

Syb Hiemstra

Traffic Collision Reconstructionist

Summary:

- 31 years of law enforcement experience with King County Sheriff's Office.
21 years as a detective in the Major Accident Response and Reconstruction Unit.
- Over 1300 hours of traffic collision specialized training.
- Accredited member of the Accreditation Commission for Traffic Accident Reconstruction – ACTAR # 1861
- King County Sheriff's Office Criminal Investigations Detective of the Year 2017
- Over 1000 Traffic Collision Investigations for the King County Sheriff's Office (primary & secondary detective)
- Over 650 Traffic Collision Investigations as a private reconstructionist

Education:

- Bachelor of Arts in Secondary Education from Pacific Lutheran University (1982 – 1987)

Professional Affiliations:

2007 to Present: Accreditation Commission for Traffic Accident Reconstruction # 1861

2002 to Present: Washington Association of Technical Accident Investigators (WATAI)
WATAI Board Member from 2004 to 2018

2023 to Present: National Association of Professional Accident Reconstruction Specialists

Law Enforcement Training:

- Washington State Basic Law Enforcement Academy (Dec 90 thru Feb 91)

Accident Investigation Courses:

- Basic Collision Investigation (5/2000) – 40 hours
- IPTM Advanced Collision Investigation (10/2000) – 80 hours
- IPTM Reconstruction Traffic Crash (11/2000) – 80 hours
- WSP Collision Reconstruction (6/2001) - 137 hours
- IPTM Pedestrian/Bicycle Crash Investigations (5/2002) - 40 hours
- CSI Crash Data Retrieval System Operator (5/2002) - 16 hours
- Vericom Computer Familiarization (06/2003) – 13 hours
- ARC-CSI: Crash Conference (June 2004) - 28 hours
- Excel Accident Reconstruction- Greg Russell (9/13-9/17/04) – 40 hours
- HVE Training – Kevin Johnson (5/16/05 – 5/19/05) – 40 hours
- Crash Zone Training – Ron Sanders: Collision Analysis & Recon – 30 hours
- CSI Crash Data Retrieval System Operator – 24 hours (09/05)

- Crush Energy Analysis – 40 hours (05/2006)
- IPTM Human Factors – 40 hours (09/2006)
- Nikon D200 Camera Training – 2 hours (2/14/07)
- Visual Statement-Advanced Collision/Crime Scene Animation & Simulation – 32 hours (3/23/07-3/26/07)
- Accident Analysis (Greg Russell) Collision Reconstruction Update-40 hours (5/07)
- CSI-Crash Data Retrieval: Technician and Analyst – 40 hours (11/07)
- Training Crossing Collision Investigation – BNSF & UP - 8 hours (3/12/08)
- Advanced Motorcycle Crash Reconstruction (Bartlett) – 40 hours (5/12-16/08)
- Human Factors in Traffic Crashes (Muttart) – 40 hours (10/20 – 10/24/08)
- Accident Analysis Pedestrian Collision Reconstruction (Greg Russell) – 40 hours (7/09)
- CSI-Crash Data Retrieval: Technician & Analyst – 40 hours (9/09)
- CSI-Crash Data: Advanced CDR Technician – 24 hours (10/09)
- Advanced Reconstruction (Greg Russell) – 40 hours (5/10)
- ARAS 360• Advanced 3D Computer Diagramming – 24 hours (1/11)
- Processing & Reconstructing Shooting Scenes – Noedel- 40 hours (4/11)
- CDR Technician Level 1 & 2 – 16 hours (9/11)
- ARAS 360 HD Computer Diagramming – 24 hours (4/12)
- Excel In Accident Investigation (Greg Russell) – 40 hours (2/14)
- FARO Laser Scanner Operations (Ro) – 24 hours (3/14)
- Crash Data Analysis Update (Muir) – 16 hours (10/14)
- CSI-Crash Data Retrieval Analyst (Haight) – 40 hours (9/15)
- Shooting Crime Scene Update (Noedel) – 16 hours (10/15)
- World Reconstruction Exposition – 50 hours (5/2016)
- Crush Energy Analysis – 40 hours (6/2018)
- Crash Data Retrieval Analyst (Ruth) 40 hours (11/19)
- World Reconstruction Exposition – 40 hours 4/2023

Expert Witness Testimony:

King County Superior Court August 17th & 18th, 2004
Gray v. Ford Motor Co. Cause # 03-2-20088-3SEA

King County District Court August 23, 2006
Christopher Dodge Inquest (05-164102)

King County Superior Court May 23, 2024
State of Washington v. Aiden Ott Cause # 21-1-04796-6 SEA

WATAI Seminars:

Pedestrian Collision Overview (Fall 2002)
Testimony Pitfalls (Spring 2003)

Metro Transit Bus Testing (Fall 2003)
Microsoft Excel as a Tool in Reconstruction (Spring 2004)
Yaw/Critical Speed Analysis (Spring 2005)
Crash Testing (Fall 2005)
PDOF (Spring 2006)
Crash Testing (Fall 2006)
Basic Physics Review (Spring 2007)
Roadway Drag Factor (Fall 2007)
Traffic Signal Light Overview (Spring 2008)
Unique Aspects of Heavy Truck Collisions (Fall 2008)
Visibility in Collision Reconstruction (Spring 2009)
Crash Testing (Fall 2009)
Courtroom Testimony (Spring 2010)
Traffic Signal Lights in Reconstruction (Fall 2010)
Car vs Pole Reconstruction (Spring 2011)
Human Factors in Collision Reconstruction (Fall 2011)
Monte Carlo Analysis (Fall 2012)
Heavy Truck Review (Spring 2013)
PDOF and Restitution (Fall 2013)
Low Speed Collision Analysis (Spring 2014)
Crash Testing (Fall 2014)
Visibility, Lighting, and Photography (Fall 2015)
Collision Reconstruction Various Topics (Spring 2016)
WREX Crash Test Review (Fall 2016)
Tire Overview and Time Distance Review (Fall 2017)
Reconstruction Using Video (Spring 2018)
Crash Testing (Fall 2018)
Monte Carlo Analysis (Spring 2019)
Autonomous Vehicle Overview (Spring 2021)
Toyota Techstream Overview (Spring 2021)
EDR Info & Update (Spring 2021)
Looming, Headlight Effectiveness, Hazard Detection, Night Photography (Fall 2021)
Motorcycle Response Analysis (Fall 2021)
Nighttime Hazard Detection – CAPLETS (Fall 2021)
Excel Applications in Reconstruction (Spring 2022)
Time Distance Workshop – (Fall 2023)
Video in Reconstruction – (Fall 2023)
Motorcycle Collision Investigation – (Spring 2024)

NAPARS Webinars

Ignition Cyclogy May 2023 2 hours
Video Analysis June 2023 2 hours
Heavy Truck EDR July 2023 2 hours
Traffic Light Overview October 2023 2 hours
Statics in Accident Reconstruction November 2023 2 hours

Monte Carlo Analysis in Crash Reconstruction December 2023 2 hours
Determining Vehicle Speed from Audio Recording February 2024 2 hours
ATV Crash Investigation April 2024 2 hours