

## Appendix # 3a

The Finnish DVI-Team arriving to a flight accident scene in November, 1988. Note the stack of the DVI-Coffins in front of the Super Puma helo.



Timo Palm

Rajavartiolaitoksen helikopterilla saapunut asiantuntijoiden tunnistamisjaosto siirsi ruumiit oikeuslääketieteen laitokselle Helsinkiin.

## DVI-Coffin

**Matti Tenhunen**, Depury Chief of Central Criminal Police  
Chairman of the Finnish DVI-Team

### **Types of Disasters**

Disasters do not happen only in the air nowadays, although it is the Prototype Disaster to come to our minds when speaking about this important topic. There are many other types such as major train and road traffic accidents. Fires in hotels and restaurants, even in metros, can have many casualties. Serious public disorders with fatal consequences have happened on football stadiums. Stadiums have not so long ago burnt or collapsed. Ferries and other ships sink, factories explode, poisonous gases kill lots of people. We do not need to continue the list with terrorist actions, floods, earthquakes or nuclear accidents. Mass Disasters are almost everyday phenomena somewhere in the world. This is verified merely by anyone who just follows the daily newspapers.

### **Identification Purposes**

Investigation and identification are inter-dependent. Identification is, therefore, pre-eminently a tool of investigation but it also has major medico-legal significance and judicial application. The questions of inheritance, matrimony and insurance need to be answered. Quickly and correctly. And there is a very important human interest involved. If the repatriated bodies are not correctly identified it will cause much unnecessary sorrow and trouble for the families concerned.

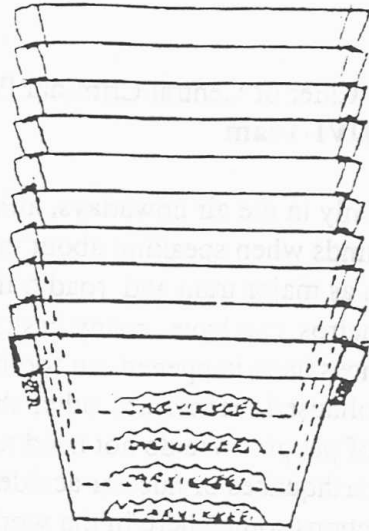
In mass disasters the proper identification of the victims is of paramount importance for the success (or failure) of the whole investigation. It is apparent that the useful interpretation of human factor findings is dependent upon accurate identification of the casualties involved. If we can not tell in flight accidents who are passengers and who the members of the crew, how can we expect to be able to answer the very essential questions. If the aviation pathologist and the forensic chemist find, for a simplified example, alcohol or drugs in the blood of a body there is a decisive investigative and legal difference if the sample taken is from a passenger or the pilot in command.

### **Mere Plastic Bags - Gross Professional Negligence**

The success (or failure) of the autopsy and the whole investigation is initially depending on the ability of the Investigator-In-Charge, the Recovery Co-ordinator and the Recovery Teams. According to our opinion and experience it is a gross professional negligence to put the bodies, as nowadays happens world-wide more as a rule than exception, in plastic bags. Just because it will obviously endanger the basic principle, ratio and motto of the forensic medicine as a science and discipline. *E mortuis verum* will be nothing but empty words, if we, who are supposed to be professional investigators, allow important evidence to be deliberately destroyed by using ad hoc body transport equipment. From the human point of view on the other hand, very few people will like their next of kins to be stopped in primitive plastic bags or other similar pouches. This certainly should not be a standard or recommended practice of the civilized world in the years to come.

The Finnish DVI-Team wanted a better solution. We therefore contacted both the Packaging Industry Board and Metsä-Serla Ltd, the leading Finnish packaging company exporting a wide range of products world-wide. As a result of this co-operation we now have innovated a special Disaster Victim Identification Coffin.

Light and  
Robust



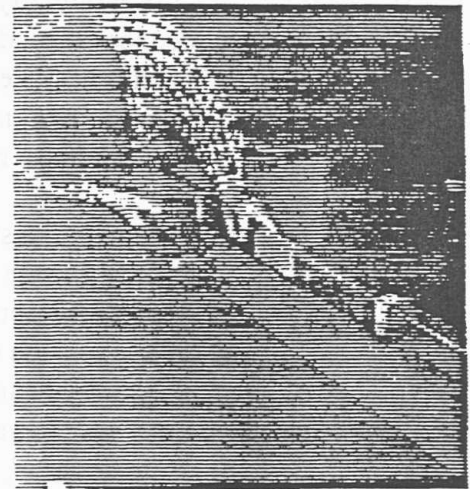
DVI Coffins can easily be stacked. A set of ten takes space only 93 x 50 centimetres (approximately 45x25 inches).

The DVI-Coffin is robust and light. It is made of waxed corrugated board with wooden poles. It stands more than 200 kilos, but weights only 12 kilos. Its measurements meet international air, sea and land transportation module standards. It is easy to handle and store. A set of ten takes less than one (1) meter space, because the coffins fit neatly inside each other.

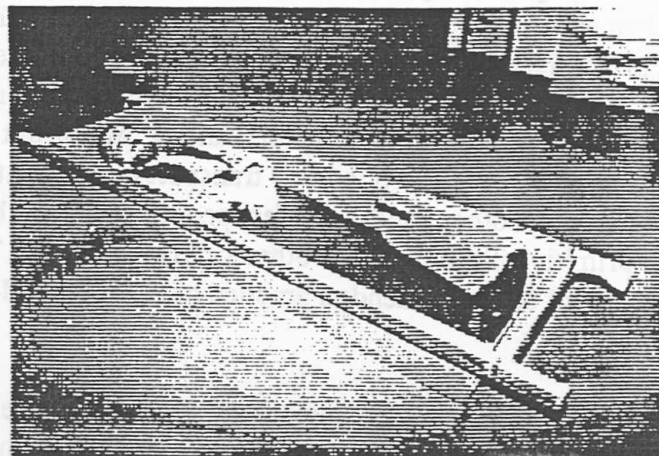
But the most important feature of the DVI-Coffin comes next: *it ensures that the vital evidence (the true identity) will not be lost forever.*

### How To Order?

The DVI-Coffin is assembled by the **Tampere Workshop for Invalids**. This is totally a non-profit venture. The price for one coffin will be, depending of the amount of order, from approximately 50 to 80 USD. Orders can be mailed or telefaxed to the Chairman of the Finnish DVI-Team, **Mr. Matti Tenhunen**, Central Criminal Police: P.O.Box 152, 00121, Helsinki, Finland, Europe, TELEFAX (Interpol- Helsinki) **358-0-174782**. The shipments will take at least one month because of the limited capacity of the workshop. The Finnish DVI-Team ordered over 300 Coffins and it took 6 weeks time in January-February, 1989, to get them shipped to our DVI-Centre in Helsinki.



The MDVI-Coffins are non-profit products assembled in a Workshop for Invalids.



Most victims will fit. The overall measurements are 1950x500 mms (80x25 inches).