

Dr. HUELKE. I do.

Mr. BLATNIK. Please be seated, Doctor.

Mr. May.

Mr. W. MAY. Doctor, for the benefit of the committee, would you tell us about your background, how you became interested in the subject matter.

TESTIMONY OF DR. DONALD F. HUELKE, UNIVERSITY OF MICHIGAN MEDICAL SCHOOL, ANN ARBOR, MICH., AND CHARLES W. PRISK, DEPUTY DIRECTOR, OFFICE OF TRAFFIC OPERATIONS, BUREAU OF PUBLIC ROADS, U.S. DEPARTMENT OF TRANSPORTATION

Dr. HUELKE. Approximately 10 years ago, I began a study on biomechanics of fracture production. In other words, how do bones break. This is a very small subject and it was actually only to the problem of the lower jaw.

Mr. W. MAY. Are you a medical doctor?

Dr. HUELKE. No, I am not. I am a Ph. D. in anatomy. I have a doctor's degree in human anatomy.

Mr. W. MAY. Did you go to school in Ann Arbor, Mich.?

Dr. HUELKE. Yes, for my Ph. D. work. I received my bachelor degree from the University of Illinois.

Mr. W. MAY. Thank you.

Dr. HUELKE. At the time I was studying fractures of the lower jaw, one of the things we were doing was to review the clinical cases at the hospital, and it became obvious that over 50 percent of the fractures of the lower jaw were produced in automobile accidents. From this beginning, I started wondering what then, in automobile accidents is causing these types of injuries.

So, in order to study the effect of full body trauma, I thought that the automobile accident would be one way to do so.

To try and save time and not have to follow every injury-producing automobile accident, I then went out to only the fatal accidents.

We then received a grant from the U.S. Public Health Service, the Division of Accident Prevention, which funded this project for 4 years. The project began at about November 1, 1961, and it terminated 4 years later.

Presently I have a grant from the same source to investigate non-fatality accidents in recent model cars in which people are injured but not killed, and so to date I have examined some 200 fatal automobile accidents in which approximately 270 people were killed, and, in addition, close to 300 nonfatality accidents in which people have been injured.

As an aside from this, when we get to the accident scene, we are on call with the police 24 hours, day and night. When we get to the scene, we are interested in determining what happened and what killed or injured the individual.

We take photographs at the scene of skidmarks, the roadway, the vehicles, and frequently of the occupants. And then, after we find out what the autopsy results indicate was the cause of death, we go back