The Reconer's Rag

The Official Newsletter of the
Texas Association of Accident Reconstruction Specialists

June 2012 **Editor: Jim Moore**

2012 - SPRING CONFERENCE

Note: The following is my take on our meeting(s) and conference(s), and may not necessarily represent the entire TAARS BOD and/or membership. Please keep in mind that our official minutes are recorded by our very own, Secretary for Life, Michael Yosko.

The TAARS/SOAR combined SPRING Conference was held on May 10-12, at the Hilton Garden Inn & Suites, Alliance Airport in Ft. Worth, TX

The two crash tests were held at the Texas Motor Speedway and there was fun for all.

BOD members started arriving at the hotel on Tuesday, May 8th in preparation of helping University of Tulsa Consortium team members, Dr. Jeremy Daily, Russell Strickland and Keith Rodaway, set up for the two crashes we had planned. Previous to this, there was a great deal of planning, planning and more planning by our Crash Committee made up of Mike Andrews, Ph.D, Dave Brown, P.E., and Ron Brandin. Without their efforts, our conference would not have been as successful as it was. Thanks to all who helped.

During the initially planning, TMS was not going to allow TAARS to dig holes in the asphalt parking lot for the needed anchor points, but did agree to let TAARS repair some of their pot holes. I've been told that when Mike Bullard (our new Associate member) and Dave Brown got through with the pot holes, the rest of the parking lot may erode away in time, but there will always be two concrete plugs to anchor to.

TAARS bought two of the vehicles and the utility trailer that were crashed and the Austin Police Department donated two of the newer vehicles we crashed. Austin PD also sent five officers to the conference.

Sponsors for the crash conference included Engineering Dynamics Corporation (EDC), Vericom Computers, FARO Technologies and the Grayson County DA's Office

The first crash was an angular (T-bone type) crash with an older Jeep Cherokee as the bullet vehicle and a small Ford pickup target vehicle towing a single axle utility trailer with a load of concrete mix. (Note to self…never use dry concrete mix as a load in an open trailer again.) Impact speeds at 43 mph. (Note to Jeremy….be careful where you put the cameras :-)

The second test was an off-set head-on collision with a 40-50% overlap. Impact speeds at 41 mph…..talk about a lifting experience!

The crash tests went off flawlessly…..except for the exploding bags of dry concrete mix. It is obvious that Jeremy, Russell and Keith came well prepared to put on our crash testing. (Again…note to self….do not use dry concrete mix as extra weight.).

The TAARS BOD members and Crash Committee would like to extend a big thanks to all who helped in putting on our conference, including many of the sponsors who also got their hands dirty. And a big thank you goes to Arnie Wheat and SOAR for offering to cover our 'cookout by the pool' meal expenses. We tried to get Arnie to pick up the cash bar expense and he said he would, but he left his personal credit cards at home. Thanks also go to Dave Stopper and his crew for providing assistance in recording the crash test and providing video and photographs of the crashes.

Talk about traveling from afar…Nigel McDonald from Australia was in attendance and he also appeared on the Channel 5 news report that evening.

2012 – FALL MEETING

All of the TAARS BOD members were present except for Bill Smith, Director II. Required elections were held and Jim Moore was re-elected President, Michael Yosko was re-elected as Secretary (for life), Mark Wood, appointed to the Director I position, was elected to that position while Paul "PJ" Johnson was elected to the Director II position, replacing Bill Smith.

The following were added to our list of new members: Mike Bullard. Welcome aboard.

TAARS SCHOLARSHIPS

As a reminder, we have our Emmett R. Williams & Conrad Dippel Scholarship programs available and to date, no one has been submitted for consideration. After reviewing the requirements at www.taars.org, submit all nominations to Michael Yosko, Secretary/Scholarship Committee Chairman at myosko@gt.rr.com.

CONTACT INFORMATION

As always, if you make changes or move, please check to ensure your TAARS Yahoo e-group data is up-to-date. If you need assistance with this, please contact Brian Andrews at brian@completerecon.com or Michael Yosko at myosko@gt.rr.com. Also make sure your contact information is up to date with our Secretary, Michael Yosko.

EDITOR'S REQUEST

As usual, TAARS is always on the lookout for new topics, speakers and training that will be of interest to our members. If you come across some interesting articles, please submit them for possible publication in our newsletter.

We are also interested in new places to hold our conferences, i.e., nearby hotel, civic center, park, fair grounds or maybe your department. Yes folks, we are trying to think ahead, so please join us to help plan our future together.

Please send items and/or suggestions, to Jim Moore at JimMoore@jammva.com.

EDITOR'S TIDBIT

I recently found the following "HORSEPOWER" item in the bowls of my "tidbit file' and thought someone might enjoy reading it.

HORSEPOWER

The term "horsepower" was created by James Watt, an engineer who lived from 1736-1819, famous for his work on improving the performance of steam engines.

Watt was working with ponies lifting coal out of a coal mine and he decided to come up with a measurement that would describe the amount of power that one animal could pull. He found that an average mine pony could do 22,000 foot-pounds of work a minute. He then increased it by 50% and called that one horsepower: 33,000 foot-pounds of work in one minute.

Basically, a horsepower means this: According to Watt a horse can do 33,000 foot-pounds of work every minute. A horse pulling coal out of a mine, exerting 1 horsepower, will raise 330 pounds of coal 100 feet in one minute, or 33 pounds of coal 1,000 feet in one minute.

Fun fact: A horse producing 1 horsepower would burn 641 calories in an hour if it were 100% efficient.

Today we see the horsepower measurement used in vehicles, lawn mowers, chainsaws, and other motors. It's another example of how the horse has influenced our way of life.

Unknown Author/Source

Enjoy the work, keep safe and stay bu$y.