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Canada's National Law Enforcement Magazine

August / September 1999



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- Editor / Publisher -
Morley S. Lymburner

Phone (905) 640-3048 - Fax (905) 640-7547
E-mail: blueline@blueline.ca
Web Page: www.blueline.ca

- News Editor -
Blair McQuillan

General Manager
Mary K. Lymburner, M.Ed.

- Advertising -

Mary Lymburner (Director)
Phone (905) 640-3048 Fax (905) 640-7547
Bob Murray
Phone (905) 640-6506 Fax (905) 642-0900

- Illustration -

Tony MacKinnon Steffon Sepa

- Pre-press Production -

Del Wall Blair McQuillan

- Mechanical Specifications -

Gary Welch Phone (905) 466-5039

- Contributing Editors -

Ballistics & Firearms	Pierre Descotes
Tactical Firearms	Dave Brown
Police Leadership	Robert Lunney
Communication Skills	Terry Barker
Case Law	Gino Arcaro
Computers & Technology	Tom Rataj

- Contributing Writers -

Mark Cox	Blair McQuillan
Larry Burden	Al Clapp
Gary Mason	Supt. C.F. Johnson
Lilith Finkler	Nelson Wong

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INSIDE THIS EDITION

Publisher's Commentary	5
A strategic approach to youth crime	7
The Ontario Helicopter projects	11
	<i>London, York, Durham, Peel, Halton and Hamilton-Wentworth Regional Police Services have taken on new police helicopter projects.</i>
Marine theft-A highway patrol issue	16
New public safety facility issues	25
Technology - by Tom Rataj	28
Blue Talk - by Terry Barker	29
Street Patrol	30
Letters to the editor	31
Ethnic recruiting	32
CACP Conference Trade Show	34
Tips for meeting psychiatric survivors	36
The Ten-Minute Survivor	38

 *Dave Brown, Blue Line's Tactical Firearms Editor, reports that handling your sidearm an extra few minutes a day can add years to your life*

Your best "Hazmat" backup **42**
The Transportation of Dangerous Goods Directorate
Product News **49**
New ideas, promising future **53**

 *Sandy Adelson, Toronto's youngest Police Services Board member, brings fresh insights to policing Canada's largest municipal police service.*

Classified **54**
Ten-Seven News **55**
Criminally Funny **62**

BLUE LINE

Canada's National Law Enforcement Magazine August/September 1999



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The Law Enforcement Magazine of the Future

The future has landed!

This was the thought as Canadian Helicopters delivered this Jet Ranger to the officers of three southern Ontario police services who will be analyzing its potential use in police applications.

Hamilton-Wentworth Regional Police, Halton Regional Police and Peel Regional Police will be using one of three police helicopters that will be patrolling the skies to expand and extend the long arm of the law. Read more about all these innovative projects beginning on page 11 in this issue.

Hamilton-Wentworth Regional Police are also the hosts of this year's Trade Show of the Canadian Association of Chiefs of Police Conference. Check out the floor plans beginning on page 34 in this month's edition... and then go check it out for yourself.

LIST OF ADVERTISERS

Accident Support Services	49	Maritime Services	37
Aegis	11	Matte Industries	25
Arteal Graphics	26	MD Charlton	43
Bell Helicopter	19	Mega Tech	Insert
Blue Line News Week	29	Micheals of Oregon	41
Calgary Police Service	38	Motorola	21
Canada Law Book	39	Most Wanted	60
Carruthers Shaw & Partners	43	National Association of Professional Police	47
Canadian Helicopter	56	Niagara University	36
Cogent Systems Inc	46	North Sylva	15
Crown VMS	63	OPP Iowa	58
Dalhousie University	29	Pacific Body Armour	59
DavTech	15	Pads Fitness & Supply	52
Diebold of Canada	61	Panasonic	8
DSM Law Enforcement Products	16	Pentax Technologies	18
Dunlop Farrow Architects	11	PRC Inc	37
DuPont Canada	23	Pride in Service	32
Elbeco Inc	4	R Nicholls Distributors	13
Epson Canada	45	Robinson Helicopters	5
Federal Signal	6, 44	Rocky Shoes & Boots	64
Flying Cross by Fechheimer	2	Schweizer Aircraft	17
Glock	62	Sokkia Corporation	31
Henry's	54	Southwest University	56
Highpoint Security Technologies	28	Stop Stick Ltd	57
Humber College	52	Sturm Ruger & Co	27
InvestigAide	48	Tactical Enterprises Int'l Inc.	57
ITP Nelson	50	Tetragon Tasse	9
Kleen Bore	22	Triform Business Systems	33
Laerdal Medical	24	Valley Associates	58
Laser Labs	16	Viking Metals and Military Supply	31
Marcor Automotive	28	Westervelt College	51

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Are you a prize fighter? Are you a jet pilot?

by Morley Lymburner

Conditioning your body is important to a prize fighter. He knows that the better shape he is in the more punishment he can take and still prevail. In the same fashion police departments, and police chiefs in particular, have to consider their agencies as prize fighters. They must continually keep their organizations up to standards that can take a negative circumstance and keep coming back to resume the fight in the shortest time possible. Only in this way will they prevail over their opponent(s). So they must continue to evaluate their ability to take punishment even during times when no punishment is being dealt.

Staying in shape, in this metaphorical sense, means on-going review of policies and procedures and keeping them up to date. Checking on and doing an inventory on the knowledge and training of the officers within the agency. One thing that can be invaluable to any organization is keeping a talent inventory of your personnel. Simply ask your people what previous jobs and work experience they may have or hobbies or interests they possess. (It is a big relief to find a member with carpenter skills when the drug squad just kicked down the wrong door.)

A program of continuous quality improvement should be foremost in the minds of management and every member of the organization. Keeping up on what is happening within the department with arrests, crime pictures, technology, statistical gathering and analysis.

One other point to consider is how ready are your people at meeting the public in two modes. One as crime fighter and one as community helper/protector. Can your people anticipate trends and are they prepared to handle that punch when it comes? To handle the negative when it comes is to have people well versed on the rules, regulations and procedures of the department and, most importantly of all, they must know the reasons why they exist. Nobody wants to hear someone tell the media that "we were just following procedures." And if a procedure does not exist there is no harm in being frank with the public and simply say "this situation is one that we never anticipated but we are using it as a learning experience for the future."

Are you a Jet Pilot?

When jet planes were first invented they kept crashing. Engineers kept tinkering with them and faced many apparently insurmountable problems. Then someone discovered it wasn't the plane that needed the attention. It was the pilot. Up to this point the pilot was familiar with slower propeller driven planes. At speeds in the range of 200 miles per hour he had no problem. The problem arose when you placed him in an aircraft that went twice this speed. The pilot had to get his eyes up to the horizon and anticipate the fact that he is going to reach it in a shorter period of time. When his mind was not always catching up to the nose of the aircraft he flew fine.

In much the same way police leaders (by this I mean people with leadership ability not just the top dog) must keep their eyes on the horizon. They must anticipate what is coming and

be prepared to react before the problem presents itself as an immediate hazard. As an example demographic studies of the people under your care and historical shifts in the demographic can be key to the needs of the future. It can reflect the type of people hired, the training they receive, and the direction they are given to perform their tasks.

Another lesson can be learned from that jet pilot. The faster you go the narrower your field

of vision tends to be. You can lose sight of the big picture around you and this temptation must be fought. You must keep checking back how things are making out around you today.

One last note. If you want to be a real leader you must also have respect for the power you do have and the power you don't have. And don't forget to take an inventory once in a while. Jet pilots and prize fighters do it all the time.

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A strategic approach to youth crime

by Mark Cox



Do you believe "Today's youth are out of control", "The Young Offenders Act is inadequate", "Young people don't take responsibility for their actions"? This type of sentiment can be heard from political rallies to small town barbershops throughout

Ontario. Is it realistic to conclude that all of today's youth have lost their moral rudder and drift aimlessly toward criminality? The Hamilton-Wentworth Regional Police Service thinks not.

Academic research has shown that 95 per cent of young people are productive members of our community. Only a small percentage of youth ever come in conflict with the law and an even smaller number can be classified as serious offenders. As early as 1973, Deputy Chief J.R. Patterson of the HWRP observed:

"It has been the practice of many police departments (and in many cases still is) to deal with juveniles essentially on the basis of the offence itself, overlooking completely closely related problems such as environment, educational adjustment, parental control, community assessment and other factors that oftentimes are all too apparent to the investigating officer"

This type of progressive thinking in the area of youth crime policy has continued within the Hamilton-Wentworth Regional Police Service to the present day.

The visionary leadership of Chief Ken Robertson has resulted in the development of a unique and progressive "Strategic Approach To Youth Crime". Chief Robertson has made Youth Crime and its associated quality of life issues, one of the key areas within his five year business plan.

Staff Sergeant Eric Girt was given the formidable task of developing a comprehensive Service policy for youth crime investigation. Staff Sergeant Girt, with service wide input and extensive academic research, authored the "Strategic Approach to Youth Crime" that is the guiding philosophy and protocol for youth investigations in the Hamilton-Wentworth region.

Staff Sergeant Girt turned to the academic community for current trends in youth crime and effective intervention methods. Research indicated that there are two primary areas involved in addressing youth crime: prevention and enforcement. To effectively deliver both prevention and enforcement it is important to know what risk level the youth is at for future criminality. The work of Dr. Alan Leischied of the London Family Court Clinic was used to identify core risk factors for predicting criminality. Although not an exhaustive list, twelve major risk factors were identified for assessing an offender's risk level:

- Behavioural History
- Early & current Family conditions (low levels of affection/cohesiveness/monitoring)
- Interpersonal relationships (generalized indifference, weak affective ties)
- Lower class origins (a consistent but modest indicator)



- Peer influence (association with anti-social/drug using others; isolation from non-criminal others)
- Personal attitudes/values/beliefs/feelings (high tolerance for deviance in general)
- Personal educational/vocational/socio-economic achievement
- Personal temperament, aptitude and early behavioural history
- Problems in family of origin (alcoholism, abuse, malnutrition)
- Psychopathology (behavioural disturbance, conduct disorder, ADD, ADHD)
- School based risk factors
- Other factors (i.e. being male, young)

Remembering that the vast majority of youth will never come in conflict with the law, and a small number will have a minor brush with it, our Service has utilized the following model proposed by Dr. Fred Mathews to categorize youth risk levels.

Low / No Risk Youth

Seventy-five per cent of youth are rarely or seldom involved in serious or violent activity although these youth are often the victims or observers of violent crimes. Traditional styles of policing give these youth little opportunity to interact with officers.

At Risk Kids

Twenty per cent of youth are at "moderate risk". These are youth whose behaviour can go either way because of any number of vulnerabilities and past or current stressors in their lives. They are young persons who ordinarily might not get involved in violent activity but who may feel empowered to do so because of a perception that school officials, police, par-

ents, or other adults are not taking the whole problem of school-based violence seriously, particularly victims' complaints. Some of these students may resort to vigilantism to "settle their own scores". They also perceive that perpetrators are not being held accountable for their actions."¹

This group may also be at risk due to the influence of risk factors identified in Dr. Leischied's research.

High Risk / High Needs Youth

This five per cent of youth are responsible for close to ninety per cent of the youth crime that plagues our neighbourhoods, consumes hundreds of hours of investigative time, and becomes over reported in the media. Dr. Mathews describes this group as "high risk" because of remarkable levels of vulnerability, a marginalized status in the school community, or because they suffer from any number of current and chronic life stressors including abuse, neglect, poverty, or parental drug addiction or alcoholism. Even within this five per cent it is likely a smaller proportion, say one or two per cent, who cause most of the very serious crime or violence problems in the classroom or on the school grounds and beyond. Students in this group are likely to have previously come to the attention of school officials, police or social services. They may have learning difficulties or undiagnosed mental health



Chief Ken Robertson

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problems.

Traditionally this five per cent has not only received the most media attention, they have also received the majority of intervention resources. A need to focus more prevention and intervention resources to support the "low risk" and "at risk" youth has been recognized. It may be far more beneficial to the community to concentrate on shifting "at risk" kids to the "low risk" category. Academic studies and local focus groups with youth have identified a need for social service institutions to provide protection and support to the non-offending majority of youth and to impose meaningful consequences against young offenders.

In keeping with the academic research and the needs of our community, S/Sgt. Girt developed a three pronged approach to dealing with youth crime that incorporates primary prevention, secondary intervention, and targeted enforcement. The "Strategic Approach To Youth Crime" uses the "wraparound" philosophy that our Service does not act in isolation but takes an active role in supporting and utilizing other agencies within our community to deliver the most appropriate services to youth.

Primary Prevention

Schools provide police with a wonderful venue in which to interact with youth. These young minds are full of questions and ready to absorb information given to them. Youth serving officers of the Hamilton-Wentworth Regional Police introduce themselves to school youth in kindergarten and educational support programs cover the spectrum up to O.A.C. classes. The programs, such as Anti-bullying, Personal Safety, Respect, Drug & Alcohol Awareness, are designed to support the current curriculum being delivered in the classroom. In 1998, over 380 educational support presentations were delivered to students across Hamilton-Wentworth by the five School Liaison Officers (SLO) and six Community Services Officers (CSO). The School Liaison Officers are dedicated solely to serving the needs of their schools. The consistency and intimate knowledge of the schools that these officers provide has been lauded by school administrators and teaching staff alike.

In the aftermath of the tragic events in Colorado and Alberta, Hamilton-Wentworth schools experienced the same rash of bomb threats and heightened levels of fear amongst students as most urban centres. The rapport and credibility that the SLO program had built up with both students and school staff allowed our Service to allay fears quickly and to identify and intervene with "high risk" youth who chose to act out at that time. Critical incidents or times when tensions run high highlight the benefits of this type of police/school/youth partnership.

Secondary Intervention

It is a recognized fact that young people are likely to make some bad decisions during their adolescent years and some will come in conflict with the law. Our Legislature recognized that fact in their decision to treat young persons in a manner unique from the system imposed on adult offenders. The last decade has seen a trend toward alternatives to the formal justice system with the intention of modifying behaviours and rehabilitating offenders. The Hamilton-Wentworth Regional Police Service, in conjunction with the Crown Attorney's office has developed a system of Formal Cautions and Pre-

Charge Diversions to deal with a selected group of offences commonly associated with youth. The system takes into account the causal factors behind the offence committed, the risk to re-offend, and the appropriateness of the available intervention. This allows front-line and youth serving officers to "treat the offender, not just the offence".

A formal caution is exactly what the name implies. A youth is cautioned as to their behaviour, lectured about the consequences of their actions, and given positive guidance to modify future behaviour. This caution is frequently delivered in the presence of parents and the youth is left in their custody to receive further parental guidance. Police cautions have been used to deal with minor offences for years, but lacked consistency between officers and were seldom recorded in a useful database.

In Hamilton-Wentworth, formal cautions are used to deal with first offences of summary conviction offences, S. 553 offences and dual procedure offences with a penalty of five years or less.

Certain criteria must be met for a youth to receive a police caution for an offence.

- The young person must admit responsibility for the offence and demonstrate remorse.
- The young person's parents or guardians must be notified and they must indicate support, concern and an ability to exert necessary control over the young person.
- Evidence exists to support a charge.

A comprehensive young offender report form has been introduced to help assess and track a youth's risk level and assess their current life circumstances. The report documents their prior police contacts and captures environmental factors such as parental involvement and school enrolment and allows front line officers to recommend follow up such as home visits, counselling programs, and pre-charge diversions.

Pre-charge diversions consist of counselling and education programs delivered by external agencies such as The John Howard Society, Alternatives for Youth, DAWN Patrol and Chedoke Hospital Child & Family Services. Pre-charge diversion topics include anger management, anti-

theft, TAPP-C (arson prevention), anti-vandalism, etc. To be eligible for a pre-charge diversion program a youth must meet the same criteria as required for a police caution. In addition, the youth must enter the program voluntarily, be advised of their rights to legal counsel, and the investigating officer must be satisfied that the pre-charge diversion is appropriate.

Youth reports are reviewed by the Divisional Youth Officers (DYO) to ensure consistency of service delivery and facilitate the necessary resources being brought to bear on individual cases. This allows the DYO to act as the hub of youth crime intelligence in their division. The DYOs are responsible for identifying youth crime trends and the high risk youth committing these crimes. The DYOs compile a list of that one per cent of young offenders that the academic research identified. This list becomes the S.T.O.P. list.

Enforcement - Strategic Targeted Offender Program (S.T.O.P.)

Youth identified as S.T.O.P. candidates typically have outstanding charges or probation orders with strict conditions. Consultation with our adolescent youth revealed that it was common knowledge amongst teens that police seldom took pro-active action to ensure street conditions were respected. The S.T.O.P. program has radically changed that gap in police service with some very positive results. Patrol Sergeants encourage their officers to check the S.T.O.P. board that is prominently displayed in the parade room of each division. Beat officers pick a youth in their area and do random checks at their residence, parks and schools to ensure that court imposed conditions are not disobeyed. Most parents have been appreciative of the assistance since most have a genuine desire to modify their errant child's ways.

In today's society where single parent families are common and parenting resources are frequently taxed by the job demands of both parents, the Hamilton-Wentworth Regional Po-

(Continued...)

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lice are supporting parents with the monitoring and guidance of difficult youth.

Chief Robertson introduced High Enforcement Action Teams (H.E.A.T.) to southern Ontario in 1995. Their outstanding effectiveness in dealing with "Quality of Life" issues such as stolen autos and break and enters, led to the creation of similar units in other police services. Each division in Hamilton has a H.E.A.T. unit comprised of eight highly motivated, plainclothes, officers. The DYOs work closely with the H.E.A.T. units to target youth that pose a serious risk to the community and themselves. H.E.A.T. teams are given the resources and equipment necessary to do surveillance, intelligence gathering, and strict enforcement with the S.T.O.P. candidates. In the first year of operation, the S.T.O.P. program has seen some 200 youth targeted as high risk and a threat to the community. Ninety per cent of those youth were arrested and incarcerated for subsequent criminal offences through the co-ordinated efforts of our youth serving officers and front line patrol members. Auto theft is typically a youth crime that police services look to as a barometer of success for intervention strategies. Hamilton-Wentworth stolen autos fell from 5700 in 1997 to 4669 in 1998 resulting in an 18.2 per cent reduction.

Parents, teachers, and youth workers from other agencies frequently give anecdotal evidence of the success of the S.T.O.P. program. Since students have an unparalleled communication network within their schools, word spreads quickly when a high risk youth is arrested. Court imposed conditions are no longer sloughed off in our region and the crime prevention component of the S.T.O.P. program is alive and well. Hamilton-Wentworth youth, across the spectrum of risk, now know that criminal or anti-social behavior will be dealt with in a consistent and meaningful way.

Forming co-operative partnerships with other youth serving agencies in our community is standard practice for the Hamilton-Wentworth Regional Police. Information sharing is a key to delivering quality service and reducing wasteful duplication of services. The Hamilton-Wentworth Regional Police recently utilized changes to the Y.O.A. and now share information on high risk youth with our local school boards under the authority of Sec. 38. DYOs now proactively inform administrators of youth in their schools who pose a threat to school safety or those who have court imposed conditions that relate to or impact the school they attend. Both phase I and II probation have been included in this new information sharing protocol and effective dialogue has been established between all the community stakeholders.

Chief Robertson continues to forge ahead in the area of youth crime and has recently created the Chief's Student Advisory Committee. This committee is made up of local students from grade 6 to university level along with all the School Liaison Officers. The committee meets monthly with Chief Robertson to do strategic planning on pressing issues from a youth perspective and give feedback on current youth initiatives. Chief Robertson firmly believes that to support youth effectively, we must seek their input.

The "Strategic Approach To Youth Crime" developed by the Hamilton-Wentworth Regional

Police Service exemplifies the idea of "treat the offender, not just the offence", while providing our community with the peace of mind that crime prevention, apprehension of criminals, and public safety are still top priorities. Change is inevitable. Positive change is the result of visionary leadership and the courage to take bold steps in new directions. The vision of the Hamilton-Wentworth Regional Police Service is to "be the best". Progressive, community-driven programs like the "Strategic Approach To Youth Crime" are making our vision a reality.

For more information on the "Strategic Approach to Youth Crime" please contact Sgt. Mark Cox, Regional Youth Co-ordinator, Hamilton-Wentworth Regional Police at (905) 546-4963.

1 (Mathews, F. The Badge and the Book: Building Effective Police/School Partnerships to Combat Youth Violence, Minister of Supply and Services, 1995, p.3)

"Youth Crime - A Canadian Strategy" Theme for CACP Conference



Youth crime and disorder has had an overwhelming impact on some of our communities, schools and urban centres. This is a complex and problematic challenge for police leaders in their mission to prevent crime and make their communities safer. You will also hear about current effective responses to youth crime from across Canada.

The Justice Minister proposes to replace the Young Offenders Act with a new youth justice statute. The professional program theme of the 1999 CACP-ACCP is a timely opportunity for Canadian police executives to discuss the implications of these changes with your peers.

The program will feature the following topics - delivered from a Chief's and senior law enforcement person's perspective.

- Current trends in youth crime and police charging practices.
- Demographics and its impact on future crime trends of youth.
- New youth gangs and effective prevention strategies.
- An overview of the proposed new youth justice statute with an emphasis upon preven-

tion and alternatives to the formal court process and changes to the transfer process to adult court.

- Examples of effective responses to youth crime such as: restorative justice such as family-group conferencing; programs for children under the age of 12 years who commit offences; aboriginal justice; keeping schools safe; street level prevention initiatives.
- Implications of the proposed legislative changes for police executives and their communities. Developing funding and training needs and sources.

Again this year the program will be presented in the plenary session format. Limited time will also be provided to address policing issues of national concern that are not part of the professional program theme, "Youth Crime - A Canadian Strategy".

For further information about this and other functions of the CACP's 94th Conference call 905 540-5200

Taking to the sky is a regional team effort



Digital photo captures by M. Eynburner - Kodak Model DC265

These are the people taking control of the skies over Hamilton-Wentworth, Halton and Peel Regional Police jurisdictions. Blue Line staff caught everyone just before going into an orientation meeting with Canadian Helicopter's Vice President Simon Morton. Shown front row (left to right) Doug Hall - Hamilton Wentworth Regional Police; Jeff Corey - Halton Regional Police; Pilot Tim Cottle. Back Row Simon Morton - Canadian Helicopters; Zahir Shah - Peel Regional Police; Grant Schott - Halton Regional Police; Doug Davidson - Peel Regional Police; Pilot Mark Horstead; David LeClair - Hamilton Wentworth Police. Missing is Pilot Todd Tomecek.

On July 15th Blue Line staff were present when the proud members of this project took delivery of their police helicopter. The new Bell Jet Ranger is fully equipped to manage all the "eye-in-the-sky" activities these three police services will need.

The areas covered by this project will encompass the entire population base situated in the western end of Lake Ontario and eastward to the City of Toronto Boundary.

The population to be covered will be just under 2 million people and the number of police personnel that will benefit from the use of the helicopter is around 3,000 members.

The population base varies dramatically. Peel Region consists of a variety of secondary industry and residential properties with Canada's largest and busiest airport on its north east boundary. Peel Regional Police have taken over all policing responsibilities for this busy airport. In 1997 Peel Region reported a violent crime rate of 596 per 100,000 population and a property crime rate of 3,074.

Halton Region is essentially a suburban residential section with commuter traffic moving both west to Hamilton and east to Toronto daily. Its Violent crime rate was reported as 468 per 100,000 and a property rate of 2,605.

Hamilton Wentworth Region is a mix of residential, secondary and primary industry and most noted for its steel manufacturing and processing. Its 1997 crime figures showed a violent crime rate of 1,320 per 100,000 and a property rate of 4,873.

With the widely divergent make-up of these three municipalities the results of this study project will be quite interesting.

For further analysis information contact Jeff Corey at 905 825-4723.



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The City of London is now a laboratory



The policing community in Canada and their governing bodies are debating the topic of the effectiveness of helicopters as a front-line vehicle in policing.

The London Police Service has received a series of grants and contributions to allow it to conduct an evaluation of the effectiveness of helicopter patrols. The purpose of this research is to answer two sets of questions: one about cost-effectiveness the other about operational effectiveness and the conditions under which they occur.



A. J. Gramolini
Chief of Police



Dr. Michele Bailey

As part of this study, they propose to examine whether helicopter patrols can reduce the incidence of certain types of crime as well as reduce the incidence of certain types of calls for police service. This part of the evaluation will express the cost of helicopter patrols in dollars and will express the reduction in the incidence (if any) of types of crime and calls for service in terms of dollars. It will be a cost-benefit analysis that focuses on the tangible and direct effects rather than the intangible and indirect effects.

Once the principal question has been answered, the study will examine whether helicopter patrols can be used on a city-wide basis as an integral part of total policing activity and whether such patrols maintain the decreases in crime (if any) that were previously achieved and whether they suppress the incidence of occurrences in previously unpatrolled areas. This phase will also test the value of helicopter patrols in a variety of other situations such as pursuits and searches.

Subsidiary questions will also be addressed. They include the following:

- ♦ whether different schedules of patrols (e.g., intermittent vs. intensive) make a difference;
- ♦ whether helicopter patrols displace occurrences to other areas rather than preventing them; and
- ♦ whether having patrols in some areas actually reduces crime in other unpatrolled areas (a spill-over effect).

"Displacement and spill-over are opposite hypotheses about effects that may or may not exist," Dr. Whitehead explains. "Most studies that have tested for displacement reported not having found any. No studies even consider that there may be a spillover effect that could be as large as a displacement effect. The programmatic important question is only about whether there is a net displacement effect, not whether there is any spill-over effect."

The London Police Helicopter Research Project is a cooperative effort of the London Police Service, the community, the Federal government and the Ontario Government. The project will be a benefit for all concerned because it will address many of the unanswered questions and myths about the use of helicopters for general police patrol.



Digital photo capture by M. Lymburner - Kodak model DC265



The London Police Helicopter study program will be organized and researched by Dr. Paul Whitehead, Professor of Sociology at the University of Western Ontario, a recognized expert in the field of designing evaluation research that produces reliable and valid results.

The National Research Council/Canadian Police Research Centre are assisting with peer review and the publication of the results. Over the period of twelve months, they will move from limited, highly controlled, experimental patrols to full operational use of helicopter patrols.

"Due to the nature of the questions," says Dr. Whitehead, "we need to test first the preventative and deterrence value of helicopter patrols. This is the cost-benefit analysis. In the latter part of this study, the focus will be on operational effectiveness. Both cannot be done well at the same time."

Dr. Whitehead pointed out that for some types of situations, it is the operational effectiveness of helicopter patrols that are the most attractive. "We do not need this study to demonstrate that. If we needed to do this all we need do is read about the Calgary experience or turn on the TV and watch COPS."

On the basis of operational effectiveness alone few, if any, communities outside of major metropolitan areas will successfully justify the cost of helicopter patrols. On the other hand, if it can be demonstrated that helicopter patrols are an effective deterrent to certain types of crime, and if the financial value of crimes deterred and reduced police activity are measured, there may be a case for adding this tool to the array of measures available to police services.

That is what this study is about. What is found in London will have an impact on what



The London Police Helicopter test project, which started last month and will run for one year, will be the only in-depth study of its kind in over 20 years. Sgt. Bruce Nelson (Centre left) will be in charge of the three officers and one pilot. Observers officers will be (L-R) Paul Ladouceur, John Carson and Paul Dow. The designated pilot is Serge Cote (shown above). The Schweizer model 300C was selected as the aircraft for the project.

happens in a wide array of Canadian communities.

"The studies that we will mount are designed to be the fairest test possible of return on investment. It is crucial that we remain mindful that the city is a laboratory," Whitehead concluded.

The use of helicopters in police work has been credited with improved operational performance and the reduction in the incidence of some types of crimes. Most of the research on this topic was conducted in the late 1960's and no systematic study has been conducted in over 20 years.

Dr. Whitehead concluded that existing literature offers little with respect to the basis for the contribution to operational effectiveness or the cost effectiveness of helicopter patrols. The speed with which helicopter patrols can arrive "above the scene" without fighting street traffic give it an attractive response time when it is already in the air. Helicopters have the capacity to provide an additional observational platform with respect to a wide array of events from pursuits to standoffs to various civil disturbances.

Dr. Michele Bailey, Chair of the London Police Services Board, stated that "The London Police Service, primarily Sergeant Bruce Nelson, worked long and hard to gain funding for this study. We are very grateful to the many sponsors who have provided London with this unique opportunity to finally answer the burning questions regarding the effectiveness of helicopters as a policing tool."



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York and Durham Police begin shared helicopter pilot project

by Blair McQuillan



The helicopter had been in the air for about 25 minutes when the call came in.

A female motorist was following a suspected impaired driver along Taunton Road in the city of Oshawa and had called the Durham Regional Police on her cellular phone to alert them to the potentially dangerous situation.

Flight Officer Const. Todd Petzold contacted the dispatcher and told her that Air One would attend the scene.

Air One is a Bell 206B3 JetRanger helicopter shared by the Durham and York Regional po-

lice services as part of the Ontario government's Air Support Unit pilot project. The helicopter was in its third day of service with the Durham force when the impaired driver call came in.

Within 30 seconds, pilot Dan Sayewich had the chopper over the stretch of road where the vehicle was last reported to be seen.

Sayewich kept the JetRanger circling above the area while Petzold and his partner, Flight Officer Const. Rick Ross, searched for the vehicle.

"That looks like that could be it," Petzold said as a dark coloured minivan turned off Taunton Road and into a residential neighbourhood. "Look down there at three o'clock."

"It matches the description," said Ross, a 19-year police veteran who holds an airline transport pilot's licence.

From 1,500 ft. in the air Petzold and Ross watched as the van made its way south on the residential street and turned into the driveway of a modest home.

Unfortunately, an officer in a police cruiser who was also responding to the call didn't have the same vantage point. The officer was just a few seconds behind the minivan, but from the ground he was unable to see that it had turned off the main road. Instead, he continued to head east in search of the suspected impaired driver.

THE HISTORY

The JetRanger helicopter was officially launched by York and Durham police on June 15. The two police forces will share the helicopter on a weekly basis until the government's pilot project concludes at the end of the year. The program will then be evaluated to determine if a helicopter should become a permanent weapon in the police forces' arsenal.

"This is a tool that we will be able to use to improve community safety and the efficiency and effectiveness of our service delivery," Durham Regional Police Chief Kevin McAlpine said during a news conference when the helicopter was first launched. "Certainly in terms of success, it will cause other (police services) to pay attention."

But the nation's law enforcement community won't be focused on Durham and York Region alone. At least four other police services



are also taking part in Ontario's pilot project.

The London Police Service launched their helicopter and one-year pilot project on July 1st, while regional police in Peel, Halton and Hamilton-Wentworth got their project off the ground in mid July.

Like York and Durham, some of the police services will share a single helicopter on a rotating basis during the six-month pilot project.

The Toronto Police Service was also invited to take part in the pilot project but have run into considerable resistance from Toronto counsel with many declaring no need for helicopters at all. As of July their project was reported to be officially shelved.

THE FUTURE

With a maximum speed of 110 mph and equipment that includes a 30 million candle-power spotlight, forward-looking infrared sensor (FLIR), police radio and public address system, the "Air One" is a very diverse and impressive piece of equipment.

As a police patrol vehicle, the helicopter can be used for tasks that include:

- assisting in search and rescue operations.
- assisting police with major arrests.
- conducting surveillance over high-crime areas.
- attending alarm calls to search for evidence of a break-in and locating suspects.
- acting as the lead vehicle during a pursuit.
- providing backup during vehicle stops at night.

"There are an unbelievable amount of things you can use it for," said Petzold, a licenced commercial pilot and 13-year police veteran. "It's a very valuable tool."

And the new police tool has already started to prove its worth. In the early hours of June 26, and only around 12 hours after beginning its maiden flight, Air One helped ground officers nab a male suspected of robbing a coffee shop and assaulting a clerk with an axe.

While police on the ground conducted a concentrated search close to the scene of the robbery, the helicopter was able to search a wider area from the air.

Using the FLIR, the crew located a male

suspect walking out of a wooded area to the south of where the robbery had taken place and police were conducting their ground search.

"The helicopter contacted one of the ground units and advised them of this possible suspect," said Sgt. Jim Grimley, a police spokesman. "A uniform officer did in fact confront the male, just as the male was about to make a telephone call."

A 17-year-old suspect was later arrested in connection with the coffee shop robbery and another robbery at a gas station in the same area on Feb. 8.

Had it not been for the presence of the helicopter, the suspect probably would have gotten away, Grimley said.

THE PRESENT

When the officer driving along Taunton Road fails to turn on to the residential street, Petzold wastes no time in contacting him. As the helicopter continues to circle over the home where the minivan is now parked, the flight officer directs the officer on the ground to the suspect's driveway.

A quick check of the minivan's licence plate indicates that it's not the vehicle police were looking for. The suspect has obviously gotten away.

However, the flight crew doesn't view the situation as a defeat. If the same motorist had called police a week earlier, the helicopter wouldn't have been in the air and they wouldn't have had any leads at all.

Ross says a police helicopter is like a chess player, the area it patrols is like a chess board and the police officers on the ground are like chess pieces. The observers in the helicopter can see the entire scene and direct officers on the ground to ensure that they make the right moves and remain safe.

"Officers like the security factor," Ross said. "Police officers are always talking about how the helicopter will help them on the job."

And if the Air One can continue to be an effective law enforcement tool during its trial period, officers on the street will probably have a new partner permanently patrolling the sky above their beat.

There are no "toys" in police work

by Morley Lymburner

My News Editor was looking at me like I was psychic. Upon hearing about the Toronto Police Helicopter project being brought down in flames by a left-wing budget chief last month I stated that they had better hope some officer doesn't get hurt in a situation where a helicopter could have helped. One week later Toronto Constable Pat Ferdinand was shot in broad daylight and seriously wounded while trying to stop a van for a break and entry in Toronto's north end.

How does this fit into the helicopter program? This tragedy is statistically composed of three criminal activities where police helicopters have been proven to be the most effective;

- ✓ Residential Break & Enters
- ✓ Stolen Vehicles
- ✓ Police Pursuits



Cst. Pat Ferdinand

On July 14th the officer was responding, in a police car, in congested city traffic, to a house being broken into. Enroute the officer saw a suspect van. They took off and the chase was on. Constable Ferdinand was chasing a stolen van with two suspects inside. By the time the chase got to the expressway the officer discovered one more element to the mix he had not bargained for. They were armed robbers, not the B&E guys he had sought, and they had no fear of the cops. The officer was shot in the head with no more apparent concern than it would be to swat a fly.

We are all thankful that officer Ferdinand survived the incident... at least physically.

Let's now back up one week and hear some quotes to the media made by Toronto Councillor Tom Jakobek when asked about the Toronto police getting a helicopter.

"I think it's the wrong idea. It's a toy. It's something (the police) want to put up on their mantle and say 'hey, I've got a helicopter.'"

The day before this sage advice City council had voted in favour of setting up a trust fund to seek private funding for the police helicopter project. Jakobek was not there to vote so he opened it up the next day and was successful in rescinding the project that had been passed.

The finale of this whole fiasco they call Toronto politics was seen by all the residents of Toronto on the evening news and national television. The Durham-York Regional Police helicopter flew Cst. Ferdinand's wife to the hospital so she could be by her husband's side. This helicopter has been flying since the end of June.

Toronto has become the shoot-em-up capital of Canada and it appears the politicians want to keep it that way. They don't speak that way... but they sure act it. The officers of Toronto can be thankful for one thing though. I had asked all the police agencies in the surrounding area if they would be ready to help Toronto officers if they needed them and there was a resounding "yes" from all of them. "Just because their poli-



ticians are stupid doesn't mean we'll let the officer's down if they need us. They give us a call and we'll be there."

Therefore I wasn't surprised to see that Durham-York Police chopper landing at the hospital in Toronto. I wasn't surprised to see Chief Boothby and the Mayor there to show concern for the officer and his family. The only thing that would have surprised me would be if Councillor Jakobek would have had the courage to show up.

Helicopters are tools **not** toys. It is the courage of officers like Pat Ferdinand that keeps that city going. And I would dare say that is just about all they are running on... raw courage!

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Marine theft - A highway patrol issue

by Larry Burden

When most police officers think about stolen watercraft they usually think about boats being recovered on the water or in marinas instead of our highways and roads. But the fact of the matter is we should be looking for stolen watercraft on our highways instead of our waterways.

Most watercraft that are reported stolen are more likely to be rolling down the highway on a trailer rather than bobbing around on a lake. This is because most of the stolen watercraft in Canada are the smaller trailered craft versus the large yacht style craft. According to statistics from the International Association of Marine Investigators (IAMI) only three per cent of stolen watercraft are the large registered vessels. The overwhelming majority of stolen craft are vessels like personal watercraft (PWC) ski boats and fishing boats with outboard engines.

Often these trailered vessels are stolen from the owner's property and hauled away on their own trailers. Unfortunately, for too many years the police attitude towards marine theft has been that it is an insurance problem not a police problem. Relatively little effort has been spent on actively investigating these thefts or trying to recover millions of dollars worth of stolen property.

The historical paradigm surrounding this issue has to change but first it has to become an issue worth considering.

In 1997, the Insurance Corporation of British Columbia paid out \$92 million in claims re-



lated to stolen vehicles while during the same period an estimated \$3.4 million was stolen in robberies. According to statistics received from CPIC services 980 boats were reported stolen or missing along with over 2000 engines in British Columbia and Yukon for the first eleven months of 1998. Conservatively the cost to the insurance industry was in excess of \$11 million. When faced with statistics of this magnitude it is clear that police resources must be freed up to attack this alarming problem.

Marine theft has been a non-issue in the minds of most police officers and agencies. The simple fact of the matter is there are very few police

officers in this country that possess a basic understanding about things marine or what to look for if they happened upon a boat on a trailer. Few frontline officers have been given any training in this issue because there has not been any training readily available for them to get.

Canadian police should not feel too embarrassed about this issue because our friends to the south are not that more knowledgeable. But times are changing.

Like many other aspects of Canadian society we are often 10 years behind the Americans in many issues and trends and the issue of marine theft, fraud and accident investigation is right



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on schedule. Ten years ago this issue was brought to the national front by a handful of law enforcement officers who decided to educate themselves and then began educating others. From this beginning the National Association of Marine Investigators was created. This fledgling association has rapidly grown to the point that its new mandate, and name, has changed to the International Association of Marine Investigators (IAMI). This reflects a growing awareness to the problems and specialization of Marine Theft in the USA, Canada, Europe and throughout the world.

IAMI has trained several thousand law enforcement officers and insurance personnel in a variety of topics on this issue. In 1998, IAMI provided training to over 2000 investigators in North America and Europe.

Marine theft is not that confusing an issue. We just have to demystify the issue. Theft is theft and fraud is fraud. The fact that it involves watercraft or marine related items should not cloud the issue. But historically what little marine related training that has been provided to police has focused primarily on the operation of watercraft. The emphasis has been on looking at boats when they are floating. However, the fact remains most stolen boats and engines can be found rolling down the highway on a trailer and it is much easier to examine a boat when it's parked on dry land than when its floating in water.

Frontline investigators such as traffic and patrol officers are the most likely to encounter stolen watercraft and should have a basic knowledge of what identifying numbers exist and where they should be located. There are basically three categories of identifying numbers on most vessels; licence numbers, hull identification numbers, and engine/part numbers.

The presence, or lack there of, of these identifiers can enable an investigator to seize and often identify a suspicious vessel as stolen. Boats, engines and related marine accessories are very expensive and attractive to criminals. They are quickly sold and often to unsuspecting purchasers. Marine theft is not a victimless crime. Rightful owners are being deprived of their property, insurance companies are losing millions of dollars in claims and honest purchasers become victims when the vessel is seized by the police when it is identified as stolen.

The most important identifier is the hull identification number (HIN). Every officer should be aware of what an HIN is and where to locate it. The HIN is the boats VIN and almost all boats manufactured after 1974 are required to have one. Its design is different than what you would see on a motor vehicle but it serves the same purpose as a VIN. Officers should be aware that it must be queried as an HIN on CPIC and not as a VIN.

Regardless of how many investigators actually check HINs on CPIC and regardless of how many watercraft and engines get stolen, if the primary investigator or police agency does not enter the HIN or engine serial number on CPIC in the first instance, the field investigator will never know if it's stolen. You can't get a hit if the number is not in the computer in the first place.

A recent random computer search of 20 brand name watercraft in British Columbia revealed that over 55 per cent of stolen/missing watercraft over the past 10 years did not have the HIN entered on CPIC. When the sample survey was expanded

to include CPIC entries of 19 British Columbia detachments and two municipal police forces it revealed an average error rate of 85 per cent. This sample survey is continuing but appears to hold true across Canada.

For further information you may contact
Cst. Larry Burden
by Phone: 604-792-4611 or
Fax: 604-702-4243.
Email: divers@uniserve.com
The International Association of Marine
Investigators Inc. may be contacted by
Phone: 978-392-9292 Fax: 978-392-4942.
Email: IAMIMARINE@AOL.COM

Larry Burden is a Constable with the Royal Canadian Mounted Police in British Columbia. Larry is one of 25 recognized Marine Investigators in Canada. He has designed a 90-minute training seminar and 25-page guide on identifying stolen watercraft, engines and trailers. The 25 page guide, "An Investigators Guide to Identifying Stolen Watercraft", is based on a publication from the South Carolina Department of Natural Resources and available through IAMI. Burden's guide is written from a Canadian perspective and deals with issues that are unique to Canada and is provided as a handout to participants in his training sessions. In the past six months he has trained over 100 police, customs, fisheries and conservation officers in the Chilliwack area.

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Vessel recovery rates "abysmal"

by Supt. C.F. Johnson
Ontario Provincial Police
Traffic & Marine Safety Bureau

Marine policing is a highly specialized function restricted to a relatively small number of police services in Canada; in fact more agencies have no specific marine function (hence expertise) than do. In fact a very small percentage of the serving police officers in Canada have any knowledge of boats whatsoever.

There are a few fundamental problems with recovering stolen vessels, particularly personal watercraft. In most instances hull identification

numbers are impressed into fibreglass or metal portions of the hull and are often difficult at best to read with accuracy. The issue is further exacerbated by an archaic vessel licencing system.

The system is managed for the Coast Guard by Canada Customs and is entirely paper based. When a licence is properly issued, both the owner and file copies are handwritten carbon copies therefore subject to error in reading by anyone other than the author. It is quite common to investigate vessel thefts where the owner is incapable of supplying HIN or licence information, as they are unable to locate the licence paper.

Vessel licence information is not available

electronically and can only be obtained by a telephone call during business hours to the specific Customs office holding the records (where it must be manually searched). As often as not the information once obtained is inaccurate.

The situation is further exacerbated by conformity and capacity plates. These plates bear a sequential number but in the not too distant past single numbers were often given to companies who would place the same number on literally hundreds of identical small car toppers (our most common vessel!). Staff are personally aware of a number that was entered as stolen by agencies in seven Provinces; none were the same individual vessel!

As is often the case our neighbours to the south are somewhat ahead of Canada regarding vessel issues. There has been a strong move lead by the International Association of Marine Investigators and the National Association of State Boating Law Administrators to standardize Hull Identification Numbers to a consistent 17 digit appearance. My staff are in routine liaison with enforcement personnel from across the U.S. and we are informed that despite this recovery rates of vessels, particularly personal watercraft, remain abysmal.

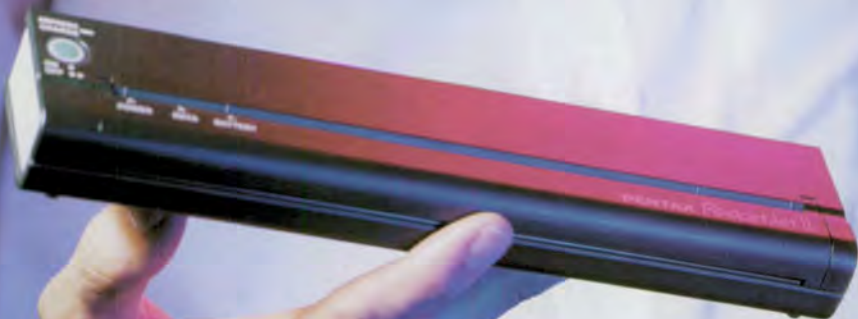
I am confident very little opportunity for an appreciable improvement in vessel recovery rates exists at this point in time.

Canadian Vessel Licence Codes by Province

The vessel licencing system in Canada basically runs alphabetically from the East Coast to the west by province starting in Nova Scotia. A numeric designator precedes the alphabetic indicator. (e.g. 17K12345). Provinces with an "*" indicates that some number in the sequence no longer exist. Please note that many Canada Customs offices no longer exist and the numeric designator is no longer issued. Investigators should be aware that the vessel licence number is issued to a vessel only once and therefore a licence number may have outlasted the issuing office and the vessel may have been relocated to a different province.

Nova Scotia	A	No. 1 - 30
	AA	No. 6, 7, 15, 21, 24
Prince Edward Island	B	No. 1 - 3
	C	No. 1 - 25*
New Brunswick	CA	No. 25
	CB	No. 9 & 25
Quebec	D	No. 1 - 61
	DA	No. 13 & 15
Ontario	E	No. 2 - 95*
	F	No. 1 - 9
Manitoba	FA	No. 7 & 8
	FB	No. 8
Saskatchewan	G	No. 1 - 11
	GW	No. 1 & 10
	GX	No. 1
	GY	No. 1
Alberta	H	No. 1 - 10 *
	J	No. 1 & 2
Yukon	JA	No. 1
	K	No. 1-33 *
British Columbia	KA	No. 2, 18, 20 & 30
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The chevy caprice police vehicle re-life program

"Probably the Best Police Vehicle ever Built" ... a statement from test drivers at the annual Michigan State Police Vehicle Tests conducted by the National Institute of Justice.



by Al Clapp

In British Columbia, Canada, RCMP Cst. Al Clapp of the Deas Island Highway Patrol along with Fran Holden and Joe Jurcik, of the RCMP "E" Division Transport section, with the help of Derek Pyle of Marcor Automotive, put together a program that extends the use of these high performance Highway Patrol vehicles in the Province, while at the same time saving the RCMP in excess of \$650,000. The program is called "The Re-Life Program".

With Chevrolet stopping production of the Caprice, Police Officers wanted to keep the Chevrolet Caprices in service, while maintaining the vehicles' top performance and safety, and save money at the same time.

In May 1998, "E" division of the RCMP was hit with a major blow to the budget. Several million dollars needed to be cut. The result for both Transport Section and Police detachments, was that vehicles needed to be kept longer and maintained better. In the past a vehicle would be driven 120,000 kilometres with basic maintenance only, then replaced. In order to meet new fiscal restraints, the same vehicles are now required to go an additional 150,000 kilometres before replacement. Preventative maintenance has become key to increasing the life of the vehicle.

In order to achieve the goals of extending the life of the fleet in order to meet budget restrictions, and to continue the use of the Chev Caprices, an allotment of money was set aside to re-fit the Highway Patrol Caprices. The cost of approximately \$8,000 to \$10,000 per vehicle was budgeted to extend use for an additional 150,000 kilometres. The Caprice at 130,000 to 150,000 kilometres of hard police use with basic maintenance only, showed worn suspension, the power had decreased and the braking efficiency was down.

The challenge was to determine what preventative maintenance would have the most benefit in order to extend the life of the Caprice, without compromising performance or officer safety. With support from Marcor's Derek Pyle, testing was done on three vehicles. Several components were changed, from suspension parts: including bushings, springs and shocks, to engine parts: including spark plugs, wires, cap and rotor, TPI air foil and K-N Air filter. To improve cooling a rad flush was done for each vehicle, new anti freeze was added, and water pump, cooling fan relay and sensor kit was upgraded. The following major components, engine, transmission, rear diff and power steering

Handling Test

1.635 mile Road course

1996 Chevrolet Caprice	83.35 sec.
1998 Crown Vic	84.51 sec.
1999 Crown Vic	85.87 sec.

0-160 km/ph

1996 Chevrolet Caprice	21.47 sec.
1998 Crown Vic	25.91 sec.
1999 Crown Vic	25.33 sec.

Braking 100 - 0 km/ph

1996 Chevrolet Caprice	133.1 Ft
1998 Crown Vic	135 Ft
1999 Crown Vic	139 Ft

Top Speed

1996 Chevrolet Caprice	230 km/ph
1998 Crown Vic	210 km/ph
1999 Crown Vic	206 km/ph

were flushed and Amsoil Synthetic Oils and Filter were installed. Amsoil Synthetics are rated as #1 in the market place, and this added extra savings because oil service periods could be extended, it lubricates better and most importantly it withstands higher operating temperatures better than conventional oils. New brakes (being the highest cost to Detachments in terms of ongoing replacement requirements) were tested extensively using Racing Technology products. The test Caprices were refitted with front and rear slotted, cad-plated rotors, stainless steel brake lines, and carbon fibre brake pads. The brake fluid systems were flushed and replaced with high temperature brake fluid. The caliper pins were removed and lubricated. As a result the life cycle of the brakes on these vehicles doubled in most cases, and more importantly, braking improved, especially in wet weather conditions. The test vehicles showed improved performance and handling and as a result, a decision was made to expand the Re-Life Program to make it available to R.C.M.P. Detachments throughout the province of British Columbia.

As of January 1999, thirty (30) 1994/95/96 Chevrolet Caprice vehicles have been re-fitted from Ft. Nelson to Vancouver Island. There has been nothing but favourable comments on the improved handling, braking and overall performance of the vehicles. In November 1998 at the RCMP Boundary Bay Driver Training facility, a re-fit Caprice with 240,000 kilometres was tested against two 1998 Volvo Police package vehicles



and two 1998 Ford Crown Victorias. In handling, braking and acceleration the re-fit Caprices outperformed the other, newer vehicles. Several of the re-fit Caprices have been in service now for 10 months and will exceed the additional 150,000 kilometres asked of them. This has reduced cost at all levels, from Detachment to Transport section to Head Quarters.

The replacement vehicle for the Caprice is a 1998/99 Crown Vic with less performance and handling at a cost for the vehicle of \$27,000.00 and another approximately \$2,000.00 for equipment. To date the Re-life Program has saved the purchase of 30 new vehicles and the cost of the changing of the emergency equipment, for a total saving of approximately \$610,000.00 in savings to Transport Section and an estimated another \$60,000.00 to Detachments.

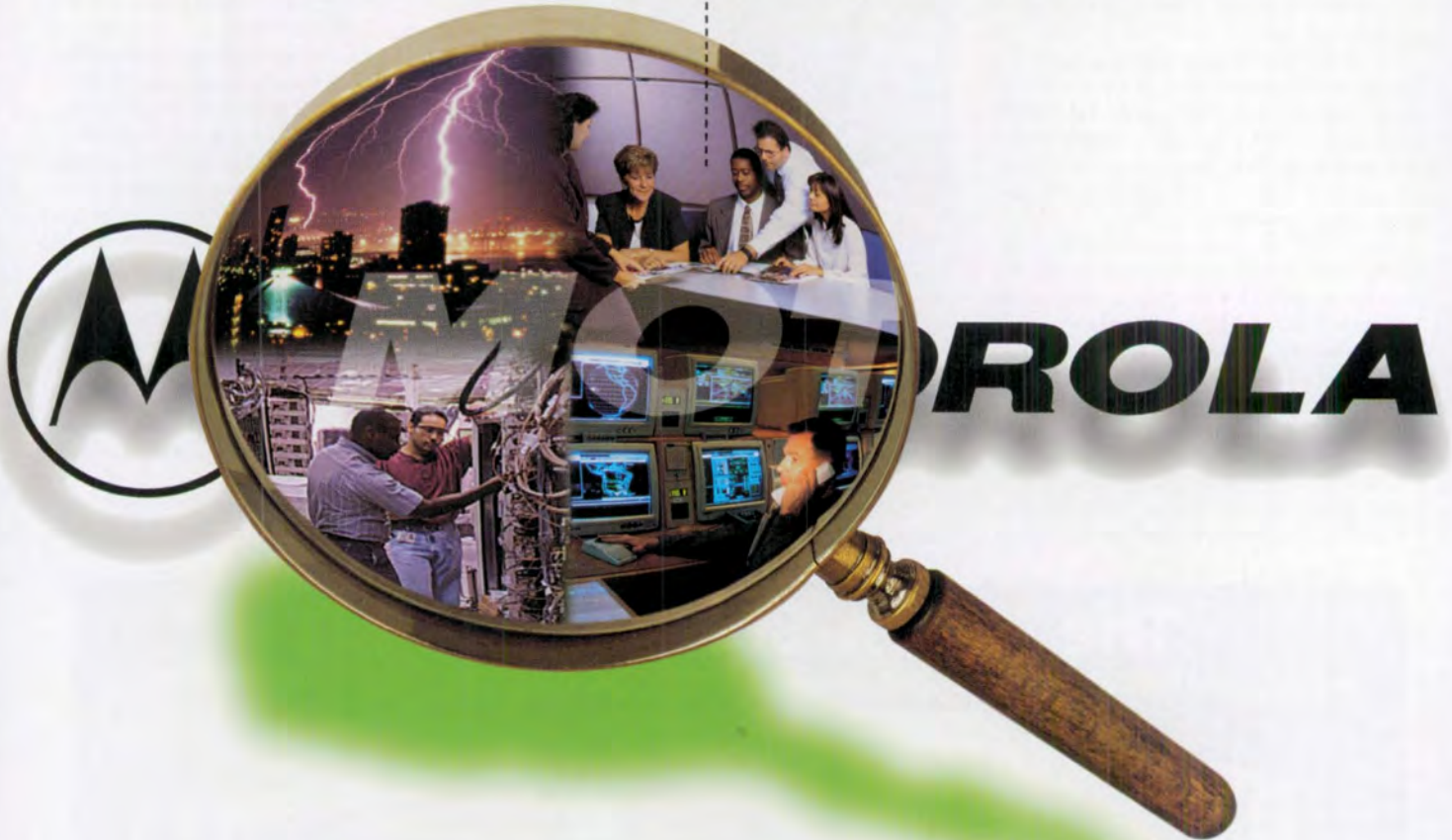
We *THANK* those R.C.M.P. Detachments that participated for their support in this cost saving program. As with all new initiatives, there were some minor start-up problems and we also thank Detachments for their patience.

If you would like some further information on the Re-Living of the 1994,1995, & 1996 Chevrolet Caprice please contact Cst Al CLAPP @ Deas Island Highway Patrol, Delta, B.C. Fax (604)590-5081 or email - aclapp@mortimer.com or contact Joe JURCIK @ (604)501-5930 or email - transport@bc.sympatico.ca .

For those Detachments interested in saving money and improving performance on vehicles in addition to Chev Caprices, there are brake, suspension and engine improvement available for 1995/99 Crown Vic, Suburban, Tahoe, Explorer, and Lumina. Contact Cst Al Clapp or Joe JURCIK @ (604)501-5930 or email - transport@bc.sympatico.ca

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Multi-threat armour material now available

Dupont, makers of KEVLAR brand fibre which is used in most bullet- and stab-resistant vests, has announced a new technology that is designed to protect law enforcement officers, corrections officers and military personnel against multiple weapon threats.

This new multi-threat technology defends firearms, commercially manufactured knives and puncture-producing weapons such as ice picks.

The advanced, patent-pending technology is the first specifically engineered to counter threats from all three weapons types in a concealable, soft body armour.

Unlike heavier, bulkier garments worn outside the uniform, vests using this new technology are designed to be comfortable and flexible for everyday wear. As a further improvement over existing products, the multi-threat technology provides the same high level of protection across the entire vest.

KEVLAR fibre, is used in the technology for the multi-threat body armour. These vests provide the wearer with ballistic protection for NIJ levels II, IIA and IIIA, and have surpassed the "California Ice Pick Test" using a standard ice pick and a Russell boning knife.

In that test, an ice pick or boning knife is attached to a 16.2 lbs. weight and dropped from a height of five feet. The energy level - measured at 81 ft-lbs. or 110 joules - is equal to that of a tossed javelin or a golfer driving a ball 250 yards.

The fact that this new multi-threat technol-



ogy can stop commercially manufactured knives and puncture-type weapons is significant. These weapons are harder and sharper than their hand-crafted counterparts (most often found in correctional facilities), and are therefore considerably more dangerous to law enforcement officers on the street.

According to John Dottore, business segment leader at DuPont, the need for protection



against multiple threats has been growing. "Law enforcement officers never know what kind of weapon will be used against them," said Dottore. "Knives and other sharp instruments are often the weapons of first opportunity in a given situation, such as a domestic dispute or crimes of passion. Under certain circumstances, such as courtroom security or prisoner transfer in a corrections facility, a perpetrator may favour a knife or puncture-type instrument because it can be easily concealed and used surreptitiously. And there is always the ballistic threat. That is why a multi-threat vest is the best protection for specific assignments in law enforcement and corrections."

Dottore said the multi-threat vests are only available from DuPont-licensed manufacturers that meet the company's performance standards for protection and comfort.

For more information on multi-threat level vests made with KEVLAR, call 1-800-453-8527.

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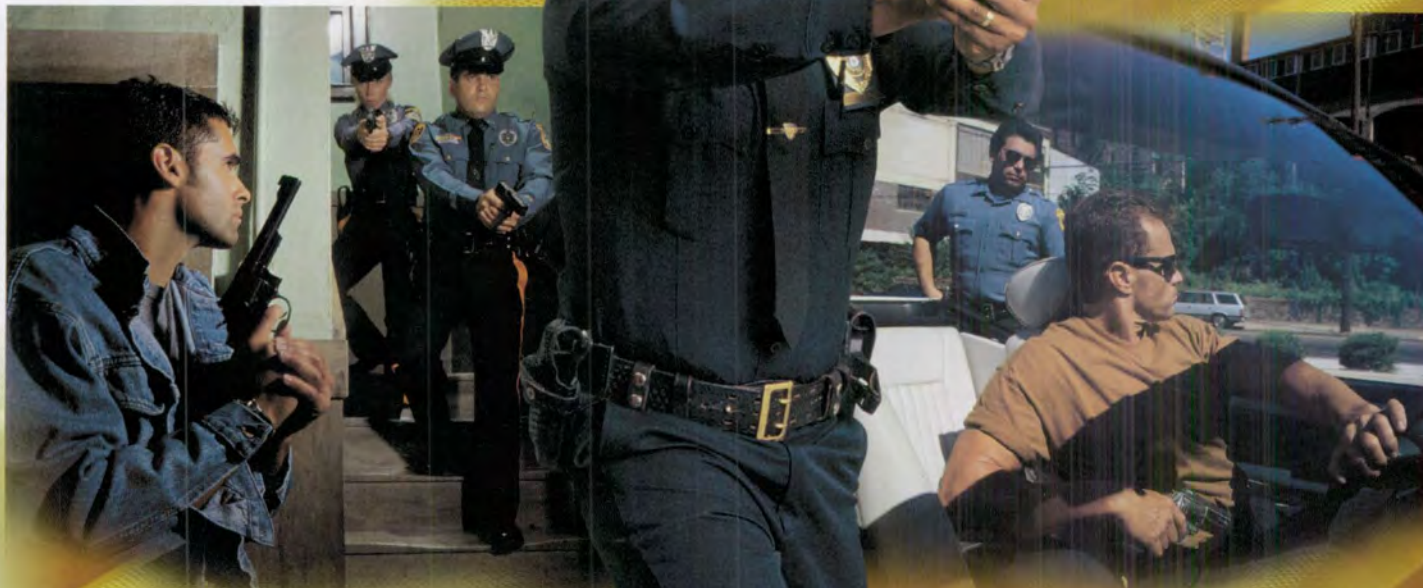
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Issues related to a new public safety facility



by Nelson Wong

In these days of economic restraint, there is a search by politicians and municipal administrators to save money through restructuring and downsizing government organizations. The theory is that through downsizing and consolidation of staff, the duplication of services, manpower and facilities can be eliminated thus saving taxpayers' money.

This tight fiscal attitude has affected the police and fire department in many municipalities. There has been a direction towards the consolidation of the Police and Fire Department into one organizational identity called the Public Safety Department. There are other political pressures which direct the attention towards this combined facility.

The Massachusetts Senators, Paul Caron and James Jajuga are introducing legislation whereby municipalities which consolidate police and fire departments would receive state funding towards this end. As a consequence of this legislation, some Massachusetts communities are jumping on the band wagon in order to capitalize on this capital funding opportunity. There are different organizational structures possible with the evolution towards the Public Safety Facility concept.

Public Safety Organizational Structure

There are three types of possible organizational structures:

Type 1 - Combining Separate Police and Fire Departments

This type of organization is a loose association between the police and the fire chief who have their own department and have agreed to share the same site and building with some shared functions.

Type 2 - Partially Integrated Police and Fire Departments

In this organizational arrangement type, there is a single public safety director who assumes the role and responsibility of the police and fire chief. This person would then be in charge of both the police and fire departments. However, the police staff would be trained as the traditional police officer who would provide policing service at either the Patrol, Criminal

Investigation or Community Services. The fire department staff under the public safety director would also assume the traditional role and functions of the fire department, responding to fires and injury situations which therefore could include the ambulance service.

Type 3 - Fully Integrated Police and Fire Departments

This type of organization is where the public safety facility is run by the public safety director and below him would be a single public safety department. Here, there are public safety officers who would be trained to provide the dual service for both the police and fire duties. Being qualified in both roles, these persons would assume a larger responsibility and be remunerated proportionally higher than either the same level of police or fire staff.

Other police functions such as the investigative /detective services would likely remain as is.

Spatial implications of these organizational structures

The duplication of staff in this integrated organization (type 3) is minimized as the separate police and fire department have been eliminated in favor of a singular organizational structure. There is a corresponding reduction of spatial requirements for this efficient public safety operation with proportionate cost savings. Spaces such as cell areas and fire truck bays would still remain however.

The other option is to retain the status quo (type 1) organizations and have two department heads, i.e. the police and fire chief, who would run their own independent organizations as they have done before but have their buildings amalgamated into one facility. In this scenario, there still would be re-



quired some duplication of offices and organizations for the police and fire departments. However, there would be some consolidation of the shared spaces, such as:

- administration offices
- lunch room
- meeting room(s)
- training room
- dispatch center
- gymnasium (fitness center)
- storage rooms for office/ janitorial supplies
- mechanical and electrical rooms
- washrooms

Public Safety Spatial Relationships

The following diagram illustrates a typical police and fire department with distinct spatial needs as well as the common shared functions. The economies gained would include all those functions which could be shared as mentioned previously which, in the past, had been duplicated on separate sites.

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Shared Space Issues

The Dispatch Center

Here, the emergency calls for police and fire would be consolidated in this one dispatch center. The question remains if there are two individuals receiving separate police and fire calls or if there is one person who is responsible for this dual function and answers both police and fire calls.

Presumably in this consolidated public safety arrangement, one person would answer both calls if the call level can be handled by one person. A detailed study is required to determine if this dual function which is handled by one person is cost effective and practical in light of the volume of police and fire calls.

In any event, if 911 communications is being planned, then any 911 calls coming through to the dispatch center would be either police or fire related. In this instance, a separate call taker would be required if the community were large enough.

The other call taker which is required in the new dispatch center is the Alternate Response person. This person would take all police or fire calls which are of a non emergency nature. It would appear quite reasonable that one person could take both non emergency police and fire calls, thus reducing staff duplication. In this Public Safety Study facility (type 3) the determination of police and fire call priorities and scheduling of staff between police and fire call and duties must be resolved as well.

Human factor

There are a lot of ramifications and managerial considerations prior to embarking on this Public Safety Facility option. First and foremost is the real human challenge as to how to reorganize two separate entities into one organization. There is the likelihood of eliminating some staff members in this consolidated structure. Alternatively, a new position could be created to oversee the police and fire departments. This latter alternative surely would add another level of bureaucracy and would increase municipal operating cost and is therefore not a good alternative unless there is a real growth in population. Consequently if one considers the staff reduction option (type 3), then either the police or the fire chief would assume the lead role of managing the proposed public safety facility.

There has been resistance for this very reason because either the police or the fire chief would have to be relegated to the authority of

the other person or even one of the two positions eliminated. Before consolidation of police and fire departments can occur, the psychological acceptance of this idea is mandatory from both the police and fire departments.

There are other issues related to union regulations, responsibility definition, training requirements/qualifications and related compensation/salary levels, spatial hierarchy and territorial domain which require resolution.

The traditional vertical hierarchy of police staff based on a military organizational structure would have to be redefined and accepted before the Public Safety Facility Concept can work. Some of these existing organizational structures would have to be evolved into a more horizontal organization where a team approach for both police and fire fighting work would be more appropriate.

Cost and Benefit Factor

The other main consideration is the analysis of the cost associated with the transition from the traditional separated police and fire departments into one consolidated organization and facility. The additional costs related to the cross training of staff, the career development programs, the increase in salary of the public safety officers which could range between 10% to 20% higher than the standard police or fire staff salary level must be weighed against the cost savings of potentially reduced staff through this dual role of the public safety officer, the reduction in clerical/support staff (payroll, purchasing, janitorial), and the more compact space requirements, facility and site.

Once this cost analysis is done to see which organizational structure is more economical, then the next step is to prepare a Cost Benefit Analysis to compare the cost related to the benefit of the public safety service envisioned. The question remains, ultimately, whether the specialized roles of police and fire service versus the single combined public safety service performs better for the community. Such issues as response times to police and fire calls, the ability to handle criminal situations or contain serious fire situation would have to be addressed to see which organizational mode is better.

Each community will differ between their needs for police and fire service. These needs have to be determined to see if there is a proper fit between this public institution and the community it serves and at what cost.

Conclusion

These issues have to be addressed and resolved by politicians, administrators and the department heads before embarking upon a new Public Safety Facility. Once these matters have been resolved and agreed upon, commencement of the budget, consultant selection, schedule, program requirements, project design and construction work of the new Public Safety Facility project can follow from a sound foundation.

For further information, your department may contact the following communities to find out about the experiences in their Public Safety Facility.

- Greenville, Michigan
- Kalamazoo, Michigan
- Oak Park, Michigan
- Sunnyvale, California
- Marina, California
- Durham, North Carolina (since changed back to separate fire and police departments.

For further information contact Nelson Wong at 416-657-1048.

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by Tony MacKinnon



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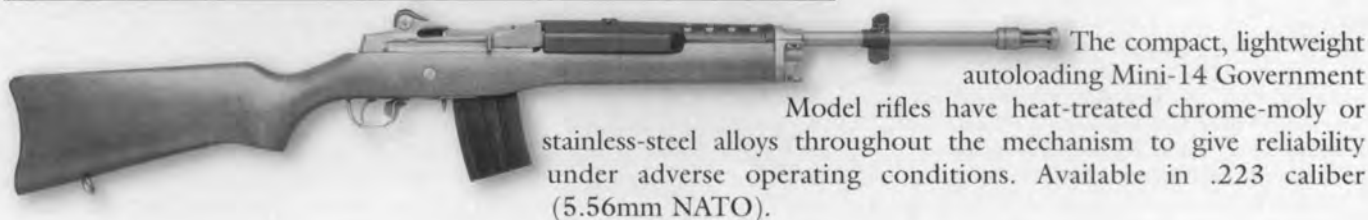
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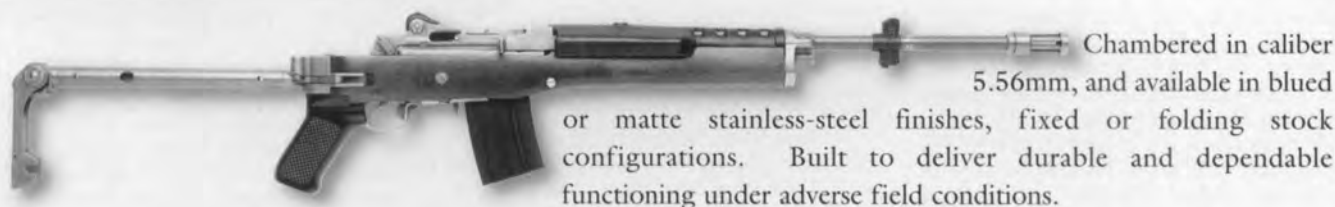
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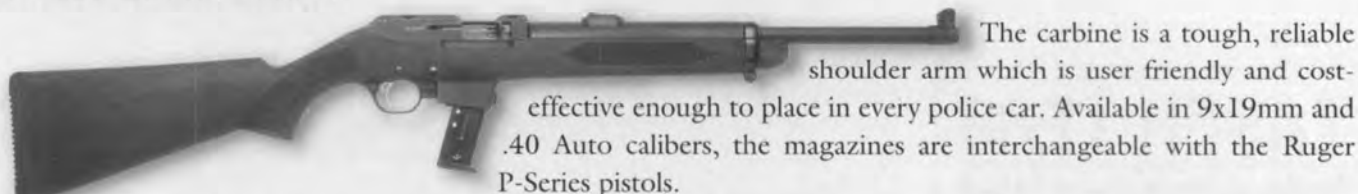
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RUGER



by Tom Rataj

Technology

USB Speeds along data transfer

The newest technology for connecting peripherals to computers makes for simple connections and speedy data transfers.

Connecting external devices to a personal computer (PC) has always been a bit of a headache. The original PC's came equipped with multi-pin connectors known as serial and parallel ports. They moved information between the PC and peripherals such as printers and modems. Dependent on the type of peripheral being installed, and whether it was being installed on a serial or parallel port, the actual installation and configuration process ranged from simple to complicated and frustrating.

While adequate technology at the time they were introduced, both have outlived their usefulness. In addition to connection and set-up difficulties, both these technologies have relatively modest data transfer speeds.

Work on a new standard to replace both these technologies began in the mid-nineties and resulted in the new technology known as Universal Serial Bus (USB). Initially supported in a service pack for Windows 95, USB has quickly become the standard for connecting any type of peripheral to a PC. Virtually all new machines shipped in the past two years are equipped with 2 USB ports. Windows 98 (and the upcoming Windows 2000) have USB support built in, and the phenomenally successful Apple iMac com-



Digital photo capture by D. Wall - Kodak model DC260

puter also comes standard with a USB interface. Intel Corporation and others in the industry are working on standards that will entirely eliminate serial and parallel ports from new PC's within the next year or so, leaving USB as the only peripheral connection system.

USB is simple to use and its data transfer speeds leave the old serial and parallel port connectors in the dust. A standard serial port is capable of only 115 Kbps (or 115,000 bits per second,) while USB has a top speed of 12 Mbps (or 12 million bits per second). Combined with plug and play technology, USB makes set-up of almost every peripheral child's-play.

I recently had the opportunity to test the new Kodak DC240 and DC265 digital cameras (reviewed in the June/July 1999 issue). Both these cameras support USB (and serial) connections, and were the first 2 USB devices I had used on my new PC. All previous digital cameras I had used, connected to my PC using a serial cable. Set-up was always an exercise in patience and transferring the digital images from the camera to the PC was a slow process.

Once the DC240 and DC265 arrived, initial set-up was a snap. With the computer running, I plugged the USB cable into the back of the PC and into the side of the camera. I turned the camera on and the PC immediately displayed a message stating that it had detected the camera (including make and model). The PC offered to locate and install the software required to connect to the camera, and asked for the CD-ROM.

Several mouse clicks and less than five minutes later each camera was connected and communicating with the computer.

Subsequent connections of either camera to the PC, consisted of plugging the camera in and turning it on. Transferring pictures from the cameras was as simple as launching the appropriate software and uploading the pictures. The speed of data transfer was astounding when compared to the old serial port connection. Uploading a dozen pictures from the camera to the PC took less than a minute using the USB connection, while the old serial port connection laboured along for more than ten minutes for the same number of pictures.

In addition to ease of set-up and speedy data transfer, USB also promises a theoretical maximum of 127 devices connected through one USB port. Many, but not all USB devices feature a USB connector that allows another USB device to be connected to it. In the case of many newer monitors, a 4 port USB hub is built into the base so users don't need to climb around in the tangle of wires behind the PC every time they want to connect a device.

Unlike parallel connectors with their thick cables and sizeable connectors, USB features cables roughly as thick as those on a typical computer mouse, while the connectors consist of a wide flat connector on the computer end, and a 3/8 round connector on the peripheral end. Another major advantage of USB technology is that it is capable of providing power to USB devices directly through the USB cable, thereby eliminating the need for an external power supply for the device.

For more information about USB products and the technology itself, check out the following sites: www.entrega.com, www.belkin.com, and www.bestdata.com.

KODAK Reduces Camera Prices

Since going to press for the June/July issue, Kodak Canada has reduced the suggested retail prices for most of their digital cameras. The DC240 has been reduced from \$1,099 to \$899, while the DC265 had been reduced from \$1,499 to \$1,299.

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by Terry Barker

Blue Talk is a regular column of advice on the topic of police communication problems. Terry Barker is the creator and teacher of Dalhousie's Communication Skills for Police Personnel course, and is the author of *Boss Talk* and the *Five Minute Police Officer*. He taught communication skills for the RCMP, the Justice Institute of B.C. and the Canadian Police College for over 20 years, and is recognized in Canadian police circles as an expert on the subject of how members can talk to each other better. Send your questions, anonymous if you wish, to Blue Line at Fax 905 640-7547 or email blueline@blueline.ca

"I have been a police officer for over 12 years now and I am happy as a clam doing the job I'm doing and where I am doing it. Recently my boss called me in and said he really likes the work I am doing and the way I do my job. (I get this every year) He keeps telling me that he wants me to go for my stripes and I keep refusing him. Other years he has accepted my wishes. This year he got upset with me and said that I am obviously very selfish because I could be leading others and sharing my knowledge of policing to a wider group of people if I took a promotion. He obviously feels that the only leaders in a police force are those with rank. I have never believed this is an exclusive attribute to supervisors - in fact at times I have seen the opposite. How do I gracefully tell my boss that I am a happy camper and really don't want the grief (and transfer) that comes with promotion? Why can't policing find other ways to reward good work or knowledge?"

Policing is not the only occupation to have this problem. A chemist who worked at the National Research Council once told me that because he was such a good chemist they put him in charge of the lab, and raised his salary by \$5,000. He stood it for a year, then resigned and went back to his old job. All I ever wanted was to do chemistry, he told me, and as the boss I didn't get to do any. He didn't want a promotion!

Sometimes they want you to progress and sometimes they don't. Years ago, when I was a member of the armed forces, I had a boss who repeatedly told me what a great job I was doing. I'm going to see to it that you stay with me, he said, believing that he was paying me the ultimate compliment. As long as you're in this outfit, you're my man. His outfit was rinky-dink, so that told me what my career limit would be. Not a motivator, that's for sure!

The problem is, how do you get your boss's attention so he will be forced to hear your point of view?

I dealt with this kind of communication in a previous column, (*the case of the penny-pinch-ing boss*). Let's revisit the four-step plan we discussed then, but this time apply it to the question raised above.

You: *Hey, Boss, can I talk to you for a minute?*

Boss: *Sure.*

You: *I have a problem. Will you help me?*

Boss: *Okay.*

You: *I'm flattered that you want me to apply for my hooks, but I have a problem with it. If I go for a promotion I'd have to spend my time doing adminis-*

tration instead of traffic, and I'd probably have to transfer out of your department. It would be better for you if I stayed where I am.

Boss: *How so?*

You: *Check my stats. I make you look good. Do you really want to lose your best producer?*

Boss: *Yeah but you'd be good for the organization.*

You: *I'm better for the organization doing what I'm doing right now. Frankly, I*

don't think I'd be so hot at administration. I don't do it very well. Remember when you made me Acting NCO last year? Everybody wanted your head on a platter because I screwed up their Christmas leave so bad. I want to stay here and work for you.

Boss: *Hmm-m. I think I see your point.*

You began by putting the boss in a helping mode by using two powerful key phrases:

- Can I talk to you for a minute? (asking permission for a rational discussion) and
- I have a problem (putting the boss in a helping mode). What are bosses for if not to help eager subordinates solve problems?

Then you sold him on why it's to his advantage to give you what you want. Don't say you want it because it's good for you, say you want it because it's good for him.

Finally, after painting the boss into a logical corner, you make your request.

This process isn't guaranteed to work, but it will give you a better kick at the cat than if you confront him. Arguing with the boss is a certified dead loss. If you win, you lose. And, of course, if you lose you also lose!



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STREET PATROL

From *The Law Enforcement Handbook*,
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Part 1

1. WORKING THE STREETS

I. Introduction

A. Purposes of Patrol

In carrying out routine patrol duties, a police officer is expected to fulfil several key responsibilities to the community, including.

1. Protection of life and property
2. Enforcement of laws and regulations
3. Detection and arrest of offenders and wanted persons
4. Crime prevention through the deterrent effect of high police visibility
5. Providing assistance to the public by offering advice, information, and direction

B. Theories of Patrol

As in many areas of policing, there are conflicting theories regarding how the patrol function can be employed most effectively. Some experts believe that high police visibility discourages criminals by causing them to fear detection and arrest. Others believe that low visibility increases the opportunity to apprehend criminals by lulling them into believing that their crimes will not be detected.

On the street, the effective officer will use both approaches. To deter criminals, the officer will on some occasions make his presence obvious, for example, by conducting a slow motor patrol through a high-crime area. In different circumstances, the officer may deliberately conceal himself to test the reaction of suspects before and after they become aware of his presence.

Although today's police services conduct patrols on land, over water, and in the air, the two traditional categories of patrol, foot and motor, still predominate; each offers distinct advantages and disadvantages in meeting the needs of the community.

C. Types of Patrol

1. Foot Patrol

a. Advantages

- (1) Greater personal contact with the public, which can lead to increased community support for the police
- (2) In-depth knowledge of the character and problems of the patrol area
- (3) Greater opportunity to develop sources of information
- (4) High visibility and regular presence discourages criminal activity and provides a greater sense of security to merchants, females, elderly persons, and other high-victimization groups

b. Disadvantages

- (1) Low mobility, resulting in limited

coverage of the patrol area

- (2) Low response time to telephone complaints

2. Motor Patrol

a. Advantages

- (1) High mobility, which allows coverage of greater area
- (2) Fast response to telephone complaints
- (3) More effective street pursuit of offenders
- (4) More effective traffic enforcement

b. Disadvantages

- (1) Low personal contact
- (2) Little opportunity to develop sources of information
- (3) High visibility of marked police vehicles offers little opportunity for surveillance

II. Preparation for Patrol Duties

A. Equipment Check

1. Police uniform
2. Weapons
3. Watch
4. Money, including change for pay telephones
5. Flashlight, spare battery, and bulbs
6. Gloves
7. Notebook with ample supply of blank paper
8. Forms re reports, traffic violations, etc.
9. Current list of stolen and wanted vehicles
10. Portable radio
11. Pager or mobile telephone
12. Ammunition (for outdated rounds)
13. Handcuffs and key
14. Monadnock, nightstick, asp
15. Whistle
16. Warrant card or ID card
17. Penknife (for cutting seatbelts of accident victims trapped in motor vehicles)

B. Information Check

1. Secure and review descriptions of missing and wanted persons.
2. Arrange any follow-up work from previous shifts.
3. Check with the officer being relieved for any problems requiring your attention during the shift.
4. Check patrol area log for problem areas requiring extra surveillance.

C. Vehicle Check

1. Walk around cruiser to check for any damage.
2. Briefly turn on and off all lights and emergency equipment to ensure they are in working order.
3. Test the MDT (mobile digital terminal) and radio.
4. Check the inside of your patrol car, paying particular attention to the rear seat.
5. A prisoner may have hidden a weapon or



evidence in the vehicle during the previous shift.

6. During your own tour of duty, a prisoner might try the same manoeuvre. If you haven't checked the vehicle, any evidence you recover might be ruled inadmissible in court; you would be unable to swear that the vehicle was empty before the suspect entered it.
7. Record the condition of your vehicle's interior in your notebook for possible later use as evidence.

TIP: You may be able to use this knowledge to obtain evidence when you don't have the legal authority to search a suspect. Here's how:

Place your suspect in the rear seat of your patrol car. Walk a few steps away from the vehicle and pretend to write something in your notebook. If he believes you aren't watching him, the sus-

pect will probably try to hide any contraband or illegal weapons on his person in, or under, the seat. After giving him a few minutes to complete this transaction, remove the suspect from the vehicle. Search the seat and retrieve any incriminating evidence that he may have "voluntarily" turned over to you. On one occasion, I placed a subject claiming to be the victim of a drug rip-off in the rear seat of my cruiser to await further questioning. A few minutes later, upon checking the vehicle, I discovered that he had left several thousand tablets of LSD concealed under the rear seat.

In employing this strategy keep alert—the suspect may try to swallow narcotics or papers in an attempt to conceal evidence.

8. Check your vehicle's siren, roof light, and other equipment to ensure that they are in proper working order. Note any damage or mechanical problems.

Persons wishing to purchase *The Law Enforcement Handbook* may do so by contacting ITP Nelson at 1120 Birchmount Road, Scarborough, Ontario M1K 5G4. Phone (416) 752-9100 or FAX (416) 752-9646.

As a police officer's wife, I try not to dwell on the thought that he may never come home again. Ownership of this fear belongs to every spouse and every officer wearing a bullet-proof vest to begin his shift. It is real and it is there and only we understand it.

Watching the funeral last fall of the Toronto police officer savagely murdered, I was overcome with sadness as I witnessed the pain and broken hearts of his wife and family. With deepest sympathy and empathy, I felt compelled to write my thought onto paper.

When an officer's life is taken, it is not "hazards of the job" or "they knew the risks when they become officers". It is a deliberate execution of an officer standing in the way of cold, ruthless and selfish criminals.

A Tribute to Heroes was written in one of my fearful modes. It is a poem dedicated to my husband, Harley, and all police officers who put their lives on the line for us.

The poem has given me the opportunity to give back only a fraction of the debt owed to these officers.

With much encouragement from my husband and our family and friends, I have agreed to sell *A Tribute to Heroes* on the condition that a portion of each sale be contributed to a "Widows Fund" in trust to assist families of police officers killed on duty.

A Tribute to Heroes is available as a signed print or can be ordered double-matted, glassed and framed.

For more information your readers may contact me at Stitches in Time, 800 342-1031 or e-mail at brenharsolman@hotmail.com.

Brenda Solman
New Market, Ontario

I thought I would drop you a line to inform your readers about a serious problem that should be quickly rectified in our society. This is in regard to initiation rituals in schools and universities. They appear to be a plague that just won't go away and some police forces do nothing.

I have been policing a university town for the past 14 years and every Fall I get the usual calls to either some Frat house or a home and listen to the horror stories of what many students must endure to become socially acceptable. I have seen students badly beaten and humiliated in the most disgraceful manner imaginable. One young girl almost lost her life last year by rituals that simply went too far.

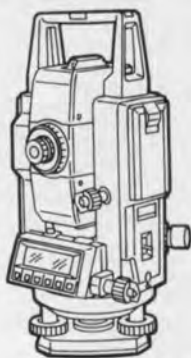
I think it is time the police community begin a serious effort to educate students in Secondary Schools and Universities as to what Criminal Assault really means. Most of the students I have spoken to do not even believe that this is a criminal act.

It is time our society learned more about respect and dignity and I can not think of a better place to teach it then in the educational institutions of this country.

Name withheld by editor

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British police embark on ethnic recruitment campaign

by Gary Mason,
Editor of Police Review

A cautious mood of optimism is seeping through the United Kingdom's ethnic minority communities about a strategy called "A police force for all the people", launched by London's Metropolitan police force (Met) in an attempt to transform the ratio of non-white officers in the force.

Following the report on the death of black teenager Stephen Lawrence (whose killing seven years ago led to protracted investigations into police relationships with black and Asian youths) a major recruitment drive seeks to significantly increase the 865 ethnic minority officers. This number represents only three per cent of the 28,000 member police force.

"A police force for all the people" proposes that ethnic minority graduates would be offered 1,500 pounds (C\$3,500) to spend their final year at university with the force along with guaranteed work experience.

In the past, forces have attempted to lure ethnic minority recruits by methods that amounted to positive discrimination. These would include offering special tutelage to ethnic minority recruits who were struggling to pass force entry examinations. Such tactics attracted criticism, not only from white officers - who accused forces of operating a system of favouritism and double standards - but from black officers who argued that special treatment only heightened problems of racism once they joined the ranks.

The Met is hoping to avoid such problems by targeting bright school leavers and trying to persuade them that a career with the Metropolitan Police is rewarding. The force has for many years run an accelerated promotion scheme for graduates. It seeks to attract good quality graduates into the service on a fast career path.

There is an expectation that recruits on the scheme will reach the rank of inspector within five or six years of joining. But it has not been successful in attracting non-white graduates. Since 1994, from 7,887 applicants to the scheme



only six per cent were from ethnic minority candidates and in the last four years only one place was offered to a non-white graduate.

The paucity of this figure is put into greater perspective when one considers that 35 per cent of 18 to 24-year-olds who enter higher education are from ethnic minorities.

One of the recommendations in the strategy is that the Met should use its young ethnic minority achievers as role models at career fairs and university visits to try and reverse this trend. The Met is also keen that ethnic minority employees should be encouraged to spread the word about careers in the force in their own communities.

The strategy report highlights the fact that there are high numbers of ethnic minority personnel working as traffic wardens and in administrative support roles.

"The Met's own employees should be invited to channel recruitment information towards possible candidates," the report said. "Each division should declare its intention to find suitable candidates with special emphasis on visible ethnic minorities, particularly those with high potential."

Once the force has secured the right calibre of such recruits it will then face a challenge to retain them and encourage them to seek promotion within the organization.

Non-white officers who leave the force have complained about racism in the ranks, the lack of promotion opportunities and even pressure from their own communities caused by a distrust of the police. Forces now recognize that it is important to monitor wastage levels among such recruits to try and assess what makes them leave the organization.

In a recent report on police community and race relations Her Majesty's Inspectorate of Constabulary noted: "The special difficulties that ethnic minority officers experience at home, in their community, while on duty and regrettably sometimes with colleagues and super-

visors, needs to be recognized and confronted. Forces should also address the selection procedure for specialists such as the Criminal Investigation Department (CD) and firearms where ethnic minority officers are under-represented."

There are only 23 black officers at and above the rank of inspector in the Met and no non-white officers are in senior management positions. In order to address the problem the strategy proposes the introduction of a career development scheme.

"A selected group of ethnic minority officers should receive career advice and guidance from a mentor senior officer and this group should be subject to active career development so that they can access, on an equal basis, the full range of roles and career opportunities."

Participation in the scheme would be voluntary but as a first step the force would approach all 23 ethnic minority officers who have attained the rank of inspector and above. Each of these officers will be offered a wide variety of operational and managerial work where they would be encouraged to seek transfers to "demanding locations and testing posts" such as Criminal Investigative Departments or policy development.

Ethnic officers will also be encouraged to apply for management exchanges which are run with other forces and outside organizations. Officers on the scheme would also be encouraged to take courses which would lead to recognized qualifications.

"A police service for all the people" - is available from the Metropolitan Police, New Scotland Yard, Broadway, London, United Kingdom, SW1H 0B0C
Telephone: +44 171 230 1212.

Winning the Race: Policing Plural Communities - is available from Her Majesty's Inspectorate of Constabulary, 50 Queen Anne's Gate, London, United Kingdom, SW1H 9AL
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Productions is seeking your police stories

Odd Squad Productions, a Non-Profit Society comprised of seven Vancouver Police Officers, would like submissions from police officers interested in writing for a compilation of police stories to be published in early 2000. This will be a non-fiction book published for national distribution in Canada, based on stories relating to the profession of policing, and written by police officers from across Canada.

Odd Squad Productions has recently finished the filming portion of a National Film Board documentary entitled 'Through a Blue Lens'. Odd Squad is currently working on the compilation of several educational videos on drug abuse for distribution through schools across Canada, as well as the development of a prototype multimedia presentation system for drug abuse presentations. Odd Squad is 'dedicated to educating the public on issues affecting the community'. The publication of this book will also be a non-profit undertaking. The submissions for selection would be provided voluntarily, and would allow Odd Squad first publication rights. The purpose of this book is to provide the general public with a better understanding of the world of policing.

Criteria

Topic: True stories or experiences that will allow the public insight into the world of policing. Personal experiences that highlight important aspects of our job as police officers will form the bulk of stories to be accepted for publica-

tion. We want a story that has strong personal significance and one that can address the diverse nature of our duties in dealing with the public, oftentimes under difficult and trying circumstances.

Examples of topics of interest: A personal success story based on work in the field Death Notification; A case study exemplifying the difficulty of this task; A personal account of Post Traumatic Stress related to a critical incident; A humorous story related to a police call; A complex investigation arising from 'nose in the dirt policing'.

These are only suggested topics, and do not represent strict guidelines. Odd Squad is only interested in poignant stories that go beyond 'scratching the surface' and submissions that will provide the reading public with a better understanding of our profession. We would like a personal story that allows for some examination of larger issues such as police subculture, organizational stressors, and intrinsic rewards.

Next month Blue Line Magazine will be publishing a couple of these submissions.

Length: 500 words to 5,000 words.

Final Date for Submission: November 15/99

Address: Send all submissions by E-Mail, with a short bio, as well as a complete mailing address, to both E-Mail accounts listed below:

toby_hinton@city.vancouver.bc.ca

walt_mckay@city.vancouver.bc.ca

For further information, and a sample story, please refer to the Web Site at oddsquad@bc.ca.

A LOOK BACK
BLUE LINE NEWS WEEK
12 June 1998

Officer reprimanded for prank gone wrong

MONTREAL (CP) - The province's police ethics committee didn't laugh at a practical joke gone wrong and has reprimanded an officer for improper use of his weapon.

The officer, who has worked for the Quebec provincial police force since 1992, admitted to drawing his gun and motioning for an approaching motorist to pull over in March 1996.

The constable told the committee he thought the car was an unmarked police vehicle being driven by detectives he knew.

The officer was horrified to find the car was driven by a woman accompanied by her 14-year-old son who did not share the humour in the officer's prank.

Realizing his error, the constable apologized to the woman, who was terrified by the gun, the ethics panel's report said.

In December, the ethics committee ruled the officer violated the police ethics code by not using his weapon with prudence and for not recording the incident in his daily logs.

The board decided on the reprimand after agreeing he had misused his firearm but decided not to punish him for failing to record the incident because he had admitted the violation... and suffered the humiliation of his back-fired joke.

Fall Training series set for Association



The Ontario Women in Law Enforcement will be presenting their Fall Training Day on Friday October 1, 1999 at the Ontario Provincial Police Headquarters in Orillia.

The topics for training are: *Stress and the Justice Practitioner* which will be presented by Dr. Marilyn HADAN and *Career Pathing* presented by Donna Mercier.

Registration for the event begins at 0800 hrs and training begins at 0900 hrs. In addition to the training, a dinner is planned to celebrate the 25th Anniversary of Women in Policing.

All individuals in law enforcement are welcome. For ticket information contact: Sgt. Myra James 905 543-2283/692-4811 or Sgt. Lisa Hodgins at 416 808-6614, or e-mail: lhodgins@Internet.com.

Second seminar planned

The Ontario Women in Law Enforcement, in partnership with the Halton Regional Police, are also presenting "Pipeline/Convoy Drug Interdiction", a two day training seminar on October 18 and 19th. This session will run from 0800 hrs. to 1630 hrs.

Rob Ruiter from Winnipeg RCMP will be the instructor. The location of this event is yet to be announced.

Seminar registration is \$25.00. To obtain a registration form and additional information contact Cst. Kate Pulford, Training Branch, Halton Regional Police at 905 825-4747 ext. 5105.

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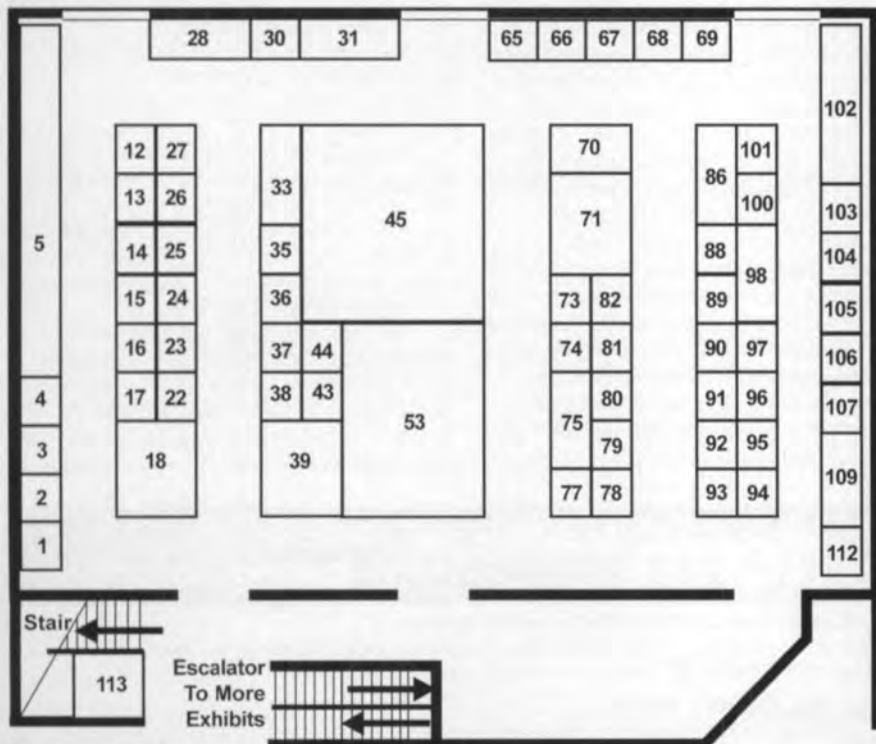
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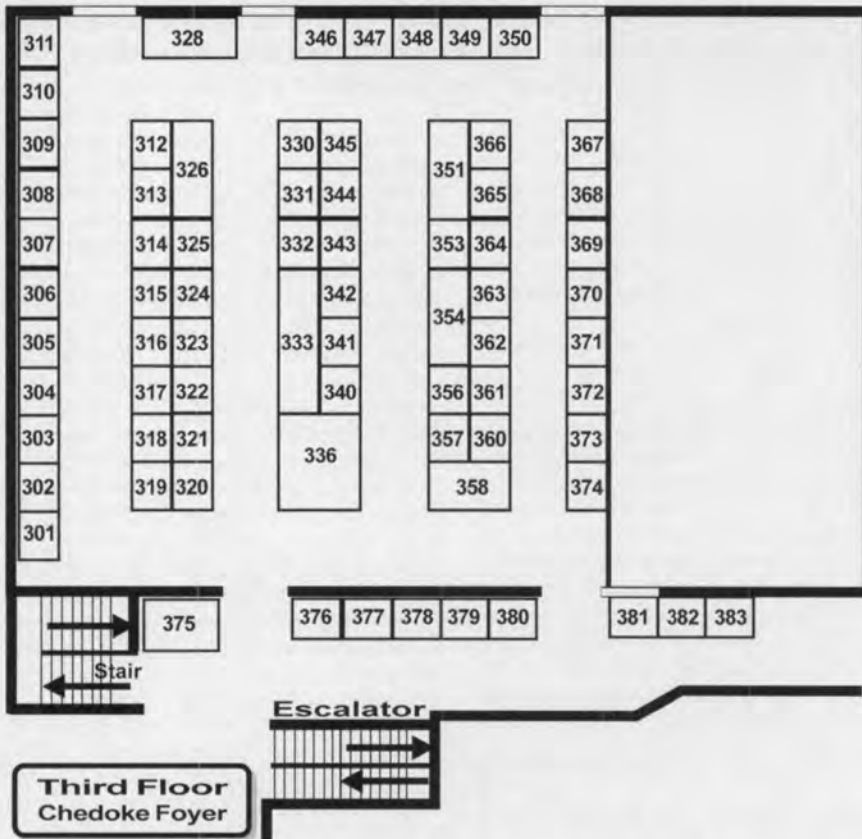
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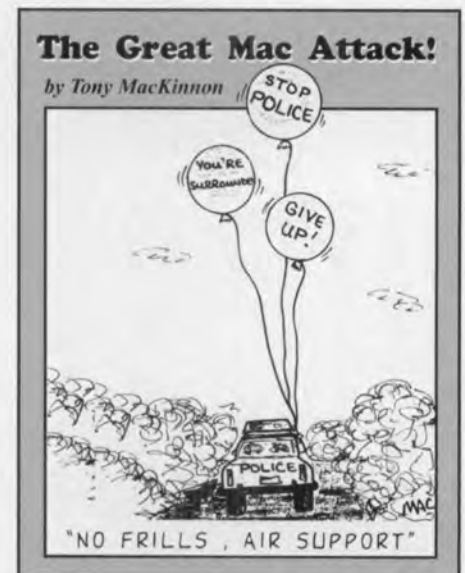
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Tips for police meeting psychiatric survivors

by Lilith Finkler

"Psychiatric survivor" is a term describing someone who has been an inpatient or outpatient of a psychiatric institution. I am one of those "psychiatric survivors." We are portrayed as violent subway pushers. The majority of psychiatric survivors, however, are active contributing members of society. We do not share information about our psychiatric history because of the stigma attached to it. We are afraid to lose our jobs, our friends or our children.

There are a minority of individuals, who, because of their vulnerability and the severity of their disability, engage the police on a regular basis. This article is written to address our community's experiences with law enforcement professionals.

Psychiatric survivors are terrified of uniforms. We associate official attire with painful experiences. Police take us to the hospital. Orderlies throw us into straight jackets or restraints. Nurses forcibly drug us. We, who are refugees from other countries, may remember the violence of soldiers in our countries of origin. Where possible approach us wearing civilian clothes or at least a removed hat.

When you apply handcuffs, we panic. Handcuffs and restraints feel the same. We expect orderlies and nurses to inflict an intramuscular anti-psychotic. Being in a small

cramped space in the cruiser reminds us of seclusion. Being hog tied can cause positional asphyxiation. If we are agitated, offer us a cigarette. A smoke can sometimes calm us.

When we talk to ourselves, we may be conversing with internal voices. Approach us carefully. Contact us in a way that gives us control. Stretch out your hand and loudly say "hello" Introduce yourself. You can enter our world without touching us. By giving a loud verbal cue, you can draw us out of our inner world. We may still hear voices in the background. Be patient.

Someone may call you because we are violent. Sometimes, we scream or cry or break things. On occasion, we may hurt someone else. Many of us live in poverty. We have no safe place to express our rage. We live in small rooms with thin walls and little, if any, privacy.

We rage in public because other opportunities are denied us. We go to hospital, but there are no beds. The crisis lines have only answering machines. The distress lines are busy. We "act out" hoping that someone will call you. We want you to come. We are desperate.

According to studies in the literature, many women psychiatric survivors are victims of sexual abuse. Remember this as you approach. When we see a tall man come toward us, we may flash back to our abuser. We will scream, bite, kick, do anything to protect ourselves. Send female police officers to work with women psychiatric survivors. We often feel less threatened.

Then there is the discussion about the "use of force." Do not use pepper spray, expandable batons, nets or guns. They teach us that powerful people have weapons. We may try to grab those weapons. We may buy or steal weapons later and use them on someone else. When we are herded into a cruiser like an animal, we may seek revenge. We wish to restore our dignity and self respect.

Please try to communicate with us. Use your voice, your outstretched hand to let us know that you are a safe person.

If we are extremely involved in our own anger leave us alone if you can. Make sure that everyone else is out of our way and that we can not hurt ourselves seriously. Give us space. Let us vent.

If we wish to hurt someone else, separate us. Ask the person to leave the area until we are calm. Sometimes ancient hurts rise to the surface with a jolt and cannot be expressed verbally. We may be truly out of control. If we have a weapon, ask us to give it up. Demand that we focus on a concrete object. We may then slow down psychologically and talk.

If you take us to jail, do not label us "M.I."

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and put us in isolation. We become lonely and afraid. Often, these cells are the dirtiest part of the jail. The mice scurrying at night only emphasize our loneliness and fear. Mice can socialize. We do not.

Sometimes, the side effects of medication results in sensitivity to light and blurred vision. The constant light shining hurts our eyes, small print is hard to read. If you want us to sign a document, read it to us first.

Long term use of neuroleptic drugs can result in tardive dyskinesia. We slur our speech, drool, lose control of our mouth muscles or have involuntary movements. Sometimes, our gag reflex is impaired and we choke. We can eat only certain foods.

When you give us our meal, eat a bit of it in front of us. Some of us are so afraid of being poisoned that we will not eat anything unless we know it is safe.

Many of us are homeless. We want you to take us to jail. We want a warm bed and food. Panhandling is hard. We do not receive much money. The teenagers are stronger than we are. They get the best street corners,

If you put us in a cell by ourselves, check that there are no horizontal bars. We can use these bars to hang ourselves with a sheet. When we are hurting deeply, we will do anything to escape.



You can take many precautions to prevent suicide. The most effective form of suicide prevention is a human bond. We need something to live for. Many of us have no family or friends. We celebrate our birthday and holidays in a boarding home or on the street. We may want to go to jail just to be with others... even if they are strangers.

We know, as persons in psychological distress, that we demand much of you. It is draining to address our anguish. College may not have

adequately prepared you for this aspect of your work. Please be patient. We have no place to go.

If you are unsure about a call, ask another officer to join you. Invite a crisis worker, comfortable with members of our community, to support you on site. Do not meet us alone if you do not feel safe. Better to admit uncertainty now than address an inquest later.

We know that there are limited training opportunities and resource people available. Ultimately, police deal with psychiatric patients because we have been discharged without community supports. Become our allies. Demand affordable housing and an increase in social assistance rates. With a decent place to live and food to eat you are less likely to meet us on the beat.

Finally, talk with fellow officers. One in five Canadians have encountered psychiatry. Through friendship, you may learn the emotional struggles of co-workers. In a supportive environment, police officers who are psychiatric survivors come out and share their insights. Then, an article such as mine may no longer be necessary.

Lilith Finkler is a psychiatric survivor in addition to being a writer and health expert. She lives in Warton, Ontario and would be happy to hear from officers who may have questions. Call her at 519 534-1320.

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The Ten-Minute Survivor

Handling your sidearm an extra few minutes a day can add years to your life!

by Dave Brown

In an emergency, you only have the rest of your life to respond.

If you want that life to be measured in years instead of seconds, understand one inescapable fact of life. When you need a weapon to save your life in a sudden confrontation, you are reacting to someone else's actions. If all factors between you and your assailant are equal, the simple law of action time versus reaction time tells us you will likely lose.

Rather than praying that the bad guy does not have your skill, accuracy, speed or commitment, how about working to improve your own performance. Just a few short minutes a day on top of a regular program of shooting practice can develop the kind of skills with your sidearm that really count out on the street.

Seven Steps to Survival

In less time than it takes to read the sports page, you can practice seven simple steps to stack the odds back in your favour. I call this "The Ten-Minute Survivor" because that's all the time it takes. You can practice at home before you leave for work, at the station before your shift or in the locker room during a break.

These seven steps require that you find a safe place to handle your sidearm. This may be the firing range or at the loading area. Many agencies have the luxury of a range right in the basement. Use it! Sadly, shooting ranges are often underutilized and you will likely have the place to yourself. If this is not practical, there is usually an area of the locker room or weapons room where you can handle your sidearm safely. If there is no authorized area to dry-fire your sidearm, then question the department. With the increasing use of high-retention holsters, regular



practice is no longer a luxury.

Resist the temptation to practice by yourself. Not only is this a safety issue, but you are depriving someone else of an observer to improve their own techniques, and depriving yourself of valuable feedback.

Step One - Practice safe

Firearms safety has nothing to do with mechanical safety features or "disconnect"

devices. It has everything to do with proper muzzle control and trigger finger discipline. Use this practice opportunity to cultivate better control of your trigger finger. A training partner is really useful here as a critical observer to double-check your own safety skills. Airline pilots call this independent observation a "cross-check."

Using the buddy system will also ensure that the firearms are empty before the practice session begins. Obtain some orange plastic dummy cartridges for use during the reload drills. Cross-check again after the practice to ensure that all dummy rounds are recovered and there is no possibility they will end up on the street.

Step Two - Practice the basics

High retention holsters demand regular skill reinforcement to ensure that the firearm will be released when needed. Practicing a smooth draw from the holster is a critical component to your survival. In an emergency, all your basic techniques such as the grip, draw, sight acquisition, trigger control and reload must be automatic. You must be able to perform these skills on a subconscious level. This means constant repetition of basic movements.

Notice that I specified a smooth draw from the holster, not a fast draw. Developing smoothness takes concentration on each step of the draw motion. Speed simply comes from practicing smoothness. No one has ever become fast without first working on smooth.

As actor Jack Palance used to snarl in an old Midas Muffler commercial, "First you get good. Then you get fast."



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Step Three - Practice for stress

Here's a simple tip to simulate the potential loss of fine motor skills in emergency situations. Put on a pair of heavy gloves or mitts before you begin the practice. This is not designed to simulate the handling of your weapon during cold conditions, but rather intended to demonstrate the effects of stress on your motor skills.

You should be able to draw the firearm from the holster, reload it, chamber a cartridge or clear a jam while wearing heavy mitts. If you have been lazy and relying on hitting the slide stop lever to chamber a cartridge, this exercise will illustrate the futility of attempting this under stress. Use a proper overhand grasp to the back of the slide.

This is also how you should be loading your firearm every shift. After all, we should train like we are going to fight because we most certainly will fight like we've been trained. If you use any other technique for chambering a cartridge, then you may have simply been conditioning yourself to get killed.

The bonus is that you are also now prepared to actually use your firearm when it is cold outside.

Step Four - Practice to survive

Mental preparation for survival means developing and practicing an appropriate mind set. This is more than just a vow to finish every shift alive. You have to apply this to your life as well. This means a determination not to quit any exercise or assignment. This means a will to practice even when you don't feel like practicing. This means preparing yourself for when stuff really does happen.

What would happen in an emergency if you could not get to your gun because your strong hand was injured or occupied? Have you ever tried to draw your weapon, reload it or clear a jam with only your weak hand? What if you were lying on your back in a struggle for your life with one hand trapped beneath you?

Unsupported one hand drills are designed to demonstrate how this can be accomplished in an emergency but, more important, they condition your mind for survival. No matter how bad the situation becomes, you know you are still able to cope and stay in the fight. This is why I often refer to unusual position training as "been-there... done-that" drills.

It is not critical to practice one hand draws and reloads enough to become proficient. It is only necessary to try them enough times to know that they can be done. These skills must be practiced only under close supervision and only if you have received proper instruction in how to accomplish them safely.

Step Five - Practice what really works

While one-hand practice may be of benefit in some emergencies, the majority of your dry-fire shooting should utilize a proper two-hand grip and correct sight picture.

Un sighted fire, sometimes referred to as point or instinctive shooting, does not work on the street.

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In spite of what some agencies may teach, shooting one-handed while you still have the use of two good hands must be confined to contact distances only. One hand shooting has a history of dismal performance in real-life encounters.

Distortions in size perception during high stress situations can often mean that objects appear closer and larger than they really are. (Does this sound familiar? "Gee, officer. I can't really describe the gun that the robber had, but it sure looked like the size of a sewer pipe!") If you are taught to point shoot out to any specific distance beyond the length of your arm, it is all too easy to underestimate the actual distance. The result can be a serious reduction in your ability to hit your target, compounded by the stress of the situation.

To properly train in accurate one-hand shooting can consume far too much valuable training time and ammunition. Lock onto your front sight and make every shot count. After all, very few assailants have ever been stopped by loud noises.

Step Six - Practice in front of a mirror

We tend to be poor judges of the speed and fluidity of our own performance. If you cannot use a training partner to provide feedback during your dry-fire practice, consider using a full-length mirror as a substitute.

Watch especially for wasted motions creeping into your draw sequence. Your firearm should transition smoothly from the holster to eye level in as straight a line as possible, without any upward arcing ("bowling"), or downward sweeping ("fishing") motions.

And, unlike partners, mirrors never later coerce you into buying them breakfast.

Step Seven - Practice not shooting

A firearm is deadly force and must be treated as such. When it comes out of the holster, you must be prepared physically and mentally to use it. Just because it has been drawn, however, does not necessarily mean that it must be fired. If a reasonable alternative can be employed, everyone stays alive.

For this reason, we train officers to use a standardized police "challenge." If time, distance and situation allow it, a loud verbal command, such as, "Police! Don't move!" may mitigate the use of deadly force.

During confrontational situations, not only are you under a great deal of stress but so is the assailant. One physiological reaction to this is a temporary loss of hearing called auditory exclusion. This may be illustrated by countless shooting situations in which officers often report they do not hear their own gunshots, or hear little more than distant muffled "pops." Remember that the assailant is also under stress and is likely to suffer from this loss of hearing. This adds one more skill to the practice regime: yelling.

Practice shouting your challenges in a loud command voice. Yell from the diaphragm, and not the throat. It may feel foolish to be standing in a room yelling at the wall, but this serves to imprint the challenge into the subconscious. In an emergency, you are then less likely to inadvertently blurt out something inappropriate, usually in direct proportion to the number of witnesses.

When finished with the above exercises, retrieve the training cartridges and reload your firearm in a safe location. Conduct a further cross-check with your training partner to confirm that all the dummies have been recovered and the firearms are loaded. After all, a firearm which goes "click" out on the street when you are expecting a "bang" can be just as deadly as a firearm which goes "bang" when you are expecting it to go "click."

Three Rules of a Gun Fight

To summarize, let's add to an old joke. One could say that there are actually three rules in a gunfight.

Rule One - Have a gun

This is more than just a punchline. This means to not only have the weapon but also have the skills to use that weapon when it really counts. The basics of the grip, draw, sight picture and trigger control - not to mention muzzle control and trigger finger discipline - must all be automatic.

Rule Two - Have a loaded gun

The reload must also be an automatic reaction. While many officers take the time to practice marksmanship out on the shooting range (usually just before qualifications), very few actually rehearse tactical reload drills. It seems kind of silly when you think about it; we tend to practice most often the skills that we are good at, and not the ones that need work.

Rule Three - Don't get shot

A gunfight is a fight for survival. There is no such thing as a fair fight on the street. This means to use whatever legal means are available to win. Cheat like hell, never give up, and remember to get your butt behind cover at every opportunity.

It is up to you!

I have noticed an alarming trend in the last two years. Some police academies are starting to slack off in their weapons training. Pressured for time, instructors today must balance a variety of important topics from physical fitness to cross-cultural awareness. Unfortunately, firearms training sometimes suffers. After a major jump in quality with the introduction of semi-automatics in the mid-1990's, some departmental firearms instruction now seems to be going down in quality instead of up.

Do not accept this. Initial and in-service training programs are important to teach the necessary skills, but no department can train you enough to imprint those skills into your subconscious. Like anything else, you must use and practice those same skills regularly or you lose them.

It will always be your responsibility for your own survival. Take the extra ten minutes a day. It can add years to the rest of your life.

In addition to being a feature writer Dave Brown is Blue Line Magazine's Tactical Firearms Training Editor. We welcome any feedback on this issue. Do you feel your department's firearms training program not as good as it should be? Contact us by e-mail at blueline@blueline.ca or call Dave at (204) 488-0714.

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The transportation of such products by air, marine, rail and road is regulated under the federal Transportation of Dangerous Goods Act, 1992. The Transportation of Dangerous Goods Regulations, adopted by all provinces and territories, establishes the safety requirements for the transportation of dangerous goods.

Federal and provincial legislation provide for the regulation of an extensive list of products, substances or organisms classified as dangerous. The products fall into one of nine classes.

Transport Dangerous Goods Directorate

Transport Canada is the focal point for the national program to promote public safety during the transportation of dangerous goods. The

department's Transport Dangerous Goods Directorate serves as the major source of regulatory development, information and guidance on dangerous goods transport for the public, industry and government employees. Through its various components, the Directorate works closely with other federal and provincial agencies to implement the safety program.

The Regulatory Affairs Branch is responsible for the administration, development and amendment of the federal Transportation of Dangerous Goods Act and Regulations.

Branch personnel represent Canada on international organizations responsible for establishing uniform international requirements for classification, labeling and marking of means of containment, transport documentation and safety marks for vehicles carrying dangerous goods. These organizations include the United Nations Committee of Experts on the Transport of Dangerous Goods, Association of American Railroads (AAR) Tankcar Committee and International Civil Aviation Organization (ICAO) Dangerous Goods Panel.

The Branch has initiated the development of standards for all types of means of containment used in the transportation of dangerous goods. The Branch also issues permits when exceptions to the regulations are warranted.

The Risk Management Branch makes recommendations and implements decisions and directives to minimize the adverse effects of accidental losses to people, property and the environment associated with the transportation of dangerous goods. The Branch applies risk management techniques in a regulatory framework targeted toward a highly diverse and competitive sector of the Canadian transportation system. These techniques reduce the uncertainty surrounding the potential for accident-related losses by estimating the likelihood and severity of losses, and by taking action to reduce the probability and severity of these losses.

Two divisions of the Branch carry out their mandate by advising senior management on risk policy. They work with other branches within the Directorate to define and clarify issues of concerns; conduct and manage research and development activities (including the Directorate's web site); and adapt risk control techniques within risk management to changing conditions ensuring safety is increased in a cost-effective manner. A third division advises on suitable support for management information systems.

The Compliance and Response Branch, with the assistance of five regional offices across Canada, ensures that consignors, federal carriers and consignees are complying with the regulations through a national inspection, investigation and enforcement program and coordinates the activities of all dangerous goods inspection agencies. The regional offices also provide an information and advisory service to industry and the public.

Remedial Measures Specialists within the Branch review industry emergency response assistance plans registered with the Directorate and conduct investigation on the use of the plans to ensure these can be activated to respond effectively to dangerous goods transportation accidents.

The Branch is responsible for the development of training programs for all federal and some provincial inspectors. The Branch provides general education and awareness programs for industry and the public and manages the explosives vehicle certificate program on behalf of the Explosives Branch of Natural Resources Canada.

CANUTEC (*Chemical Accident Emergency Advisory Service*) provides 24-hour-a-day bilingual emergency advisory and regulatory information service. CANUTEC's experienced professional chemists assist emergency responders in the event of a dangerous goods accident. The 1996 North American Emergency Response Guide was developed jointly by CANUTEC, the U.S. Department of Transportation, and the Secretariat of Communications and Transportation of Mexico. The Guide is an initial reference source of information on the hazards of the chemicals and recommended responses to accidents involving dangerous goods. It is intended to be used to determine immediate and general on-site response to an accident involving spe-

cific dangerous goods.

The Dangerous Goods Newsletter is published quarterly by the Directorate. It includes information on accident flows and trends, regulatory interpretations, reports on national and international events, regulatory and compliance requirements and activities, risk management and assessment techniques, emergency response and data compilation and reports. It is available upon request and distributed free of charge to more than 30,000 readers in Canada and abroad.

For further information, call (613) 992-4624.

Other Government Agencies

The Transport Dangerous Goods Directorate works closely with the Marine, Aviation and Railway Safety Directorates in Transport Canada as well as non-transport departments and agencies such as the Atomic Energy Control Board (AECB), Environment Canada, the Explosives Branch of Natural Resources Canada, and Health Canada. These groups provide specialized advice on their respective regulations. They also participate in compliance inspection and accident response activities within their own area of responsibility.

The TDG Directorate has established working relationships with the highway transport administrations and certain non-transport groups of all provincial and territorial governments. These groups provide advice on regulations pertaining to highway transportation and carry out related compliance and accident response activities. Industry plays an active role in the regulatory consultation process and in the develop-

ment of consensus standards.

CANUTEC - The Canadian Transport Emergency Centre

CANUTEC is the Canadian Transport Emergency Centre operated by Transport Canada to assist emergency response personnel in handling dangerous goods emergencies. This national bilingual advisory centre was established in 1979 and is part of the Transport Dangerous Goods Directorate within Transport Canada. The Directorate's overall mandate is to regulate the safe handling, offering for transport and transporting of dangerous goods by all modes. CANUTEC is one of the major safety programs that Transport Canada delivers to promote the safe movement of people and goods throughout Canada.

CANUTEC has established a scientific data

bank on chemicals manufactured, stored and transported in Canada and is staffed by professional scientists specialized in emergency response and experienced in interpreting technical information and providing advice. CANUTEC deals with some 30,000 telephone calls per year with approximately 1,000 of these that require an emergency report.

Information Sources

CANUTEC's data bank consists of information on more than 500,000 commercial products. The data bank is computerized with easy access to comprehensive information on individual product properties.

CANUTEC also has access to a large number of industry data banks and has commu-

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nication links with their emergency response centres. CANUTEC has established communication links with emergency response centres in other countries and has access to various international organizations' data banks. This provides the CANUTEC scientists with quick access to a vast national and international resource network.

In addition to these data banks, CANUTEC has access to, among others, the following resources:

- an extensive emergency response reference library
- directories of Canadian and foreign chemical manufacturers, shippers and transporters
- directories of emergency response groups across the country including public agencies both federal and provincial, medical facilities and health specialists
- list of specialized equipment suppliers

Some of the Services Provided

Using the computerized information network accessible to them as well as their professional experience and knowledge, CANUTEC's scientists can provide immediate advice and recommend actions to be taken, and those to avoid, in dangerous goods emergencies.

CANUTEC's scientists, using the computerized information network accessible to them and their professional experience and knowledge, can provide immediate advice and recommend actions to be taken and those to avoid in dangerous goods emergencies.

Taking into consideration the characteristics

of the dangerous goods involved and the particular conditions at the emergency site, CANUTEC's professional staff can provide immediate advice on:

- chemical, physical and toxicological properties and incompatibilities of the dangerous goods health hazards and first aid;
- fire, explosion, spill or leak hazards;
- remedial actions for the protection of life, property and the environment;
- evacuation distances;
- personal protective clothing and decontamination.

CANUTEC staff does not go to the site of an incident. Advice and information are provided by telephone. In some instances, standard information and data can also be transmitted in printed copy to the site. This complements the verbal advice and recommendations given by CANUTEC staff members.

CANUTEC can also provide communication links with the appropriate industry, government or medical specialists. The shipper of the dangerous goods involved can also be linked to the site to deal with instructions on cleanup, disposal and/or recovery.

Should on-site assistance be required, CANUTEC can activate industry emergency response plans such as TEAP, the Transportation Emergency Assistance Plan, operated by the Canadian Chemical Producers' Association or on-site assistance from other industry or government specialists. CANUTEC has also the capability of initiating Emergency Response Assistance Plans (ERAP). These plans are gen-

erally prepared by the shippers and registered with Transport Canada. They are required for the dangerous goods listed in Schedule XII of the Transportation of Dangerous Goods Regulations (TDG).

Voice communications and written information are retained in confidence for two years for the protection of all parties.

CANUTEC also offers a 24-hour emergency telephone service. Shippers who wish to use CANUTEC's emergency telephone number on their dangerous goods shipping documents, must first contact CANUTEC at (613) 992-4624. In Canada, registration with CANUTEC is free of charge.

Research in hazardous material handling

To provide a high quality service, CANUTEC scientists research and investigate developments in emergency response technologies and new information regarding dangerous goods.

The data banks and library of the Centre are kept current through scientific literature searches and through national and international data exchange agreements.

Information on individual chemical characteristics and historical data on accidents and other relevant research information involving a given chemical, is analysed to provide data for the interpretation of trends in the contingency planning and emergency response fields. Comprehensive information on the uses and limita-

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tions of data, methodologies or equipment is developed through the use of consultants and laboratories on a contract basis.

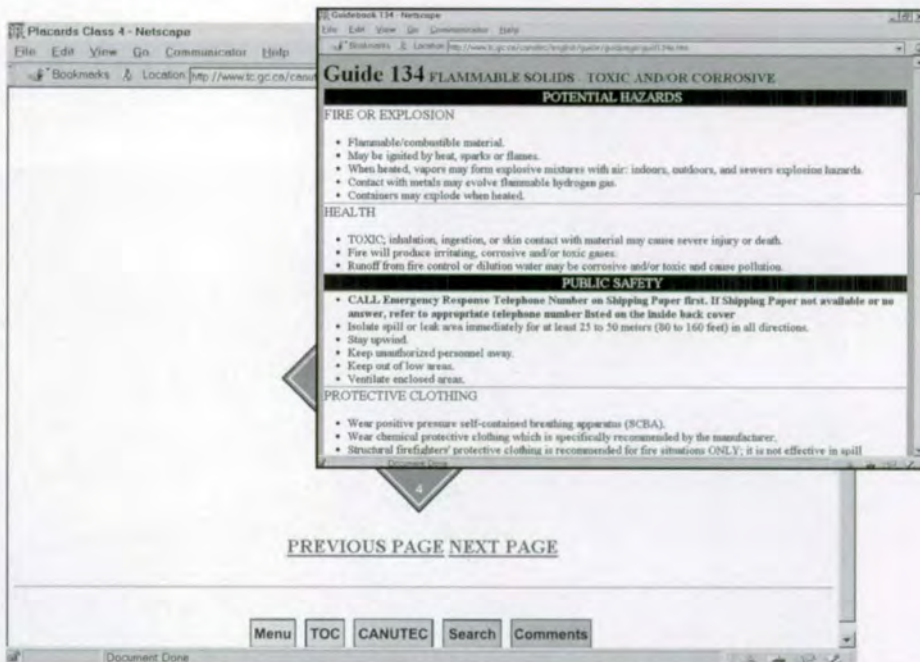
In addition numerous joint international research projects are developed and undertaken each year.

CANUTEC staff also provides an information service on all aspects of the regulatory requirements for the handling, offering for transport and transporting of dangerous goods by all modes of transport. In fact, CANUTEC is the primary contact point for the Transport of Dangerous Goods Directorate on questions regarding transport dangerous goods regulations and chemical products.

For general information CANUTEC should be reached by calling the information number (613)992-4624, to keep the emergency telephone lines free.

There are some reporting requirements

Federal regulations require that CANUTEC must be contacted in the event of an incident or accident involving radioactive materials or infectious substances. As well, provincial or municipal statutes may require reporting of dangerous goods incidents or accidents to identified authorities. IMPORTANT: calling CANUTEC for assistance does not replace the required reporting under provincial or municipal statutes or the federal



Need-to-know Hazmat Software is Free

For FREE software to load on your own computer with regard to Hazmat go to the following web site; www.tc.gc.ca/canutec/english/ERGO/ergo-e.htm#placards. There you will find CANUTEC's ERGO version 1.1 which has been made available for free download as of May 20, 1998.

This improved software is CANUTEC's PC version of the 1996 North-American Emergency Response Guidebook (NAERG96). The file size is 5 MB and is self-extracting. ERGO is also available in French and now in Spanish since July 1998.

System requirements: 486 or Pentium processor; Windows 95 or NT, 16 Megs of RAM and at least 10 Megs of free disk space. The download includes a Read-me file with installation instructions and product description.

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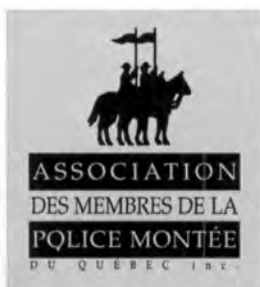
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POTENTIAL HAZARDS

FIRE OR EXPLOSION

- May explode from heat, shock, friction or contamination.
- May react violently or explosively on contact with air, water or foam.
- May be ignited by heat, sparks or flames.
- Vapors may travel to source of ignition and flash back.
- Containers may explode when heated.
- Ruptured cylinders may rocket.

HEALTH

- Inhalation, ingestion or contact with substance may cause severe injury, infection, disease or death.
- High concentration of gas may cause asphyxiation without warning.
- Contact may cause burns to skin and eyes.
- Fire or contact with water may produce irritating, toxic and/or corrosive gases.
- Runoff from fire control may cause pollution.

PUBLIC SAFETY

- CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, refer to ap-



propriate telephone number listed on the inside back cover

- Isolate spill or leak area immediately for at least 50 to 100 meters (160 to 330 feet) in all directions.
- Keep unauthorized personnel away.
- Stay upwind.
- Keep out of low areas.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing will only provide limited protection.

EVACUATION

FIRE: If tank, rail car or tank truck is involved in a fire, **ISOLATE** for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.

EMERGENCY RESPONSE

FIRE CAUTION: Material may react with extinguishing agent.

Small Fires

- Dry chemical, CO₂, water spray or regular foam.

Large Fires

- Water spray, fog or regular foam.
- Move containers from fire area if you can do it without risk.

Fire involving Tanks

- Cool containers with flooding quantities of water until well after fire is out.
- Do not get water inside containers.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- **ALWAYS** stay away from the ends of tanks.

SPILL OR LEAK

- Do not touch or walk through spilled material.
- **ELIMINATE** all ignition sources (no smoking, flares, sparks or flames in immediate area).
- All equipment used when handling the product must be grounded.
- Keep combustibles (wood, paper, oil, etc.) away from spilled material.
- Use water spray to reduce vapors or divert vapor cloud drift.
- Prevent entry into waterways, sewers, basements or confined areas.

Small Spills

- Take up with sand or other noncombustible absorbent material and place into containers for later disposal.

Large Spills

- Dike far ahead of liquid spill for later disposal.

FIRST AID

- Move victim to fresh air.
- Call emergency medical care.
- Apply artificial respiration if victim is not breathing.
- Do not use mouth-to-mouth method if victim ingested or inhaled the substance; induce artificial respiration with the aid of a pocket mask equipped with a one-way valve or other proper respiratory medical device.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- Shower and wash with soap and water.
- Keep victim warm and quiet.
- Effects of exposure (inhalation, ingestion or skin contact) to substance may be delayed.
- Ensure that medical personnel are aware of the material(s) involved, and take precautions to protect themselves.

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Enterpol Inc. announces "Law Enforcement Starter Pack"

In June, Toronto area based Enterpol Inc. announced the "Law Enforcement Starter Pack" - an integrated set of applications delivering a complete solution for law enforcement and public safety operations.

Heads of smaller law enforcement and public safety agencies have long complained that most currently available Records Management and Dispatch software is aimed at larger agencies, and is often much too expensive and too complicated to even consider deploying. Enterpol, a Canadian software developer for the Public Safety market since 1991, intends to remedy this situation.

They have recently announced the release and immediate availability of their "Law Enforcement Starter Pack". It is an integrated suite of applications based on the highly popular Lotus Notes/Lotus Domino groupware platform. The suite includes Records Management, Computer-Aided Dispatch, Citation Tracking and Dispatch Logging (a Jail Management module will also be available, targeted for release in the fall of this year). The Starter Pack is positioned as a highly functional - yet affordable - solution that meets the needs of the small to medium sized agency. It is currently available in the United States through their Kansas-based business partner Infnitec Inc. and in Canada directly from Enterpol.

Company president Brian Henry, a former police officer and chief architect of the Enterpol solution, explains that the Starter Pack delivers all of the core functionality most smaller sized agencies require. "Dispatch utilizes an intuitive drag-and-drop interface to track incoming calls for service and resources. It is linked to our RMS, automatically creating a record of relevant dispatch incidents. The RMS allows an officer to track all aspects associated with a case in a simple, straightforward fashion."

The Enterpol Law Enforcement Starter Pack is already a proven solution within the public safety community, and is currently in use by agencies in dozens of locations across the United States and Canada. Police Chief Tony Rose of Rawlins Police Department in Wyoming recently deployed the Enterpol solution to his 30-member department. "We evaluated more than 50 different alternatives and we chose Enterpol because it was first and foremost affordable, but it also provided all of the functionality we needed in a very easy-to-use manner."

The fact that the Starter Pack is based on, and leverages, the Lotus Notes/Domino environment helps set it apart from other systems. Henry adds, "Notes is the leading platform for messaging, collaborative applications and



Internet integration. It's ideally suited for the public safety environment, with its ability to find, organize, mobilize and share critical information." Notes provides full-text searching across multiple databases, extensive email capabilities and fully supports remote, disconnected users or locations.

The Enterpol Law Enforcement Starter Pack is licensed on a per user basis, with a Suggested List Price of \$995 (US) per license. For more information, contact Enterpol directly at Phone 905 761-2003, www.enterpol.com. Enterpol's US Business Partner, Infnitec Inc., can be reached at Phone 1 800 832-8246, www.infnitec.net.

Bock Optronics distributes DigiVision products



Bock Optronics, a Canadian distributor, integrator and service facility to the video and optics industry, is now distributing DigiVision's family of real-time video enhancement products to the law enforcement and security markets.

The DigiVision patented VLACE technology provides real-time video that is sharper, clearer and easier to interpret than ever before. DigiVision's product line includes a family of real-time video enhancement systems including the CE-3000, the SmartVision VLACE board, the ValueVision board, and the DZ-1, a digital zoom board. The DZ-1 features a true digital zoom, interpolated line doubling, picture-in-picture, continuous zoom, and roaming. For more information and pricing, contact Bock Optronics at 416 674-2804.

The Great Mac Attack!

by Tony MacKinnon



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Duty gear goes synthetic



In law enforcement, it often takes some time before things change. Such is the case of holsters and duty gear. But Michaels of Oregon, known as "Uncle Mike's," has made many changes.

In the past, when police duty gear was all leather, it was heavy, uncomfortable to wear and difficult to maintain. But leather had a look that was hard to beat. That look was good with a uniform. Even Michaels of Oregon, when they started making police duty gear could not make nylon products that could compete with that look of leather - that is until the introduction of the Side-Kick Professional Mirage line of holsters and accessories. The Mirage product line comes in three finishes: plain, basket weave, and most recently, gloss.

Why synthetics? Perhaps the big advantage of synthetic duty gear is its light weight and durability. In fact, the same duty configuration in synthetic may be as much as 50 per cent lighter than leather.

Synthetics also hold up to wear and dirt better than leather. Synthetics take only cleaning with soap and water to look good again. This

cleaning not only applies to dirt but to hazardous fluids, as well. Unlike leather that is naturally porous, synthetics are easier to decontaminate. Normally this can be accomplished by following proper decontamination procedures and changing to an appropriate cleaning solution.

The new gloss finish is the synthetic equal to patent leather. The Mirage Gloss is the latest Nytek product, a non-woven material made of nylon micro fibres 1,000 times finer than silk. The new material is extremely strong and abrasion resistant, will not rot, mildew or fade, and requires little maintenance.

The new finish features a mirror-polished sheen that provides a classy appearance. Law enforcement agencies that traditionally use the gloss finish of patent leather and want to continue to project a high visibility profile, while modernizing their duty-gear will find the Mirage products



Allison F. Michaels

ideal.

Over 50 years ago Allison F. Michaels began a business that would eventually ensure that every shooter could obtain a sling swivel for nearly any gun. In 1947, in his small Oregon shop, Uncle Mike, as he was fondly referred to, would crank them out and his wife would package them for shipping. The sling swivel became popular because of returning war vets who discovered the advantages of using a sling on their military rifles. Sales skyrocketed and the rest is history.

Today the company started by Uncle Mike manufactures a wide range

of accessories for both the sport hunter and law enforcement professionals around the world.

For a closer look at these items you can obtain a catalogue by writing to Michaels of Oregon, Law Enforcement Products at PO Box 13010, Portland OR 97213.

Youth Crime in Canada



Young Offenders and Juvenile Justice: A Century After the Fact
By Sandra Bell

Is youth crime on the increase? Are young offenders merely given "a slap on the wrist" for their offenses? Are youth more violent today than in the past? Should we toughen the Young Offenders Act — yet again?

This book is about the issue of youth crime and justice, and as such, it

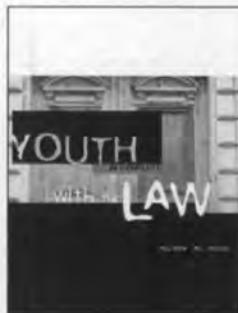
is organized around the concerns expressed in public forums designed to address youth crime issues and assist the Minister of Justice's attempts to reform the justice system.

Written from an historical comparative perspective, the book is not merely a collection of facts and theories nor is it "about" delinquents or young offenders. Rather it is how we think about youth and their behaviour and how these views are reflected in public discourse, scholarly theorizing, public policy, and institutional responses to "troublesome" youth behaviour.

ISBN 0-17-604931-2 • SRP \$41.00

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Youth in Conflict with the Law
By Paul Maxim and Paul Whitehead

This book has been specifically designed for the Ontario Police Foundation Program. In addition to examining the historical, philosophical, and contemporary application of statutes affecting youth in conflict with the law, the book also looks at the socio-cultural contexts within which youth crime is defined such as the relationship between

police services and other community service agencies, and the use of police powers to name only two.

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InvestigAide expands to UK Market



InvestigAide Software Inc., based in Ottawa, has just announced its first sale in the United Kingdom. Training and installation will take place at the end of August in the High Wycombe area of Thames Valley Police, North West of London. Thames Valley has over 3,700 sworn members and is responsible for policing areas such as Windsor Castle and the city of Oxford.

InvestigAide decided to move into this new market after attending two conferences and trade shows earlier this year. The National Criminal Intelligence Service (NCIS) Conference and Exhibition was held in the Cumberland Hotel in London March 1st to 3rd and the Home Office / Police Scientific Development Branch (PSDB) Police Equipment Exhibition was hosted in Bramshill between March 3rd to 4th.

Prior to attending these conferences, InvestigAide was invited to attend Thames Valley Police headquarters to give a briefing to a number of senior officers and investigators. Funding for the purchase by Thames Valley came from a new and exciting initiative by the Home Office. The Burglary Reduction Initiative is the result of extensive research by the Home Office into various methods of reducing crime, as part of its Crime Reduction Programme.

In brief, the Home Office agreed to fund 60 burglary reduction projects across the United Kingdom. A number of conditions had to be met before projects were approved. The primary condition was that districts submitting a proposal had to have two times the national average of burglaries. Of note is the fact that the UK has approximately two times Canada's national average of break-ins, meaning that the districts accepted into the project have four times Canada's national average of burglaries!

This sale is both exciting and rewarding, said Adam Jasek, President of InvestigAide. We decided to move into the UK market after being invited to attend the PSDB Exhibition by the CPRC (Canadian Police Research Centre) and, once again, their leadership has proven extremely valuable for our company. John Arnold, Chief Scientist at the Research Centre, invited InvestigAide and Vancouver's ECRI to share booth space at this year's PSDB show.

Police officers from the United Kingdom, and Europe in general, seemed to really appreciate our work into tying leading edge intelligence led policing tools with best practices, said Christa Etue, Manager, Operations, for InvestigAide Software, who attended both the NCIS and PSDB shows on behalf of the company.

For more information contact Adam Jasek at 457 Catherine Street, Ottawa, Ontario, K1R 5T7. Phone (613) 563-3413 or Fax (613) 563-3438. www.investigaide.com

Ottawa bike acquisition a winner

by Bill Keeler

The Ottawa-Carleton Police Service has initiated a new cost effective bicycle purchase plan with a local bike retailer.

Tommy & Lefebvre, a well known retailer in the Ottawa area, in conjunction with Specialized Bicycles have helped them get the plan started.

Under the agreement Ottawa-Carleton Regional Police Service "leases" 35 new specialized "Rockhopper Comp FS" bicycles (retail value of \$1200 each) for \$200 each. This includes servicing for the cycling season. At the end of the year each bike is returned to Tommy's and they sell them at a reduced price to the public. In the following year the police will get 35 new bikes for the same price.

This means that the police service will spend a lot less on repairs and always use the same bike and keep up with the latest in cycling. The Ottawa-Carleton Police are responsible for the purchase of accessories for the bikes such as bags, racks, lights, bells and other items. New accessories are estimated to last from three to four years before scheduled replacement.

All officers using these bikes report they are in favour of this agreement because they have the opportunity to ride new mechanically fit bikes that also have a nice appearance to the public.



The alternative to this program would have cost the police service over \$42000 if they were purchased outright. The present "lease" price of \$7000 guarantees new bikes with minimum maintenance in addition to cost savings.

For further information call 613 236-1222 Ext. 5240.

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Winchester introduces rugged expandable baton

by Morley Lymburner

A company that started in the 19th Century making ammunition and repeater rifles is now going into the 21st century with a lower level of force in the form of a quality expandable baton that is bringing rave reviews.

The Winchester Baton was developed by a former law enforcement officer to address needs not being met by competing brands. The Winchester baton was designed with strengthening features which help prevent breaking, bending or separation of the joints. It weighs several ounces more than other batons, which gives the officer more stopping power, and requires less swing when deployed. Bigger end caps allow the officer to expand the baton by hand in tight areas. The Winchester is built to last!

"The U.S. Navy recommends the Winchester expandable baton for all its security forces and many agencies have reported considerable success with this new weapon," says Bob Boxer, marketing director for Winchester Police Products Division, Professional Safety Inc.

"Many other De Tac Instructors are testing and recommending this baton for approval for their officers to carry," Bob explains. "The unit is a couple of ounces heavier than most expandable batons but experienced line officers who know what they would like a baton to be able to do... are willing to carry more weight if it improves their personal protection."

A 52-year-old Sergeant Phillips from Gallaway, Tenn., Police Department recently reported his disappointment when he found his former expandable baton bent after he finished his training with it. "I was amazed to see the damage that occurred to that baton from only striking foam pads. I was really disappointed."

Phillips took the recommendation of another officer and ordered the Winchester Baton and was impressed. "Our nearest back-up is sometimes fifteen minutes away. What ever situation we are in, needs to be controlled quickly. There

are few things I know of that will intimidate and get attention like racking an 870 pump or a Winchester Baton. We now have all our officers certified and carrying the Winchester Baton."

One more aspect to this product is the unique carrying holster available. The TacLock holster's unique design allows an officer to holster the baton fully extended without



fear of losing it during aggressive activity. It will remain secure in the holster until a simple twist and pull releases the baton for a fast tactical draw.

The batons are available in lengths of 21, 24, 26, and 29 inches. The batons come in nickel plate and black and price ranges are around \$US 70.00 to \$US 80.00.

For further information about the Winchester Baton, and its unique carrying holster, contact Rob Devilon of Security Police Products and Training at 416 410-6161 or Bob Boxer at 1-800-873-2872.

Alberta Special Constable Medal



The first presentations were made in April 1999 of the new Alberta Special Constable Medal issued to officers in the Province of Alberta who have 20 years of service as an active Special Constable or a combined service of up to 5 years of police service and 15 plus years of Special Constable Service. The

medal is issued at 20 year service with additional service bars for each 5 years of additional service thereafter.

Medals issued to Inspection Services staff by Executive Director Steve Callahan were:

<i>Bob Sargent</i>	30 years
<i>David Les Strange</i>	27 years
<i>Paul Phillip</i>	24 years
<i>Wayne Larson</i>	24 years
<i>Harold Living</i>	21 years
<i>Noel Sanderson</i>	36 years
<i>Terry Skelton</i>	28 years
<i>Mitch Fuhr</i>	21 years
<i>Henry Szumles</i>	20 years
<i>Arthur Anderson</i>	23 years
<i>John Adamache</i>	28 years
<i>Stan Sibley</i>	23 years
<i>Gordon Oster</i>	20 years
<i>Peter Schmaltz</i>	23 years
<i>Wayne Lilley</i>	20 years
<i>Raymond Montgomery</i>	20 years
<i>George McLennen</i>	20 years
<i>Victor Butlin</i>	30 years
<i>Paul Rae</i>	29 years
<i>Charles Haines</i>	29 years
<i>Lee Farough</i>	21 years
<i>Tom Nyuli</i>	22 years

For further information contact the Alberta Special Constable Association president Ashley Emerson at 780-663-3730.

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Young blood, new ideas, a promising future

Canada's youngest police services board member shares her thoughts and ambitions

by Blair McQuillan

When Sandy Adelson entered city hall to apply for an opening on the Toronto Police Services Board in March 1998 she was sure she would never be selected as a candidate for the job.

The seven-member board, which oversees budgeting and sets policies for the nation's largest municipal police service, was looking for a civilian representative and Adelson didn't think they would even consider an application submitted by a law student in her early 20s.

"I thought I'd go to the information session and see what it was like," she said.

It was like a power meeting on Bay Street. About 200 people turned out to apply for the position. Most of them were middle-aged men in business suits who carried cellular phones in one hand and briefcases in the other.

Adelson, who was on her way home from a class at York University's Osgoode Hall Law School, stood among them with a knapsack slung over her shoulder wondering why she had even bothered to show up.

When Adelson learned about an opening for a civilian representative, she decided to apply out of sheer curiosity. She was learning a lot about the police services board through a class she was taking at the time. The class was taught by Susan Eng, a former chair of the Toronto board, and Adelson felt that the board's role was an important one.

After submitting her application, Adelson never thought about the job again until she received a letter in the mail one month later.

"I was sure it was a letter telling me who had been appointed," she said. "It was a letter for an interview."

Now, one year after an interview which Adelson thought went "horribly" and all the hype surrounding her appointment, the youngest person to ever hold a position on a police services board in Canada is attacking her job with enthusiasm.

"I love it," the 23-year-old says. "It's something that the more work I do, the more I realize I should be doing."

"I try to get really involved. I'm so interested I don't realize how much time I'm actually spending at the board office, at headquarters, at division on ride-alongs."

Adelson, who will enter her third and final year of law school in September, says on average she spends about 15 hours each week working on board-related tasks. While her job does take up a lot of her time, it has given her the opportunity to gain a unique perspective on the justice system.

"At school we're mostly taught about defending people, so we don't get to see the other side," she said.

"Then I go out and I do ride-alongs and I actually get to see people who are making such



an obvious effort to really help improve the safety in our communities. It complements the view I was getting before."

A self-described perfectionist, Adelson dreamed of being a lawyer since childhood. In fact, she's wanted to get into the legal profession for so long she can't even remember what her original motivation was.

"I have no lawyers in my family, I just always wanted to be a lawyer."

Born in South Africa, Adelson and her family moved to Toronto when she was two-years-old. Her mom Anne, is actively involved in peace initiatives and her father Mike, is a real estate agent. The aspiring lawyer has two sisters, Vicki, 21, and Susie, 18.

Throughout public and high school Adelson always worked hard to get good grades, got involved in extra curricular activities and spoke out on issues like environmental awareness.

"I was always a geek," she says with a laugh. "I'm competitive."

Over the past 12 months, Adelson has found herself competing on a different level and voicing her ideas on community policing issues.

In May, she spear-headed a movement to expand the police service's existing mental health sub-committee.

The enlarged sub-committee will be comprised of local mental health specialists, police officers, city councillors and police services board members.

Adelson became interested in the relationship between the police and mentally ill after attending the inquest into the death of Edmond Yu.

Yu - a schizophrenic - was shot and killed by a Toronto officer in February 1997 after threatening police with a hammer.

The 10-week inquest ended in April, with the jury delivering 24 recommendations on how the police service and mental health community could better handle mentally disturbed people.

Adelson says she hopes the sub-committee's unified approach will help resolve any issues that the force has to address.

"Rather than just looking at the service and the board, let's talk to the provincial ministry of health, the city counsellors and have a more co-ordinated effort," she said. "I don't think changes are ever going to work otherwise."

In addition to the mental health issue, Adelson also advocates better communication, interaction and understanding between police and youths.

"That's something that I think is important because people my age don't like the police," she says. "They don't trust the police."

"You used to have a 90 per cent approval rating for police in your city and that still holds maybe for the older people, but not my generation and I think that's sad."

But does the youngest board member think her age has affected her own approval rating?

Adelson says her performance over the past year has helped to quiet those who were concerned she was too young to handle the job.

"The biggest controversy was when I was appointed and I think because I've already gone though it people can say, 'She's on now. Get over it. She's doing her job.'"

And Adelson is the first to admit that she doesn't know everything about policing or the police services board. However, she says her willingness to learn more about her role and the police service has been recognized.

"I'm willing to take time to go and do the background research and people do appreciate that."

With her term ending in 2001 and her final year of school approaching, Adelson is going to have to spend less time researching and more time soul searching. In the months ahead, Adelson will have to decide which direction she wants her life to take.

"Originally, I thought I'd be a criminal defence lawyer, but now I think I might want to do Crown work."

"I'm not sure what side I'm going to end up on."

And what about being involved in the police community?

"I am so interested in this subject I don't think I could just leave it when my term is up. I really feel like I have a vested interest in making the service better and really trying to improve things. I think even when my term is done I'll be somehow involved."

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Up-Coming Events

September 1 - 2, 1999

Proceeds of Crime Conference Orillia - Ontario

Hosted by the Ontario Provincial Police's Proceeds of Crime Unit, this conference is open to police, private financial investigators and members of the legal profession. To register for the conference contact Diane Rubinato at (705) 329-7497.

September 2 - 5, 1999

Canine Police Association National Trails Lethbridge - Alberta

The trials will be hosted by the Lethbridge Police Service K-9 Unit. This event is for law enforcement K-9 teams. One day will be set aside for a seminar and three for events. For details call (403) 330-5006.

September 12 - 15, 1999

Western Canada Use of Force Conference Calgary - Alberta

Hosted by the Calgary Police Service, this conference is a forum for all law enforcement officers to enhance their knowledge and understanding of current use-of-force issues. For details call Sgt. Brian Willis at (403) 974-0630.

September 13 - 14, 1999

1999 Municipal Law Enforcement Officers Annual Training Seminar London - Ontario

Municipal law enforcement personnel from across the province are invited to attend the training seminar and trade show. For in-

formation contact K. Shaughnessy-Hedley at (519) 661-5293.

September 14, 1999

6th Annual Law Enforcement Torch Run Events Golf Tournament

Barrie - Ontario

This event will benefit the Ontario Special Olympics. For more information contact Tracy Ford at (705) 835-5541.

September 17 - 18, 1999

British Columbia Sheriff Service's 25th Anniversary Regimental Ball

Kelowna - British Columbia

This event will celebrate 25 years of service to the people of British Columbia. For details contact Sr. Deputy Dennis Schleppe at (250) 470-6844.

September 17 - 19, 1999

8th International Police Diver Symposium Hamilton - Ontario

This year's symposium will feature seminars, open water exhibitions and equipment exhibitions. Those who register early will be eligible for a discount. For details call Rick Rozoski at (905) 574-6817.

September 20 - 22, 1999

Watercraft Crash Investigation & Accident Reconstruction Toronto - Ontario

The Toronto Police Marine Unit will be hosting this three-day certification program taught by the University of North Florida. For further information call Sgt. Stephen Henkel at (416) 808-5800.

September 20 - 23, 1999

6th Annual CALEO Information Sharing Conference

Niagara Falls - Ontario

Topics to be discussed at this conference, hosted by the Canadian-American Law Enforcement Organization, include organized crime groups, outlaw motorcycle gangs and penal gangs. Call (716) 439-6256 for more information.

September 22 - 25, 1999

Congress '99

Edmonton - Alberta

The Canadian and Alberta criminal justice associations are hosting this seminar which will serve as a forum for the exchange of ideas and information among those involved in the criminal justice system. For details call (613) 725-3715.

September 23 - 25, 1999

British Columbia Crime Prevention Association Symposium '99

Kamloops - British Columbia

Hosted by the Kamloops Community Crime Prevention Society, the symposium will include a variety of seminars that address pressing criminal topics. For more details call (250) 376-5099.

Oct. 4 - Nov. 19, 1999

Basic Polygraphist Training Albany - New York

This course is taught by the National Training Centre of Polygraph Science. Tuition is \$3,976. For more information fax Richard Arther at (973) 838-8661.

October 13 - 15, 1999

4th International Conference on the Child Montreal - Quebec

Hosted by the Organization for the Protection of Children's Rights, this conference will bring together those that work for the best interests of children. For more information contact Angela Ficca at (514) 593-4303.

October 18 - 19, 1999

38th Annual Ontario Traffic & Safety Education Conference Mississauga - Ontario

The conference is open to all law enforcement, educators and public health agencies. This year's conference will feature a variety of speakers focusing on

traffic and community safety related issues. For details contact Cst. Donna Smith at (416) 808-7042.

Oct. 30 - Nov. 4, 1999

106th Annual International Association of Chiefs of Police Conference

Charlotte - North Carolina

Each year more than 12,000 police chiefs, senior law enforcement officials, exhibitors and other police executives from more than 100 nations attend this event. For more conference details call 1-800-THE-IACP.

November 3 - 5, 1999

Recertification Course for Negotiators

Sarnia - Ontario

Hosted by the Sarnia Police Service and the Canadian Critical Incident Association this will be a refresher course for current negotiators who need to update their resumes. For information contact Cst. Bruce Williams at (519) 344-8861 ext. 279.

November 8 - 11, 1999

12th Annual Hold-up Squad Robbery Investigators Seminar

Toronto - Ontario

For more information on this seminar, hosted by the Toronto Police Service, contact Det. Steven Proulx at (416) 808-7350.

November 13 - 16, 1999

International Association of Arson Investigators

Regina - Saskatchewan

Hosted by Regina Police Service and the Sask. Chapter of the IAAL. The seminar will include an in-depth look at the principles of fire behaviour, scientific fire investigation, reconstruction, fire deaths and case studies. For information contact D/Sgt Dale Schulz at (306) 719-8636.

November 14 - 17, 1999

5th Annual Canadian National Advanced Fire Arson & Explosion Training Program Toronto - Ontario

Internationally recognized authorities will present lectures on fire, arson and explosion investigation. For information contact Dennis Merkley at (416) 754-0459.

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TEN-SEVEN

Law Enforcement News From Blue Line Magazine

Associations question value of gun registry

Funding for national gun registry could be used elsewhere, Baxter says

Some Canadian police associations have started to voice concerns over the federal gun registry and suggested they may stop supporting the initiative.

"I don't think the Canadian Police Association should have ever supported this in the first place - I think we made a big mistake," Bill Baxter, the president of the Police Association of Ontario, was quoted as saying in June. "This has proven to be nothing but a farce and we should divorce ourselves from it as quickly as we can."

Baxter said money for the registry should be spent on other programs such as keeping track of offenders' DNA. He said he will recommend that the 13,000-member PAO withdraw its support of the registry at a meeting on Aug. 17.

The Canadian Police Association will vote on the matter on Aug. 25.

The Toronto Police Association, which has 7,000 members, will be the third union to reconsider its support for the registry. President Craig Bromell said his association will decide if they want to continue to back the registry during a September meeting.

"It's a complete joke," Bromell was quoted as saying. "They are wasting funds and not solving anything."

A spokesman for the federal justice ministry said the department would like to present its case to the police unions when they hold their meetings.

"I have every confidence that police officers, given the facts, will appreciate how valuable this system will be to do their jobs more safely," Richard Mosely was quoted as saying.

Canadian Firearms Centre spokesman Jean Valin said 200 gun ownership licences have been revoked during the first six months of the program, three times more than the combined total over the past five years. Another 114 would-be gun owners were turned down as a result of background checks.

"That is a level of safety that was non-existent in the past," Valin was quoted as saying.

But the price tag attached to the gun registry has also caused concern among the police associations.



Bill Baxter



Craig Bromell

"We were originally told the cost of implementing it would not exceed \$85 million, but costs have now skyrocketed to the point where last year alone the government spent over \$134 million," Baxter was quoted as saying.

Under the gun control law passed three years ago, all gun owners must have a licence by Jan. 1, 2001 and register their firearms by Jan. 1, 2003.

Mosely said the money covers the cost of running the new system as well as maintaining the old one.

While the new registry will cost \$120 million over the next five years and \$60 million annually, the program will pay for itself through user fees, Valin said.

Currently, police can access a database of 412,000 people who have firearm licences.

About 1.3 million weapons are registered, more than 85,000 through the new system.

It is estimated that three million people own seven million weapons nation-wide.

Under the gun control law passed three years ago, all gun owners must have a licence by Jan. 1, 2001 and register their firearms by Jan. 1, 2003.

SWHAT
by Steffon Sepa



Canada will contribute to Kosovo civilian police force, minister says

Canada could send between 50 and 100 police officers to Kosovo to assist the United Nations in its civilian law-enforcement effort.

Foreign Affairs Minister Lloyd Axworthy made the announcement in late June following a meeting with UN Secretary General Kofi Annan and officials representing more than a dozen countries and several international organizations.

Axworthy did not comment on how many Canadian police officers will be sent or when they will be deployed. Those issues were believed to be under discussion as officials continue to determine what the UN police force's mandate and composition will be.

By June 30, the services of about 1,900 officers had been offered to the United Nations by various countries. More than 3,000 police officers will be needed in Kosovo to work alongside NATO troops, UN officials estimate.



"We need more of them and we need them quickly, before we can fully assume our policing responsibility," Annan was quoted as saying. "These are pledges and we cannot deploy and distribute what we do not have."

The secretary general said NATO troops will be responsible for maintaining order until UN police arrive.

Eventually, 50,000 troops will be part of NATO's Kosovo Force, but less than half had been deployed by the end of June.

The NATO force has replaced Yugoslav military forces in Kosovo, however looting, burning and revenge killings between ethnic Albanians and Serbs have caused unrest.

A team of nine Canadian forensic experts is already working in Kosovo to collect and examine evidence of possible war crimes.

Search and rescue team receives new recovery tool through charity

An underwater recovery tool designed to retrieve objects from lakes and rivers was presented to the Ontario Provincial Police in May by Canadian singer Loreena McKennitt.



McKennitt

The police service's Underwater Search and Recovery Unit took possession of a Remotely Operated Vehicle (ROV), which will be used to identify and retrieve objects in areas too dangerous for divers to access.

The ROV was purchased through The Cook-Rees Memorial Fund For Water Search and Safety. The fund was established by McKennitt in memory of three friends who died in a sailboat accident in Ontario last July.

"When tragedies occur, and particularly preventable ones, one is left with little beyond the hope that one can assist in changing things

for the better in some way," McKennitt said. "I feel a responsibility to do anything I can to prevent such an accident from happening again."

The ROV is the second piece of underwater equipment to be donated through the fund. Last September, the OPP received a portable underwater sonar system capable of locating objects in deep water with zero visibility.

"This ROV will be the perfect partner for the Sea Scan sidescan sonar," said Supt. Rick Deering, the head of the force's Emergency Management Bureau. "In some instances, it is too dangerous for a diver to enter the water. That's when the Sea Scan sonar is utilized to locate a target. We will now have the ability to send in the ROV to make the recovery."

New impaired driving laws are in effect



Police officers have been given more time to catch drunk drivers.

Under tough new legislation that came into effect on July 1, police now have three hours, instead of two, to demand a breath or blood sample from motorists suspected of driving under the influence.

"Canadians have sent a strong message - impaired driving will not be tolerated," Justice Minister Anne McLellan said of the new measures which increase the penalties for drunk driving.

Under the new legislation, fines for a first-time offender doubled to \$600 and the minimum licence suspension period increased to one year from three months.

The maximum suspension for a second offence rose from three years to five years and a lifetime ban could be imposed on anyone convicted of a third offence. A person caught driving while under suspension faces five years in prison, up from two years.

Susan MacAskill, the national president of Mothers Against Drunk Driving, said the legislation is a step in the right direction.

"We are very happy with this news," she said. "But we know our efforts aren't over and we will continue to work with all levels of government, police and other partners to eradicate impaired driving."

In 1996, more than 70,000 Canadians were charged with impaired driving, according to the Canadian Centre for Justice Statistics.

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Joint operations result in two cross-border busts, arrests

Two cross-border drug rings were broken in June through joint operations conducted by police in Canada and the United States.

The RCMP aided American police on June 20, when a Florida-based drug smuggling operation was busted.

Millions of dollars worth of marijuana and hash oil believed to be bound for New Brunswick were seized aboard a fishing boat arriving in the U.S. from Jamaica, police said.

Two Canadians and five Americans were arrested by members of the Florida Drug Enforcement Administration, County Sheriff's Office, the U.S. Customs Service and the RCMP following a search of the vessel.

Police in Canada conducted 19 searches at the same time and seized large quantities of cash in New Brunswick and Quebec.

A total of nine men and five women were arrested in the raids, including seven in Canada.

The bust marked the end of a one-year investigation by authorities on both sides of the border into the ring, which routinely shipped

"Eighteen to 24 months ago, all we were seizing was liquor and tobacco. Now, it's drugs or drugs and currency."

-Cpl. Pete Thompson

drugs from Jamaica to the U.S. before transporting them to Canada to be sold.

Ten days earlier, a team of Canadian and American police officers seized a large quantity of drugs and made

almost 40 arrests during an operation along the B.C. border.

The Integrated Border Enforcement Team seized 158 kilograms of marijuana, 17 kilograms of cocaine, 17 vehicles and \$29,453 U.S., RCMP Cpl. Pete Thompson said.

A total of 39 people were charged with smuggling alcohol, drugs, weapons and people across the border. The street value of the narcotics was estimated at \$2.2 million U.S.

Thompson said the exchange of B.C. marijuana for U.S. cocaine has increased over the past year. The exchange is made by organized crime groups based in Vancouver and Seattle, the officer said.

"Eighteen to 24 months ago, all we were seizing was liquor and tobacco," Thompson was quoted as saying. "Now, it's drugs or drugs and currency."

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Vancouver's top cop fired by police board

Nation-wide search for new chief should take about six months: chair says

The Vancouver police board fired Chief Bruce Chambers in June citing poor morale and concerns over his style of leadership.

Chambers, 50, the former chief of police in Thunder Bay, Ont., moved to Vancouver in May 1997 when he was named the city's top cop.

During a news conference following his dismissal, Chambers said he might have been able to overcome the stigma of being an outsider to Vancouver if the board had supported him when he first arrived in the city.

"If you were to go back and read the media reports on my announcement, it was quite clear I was going to have a difficult time," the former chief was quoted as saying. "Quite frankly, I expected that. I was a little surprised at the depth of it and the length of time it persisted, but if I had had strong support from the board early, we could have overcome that."

The board fired Chambers less than two years into his three-year contract.

Mayor Philip Owen, who also serves as the chairman of the police board, said board members were concerned about his style of leadership. Police union members often made the same criticism.



Former Chief Bruce Chambers

"Some felt he was not a good communicator and acted alone in a lot of things," Owen was quoted as saying. "We had to listen."

The mayor did credit the former chief with implementing a sound community-based policing program during his tenure.

"He's done a good job on community-based policing and a lot of reorganizing, but we think there should be a different emphasis and a different style at this point," Owen was quoted as saying.

"He came in with a three-year contract and we had to decide whether to renew it or not."

A clause in Chambers' contract required the board to inform him of any plans regarding his job status by the end of the second year.

"I was looking forward to completing my term and hopefully extending it," the former chief was quoted as saying. "That wasn't to be. It's time to move on."

Aside from a vacation, Chambers said he has made no plans for the future.

Deputy Chief Terry Blythe, a 28-year Vancouver police veteran, will act as chief until a replacement is found.

Owen said a new chief should be named within the next four to six months. Despite concerns from police officers that Chambers was an outsider, Owen said the board will again search nation-wide to find a new leader.

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Information

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The Behavioural Sciences Section of the Ontario Provincial Police and the Division of Criminal Investigation, State of Iowa, are conducting a study of Police Officers who have been stalked. Officers who have been stalked (intimate partner stalking, casual acquaintance stalking, workplace related, criminally related etc.) will be asked to complete a confidential questionnaire and take part in a short telephone interview. Neither the identity of the officer or his/her agency will be included in the study.

If interested or for more information please contact:

Dr. Peter Collins
Behavioural Sciences Section
Assistant Director, Field Operations
Ontario Provincial Police
705-329-6351
peter.collins@jus.gov.on.ca

or
Special Agent Steve Conlon
Iowa Division of Criminal Investigation
515-281-5138
conlon@dps.sate.ia.us

B.C. launches sex offender registry



Dosanjh

British Columbia will create an agency to warn the public about the release of offenders convicted of violent and sex-related offences.

"Protection of children and women and those

that are vulnerable in society is prevalent," Ujjal Dosanjh, the province's attorney general, was quoted as saying. "Privacy rights have to be balanced against the rights of the public to be safe."

The program, which is scheduled to begin in September, is an expansion of an existing system that currently focuses on sex offenders.

The plan calls for an agency of law enforcement officials, including police, corrections and ministry representatives, to be created. The agency will be responsible for reviewing an offender's criminal record, psychiatric assessment and other documents before determining if information will be released to the public.

Police in the province occasionally notify the public about a released offender's background. The attorney general's department has been flagging an average of six to 10 sex offenders annually, an official said.

Under the new program, at least 120 offenders would be flagged.

News of the program expansion came two months after Ontario unveiled plans to create a sex offender registry.

Dosanjh said he hopes that Ottawa will eventually create a national registry.

"Since we don't have a national registry, we are taking this step and moving forward on our own," the attorney general was quoted as saying. "This does not preclude the need for a national registry. It highlights the need for a national registry."

However, the federal government has previously said there is no need to create a registry.

While the province's plan does have some merit, Simon Fraser University criminologist Neil Boyd, wonders why the government is so focused on violent, high-risk offenders, when they represent less than 10 per cent of Canada's prison population.

Accident statements can't be used in court

Statements made when reporting a car accident to police can't be used against the person who made them in a criminal trial, the Supreme Court of Canada has ruled.

The high court made the decision in a case involving a B.C. woman who was charged for failing to stop at the scene of an accident.

The woman left the scene unaware that the accident had resulted in the death of a man. She made a statement to police the following morning.

The high court ruled that statements made following an accident should not be admitted as evidence in a criminal trial because the reporting is required by law.

Using the statements against the woman would violate her charter rights to fundamental justice because they would be self-incriminating.

If the statements were used as evidence it might encourage people to give false accounts to police, the court said.

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RCMP get funding to target organized crime at airports

The RCMP will get more money to target organized crime at international airports in Canada's three largest cities, Solicitor General Lawrence MacAulay announced in June.

The Mounties will receive an extra \$15 million a year to crack-down on organized criminals who use airports in Montreal, Toronto and Vancouver as points of entry into Canada. The force will use some of the money to hire 100 more officers to patrol the airports in those cities.

Toronto and Montreal will each hire 40 Mounties and the remaining 20 will be stationed in Vancouver.

There are currently 85 RCMP officers working at airports across the country.

MacAulay also announced plans to in-



crease funding for Canada's Anti-Smuggling Initiative over the next four years.

An additional \$19.5 million per year will be spent on the program, bringing the annual total to \$83.1 million.

The initiative was introduced in 1994 to combat the smuggling of tobacco, liquor and firearms. Since that time, more than \$4.2 billion worth of contraband has been seized and 17,000 charges have been laid as a result of the project.

The cash increases for the two programs were announced at the third Canada-U.S. Cross Border Crime Forum in Charlottetown, PEI. The forum was created to deal with crime issues such as smuggling and organized crime.

Inmate's death was accidental, jury rules

An inmate at an Ontario jail died accidentally when he was forcefully removed from his cell six years ago, a coroner's jury ruled in June.

The five-member jury said Kingston Penitentiary inmate Robert Gentles died from asphyxia associated with numerous factors including suffocation, chest compression and the effects of a chemical in Mace spray used to subdue him.

Gentles, who was serving a 31-month sentence for sexual assault, refused to turn down his radio during a lockdown in October 1993 and leave his cell.

One of the guards sprayed the 23-year-old with Mace a number of times, the jury was told. Five guards then entered his cell, pinned him chest-down on his bed and shackled his arms and legs.

Robert's mother, Carmeta Gentles and her lawyer, claimed the inmate was smothered by a pillow and asked the jurors to find homicide as the cause of death.

The jury made a total of 74 recommendations, ranging from the use of chemical sprays to how the prison was run.

The jury also suggested a civilian agency be created to oversee the prison system, a recommendation supported by the chairman of Canada's justice committee.

"There seems to be an uncomfortable pattern of situations that suggest perhaps an oversight body is justified and warranted," Liberal MP John Maloney was quoted as saying. "Canadians need to have confidence that this system is functioning - and functioning well."

"We're concerned they may be losing that."

Justice Louise Arbour recommended that a watchdog agency be implemented following a royal commission inquiry four years ago into incidents at Kingston's Prison For Women.

Herb Gray, the former solicitor general, dismissed the recommendation.

During the inquiry into Gentles' death, Corrections Canada Commissioner Ole Ingstrup, told the jury that he didn't believe there was a need for such an agency.

Reports from Ingstrup and the solicitor general on the implementation of the inquiry's findings should be made available to the coroner within a year and both reports should also be made public, the jury suggested.

The inquest, which heard from 98 witnesses and lasted for 134 days, was one of the longest in Canadian history.

MOST WANTED

NAME: Rafael RESENDEZ-RAMIREZ

WANTED FOR: Unlawful Flight

DATE OF BIRTH: 1 August 1960	ORIGIN: Puebla, Mexico	SEX: Male
HEIGHT: 5'7"	WEIGHT: 140 - 150 lbs.	HAIR: Black
		EYES: Brown



CASE DETAILS

OTHER CHARGES: First degree murder, burglary

IDENTIFYING MARKS: He has scars on his right ring finger pad, left arm, left forearm, left wrist and forehead. He also has a faded tattoo of a snake on his left forearm, and a possible tattoo of a flower on his left wrist. Dark complexion. Medium build.

OCCUPATIONS: Day laborer and migrant worker

ALIASES: Lionzo Angel Reyes-Resendiz, Jose Angel, Jose Konig Angel, Jose R. Angel, Danial Arnold, Daniel Edward Arnold, Carlos Cluthier Eduardo III, Danial Edwardo III, Jose Jaramillo, Pedro Argel Jaramillo, Jose Angel Mangele, Jose Konig Mangele, Aerrjel Martinez, Angel Joseph Martinez, Antonio Martinez, Antonio E. Martinez, Pedro Argel Resemez Ramirez, Rafael Resemez Ramirez, Jose Angel Resendez, Jose Angel Reyes Resendez, Joseph R. Reyes Resendez, Angel Reyes, Angel Joseph Reyes, Angel Martinez Reyes, Antonio Reyes, Daniel Edwardo Resendez Reyes, Jose Angel Reyes, Antonio Rodriguez, Carlos Cluthier Rodriguez, Carlos Rodriguez

ALLEGED DETAILS: He illegally uses the railroad system for transportation. He may wear glasses. He may also use the following dates of birth: Aug. 1, 1959, Aug. 15, 1960, Aug. 16, 1960, Aug. 18, 1960, Dec. 4, 1960, and Aug. 1, 1962.





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Humorous tales of laughable oddities from both sides of the thin blue line



Law enforcement rules all officers should know

If you drive your patrol car to the geometric centre of the Gobi Desert, within five minutes some civilian will pull along side you and ask for directions.

You can never drive slow enough to please the citizens who don't need a cop, and you can never drive fast enough to please the ones who do.

Any suspect with a rifle is a better shot than any cop with a pistol.

From behind you, the bad guys can see your night sights as well as you can.

On any call, there will always be more bad guys than there are good guys and the farther away your back-up is, the more there will be.

The longer you've been a cop, the shorter your flashlight and your temper gets.

Whatever you are about to do, if there is a good chance it will get you killed, you probably shouldn't do it.

Never do a shotgun search of a dark warehouse with a cop whose nickname is "Boomer".

The better you do your job, the more likely you are to be shot, injured, complained on, sued, investigated, or subpoenaed on your day off.

If a large group of drunk bikers is "holed-up" in a house, the Department will send one officer in a beat car. If there is one biker "holed-up" in a house, they will send the entire S.W.A.T. Team.

The hat may be odd, but the salute is fine

by Wayne Watson

There used to be a directive in the RCMP that stated that members must have their headgear on whenever they were out of their police car.

Two highway patrolmen were called to a fatal accident that had taken place on the lower crest of a hill.

Upon arriving on the scene of the major accident the police officers realized they would have to secure the scene quickly to prevent oncoming motorists arriving at the top of the hill from driving into the accident scene which would surely result in more victims. One of the police cars was placed at the top of the hill with its light bar in operation while the officers placed traffic cones and flares around the scene.

Walking up the hill while installing flares was getting dangerous for the officer since other drivers would only see him at the last minute.

In order to increase his visibility one of the officers removed his forge cap and placed an orange traffic cone on his head. As he was directing traffic the commanding officer of the district and his executive officer happened to drive by. When the policeman saw the CO in the approaching car he smartly stood at attention and saluted the superior officer.

Aghast the CO looked at his XO, who flippantly uttered, "Technically, sir, he has headgear on and it was a beautiful salute."

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