint Annual Conference: Introduction to Event Data Recorders and Crush Documentation and Analysis

September 11-13, 2002, Ocean City, Maryland

Future of Occupant Safety Systems, Heavy Truck Engine Control Modules (ECM), Crush Measurement Protocol, Crush Measurements and Application to Mathematical Formulae and Computer Programs, Real World Experience with EDR/CDR Technology, Live Crash Testing and Bus Skid Testing, ECM & CDR Results.

Collision Safety Institute (CSI)

Crash Data Retrieval (CDR) Training & Certification

September 16-17, 2002, Rockford, Illinois

History and Methodology; System Components-What Gets Recorded; Recovery Methods; Near-Deploy vs. Deploy Events; System Status Data; Sensing/Diagnostic Module (SDM) Characteristics; Legal Issues; Practical Download Exercises.

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EDUCATION:

Illinois Association of Technical Accident Investigators (IATAI)

Crash Conference 2002

September 18-20, 2002, Rockford, Illinois

Pole/tree Impacts with Live Crash Testing; Breakaway Energy; The Traffic Victim: Forensic Pathology; Perception/Reaction Estimate Methodology; Prosecution Process for Criminal Cases.

Maryland Association of Traffic Accident Investigators

2004 Combined Conference on Motor Vehicle Collision Reconstruction

October 2004, Ocean City, Maryland

Topics included Criminal Litigation in Accident Reconstruction, Field Crash Testing, DNA in Accident Reconstruction, Excel and Spreadsheets for Accident Reconstruction, Electronic Crash Data Recorders, Internet Resources for Accident Reconstruction, NHTSA Early Warning Reporting Regulations.

South Carolina Association of Reconstruction Specialists (SCARS)

2005 Southeastern Collision Reconstruction Conference

July 2005, Charleston, South Carolina

Crash Testing (examination of Event Data Recorder (EDR) crash data with specific characteristics; Investigating Pedestrian Collisions; Strategies for Evaluating Human Factors in Night-time Collisions (including research study participation and data review); Critical Vehicle Systems and Future Trends in Automotive Systems; Inspecting Altered Suspension Systems; Energy Methods for Pole and Narrow Object Impacts.

Maryland Association of Traffic Investigators

Joint Conference

October 5-7, 2005, Wilmington, Delaware

Manual on Uniform Traffic Control Devices; Asphalt/pavement design; Child Restraints; Curve Collisions; Safety Evaluation of Highway Features; Drainage Issues; R.R. Crossings; Sight Distance; Perception of Intoxicated Operators.

Texas Association of Accident Reconstruction Specialists

Joint Conference

September 17-21, 2006, Houston, Texas

Crash Testing; Dynamic TTST deceleration testing; Tire-Road Friction and Drag Sleds; Human Error, Perception/Reaction; Crush Analysis Formulas; Night-Time Visibility Studies and digital photographs; Highway Sightlines; Reconstruction of the 1955 James Dean Crash

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EDUCATION:

Maine State Police

Crash Testing/training

June 7, 2007 Biddeford, Maine

Multiple low and moderate speed crash tests

New York Statewide Traffic Accident Reconstruction Society

Joint Conference

October 24-26, 2007, Binghamton, NY

Crash Testing (90-degree two vehicle and barrier impacts); CDR Updates; Collisions as Signalized Intersections; Occupant Injury Patterns

National Association of Professional Accident Reconstructionists (NAPARS)

2009 Joint Annual Conference

October 7 – 9, 2009, Ocean City, Maryland

Commercial vehicle electronic data; Truck crash testing; Newton's Laws of Motion and Accident Reconstruction; Aerial Photography and Forensic Mapping; Airbrakes and stopping ability; Conservation of Linear Momentum.