

David W. Rochford

Collision Reconstruction Consultant

Member:

National Association of Professional Accident Reconstruction Specialists,
International Network of Collision Reconstruction, and
Washington Association of Technical Accident Investigators

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CONTENTS

Overview	2
Professional Associations	3
Collision Investigation Training	3
Technical Collision Investigation Training	4
Collision Reconstruction Training	4
Traffic Enforcement Training	8
DWI Training	10
Expert Testimony	
Collision Investigation	12
Journals, Subscriptions	15
Traffic Collisions Reconstructed	15
Instructor Experience	19
Investigative Training	22
Overview of Police Experience	23

OVERVIEW

EDUCATION

High School Diploma: Orange High School, Orange, California. 1969

Associate In Arts Degree: Major: Police Science. Fullerton Community College, Fullerton, California. 1972

Bachelor of Science Degree: Major: Criminal Justice. Wayland Baptist University. 1994

CERTIFIED POLICE INSTRUCTOR

Alaska Police Standards and Training Council

Traffic Law Enforcement

DWI Enforcement *

Accident Investigation

Intoximeter 3000 Breath Test Instrument

Radar Operation. Moving (including "same direction" radar.)*

Laser Speed detection *

Drug Influence and Identification

Driving Under the Influence of Drugs *

DataMaster cdm breath test instrument

* NHTSA course

P.O.S.T. Certified "Advanced" in California and Alaska

EMPLOYMENT

Anaheim Police Department

1971 to 1981

Anchorage Police Department

1981 to 2002

Rochford Investigative Services

2002 to 2004

Collision Investigation and Reconstruction

National Traffic Safety Institute

Traffic Survival Instructor
February 2004 to present

Inland Northwest Traffic Accident Investigation

Collision Investigation and Radar/Laser Instruction
P.O.S.T. Certified in the State of Idaho
August 2004 to present

POLICE ACADEMY TRAINING

North Orange County Police Training Academy. Anaheim,
California.

440 hours. February - May, 1972

Anchorage Police Department Training Academy, Anchorage,
Alaska. 440 hours. February - May, 1982

PROFESSIONAL ASSOCIATIONS

International Network of Collision Reconstructionists (INCR)

Washington Association of Technical Accident Investigators
(WATAI)

COLLISION INVESTIGATION TRAINING

“AT SCENE” COLLISION INVESTIGATION TRAINING

Traffic Accident Investigation

24 hours. 1972

Sgt. W. Judd, Anaheim Police Department

Accredited through Fullerton Community College

Traffic Accident Investigation

24 hours. 1982

Sgt. Robert Andrews, Anchorage Police Department

Accredited through University of Alaska, Anchorage

“TECHNICAL” COLLISION INVESTIGATION TRAINING

Progressive Accident Investigation

40 hours. 1990

Sgt. Keith Pherrin, Alaska State Troopers

Technical Traffic Accident Investigation

80 hours. 1992, Anchorage, AK.

The Traffic Institute

Analysis of data from collision scenes.

COLLISION RECONSTRUCTION TRAINING

Vehicle Dynamics

40 hours. 1992 Anchorage, AK.

The Traffic Institute

Mathematical formulas to determine time-distance, acceleration rates, point of perception.

Traffic Accident Reconstruction I

80 hours. 1992, Anchorage, AK.

The Traffic Institute

Traffic Accident Reconstruction II

40 hours. 1992, Anchorage, AK.

The Traffic Institute

Study and training in the techniques of traffic accident reconstruction. Newton's Laws of motion, conservation of energy and momentum, occupant motion and PDOF
Topics included reconstruction of collisions involving:
Autos, pedestrians, bicycles, motorcycles, commercial vehicles.

EDVAP

104 hours. Sept. - Oct. 1997, Evanston, Ill.

The Traffic Institute

Computerized collision reconstruction including: **EDCRASH, EDCAD, AND EDSMAC**

Instructors: Ken Baker and Mike Ditallo of the Traffic Institute staff. Terry Day, President of Engineering Dynamics.

Collision Reconstruction Training, continued....

Pedestrian/Bicycle Accident Reconstruction

Texas Engineering Extension, Texas A & M University
40 hours. 1993
Jerry Eubanks, lead instructor.
Rusty Haight, assistant instructor

Inspection and Investigation of Accidents Involving Commercial Vehicles

40 hours. 1995
University of North Florida, (IPTM).

Motorcycle Accident Reconstruction

40 hours. May, 1996
Texas Engineering Extension, Texas A and M University
James Lock, Lead Instructor

Heavy Vehicle Collision Reconstruction

Traffic Institute, Northwestern University, Anchorage, AK
40 hours, October 9 – 13, 2000
Reconstruction techniques for collisions involving commercial motor vehicles, over 10000 pounds.
40 hours, October 9 – 13, 2000

Forensic Mapping Specialist

40 hours. 1996
Anchorage Police Department
Training in the operation of the Sokkia Set 5 Total Station Mapping System.
Officer Fred Jones, Instructor

S.A.T.A.I. Training Conference

(Southwestern Association of Technical Accident Investigators)
16 hours. March 8th and 9th, 2002, Las Vegas, NV.
4 hours "Human Factors". Driver interaction with environment.
Gary Bakken, Ph.D., CPE. Analytical Systems International, Inc.

4 hours "Expert Testimony", Paul Olson, IPTM.

4 hours "Commercial Vehicle Braking and Brake Test Data",
Timothy J. Reust, Accident Science, Valencia, CA

4 hours “Speed of Vehicle While in Translational Yaw”, Tom Shelton, CHP MAIT (retired).

W.A.T.A.I. Training Conference

(Washington Association of Technical Accident Investigators)
October 8th – 10th, 2002
Tacoma, WA

24 hours. Pedestrian Accident Investigation
25 crash tests with two automobiles v. dummy. Analysis of data to verify accuracy of mathematical formulas used to establish speed in auto v. pedestrian crashes.

Instructors:

Jerry J. Eubanks. Automobile Collision Cause Analysis, Inc.
Thomas F. Fugger, Jr. Accident Research and Biomechanics, Inc.

W.A.T.A.I. Training Conference

May 22, 2003

Bellevue, Washington

4 hours of Mathematics review, collision reconstruction formulas.

Courtroom presentation. Review of “other” expert’s report.
Instructor Paul Olson of IPTM.

1 hours of computer animation and collision reconstruction software by Visual Statement Inc., Kamloops, B.C., Canada.

2 hours Photogrammetry and digital photography by Lee DeChant, DeChant Consulting Services.

W.A.T.A.I. Training Conference

October 28 and 29, 2004

Tacoma, WA

Altered Vehicles; Daniel Filiatrault, ICBC instructor

Mathematical Formulas; Yaw, skids, fall, vault. Rob Obenauf of the Washington County (Oregon) Sheriff’s Office, Instructor

Identification of Roadway Tire Marks, Kari Arguello, Washington County Sheriff’s Office, Instructor

Conservation of Energy, Conservation of Momentum, PDOF, and Delta V. John Hunter of Investigative Training Services (Retired WSP MAIT Sgt.)

W.A.T.A.I. TRAINING CONFERENCE

October 10 and 11, 2005, Seattle, WA.

Presentation by the Collision Safety Institute

Rusty Haight, lead instructor

4 crash tests. 2 auto v. bus, 1 auto v. auto, 1 rear end auto v. auto with secondary collision into a bus

Operation of Event Data Recorders

Presentation by NHTSA and NASS on measuring crush damage and occupant restraint systems.

CRUSH ENERGY ANALYSIS

May 1st through 5th, 2006

Accident Analysis and Reconstruction Inc., Glen Burnie, MD

40 hours, Determining ΔV and impact speed from the analysis of crush damage. Edmonds, WA

Applied Physics For Accident Reconstruction

WATAI Training Conference 8 hours

May 9th, 2007

Instructor: Bruno Schmidt, PhD Physics, Professor of Physics

Advanced Motorcycle Crash Reconstruction

May 12th through May 16th, 2008

Mechanical Forensics Engineering Services, LLC

40 hours. Advanced techniques for investigation and reconstruction of collisions which involve motorcycles.

Wade Bartlett, P.E., Instructor.

“Masters in Trial” (participant)

American Board of Trial Advocates

Missoula, MT November 13th, 2009

Participated as “plaintiff expert” in mock trial.

Approximately 2000 traffic collision investigations conducted.
Approximately 350 fatal/critical injury collisions investigations conducted.

TRAFFIC LAW ENFORCEMENT TRAINING

California Vehicle Code

One Semester, Fullerton Community College
1970, Instructor: Sgt. Braun, CHP.

Traffic Law Enforcement

North Orange County Police Academy
40 hours
1972, Instructor: Sgt. Judd, Anaheim P.D.

Traffic Law Enforcement

Anchorage Police Training Academy
24 hours
1982, Instructor: Sgt. Andrews, Anchorage P.D.

Stationary Radar

8 hours.
Anchorage Police Department

Moving and Stationary Radar Training

40 hours. 1987
Anchorage Police Department

Radar Instructor; Moving and Stationary

40 hours. 1991
Department of Transportation
Anchorage, Ak.

Radar/Laser Operator/Instructor

40 hours. 1996
NHTSA
Anchorage, Ak.

Motor Carrier Safety

24 hours. 1987
NHTSA
Federal Motor Carrier Safety Regulations
Anchorage, Ak.

North American Driver-Vehicle Inspection Course

40 hours. 1990
U.S. DOT. CFR 49. Anchorage, Ak.

Traffic Law Enforcement Training continued....

Hazardous Material Roadside Inspection Course

24 hours. 1990

U.S. DOT.

Anchorage, Ak.

Hazardous Material Familiarization

8 hours. 1991

Anchorage Police Department

Commercial Vehicle Driver Inspection

8 hours. 1998

Alaska State Troopers

Level 3 Inspections

North American Standard Commercial Motor Vehicle Inspection Course

80 hours. June, 2000

U.S. Department of Transportation and the University of Missouri

Commercial Vehicle Safety Alliance (CVSA) certified.

Anchorage, AK.

Transportation of Hazardous Materials Inspection Course

32 Hours August, 2000

U.S. Department of Transportation

Anchorage, AK

Inspection of Cargo Tankers

24 Hours, August 2000

Mid America Transportation

Anchorage, AK

DWI TRAINING

Horizontal Gaze Nystagmus

16 hours. 1991

Tom Katkus, Instructor

Anchorage Police Department

DWI/HGN and Drug User Identification/Instructor Course

40 hours. 1992

NHTSA

Ft. Richardson, Ak.

DWI/HGN Training Course

16 hours. 1993
Anchorage, Ak.

Intoximeter 3000 and PABT Instructor/Supervisor Course

40 hours. 1993
State of Alaska Crime Laboratory
Anchorage, Ak.

Intoximeter 3000 Instructor/Supervisor Recertification

15 hours. 1996
State of Alaska Crime Laboratory
Anchorage, Ak.

Driving Under the Influence of Drugs Seminar

12 hours. 1995
Alaska Peace Officers Association Conference, Anchorage, Ak.
LAPD Drug Recognition Unit. Sgt. Thomas Page and Officer
John Clark. Patricia Gould of National Traffic Law Center. Gary
Branum of Associated Pathologists Laboratory.
Training included lecture and video of persons under the
influence of drugs.

Narcotics and Drug Influence

4 hour seminar. October 27, 1997, Anchorage, Ak.
Western States Intelligence Network (WSIN)
Tom McCabe, Instructor
Two hours on drug influence.
Two hours on drug enforcement.

**4TH Annual I.A.C.P. D.R.E. Drugs, Alcohol and Impaired
Driving Conference.** Portland, OR. June 27 - 30th, 1998

Principles of drug action: Dr. Robert Julian, St. Vincent
Hospital, Portland, OR.

Study of Case Law on HGN and DRE: Patricia Gould, National
Law Center.

Innovative Teaching Methods for SFSTs and DRE: Sgt. Doug
Paquette, N.Y. State Police.

DWI Training continued.....

Prescription Medications, Over-the-counter Drugs and Driver Impairment: Dr. Gary Kay, Ph.D., Georgetown University.

The World of Hallucinogens: Dr. Alex Stalcup, Concord, CA.

Nystagmus - Medical, Natural or Drug Induced?: Dr. Robert Yolton and Dr. Karl Citek, Pacific University College of Optometry, Forest Grove, OR.

New Technology and Tools for the D.R.E.: Paul Helzer, Colorado Department of Transportation.

What's New in the World of Drugs: Phyllis J. Good, Michigan State Police.

Speed Kills - The Downside of Methamphetamine Use in Drivers: Dr. Barry K. Logan, Ph.D., Washington State Toxicologist.

Intoximeter 3000 Supervisor Recertification,

Sept. 9 and 10, 1999.

16 hours. State of Alaska Scientific Crime Detection Lab, Anchorage.

Hysterisis, Toxicology, Physiology, Pharmacology, Intoximeter operation and minor repair.

EXPERT TESTIMONY

VEHICLE COLLISION INVESTIGATION/RECONSTRUCTION

State of Alaska v. Earl M. Legon. March 1991, Anchorage, Ak. Superior Court. 3rd Judicial District.

Point of impact

Speed estimate

Direction of travel at impact

Gouge marks in pavement

Photography; flash and ambient light (time exposure).

Angle of vehicles at impact

State of Alaska v. Glenn Bossie. June 1991, Anchorage, Ak. Superior Court. 3rd Judicial District.

- Point of Impact
- Speed estimate
- Direction of travel at impact
- PDOF
- Pre-collision skids
- Post-collision skids
- Gouge marks in pavement
- Matching damage to vehicles
- Angle of impact
- Post collision travel of vehicles

State of Alaska v. Mark Shetters. August 1991. Anchorage, Ak. Superior Court, 3rd Judicial District.

- Point of impact
- Speed estimate
- Direction of travel at impact
- PDOF
- Post collision travel direction of vehicles
- Gouge marks in pavement
- Matching damage to vehicles
- Angle of impact

Municipality of Anchorage v. Cho. April 1993 Traffic Court.

- PDOF

Municipality of Anchorage v. Kluczynski. October 1993. District Court.

- Vehicle Dynamics to estimate "slide to stop" distance.

Municipality v. Terri Piteck. Dec. 1993. District Court.

- Intoximeter 3000
- Horizontal Gaze Nystagmus
- Speed from "yaw" marks.
- Identification of yaw marks.

Municipality v. Robert Morrison. February 1995 District Court

- Identification of tire "prints" vs. "skid marks".
- Speed estimate from collision damage
- Matching damage of vehicles together.

Municipality of Anchorage v. Stuart Reder. August 1997. District Court.

- Intoximeter 3000
- Vehicle speed from "yaw marks".

Expert Testimony Vehicle Collisions Continued...

- Identification of "yaw marks".
- Drug influence
- Alcohol and prescription drugs.

State of Arizona vs. Randall Keedah CR 82002-0197

Oct. 16th 2002. Vehicular Homicide

- Occupant seating position
- Airbag deployment issues
- Relative angle of vehicles at impact
- Vehicle Inspection
 - Lights on/off
 - Tire and wheel damage as a cause of the collision
 - Steering component damage as a cause of the collision

Deposition. June 12th, 2003. Hanes v. Gould (see next entry)

Hanes v. Gould. Asotin County, Washington, Superior Court

July 17th, 2003. Civil. R.V. vs. Commercial Truck

- Speed of both vehicles
- Commercial truck lane change distance
- Linear Conservation of Momentum
- Vehicle Dynamics
- PDOF
- Relative angle of vehicles at impact
- Identification of tire marks
- Matching damage of vehicles together
- Scrape marks from steel wheel against pavement

Balback v. Boeey. Deposition. Two auto, rear end collision.
Spokane, WA. 9-20-03

Barry v. Paulson. Deposition. Motorcycle v. Pickup
Coeur d'Alene, ID. March 29th, 2005

Grenfell v. Massa Home Center. Deposition. Commercial truck
v. flatbed pickup. Missoula, MT. Oct. 18th, 2005

Grenfell v. Massa Home Center. Trial, expert testimony.
Nov. 1st, 2005. Ravalli County Superior Court,
Hamilton, MT. Vehicle dynamics, position of vehicles at impact,
comparing damage. Commercial truck vs. flatbed pickup truck.

Stowell v. Karameti. Deposition. Two car intersection collision.
Conservation of Momentum. Coeur d'Alene, ID April 18th, 2006

Geyman v. Norco. Deposition. Two car rear end collision.
Speed at impact, brake usage, vehicle dynamics.
Missoula, MT. Sept. 12th, 2006

DeMatteo v. Russell. Deposition. Four car rear end, chain
reaction collision. Roadway evidence, vehicle damage,
sequence of collision(s). Coeur d'Alene, Idaho. Nov. 2nd, 2006

Julius v. Montana Rail Link, Deposition. Auto v. Freight Train.
Vehicle dynamics. Rail Road Crossing Design
Coeur d'Alene, ID Feb. 20, 2008

State of Montana v. Terry Miller
Negligent Homicide, auto v. motorcycle intersection collision.
Roadway evidence, vehicle dynamics, matching damage from
motorcycle to auto.
Superior Court, Kalispell, Mt. June 11th, 2008

Julius v. Montana Rail Link
Bozeman, MT
Auto v. train single fatality
Vehicle dynamics, railroad crossing design
Superior Court, June 17, 2009

Florea v. Werner Enterprises
Deposition. August 25th, 2009
Multiple auto and commercial truck crash
Matching damage between vehicles
Vehicle dynamics
Collision sequence issues
Missoula, MT.

State of Montana v. Clinton Root
Trial: Vehicular Homicide
Speed from yaw (CSY)
Vehicle Dynamics
Roadway evidence
Matching damage
Point of Impact
Highway design defects/flaws
September 23, 2009
Polson, MT.

Numerous traffic cases where expert testimony was needed in non- injury collision cases.

*Partial list only.

JOURNALS/SUBSCRIPTIONS

Accident Reconstruction Journal. Published bi-monthly.
Motorcycle Consumer News. Published bi-monthly.

TRAFFIC COLLISIONS RECONSTRUCTED*

APD #	96-109209	Momentum Analysis Triple fatality
	96-228898	Momentum Analysis Double fatality
	96-244440	Momentum Analysis Single Fatality
	96-114518	Motorcycle v. Auto Critical injury.
	96-156122	Motorcycle v. Bicycle Critical injury.
	97-76087	Single car, run off road.
	97-82544	Single car, run off road.
	97-86060	Multiple car, run off road.
	97-77894	Auto v. Pedestrian
	97-141501	Single vehicle, run off road, over embankment.
	97-141755	Single vehicle, run off road, slid into pole while sliding inverted.

97-146621	Two vehicle head on.
97-171834	Motorcycle v. pedestrian fatality.
98-25887	One car roll over with fatality.
99-23	Auto Pedestrian Fatality Single vehicle Motorcycle Fatality, Hollywood and Loop, Anchorage Single vehicle Motorcycle double fatality, 15th and L, Anchorage. Auto v. motorcycle single fatality, Northern Lights and Aircraft, Anchorage.
99-29386	Auto v. bicycle, critical injury
State of Arizona v. Keedah	Auto Pedestrian fatal. 4-02
State of Arizona v. Fields	One car off the road roll over. 1-02
State of Arizona v. Miles	Auto Pedestrian hit and run
Hanes v. Gould (civil) State of Washington	Motor home v. Logging truck 12-02
Snyder v. Hansen State of Washington	Two auto, intersection collision 1-03
Paulson v. Barry State of Montana	Motorcycle v. pickup with trailer 2-03
Balback v. Boeey	Two Car rear end collision 10-03 State of Washington
Justice V. Masters	Two Car rear end collision. 10-03 State of Washington
Kennedy v. Laidlaw Transit	Auto v. School Bus Fatal. 1-04 State of Alaska

Webster (Mtl. of Enumclaw)	Two autos at intersection. 6-04
Zamora v. Kosanke	Two autos, FTY from private property, view obstruction and speed issue.6-04
Shjerve v. Kitt	Two auto, FTY left turn. Speed, lights on/off issue. 11-04
Jefferies v. City of Spokane	Intersection design issue. 7-04
Buchholz v. Nebel v. Rogers	3 motorcycle collision 4-05
Stowell v. Karameti	2 car intersection collision 7-05
Grenfell v. Warr	2 flatbed trucks 6-05. Hamilton, MT 2005
Western Transfer v. Amerigas	Tractor-Semi trailer v. Flatbed 11-05 with crane. New Meadows, ID 2005 Critical Injury
Geyman v.Norco	Rear end collision. Van v. SUV 11-05. Hamilton, MT 2005
Jones v. Meinema	Head on collision. SUV v Pickup, Davenport, WA. 2005 Critical Injury Mutual of Enumclaw Insurance
DeMatteo v. Russell	Multiple rear end collision. Injury. Anchorage, AK 2006
State of Montana v. Curtis Thomas	One vehicle off the road rollover, One fatal. Feb. 2007
State of Montana v. Terry Miller	Auto v. Motorcycle. One fatal. May 2007

Hodges v. Hooper	Commercial Truck v. auto 2 Fatalities Parma, ID. June, 2006 Great West Casualty Co.
MacKay v. Colby	Two auto intersection collision One Fatal, July, 2006 Mutual of Enumclaw Insurance
Gladden v. Dupperon	Auto v. bicyclist. One fatal State Farm Insurance April 5 th , 2007
Lathrop v. Buerger	Auto v. auto rear end collision Brake light on/off determination State Farm Insurance September 2007
Rogers v. McGann	Auto v motorcycle intersection collision. Critical injuries State Farm Insurance October 2007
Krahn v. Cook	Auto v. Pedestrian. Injury. State Farm Insurance October 2007
Julius v. Montana Rail Link	Auto v. Freight train. One fatal Vehicle Dynamics issues RR crossing design flaws/issues Collision in 2003. Report 2007/08
State of Montana v. Drabbles	Auto v. Auto intersection collision One fatal. Conservation of Momentum, vehicle dynamics, sight distance State of Montana Public Def.
Craggett v. Swain	Auto v. Auto Intersection collision Conservation of momentum Sight distance State Farm Insurance June 2008

Lynch v. Lundy	Auto v. pedestrian Vehicle Dynamics, sight distance, point of impact Mutual of Enumclaw Insurance July 2008
State of Montana v. Matthew Chase	Single auto off the road State Public Defender – Missoula Single Fatality Determine if forced off road or lost control September, 2008
Kelley v. Mood	Auto v. Auto rear end collision Vehicle dynamics Delta V at impact Matching damage June 2009
State of Montana v. Clinton Root	Auto v. Commercial truck Single Fatality June 2009

*Partial list only

**INSTRUCTOR EXPERIENCE
COLLISION / RECONSTRUCTION INVESTIGATION**

Police Reserve Academy, 1995
Basic Collision Investigation
Anchorage, Ak.

Police Academy, 1996
Basic Collision Investigation
Anchorage, Ak.

In-service training for patrol officers. Collision Investigation.
June, 1997. Anchorage, Ak.

Training memo prepared. "Investigation of Motorcycle Accidents".
Circulated to APD patrol officers.

In-service training for patrol officers in Collision Investigation.
1997

Accident Investigation I

The Traffic Institute, Northwestern University
80 hours of “at scene” investigation, Dec. 2 - 12, 1997.
Anchorage, Ak.

October 1998, Anchorage, AK.

Accident Investigation II

The Traffic Institute, Northwestern University
80 hours of “analyzing scene data”,

February 2 - 13, 1998, Anchorage, AK.

January 1999, Anchorage, AK

Progressive Accident Investigation

40 hours. October 2000
Anchorage, AK

Intermediate Traffic Accident Investigation

40 hours. February 2005
Twin Falls, Idaho

INSTRUCTOR EXPERIENCE - INTOXIMETER 3000

Police Academy Training, Anchorage, Ak. 1993 - 2002
Recertification of APD officers, Anchorage, Ak. 1993 – January
2002.

INSTRUCTOR EXPERIENCE - RADAR and LASER, DWI

Police Academy Training, Anchorage, AK.

Nov. 1997
Nov. 1997
Feb. 9, 1997
Feb. 12, 1997

Instructor Experience, continued.....

Laser Speed Gun Training.

Jan. 1996.
May 1996.
June 1997.
June 1999.
Oct. 2001
Nov. 2001
Dec. 2001
Jan.2002
Jan 2005

Moving Radar Training

Sept. 1995
Feb. 1996
Oct. 1997
Nov. 1997
Alaska State Trooper Academy, Sitka, AK. Dec. 1999

DWI, Standardized Field Sobriety Testing, HGN

In service training for Anchorage Police Patrol Officers 1992
Anchorage Police Training Academy 1993-2002.
In service training for Anchorage Police Patrol Officers 1999
- 2002

Laser/Radar Instructor School

Training Alaska State Troopers and Police Officers from
around Alaska to be instructors in Radar and Laser
Enforcement.
June, 1998.

Laser/Radar Instructor School

Anchorage, AK. May, 2002.

INVESTIGATIVE TRAINING

Crime Scene Preservation
8 hours training, 1974
Anaheim Police Department

Visual Investigations (flow charts)
8 hours training. June 22, 1977
Calif. Department of Justice.

Conspiracy Seminar
8 hours training. January 26, 1979
Calif. Department of Justice.

Protective Services Techniques
36 hours training. August 1980.
Calif. Department of Justice.
(VIP Protection)

Gambling Investigations
40 hours training. Sept. 1980
Calif. Department of Justice.

Field Training Officer
40 hours training. June 1986
Anchorage Police Department

Auto Theft Investigations
16 hours training. October 1987
Alaska Peace Officers Association
Anchorage, AK.

Forensic Mapping Specialist
40 hours training. June 1996
Sokia Set 5 Total Station Mapping System.

Reid Technique of Interviewing and Interrogation
24 hours training. May 1991.
John Reid and Associates.

Reid Advanced Interrogation Techniques
24 hours training. Sept. 1993.
John Reid and Associates.

Narcotics Investigation Training Program
3 months. Sept. – Nov. 1995
Anchorage Police Department.

Knock and Talk
4 hours training. Oct. 1997
WSIN, Tom McCabe, Instructor

OVERVIEW OF POLICE EXPERIENCE

1971 - 1972

Police Cadet with Anaheim Police Department
Dispatch and Property section,

1972- 1974

Patrolman with Anaheim Police Department

1974 - 1979

Investigator: Anaheim Police Department, Narcotics Division

1979 - 1981

Investigator: Anaheim Police Department, Vice Division.

1981 - 1982

Police Officer, Anchorage Police Department, Warrant Section.

1982 - 1985

Patrolman: Anchorage Police Department.

1985 - 1986

Anchorage Police Traffic Section

1986 - 1988

Patrolman: Anchorage Police Department

1988 - 1992

Anchorage Police Traffic Section

1992 - 1995

Anchorage Police Patrol Division.

1995

Investigator: Anchorage Police General Investigations Unit.

1995 - 1997

Anchorage Police Traffic Section
DWI enforcement.

1996

Selected to the APD Major Accident Investigation Unit.

1997 - 2002: Anchorage Police Patrol Division

