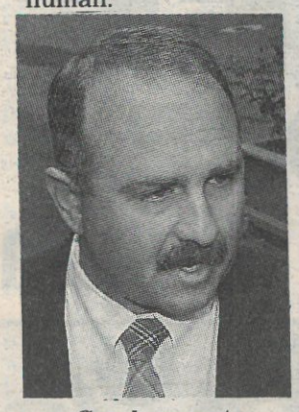
Tough Kelly offers insight from 770 crashes

A crash dummy called Tough Kelly 100 is a vital part of the argument to clear John Button's name.

REPORTS BY GEORGE WILLIAMS

The dummy, made in Texas, has moveable shoulders, elbows and knees, like a human.



Crash expert William "Rusty" Haight.

It was brought to WA by William Russell "Rusty" Haight, a former San Diego policeman, who has spent 16 years as a traffic crash "reconstructionist".

He said his job was to put together a puzzle to form the best possible picture of what happened in a crash.

He said he did not set out to replicate a crash, or the people involved.

He had worked on 770 crashes, including 250 involving pedestrians or cyclists.

Mr Haight told the court that the dummy got its name partly from its weight – about 100 pounds.

He said that reconstruction had been refined and improved hugely in the past 20 years with hundreds of tests, some involving cadavers and some with dummies.

Cadavers

Those tests had been confirmed by video surveillance camera tapes in carparks across the world, which had captured dozens of pedestrian accidents.

Those "real" incidents involving live humans had confirmed the tests done with dummies and cadavers, he said.

He said he had been approached by Bret Christian, editor of the POST, in March 1999 by email and asked to examine documents about the Button case.

Mr Haight did a written review of the documents and photographs from 1963, then came to WA to do crash tests with similar 1960 model Simcas and the dummy at Claremont Showgrounds.

He said the project was less complicated than usual because it had been so fully documented 38 years ago, with photographs of the vehicle and the scene.

The important factors when a vehicle hit a pedestrian were the height of the pedestrian and the height of the leading edge of the vehicle – usually the bonnet.

He said 55% of the body mass was just above the hip bones and pelvic girdle for a standing person.

Pedestrians were moved in two broad directions – they were thrown forward, or wrapped up and over a vehicle.

A vehicle with a low front edge tended to wrap up the pedestrian; a vehicle with a higher front edge tended to push the pedestrian forward.

He said crashes were analysed in terms of "throw distance", "fall distance", "carry", "slide" and "total throw".

He said that in this case the tests showed that Rosemary Anderson's body would have been wrapped or rotated on the bonnet of a Simca.

Tests showed that the dummy hit by a Simca caused a big dent in the bonnet and left a dark smear (from paint on the hair) and a headlight was broken.

Mr Haight had driven the different cars into the dummy.

The first two Simca tests hit the dummy on the left (passenger) side of the bonnet.

The third Simca test hit on the right side of the bonnet.

He said the damage in the first two crashes were the mirror images of the third crash.

A fourth crash had been done using a Holden with a sun visor.

The car was similar to one Eric Edgar Cooke said he had dri-

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ABOVE: *One of three test Simcas approaches the dummy at Claremont Showgrounds.*

LEFT: *The car strikes the dummy.*

ABOVE: *A police photo of John Button's Simca. Crash expert Rusty Haight said in his opinion the damage was caused by a prior accident with a Ford Prefect.*

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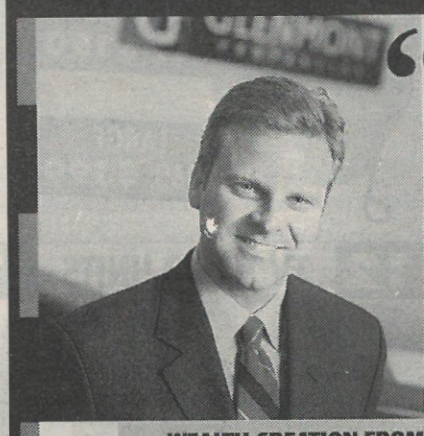

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