

# P&SN

Police  
and  
Security  
News

SEPTEMBER/OCTOBER 2015  
VOLUME 31 ISSUE 5

Serving Law Enforcement & Homeland Security

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SKILLS - P.12**

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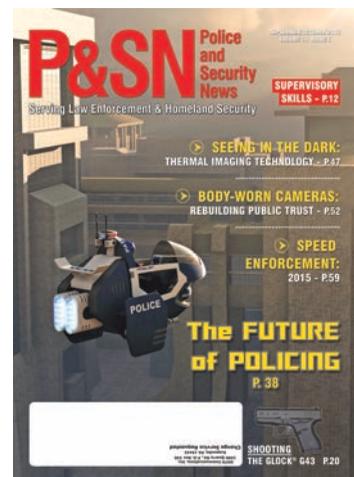
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## ON THE COVER



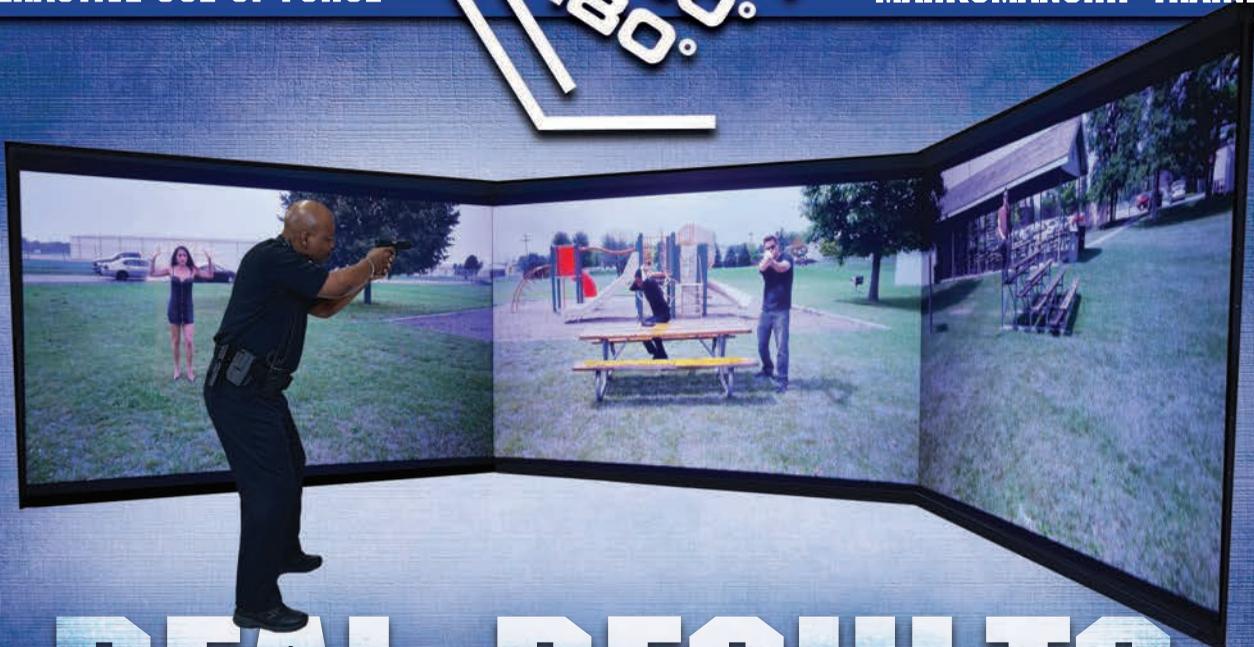
Although patrolling cities in gravity defying hover cars may seem improbable, the high-tech future of policing will arrive much sooner than most realize.

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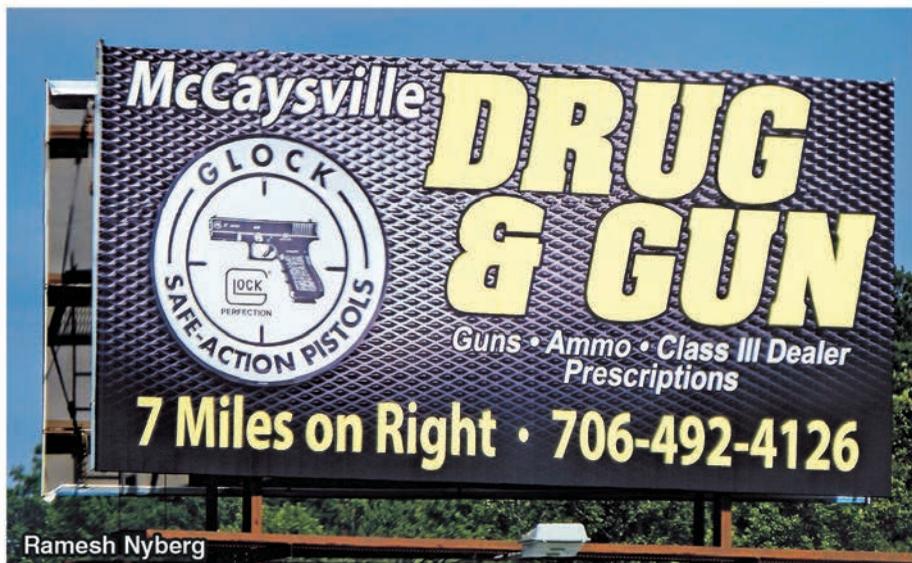
# ...AND NOTHING BUT THE TRUTH

**W**e are in the word business. Everyone is in the word business.

What I mean by that is that words have immense power. The subtle changing of one or two words in a sentence can create chasms – or build bridges – in the ability to understand and be called to action.

We are in the word business because what we say to people – and what they say to us – is critical. How well we communicate things to citizens, and to each other, can mean life or death in extreme circumstances and, even at the most benign level, it can decide if someone is going to get Tasered, or handcuffed, or given a warning.

The arena of law and criminal justice we work in is all about words, isn't it?



## Proofread carefully to see if you any words out.

Statutes are carefully constructed to lay out the elements of laws which are supposed to cover every eventuality, but, of course, do not, and that's why we have courts. And, in those courts, lawyers argue and debate over the meaning of a

phrase, or a word, and how it might affect the proceedings. So delicate is the language of the law that it's not uncommon to see two sides in a courtroom go sidebar and have long, exhaustive discussions over one word which should, or should not, be included in the jury instructions for Pete's sake. (Just who was Pete, anyway? See what I mean?)

I have a thing for words; I always have. If I didn't, I wouldn't write this column. I like to write and I like the fact that people enjoy reading what I write. Everywhere we go, we are bombarded with words in the form of advertising, too – billboards, bus benches, flyers, even cardboard signs held by grimy looking people who may, or may not, be homeless and are depending on those words they scrawled on their sign to convince you they are in need. "Anything will help. God bless." They almost all say that, don't they?

"May I get some ketchup?" I asked the girl at the drive-thru at Burger King® (BK) one day.

"Sure, how many would you like?" That was a reckless choice of words on her part.

"Well," I said, loving the invitation, "how many can I have?" My then teenage sons were already hiding their faces and smirking at each other. Here goes Dad again. But, the cheery girl with the BK hat didn't get it – yet.

"As many as you like!" she chirped.

"Okay," I said, "let me have 78."

Her smile disappeared and I could hear muffled laughter from the backseat.

"Oh, I can't give you *that* many..."

"Oh," I feigned disappointment here, "okay...20?"

An advertisement for Adorama Law Enforcement &amp; Forensic Supplies. The background is dark with a blue and white light flare. In the center, there is a white drone, a red flashlight, a silver pepper spray can, and a black target. The text 'ADORAMA' is written in large, white, stylized letters at the top, with 'LAW ENFORCEMENT &amp; FORENSIC SUPPLIES' underneath. At the bottom, it says 'WE'VE GOT YOUR BACK' in large, blue, bold letters. Below that, it reads 'The Largest Selection of Tactical, Photo &amp; Forensics Equipment for On The Scene, In The Field or In The Office'. At the bottom left, there is a QR code and the text 'SCAN OUR LINEUP'. At the bottom right, it says 'Caroleann Fusco • 888-874-1586 caroleannf@adorama.com adorama.com'.

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## Free App Gives First Responders Access to Information on Potential Railcar Hazards

# NEWS

AskRail™, a collaborative effort among all North American Class I railroads, the Association of American Railroads, Railinc Corp. and The Transportation Technology Center, Inc., provides data on the type of hazardous materials a railcar might be carrying and puts information in responders hands on how to respond to an incident. For security reasons, only qualified emergency responders who have completed rail emergency training sponsored by one of the Class I freight railroads or at the Security and Emergency Response Training Center (SERTC) can download and use the AskRail app, although railroads can offer the app to known emergency responders along their routes.

Through AskRail's easy to use mobile interface, emergency responders can:

- Use a simple railcar ID search to see whether a railcar on a train is carrying hazardous materials;
- View the contents of the entire train; and
- View emergency contact information for all Class I railroads and Amtrak®.

For more information, visit <http://askrail.us/>.

"Will six be enough?" she said with a hopeful face. She couldn't wait for me to leave now.

"Sure, I guess it will have to do."

I wasn't trying to be mean to the kid. I just like people to be clear and, when they are not, well, every so often, a little fun doesn't hurt.

Policemen need to be good with words. If you're not when you start this job, you certainly learn it in a hurry. A sense of humor works well in the job, if nothing else but to defuse a situation. Like the South Carolina police officer who told the driver, "Stoplights don't come any redder than the one you just went through."

In a sense, we are salesmen and the way we say things is important. It can keep people on our side or turn them against us. Or, it just might keep us from getting tangled up in something, a simple, but stalwart, reminder that we are the ones who have authority if push comes to shove.

"Man," this hothead said to my partner once, "if you didn't have that badge and gun on, I'd kick your ass!" He was looking for a confrontation, but he didn't get one. My partner smiled, shrugged and said, "That may be true, but, the fact remains, I *do* have the badge and gun on, don't I?"

"I guess so," the guy mumbled and was completely silent after that.

Words mean different things in different parts of the country, too. I was listening to a story on the radio and they were talking about the problems a neighborhood was having with "drugs and guns." Then, not one week later, I was driving through a small town in north Georgia and

saw a giant billboard advertising the local pharmacy (which also sold firearms) blaring, "Drugs and guns." This was probably the most peaceful community I've ever been to.

Southerners especially have a way with putting a humorous spin on words, especially to catch your eye with advertising. The pharmacy was being totally serious, but a short drive away was a hair salon, called "Curl Up and Dye."

I think our local governments are trying to be more informative and it's backfiring. They are trying to make an earnest effort to tell people something useful, but, in their seriousness, it turns, well, funny. In the back of our law enforcement handbooks were three pages which only said, "This page intentionally left blank." This type of stuff stops me in my tracks. First of all, the page is *not* blank at all if there is a message on it about being blank. And, then, did they really go through all of that to let us know that it was *intentionally* left blank? If they had left it truly blank, how many of us would have sat there and pondered, "Hmm, I wonder if they did this on purpose!"

Then, there's the street outside my house. The entrance to my townhouse community is on a very busy street here in the Miami suburbs. In the last few weeks, the traffic east of me has been horrific and they have been blocking off lanes, one at a time, as they work on something on the road, but it was almost as if they did it for sport just to infuriate people. Then, the other day, I saw the result of all this madness: In the middle lane, at the intersection of a small street on the south side, a large white rectangle

had been painted and inside were the words, "Block Not Do." That's right, it said, "Block Not Do." That's how I read it anyway and then I realized that what they had done was surmise that people driving east-bound would look at the middle lane and first see the word "Do," then above it, "Not" and then "Block." Ah! They don't want us blocking this lane in heavy traffic (perhaps when the next inane sign will be painted on the road further up). And, they decided to get clever. Some genius popped out of his chair and said, "Let's write this in the direction people are driving!"

Now, I'm no expert on the subject, but I think most of us, when we see what amounts to a text box on the road, are conditioned to read from top to bottom, left to right. And, that is why I immediately read it just as it was written in our English system of writing: Block Not Do. What immensely misguided pissant bureaucrat in county government thought up this BS? Block Not Do? I'm sure the department of transportation people in north Georgia would never design such a thing, with all the drugs and guns available at the pharmacy.

Thanks for letting me get this out of my system. I know there are many more important things to write about these days, but I did that in the last issue. Keep an eye out for signs and send me one that made your day. **P&SN**

*Ramesh Nyberg retired from law enforcement in November 2006 after 27 years in police work. He now owns his own private investigation agency, Nyberg Security and Investigations, and can be reached at [Ramesh@NybergPi.com](mailto:Ramesh@NybergPi.com). He enjoys getting feedback from readers.*



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### New Holster Fits for the FNH FNS™-9/40 Compact



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### New Polymer Holster

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## Learning Supervisory Skills

### AS A POLICE COMMANDER, YOU NEED GOOD SUPERVISORS NOW - NOT FIVE YEARS FROM NOW.

Michael Carpenter

**A**s a police commander, you want all of the supervisors in your department to be knowledgeable and capable professionals. You want them to make good decisions; exhibit excellent supervisory skills; and be in a position to step forward when promotion time comes to move their officers and your agency forward. It sounds simple, but it doesn't "just happen."

Some newly promoted sergeants and lieutenants may eventually learn the skills necessary to become an excellent police supervisor and grow into that role over time. Of course, there are others who get promoted who do not evolve into good supervisors or commanders at all. This may be due to their limited skill set or maybe because of a lack of training and opportunity which they did not get. Either way, you have a problem because you now have a supervisor or manager who is not performing adequately and, unfortunately, he may be in that position for years.

I believe that many of the skills necessary to be a successful supervisor or manager can be learned. It may be true that some people have more talent or ability than others – be it in a sport or being a successful boss. However, we can all get better at a skill through a few basic principles. Again, the similarities between learning to be better at playing a sport or becoming a better boss are very simple and similar: Learn basic concepts correctly; practice basic concepts correctly; continue learning concepts correctly; and continue practicing concepts correctly. Having an understanding of how new

supervisors learn the skills necessary to become successful can give you, as a police commander, some ideas on how to accelerate the learning process. To that end, here are several methods which agencies typically employ for new promotions.

#### We Learn from Our Bosses

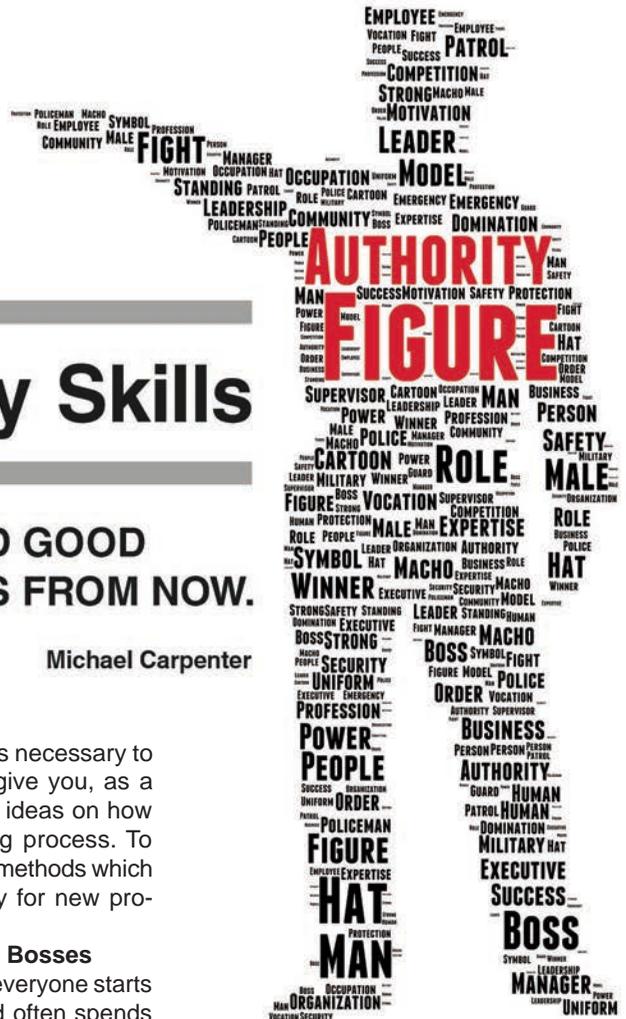
In most departments, everyone starts out as a police officer and often spends years in that position before being promoted. During that time, they are constantly watching and evaluating the actions and performance of their supervisors in routine matters, as well as during critical incidents. From those observations, these officers draw their own conclusions about being a boss and their collective experiences over the years help shape their supervisory personality for the future.

For this type of learning to work best, we need to watch and learn from people who are positive role models; who exhibit traits which will enhance our learning; and who can teach us to become better, not worse. For police officers, this means working with knowledgeable and professional supervisors who have learned excellent supervisory skills and who project these positive traits every chance they get to their subordinates. Unfortunately, that is not always the case. I was working a consulting job several years ago at an agency and talking with a captain in his office. Change of shift was happening and role call was being held in the hallway in front of the captain's office. The door was open and I heard a sergeant yelling – complete with an abundance of profanities – at a police officer for having turned

in a poorly written report. It went on for several minutes and it was in front of the entire shift. The captain looked at me and shook his head with a smile and said, "The kid's got to learn! That's how we do it around here. I bet he doesn't turn in another #\*#\*#-up report again." I guess no one in that department ever heard of one of the basic rules of handling subordinates: praise in public and chastise in private. It is very likely that, if that young officer ever gets promoted, he will yell and swear at his officers in public just like his boss did to him.

#### Policy and Procedure Manuals

Most progressive police departments have developed an extensive policy and procedure manual to guide all members of the department in their day-to-day activities. Many departments use these policy manuals as a source for questions on promotional exams. Candidates are encouraged to use the manual as study material and must have adequate knowledge of technical aspects of "the job" to score well on promotional exams. This process makes good sense for handling some of the technical aspects of their



work, but it does little to help them learn and understand the human skills necessary to be a successful supervisor.

Although some of the policies and procedures have some relationship to personnel actions and decisions (sexual harassment, grievances, etc.), they cannot help the candidate develop the person to person "people skills" so necessary to becoming a successful supervisor.

Another concern with using the manual as a study guide is that officers study these manuals primarily to pass the test and learn how to apply the policies to things (pursuits, use of force, etc.) and may not be studying the manual to learn how to apply the policies to people (subordinates).

#### Formal Training Courses

To put a police officer on the street without basic academy training would be unthinkable in today's modern policing environment. However, too many agencies find no problem with putting a new police sergeant or commander on the street without any supervisory training.

Unfortunately, only a few states require specific training courses for new

police supervisors. Even those that do vary widely in the required hours or course content standards and some of the states which require supervisory training allow up to a year after an officer is promoted before the training needs to be completed. For the majority of police agencies, it is left to the discretion of the local department or regional academy to provide such training. As we know, many don't. The reality is that every agency's budget is stretched thin

and, if something doesn't "have" to be done, it often isn't.

Every lawyer in the country knows about vicarious liability. Yet, in spite of years of million dollar lawsuits, and in spite of the fact that the magnifying glass of society is being focused on policing like never before, new police supervisors are often thrust into their positions with little or no training to help them learn supervisory skills.

Commanders would do well to ensure



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that those who will soon be promoted are given adequate basic supervisory skills training before they are promoted. That training may help prevent problems for the new supervisor, as well as helping to prevent long-term problems for the agency. I know that this is not realistic in public sector law enforcement, but it is truly a case of being “penny-wise and pound-foolish” when an agency fails to take steps to formally train supervisors before it’s too late!

### On-the-Job Training

After police recruits complete the basic academy, they are sent on to a field training program to work with a senior officer for a designated period of time. Senior officers are handpicked so that the new recruit can learn how to do things right the first time before mistakes are made. However, many of the same agencies which see the need for Field Training Officer (FTO) recruit training fail to see the need for FTO supervisory training.

It just makes common sense that, after recruit training, an inexperienced

police officer is paired with a senior officer to learn the realities of the job before mistakes are made. The same goes with FTO supervisory training programs, where an inexperienced sergeant completes supervisory training and is then paired with a senior sergeant to learn the realities of the job before mistakes are made. This type of program allows new supervisors the chance to work with an experienced supervisor who can help them translate their past experiences – and their new training – into sound supervisory practices. The key to either of these programs is handpicking the best officers or sergeants as the trainers. If an agency chooses to pick a senior officer for the FTO recruit program or senior sergeant for the FTO supervisory program by convenience (I’ve seen assignments as an FTO used as a “punishment”!) instead of by ability, then the value of both programs is seriously compromised.

### Trial and Error

This method of learning is the least effective way to learn. Nobody wins when

an agency decides to “train” its new sergeants or lieutenants this way. The “trial” part causes them stress because these new officers “know that they don’t know” and that can lead to errors of omission or commission because they sometimes end up guessing. The “trial” part also causes problems for commanders because now they must spend time and effort micromanaging the new supervisor because the commanders also “know that they don’t know” and they know that can lead to serious problems.

The “error” part causes new supervisors even more stress for two reasons: First, through vicarious liability, the blame always goes uphill. When one of their officers makes a controversial decision, the supervisor becomes immediately responsible and liable. Second, if the new supervisor makes a mistake through commission or omission, his (or her) career could be at risk and the agency could be held responsible. When things go wrong, they can go very wrong very quickly. Yet, it can take years to climb the learning



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curve to successful supervision using this method. Forcing newly promoted supervisors to use this method is setting them up for failure; yet, how many agencies out there use this "training" method for new supervisors?

Police commanders should do everything they can to help their new supervisors learn the skills required before promoting them or before they have to make supervisory decisions which imperil themselves, their officers and their agency. Doing so will prevent both short- and long-term problems for the new supervisor, for you as their commander, and for the department. **P&SN**

*Mike Carpenter has been working in the field of law enforcement for more than 30 years. He has written several books on the topic of police leadership and supervision, as well as more than 100 articles for publications. He runs a successful consulting business, [www.policemanagement.com](http://www.policemanagement.com). You can contact Mike at [MJCarpenterX2@yahoo.com](mailto:MJCarpenterX2@yahoo.com).*

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### K-9 Sniffs and Motor Vehicle Stops



Larry E. Holtz, Esq.

**R**ecently, in *Rodriguez v. United States*, the federal Supreme Court said, “No!” According to the Court, “a police stop exceeding the time needed to handle the matter for which the stop was made violates the Constitution’s shield against unreasonable seizures. A seizure justified only by a police observed traffic violation, therefore, ‘become[s] unlawful if it is prolonged beyond the time reasonably required to complete the mission’ of issuing a ticket for the violation.” [Quoting *Illinois v. Caballes*, 543 U.S. 405, 407 (2005).]

**The Case:** In late March 2012, at 12:06 a.m., Officer Morgan Struble stopped defendant Dennys Rodriguez for driving his Mercury Mountaineer on the shoulder of Nebraska State Highway 275.

“Struble is a K-9 officer with the Valley Police Department in Nebraska and his dog, Floyd, was in his patrol car that night.” In addition to Rodriguez, the vehicle contained a frontseat passenger, Scott Pollman.

Struble approached the Mountaineer and obtained Rodriguez’s license, registration and proof of insurance. “After running a records check on Rodriguez, Struble returned to the Mountaineer. Struble asked passenger Pollman for his driver’s license and began to question him about where the two men were coming from and where they were going. Pollman replied that they had traveled to Omaha, Nebraska, to look at a Ford Mustang which was for sale and that they were returning to Norfolk, Nebraska. Struble

returned again to his patrol car, where he completed a records check on Pollman and called for a second officer. Struble then began writing a warning ticket for Rodriguez for driving on the shoulder of the road.”

“Struble returned to Rodriguez’s vehicle a third time to issue the written warning. By 12:27 a.m. or 12:28 a.m., Struble had finished explaining the warning to Rodriguez and had given back to Rodriguez and Pollman the documents obtained from them. As Struble later testified, at that point, Rodriguez and Pollman ‘had all their documents back and a copy of the written warning. I got all the reason[s] for the stop out of the way[,] . . . took care of all the business.’ ”

“Although justification for the traffic stop was ‘out of the way,’ Struble asked for permission to walk his dog around Rodriguez’s vehicle. Rodriguez said no. Struble then instructed Rodriguez to turn off the ignition, exit the vehicle and stand in front of the patrol car to wait for the second officer. Rodriguez complied. At 12:33 a.m., a deputy sheriff arrived. Struble retrieved his dog and led him twice around the Mountaineer. The dog alerted to the presence of drugs halfway through Struble’s second pass. All told, seven or eight minutes had elapsed from the time Struble issued the written warning until the dog indicated the presence of drugs. A search of the vehicle revealed a large bag of methamphetamine.”

In this appeal, Rodriguez argued that Officer Struble unlawfully prolonged the traffic stop without reasonable suspicion in order to conduct the dog sniff. Rodriguez contended that the courts below erred when they determined that the “seven to ten minutes” added to the stop by the dog sniff was a “*de minimis* intrusion” and of “no constitutional significance.” *The United States Supreme Court agreed with Rodriguez and reversed*, holding that the police may not “routinely” extend “an otherwise completed traffic stop, absent reasonable suspicion, in order to conduct a dog sniff.”

**The Law:** “A seizure for a traffic violation justifies a police investigation of that violation. [A] relatively brief encounter, a

routine traffic stop is 'more analogous to a so-called "Terry stop" than to a formal arrest.' Like a Terry stop, the tolerable duration of police inquiries in the traffic stop context is determined by the seizure's 'mission' to address the traffic violation that warranted the stop and attend to related safety concerns[.] Because addressing the infraction is the purpose of the stop, it may 'last no longer than is necessary to effectuate that purpose.' Authority for the seizure thus ends when tasks tied to the traffic infraction are – or reasonably should have been – completed."

The Court's decisions in *Illinois v. Caballes*, 543 U.S. 405 (2005), and *Arizona v. Johnson*, 555 U.S. 323, 330 (2009), clearly instruct that the Fourth Amendment tolerates certain unrelated investigations which do not lengthen the roadside detention. See *Johnson*, 555 U.S., at 327-328 (questioning); *Caballes*, 543 U.S., at 406, 408 (dog sniff). In *Caballes*, however, the Court "cautioned that a traffic stop 'can become unlawful if it is prolonged beyond the time reasonably required to complete th[e] mission' of issuing a warning ticket." And, in *Johnson*, the Court repeated, "The seizure remains lawful only 'so long as [un-

related] inquiries do not measurably extend the duration of the stop.'" An officer, in other words, "may conduct certain unrelated checks during an otherwise lawful traffic stop. [But] he may not do so in a way that prolongs the stop, absent the

reasonable suspicion ordinarily demanded to justify detaining an individual."

"Beyond determining whether to issue a traffic ticket, an officer's mission includes 'ordinary inquiries incident to [the traffic] stop.' \* \* \* Typically, such inquiries involve

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checking the driver's license, determining whether there are outstanding warrants against the driver and inspecting the automobile's registration and proof of insurance. \* \* \* These checks serve the same objective as enforcement of the traffic code: ensuring that vehicles on the road are operated safely and responsibly."

"A dog sniff, by contrast, is a measure aimed at 'detect[ing] evidence of ordinary criminal wrongdoing.' " As acknowledged by the Government, "a dog sniff, unlike the routine measures just mentioned, is not an ordinary incident of a traffic stop. \* \* \* Lacking the same close connection to roadway safety as the ordinary inquiries, a dog sniff is not fairly characterized as part of the officer's traffic mission."

During the course of this appeal, the Government argued that an officer may incrementally "prolong a stop to conduct a dog sniff so long as the officer is reasonably diligent in pursuing the traffic-related purpose of the stop and the overall duration of the stop remains reasonable in relation to the duration of other traffic stops involving similar circumstances." Said the Court:

The Government's argument, in effect, is that by completing all traffic-related tasks expeditiously, an officer can earn bonus time to pursue an unrelated criminal investigation. \* \* \* The reasonableness of a seizure, however, depends on what the police in fact do. In this regard, the Government acknowledges that "an officer always has to be reasonably diligent." How could diligence be gauged other than by noting what the officer actually did and how he did it? If an officer can complete traffic-based inquiries expeditiously, then that is the amount of "time reasonably required to complete [the stop's] mission." \* \* \* As we said in *Caballes* and reiterate today, a traffic stop "prolonged beyond" that point is "unlawful." The critical question, then, is not whether the dog sniff occurs before or after the officer issues a ticket, \* \* \* but whether conducting the sniff "prolongs" *i.e.*, adds time to "the stop[.]"

Since the court did not determine whether reasonable suspicion of criminal activity justified detaining Rodriguez beyond completion of the traffic infraction investigation, the Supreme Court remanded the case for further proceedings. **P&N**

# NEWS

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# THROUGH THE SIGHTS

Walt Rauch

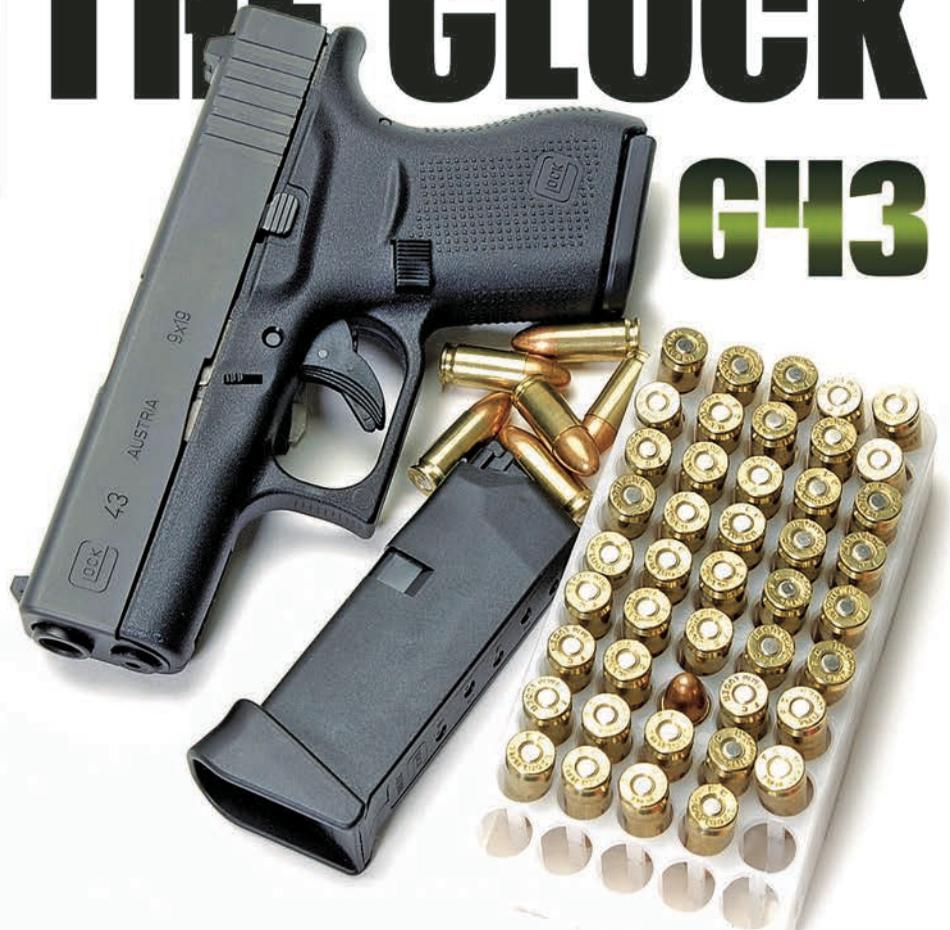
**T**he .380ACP chambered GLOCK® G42 debuted in 2014 and met with both cheers and boos. Some “critics” of the pistol allowed that, while the G42 was great for concealed carry, its caliber and magazine capacity (six rounds) were insufficient for self-defense. Then, they added that its caliber should have been 9x19mm, with a higher magazine capacity.

The gun buying public obviously didn't see either of these as a deal breaker. The G42 sold well and is still selling well. It also wasn't much of a stretch to think that a 9x19mm version would already be in the works. It was. This year, the G43 in 9x19mm, a slightly larger version of the G42, was introduced, the size trade-off being due to the increase in caliber.

### Features and Specs

The G43 (as does the G42) continues to have time-tested GLOCK features such as the Safe Action® trigger, three safeties and its general construct and methods of disassembly and reassembly. There are differences, though. As a matter of interest, except for five parts, there is no other commonality of parts with other GLOCK pistols. In fact, the differences have given rise to the unofficial designation of the two guns as “Gen4.5” GLOCKS (more on this later).

# THE GLOCK G43



## A SINGLE STACK 9X19MM

The G43 specifications are as follows: an overall length of 6.26"; a slide length of 6.0"; a barrel length of 3.39"; the length between sights is 5.20"; it weighs 17.95 ounces (with an empty magazine); an

overall width of 1.02"; a slide width of 0.87"; and a height of 4.25". The trigger reach is 2.6". For comparison, a few of the G42 specifications include a weight of 13.8 ounces; an overall length of 5.94"; a height of 4.13"; a width of 0.94"; and a barrel length of 3.25".

The magazine capacity of both is six rounds in a staggered GLOCK design polymer magazine, with cartridge witness holes numbered two to six on the rear face of the magazine. Two mags are supplied with both models. With the G43, one mag has a flat base plate and the other one has a finger rest extension. A magazine loader accompanies both models, although it was not needed at all to fully load the six rounds with either model during our range efforts.

The slide has a blackened nitration finish and rides on four metal rails embedded into the polymer frame which is black in color. The same metal treatment is used on the blackened, hexagonal rifled

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*The rear of the trigger guard is relieved to allow a higher grip on the pistol.*

barrel. The M43 is striker-fired and operates on a short recoil system with the barrel hood locking into the large ejection port window.

A captive dual recoil spring system is used. The white dot wearing front sight is pinned in the slide and the square notch outlined in white rear sight is in a dovetail cut and adjustable for windage corrections.

The external spring-loaded extractor is center right of the port. The extractor is also a loaded chamber indicator, with a

chambered cartridge forcing the extractor outward at its front so it can be seen or felt. Six vertical grasping grooves are rear of the ejection port.

On the left side of the slide (facing away) are markings as follows: a large capitalized GLOCK with capital "G" encircling the rest of the word "GLOCK," followed by "43," "AUSTRIA" and "9x19." On the right

side, the serial number is stamped beneath the ejection port.

Inside the slide is the firing pin safety plunger which is rectangular and larger in shape than the one used in Gen4 models. It's beveled on its contact surface. The retaining plate has faint horizontal grooving.

#### Getting a Grip

All gripping areas of the frame are pebbled in the manner of Gen4 GLOCKS. However, here the pebbling pyramids are more subdued. There is no provision on



*The slightly ramped front sight has a white dot in its face and a white outline surrounds the rear sight notch.*

the smooth dustcover for mounting a light or laser, but one can be added (more on this later). The trigger assembly is held to the frame with two cross pins.

The front strap is pebbled. The trigger guard is squared and horizontally grooved on its face, with a slight "hook"



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## THROUGH THE SIGHTS



*The smooth area between the upper bulge in the frame and the horizontal ridge makes for a natural finger and thumb gripping area. Also, the backstrap is extended at its lower rear.*

to the front of the guard. Both are aids to those who hook their support hand finger, or fingers, around the guard in a two-handed shooting grip. Speaking of shooting grip, while I was barely able to get all three fingers around the grip with the flat base plate magazine, the addition of the finger rest made all the difference in getting and keeping my full grip. The backstrap is slightly extended at its bottom end and there's a dished out undercut done to the bottom rear of the trigger guard.



*The G43 disassembles into four units, not counting its magazine.*

Worth noting is the molding seams of the frame continue to be almost fully flush to the frame. I often find this more prominent on other GLOCK models and, in the grip area, they often quickly become annoying if I'm doing lots of drawing and/or shooting, as my off hand index finger rubs on the seam.

Takedown and reassembly follow the standard GLOCK routine and its construct follows that of the G42. The frame bulges slightly out on both sides at the top of the grip area and the right side swells have

two lines reading "Made in Austria" and "GLOCK Inc. Smyrna GA," a change from the G42 which reads "Made USA" and "GLOCK Inc. Smyrna GA."

The areas beneath both bulges and above the sides of the grip are smooth for about one inch, with horizontal ridges front to back on the bottom of them. Individually, or in combination, they create a slight finger or thumb rest guide. In addition, the left side bulge is enlarged just enough to form a barrier beneath the frame mounted, horizontally grooved slide stop to deter accidental activation. The reversible magazine release and left side only slide stop follow those of the Gen4 pistols.

The backstrap beavertail has a slightly curved upward lip, while the lower end extends enough below the magazine mouth to almost, but not quite, cover the rear of the flat base pad. The frame is shortened on the other three sides to surround the flat plate, while still allowing getting a slight hold on the pad. The base pads are held in place with grooving and an interior interlocking plate. The magazine is metal lined within a polymer shell and the magazine follower is polymer. The pistol ships in the familiar lockable, hard sided, cushioned case which also contains the two magazines, a nylon brush, a polymer cleaning rod, a trigger lock and an owner's manual.

### Trigger

A smooth-faced trigger is used and its let off of the striker is best described as abrupt, as it breaks while trigger pressure is being increased. The trigger reset is short. I found almost the identical trigger pull weights as the G42. Using the same Chatillon trigger pull gauge, I had readings from 7 to 7.5 pounds. (Factory specifications are +/- 5.5 pounds.) The trigger setup at first glance looks similar to that of other GLOCKS, but it is not. The best way to approach all the changes made to these "Gen4.5" pistols is taking a GLOCK Armorer's Course or having a GLOCK qualified armorer instruct you on the changes in the G42 and G43 "internals." To further emphasize the need for either of these, the new Glock Armorer's Manual

## CHRONOGRAPH AND ACCURACY RESULTS

The following data was obtained using a Pro Chrony® chronograph at 300 feet above sea level with a temperature of 85 degrees. The pistol used was the GLOCK® G43 with a four inch barrel and five shot averages.

Ammunition	Velocity	Standard Deviation	Accuracy
Liberty Ammunition Civil Defense 50-gr. JHP	2028*	N/A	N/A
Remington® UMC 115-gr. FMJ	1041	18.0	3.5"
Winchester® Personal Protection 147-gr. JHP	972	9.0	2.5"

\*Velocity from Liberty Ammunition's Web site. Shot in G43

three options – light or laser only, or the two combined – are activated by pushing one of the two rubber buttons, one on each side of the unit. For the three of us, the buttons were within our finger reach without any grip shifting.



**Here, the Streamlight® TLR-6™ (with both light and laser) is shown attached to the G43.**

The unit is a two-piece design and its body is clamped to the gun's dustcover using the three supplied mounting screws. The light/laser module is inserted into the two-piece unit, followed by two stacked 1/3 N batteries in the unit's battery compartment and the battery door is snapped shut. The TLR-6 unit is then closed and clamped to the dustcover as noted above. Most importantly, the unit never shifted or came loose when we shot the gun. More detailed information about this laser/light can be found on the Streamlight Web site at [www.streamlight.com](http://www.streamlight.com).

### The Bottom Line

Our collective assessment of the G43 is the same as found with the G42: low recoil; comfortable to hold and shoot; and the 9x19mm is the better choice if you are able to handle the increase in recoil over that of the G42. The G43 is a borderline pocket gun due to its slight increase in size, although it will be excellent for other modes of concealment and, to be sure, will be a "gun of choice" for the IDPA Back-up Gun Class, in which the size and caliber of handgun is limited. The G43 continues to be competitively priced,

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(which was kindly supplied to me) has the following caution in a gray box on page 117: "In general, disassembly of the trigger spring is not recommended." I was told this is also pointed out in all of the armorer classes.

**Range Results**

At the range, the G43 did not have the anticipated recoil as do others of this ilk. We shot Winchester® (White Box) Personal Protection 147-grain JHP, Remington® UMC 115-grain JRN and Liberty Ammunition's Civil Defense 50-grain JHP ammo. Recoil was mild and the amount of muzzle lift seemed to be caused more by how the gun was gripped rather than its caliber.

The Liberty Civil Defense ammo in 9x19mm lists a 50-grain JHP bullet going 2000 fps on the box of 20 rounds sent to me. Having only 20 rounds, I had few options for evaluating it. I could chronograph, shoot for groups or my associates and I could all



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have a taste of it by shooting a few rounds. I went for the latter. Fortunately, on Liberty Ammunition's Web site ([www.libertyammunition.com](http://www.libertyammunition.com)), they list chrono results which, among others, show that, from a G43, velocity is 2028 fps. As to shooting it, recoil was mild and accompanied by a loud report, a large ball of flame and minimal muzzle lift.

Overall, the only problem I had was in making a clean trigger pull, as the trigger breaks at 7 to 7.3 or 7.5 pounds, as noted earlier. While this alone might be overcome, here, the striker releases just as peak finger pressure is being applied, although this was inconsistent. Trigger reset and trigger overtravel were typical for a GLOCK. Note: For those anticipating installing a GLOCK 3.5 pound connector, the bad news is that it won't fit and, if forced in, it would swell the trigger mechanism housing which then would not fit in the frame.

As I had difficulty in managing the trigger, I only had one decent five shot group at ten yards using the laser option of the Streamlight® TLR-6™ sent to me for evaluation. I put four rounds into 1.75", but the last one was out, making the final group 3.5". A five shot group of 2.5" was shot by my son, Walt M., who did so one-handed and standing, using factory sights.

**Worthwhile Addition**

Now, a word about the Streamlight TLR-6 laser/light which is made specifically for the G42 and G43. One thing it is not is conspicuous, as it blends very well with the pistol's finish, having the same color and surface texturing and its material, if not the same, is pretty close to what GLOCK uses. The TLR-6 has a rectangular shaped profile, with rounded corners and each one of its



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Circle 5040 for More Information

## SPECIFICATIONS

### THE GLOCK® G43

**Action:** Safe Action®

**Barrel length:** 3.39"

**Caliber:** 9x19mm

**Overall height:** 4.25" • **Overall length:** 6.26"

**Overall width:** 1.02" • **Grip:** Textured

**Weight unloaded (without empty magazine):** 16.19 ounces

**Trigger pull:** Plus or minus 5.5 pounds

**Magazine capacity:** 6 +1 rounds • **Frame:** Polymer with black color

**Slide:** Steel with GLOCK surface hardened treatment

**Accessories supplied:** Two six round magazines, one with a flush base pad, the other with a finger rest; a polymer lockable carrying/storage case; a trigger cable lock; a polymer cleaning rod; a nylon bore brush; and an owner's manual.

**Web site:** <http://us.glock.com>.



has the second to none GLOCK reputation of durability and accuracy and the second to none customer service. It is yet another welcome addition to the world of GLOCK! **P&SN**

Upon receiving his BS degree from Carnegie Tech and completing service as a Special Agent in U.S. Army Intelligence,

Walt Rauch was a Special Agent with the U.S. Secret Service and an Investigator with the Warrant Unit, First Judicial District, PA.

Walt Rauch is also a writer and lecturer in the firearms field. He is published regularly in national and international publications.

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# PRODUCT HIGHLIGHT

## Handguns and Accessories



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The 9mm **FNS™-9 Compact** offers the same features as the standard models, but has a 3.6" barrel and is designed to be snag-free for better concealment and a faster draw. The front sight also has a larger dot for faster target acquisition. The **FNS-9 Compact** comes with two 12 round magazines and one 17 round magazine and features a polymer construction with replaceable steel frame/slide rails. It also features a MIL-STD 1913 accessory mounting rail.

**Circle 5043 for More Information**

**WALTHER® ARMS, INC.**



New to the Walther line is the **PPQ .45 Auto**. It is equipped with the Carl Walther signature quick defense trigger which improves accuracy and allows for precise follow-up shots.

Like all other PPQ models, the trigger is a crisp 5.6 lbs. This new **.45** houses three separate safeties and accessories can easily be mounted on the Mil-Spec Picatinny rail. The overall length is 7.4"; it has a magazine capacity of 12 rounds; and it has a polygonal rifled 4.25 inch barrel which is an upgrade from the traditional button rifling process.

**Circle 5046 for More Information**

**GLOCK®, Inc.**

The GLOCK **G43** single stack slimline 9mm pistol is ultraconcealable, accurate and comfortable for all shooters, regardless of hand size. A true slimline pistol, the frame width is just over one inch and the slide width measures only 0.87 inches. The overall length is 6.26 inches. For those who have smaller hands, the trigger distance is only 2.6 inches, making it ideal for functionality.



**Circle 5042 for More Information**

**XS® SIGHT SYSTEMS**



New from XS Sight Systems are **24/7 Tritium Suppressor Height Sights for GLOCK® 9mm frames and larger**. Express gunfighter sights are designed for quick front sight acquisition in high stress situations and feature Trijicon® installed tritium. The sights cowitness with RMR and are easily installed.

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**MAGNUM RESEARCH**



The **Baby Desert Eagle III** features a precision land and groove match barrel and a smooth double/single trigger pull. The **Baby DE III** is available in polymer or steel frame; full-size or semicompact; and in 9mm, .40 S&W and .45 ACP calibers; and ships with two magazines.

**Circle 5045 for More Information**

**CZ-USA**



The **CZ Scorpion Evo 3 A1** is a compact submachine gun in 9mm Luger. Equipped with a folding, adjustable LOP stock, accuracy can be had out to 250 yards and the stock can be removed completely to create a very controllable machine pistol.

To make the **Scorpion** customizable for the user, the grip radius is adjustable for different hand sizes, the charging handle is reversible and the mag release is ambidextrous. At current date, the **Scorpion Evo 3 A1** is only available on military/law enforcement special order basis.

**Circle 5047 for More Information**

# ABOVE AND BEYOND

## “Above and Beyond...” salutes Sergeant Kevin Faulds of the Allegheny County, PA, Sheriff’s Office

# ABOVE AND BEYOND...

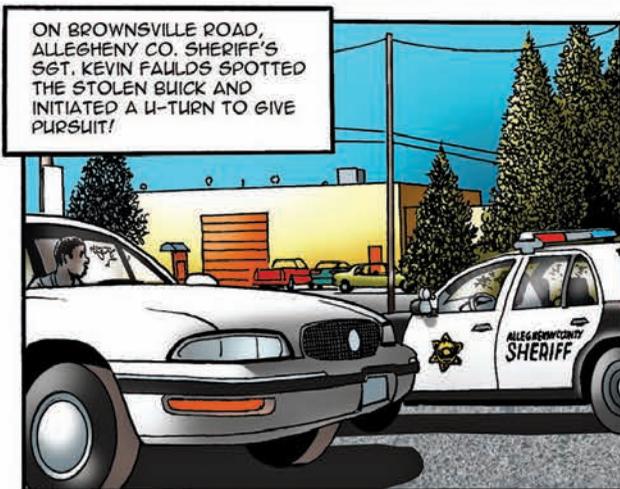


Artwork by Don Lomax



KNOXVILLE, PA (OUTSIDE PITTSBURGH) JUNE 22, 2015 10:00 A.M.

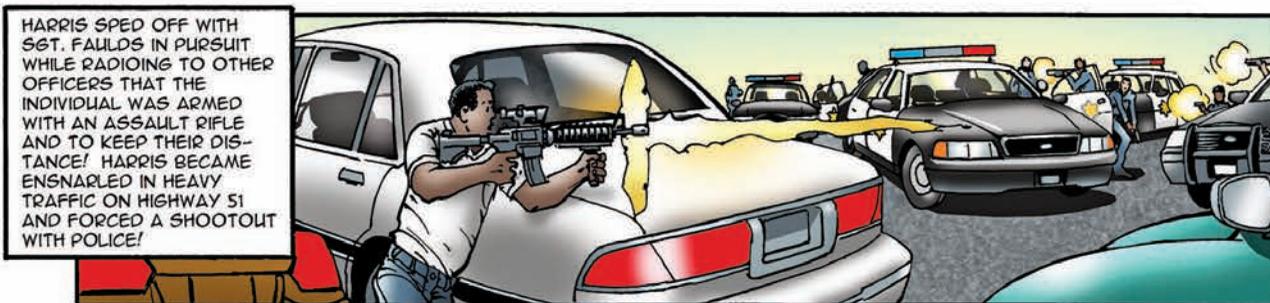
TYRONE DALE HARRIS JR., OUT ON BAIL FOR WEAPONS AND DRUG CHARGES, STARTED SHOOTING AT PEOPLE WITH AN AR-15 STYLE RIFLE IN KNOXVILLE, HIJACKED A WHITE BUICK LESABRE AND SPED OFF TOWARD BROWNSVILLE ROAD.



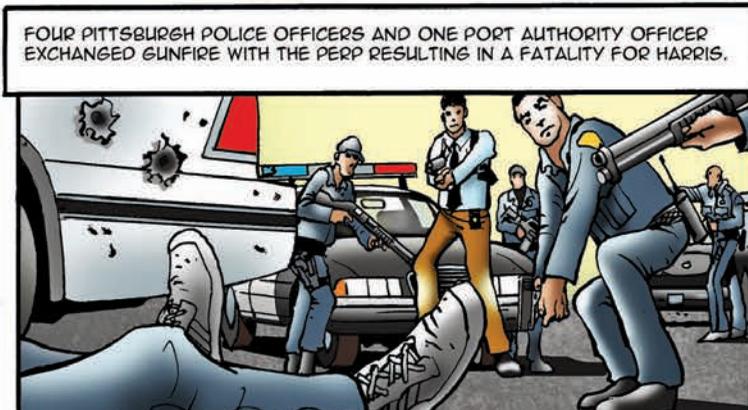
ON BROWNSVILLE ROAD, ALLEGHENY CO. SHERIFF'S SGT. KEVIN FAULDS SPOTTED THE STOLEN BUICK AND INITIATED A U-TURN TO GIVE PURSUIT!



HARRIS LEANED OUT THE WINDOW AND OPENED FIRE ON FAULDS WITH SEMIAUTOMATIC WEAPON FIRE! ONE ROUND PENETRATED THE WINDSHIELD AND SLAMMED INTO THE OFFICER'S HEADREST ONLY INCHES FROM HIS HEAD!



HARRIS SPED OFF WITH SGT. FAULDS IN PURSUIT WHILE RADIOING TO OTHER OFFICERS THAT THE INDIVIDUAL WAS ARMED WITH AN ASSAULT RIFLE AND TO KEEP THEIR DISTANCE! HARRIS BECAME ENSNARED IN HEAVY TRAFFIC ON HIGHWAY 51 AND FORCED A SHOOTOUT WITH POLICE!



FOUR PITTSBURGH POLICE OFFICERS AND ONE PORT AUTHORITY OFFICER EXCHANGED GUNFIRE WITH THE PERP RESULTING IN A FATALITY FOR HARRIS.

SGT. KEVIN FAULDS IS NO STRANGER TO RISKING LIFE AND LIMB IN HIS 16 YEARS OF SERVICE TO THE DEPARTMENT. HIS FEARLESS PURSUIT OF THIS CRAZED SUSPECT DEMONSTRATES FAULDS' WILLINGNESS TO GO "ABOVE AND BEYOND"!



# 2014 NRA Law Enforcement Officer of the Year



**Mark Vaughan**  
**Oklahoma County**  
**Sheriff's Department**

On September 25, 2014, an employee with a commercial fresh foods distributor in Moore, Oklahoma, was suspended after an investigation into violation of work rules and harassment of employees. After leaving the company's human resources office, the employee drove to his apartment where he retrieved an 8-inch-long serrated knife, drove back to the business and crashed his car into a car parked in front of the business. He then entered the main office and attacked Colleen Hufford, the first employee he came upon, and murdered her by decapitation.

Hearing screams and the commotion of the attack, Mark Vaughan, CEO of the business and an off-duty reserve deputy with the Oklahoma County Sheriff's Department, decided he needed to take swift and immediate action. Quickly evaluating the tactical needs of the incident, he knew he could best respond if he had his patrol rifle. He retrieved it and sought out the suspect.

While Deputy Vaughan was moving into action, the perpetrator had moved on and sought another victim to attack. Finding Traci Johnson, he immediately attacked her and cut across her throat and the side of her face. Now within view of the suspect, Deputy Vaughan saw the ongoing attack and, with his rifle, shot the suspect and ended the attack.

There is no doubt that without the immediate valorous actions of Deputy Vaughan, the suspect would have claimed the lives of others. This was perhaps best summarized by Sheriff John Whetsel, who stated, "Mark put an end to the threat by shooting the suspect and saving the life of the second victim who was being actively attacked by the suspect. There is every reason to believe that the lives of untold others were saved who would have been targeted by the suspect if it had not been for Deputy Vaughan's actions."

Deputy Vaughan's heroic actions under the most stressful and confusing circumstances – and his decision to intervene and neutralize the suspect, even though it placed him in great personal danger – are a credit to himself, his department, and the community he serves, and are in keeping with the highest traditions of law enforcement.

As such, it is with great honor and pride that the National Rifle Association recognizes Deputy Vaughan of the Oklahoma County Sheriff's Office for his valorous actions by naming him the 2014 NRA Law Enforcement Officer of the Year.

"The actions of Deputy Vaughan on September 25th were nothing short of heroic," said NRA President James W. Porter III. "Thinking quickly and clearly, he put an end to an unspeakable rampage. The National Rifle Association is honored to name Deputy Vaughan as NRA's Law Enforcement Officer of the Year."

NRA's Law Enforcement Officer of the Year Award was established in 1993 and recognizes an exceptional act or service by a law enforcement officer and is administered by the NRA Law Enforcement Division.



Scan this code with your smartphone or tablet to get more information about the NRA Law Enforcement Officer of the Year recognition.

*Forms for nominating candidates for the NRA Law Enforcement Officer of the Year Award may be downloaded at <http://le.nra.org/documents/pdf/law/leoy.pdf>.*

*For more information about NRA's Law Enforcement Officer of the Year Award and its Law Enforcement Division, call (703) 267-1632 or send an e-mail to [LE@nrahq.org](mailto:LE@nrahq.org).*

**Circle 5049 for More Information**

# THE WHEELS OF JUSTICE



## Two-Tone Color Schemes: Paint vs. Vinyl



Sergeant James Post

## The Truth in Black and White!

**O**kay, I admit it: I'm a purist. I'm 100% old school when it comes to emergency vehicle colors. I believe fire trucks should be red and cop cars should be black and white. Despite my preferences, it seems like I can't get away from weird colors. Back home, the fire trucks

were some variation of chartreuse and my department's cruisers were the colors of our uniforms – tan in the '60s and then blue to match the blue uniforms of the '70s. I've lived in the South for many winters now and I'm surrounded by fire trucks which are some kind of glow in the dark neon

orange (maybe tangerine) and the squad cars are silver. A purist doesn't stand a chance!

While I realize the wild palette of colors seen on modern fire apparatus has come to be as a result of numerous visibility studies which can be as varied as the "salt in your diet" debates, the origin of police car color schemes is a little more vague, but black and whites do date back at least to the '30s and '40s. While most contemporary state police/highway patrol color schemes mimic 30-40-50-year-old (and older) themes, modern day city and county agencies now seem to follow a "flavor of the month" trend. And, the folks who suffer are the citizens because, if your department changes colors frequently, chances are pretty good that you'll end up with a multicolor blended fleet and the average person might not be able to differentiate the good guys from the bad guys or even the taxis! This is compounded even more if you run slick tops.

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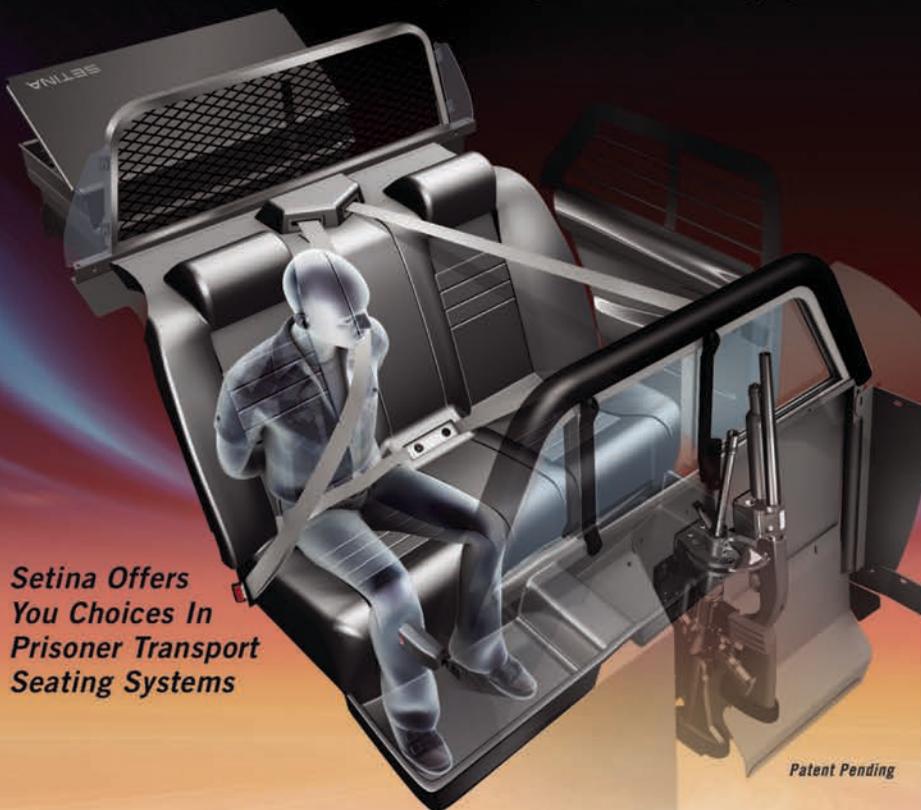
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**Where Have All the Black and Whites Gone?**

I suppose some might think that the reason for the demise of black-and-white police cars is because of the “politically correct” trend to demilitarize our police forces. Sure, I’d like to place the blame there, too, but, actually, the reason is much simpler and dates back a lot further than today’s critics who would prefer American cops to wear business attire, carry slingshots and drive a Prius adorned with peace symbols.

The real reason is simple economics – two-tone paint jobs are expensive, both coming and going. First, they have grown costly, whether offered as an option by the manufacturer or farmed out to a local vendor. Even if your agency is large enough to own and staff its own body shop, these custom paint jobs are time-consuming and the new two-stage paint supplies are expensive. Whether performed at your own shop or at a local body shop, you will also experience a time

delay in getting units on the street.

The second cost comes when it is time to retire your cruisers, as numerous studies have shown that two-tone police vehicles have far lower resale values than solid color units. Repainting your cars prior to sale, as some state patrols do, is not wise as that adds more costs that you are not likely to recoup.

**By Jove, We’re Not Changin’**

Okay, so you’re like me, a purist to the bone, and you want to keep your black- and-white schemes forever, no matter the cost, or at least until we’re all in those Prius shoe boxes. But, wait, there is a solution. First of all, the “Big Three,” as well as Harley-Davidson, still offer custom two-tones, many of which can be seen in their law enforcement brochures or on their fleet Web sites, although the techniques used do differ.

Harley-Davidson still offers optional custom two-tone paint schemes and will even paint your bikes custom colors – for an additional cost, of course. All of the

paint work is done at the Milwaukee assembly plant to insure the rigid standards of the factory paint jobs and to maintain the factory warranty. The costs vary, depending on the complexity of the designs and colors used.

Chevrolet, Dodge and Ford still offer optional two-tone designs on some of their popular cruisers, although far fewer choices than a decade ago, and they are more expensive nowadays. This is where the differences become obvious, as the techniques have changed, with Dodge and Ford making the switch to vinyl.

**Paint vs. Vinyl**

Both paint and vinyl have positive and negative features; however, if resale is your primary concern, vinyl is the only way to go.

**NOTE:** Before we begin our discussion of vinyl, we need to explain that we are talking about the high quality, heavy-duty grade vinyl used by the shops which do full vehicle wraps. This is a superior grade product which is different from

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## TUITION-FREE ONLINE TRAINING: AGONAL BREATHING

# INDUSTRY NEWS

"Law enforcement officers are generally given good training on how to capture, control and restrain an individual, but are given little, if any, training on post-restraint issues such as how to identify agonal [agony] breathing," said Dr. John G. Peters, Jr., Ph.D.,

President of the internationally recognized training firm, Institute for the Prevention of In-Custody Deaths, Inc. (IPICD). To help avoid or minimize constitutional and/or negligence "failure to train" allegations made by families of suspects who had suddenly died after yelling, "I can't breathe," the IPICD is offering a *tuition-free* agonal breathing online training course through its Online Training Center ([www.ipicd.com](http://www.ipicd.com)).

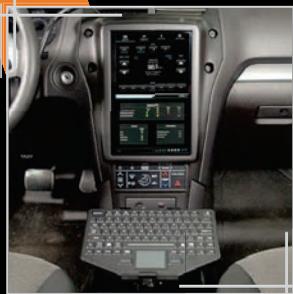
Statistically, about 40% of individuals who had suffered cardiac arrest or Ventricular Fibrillation (VF) experienced agonal respirations. Although agonal "breathing" means death is near, agonal respirations are also associated with

survival, as about 60% of people who had survived cardiac arrest had agonal respirations. A person's survival is often a result of bystanders knowing what agonal respirations sound like, look like and then knowing what actions to take.

"Because this is such an important liability topic, the IPICD staff and directors unanimously agreed we had a social responsibility to offer this course to help educate officers, dispatchers, administrators and other interested parties about what agonal breathing is; what it sounds like; and suggest on-scene 'best practices' to enhance survivability," said Dr. Peters. After successfully completing the six lessons in the tuition-free online course and passing a short online assessment, a personalized "Certificate of Completion" can be immediately printed.

"If he's talking, he's breathing" is often a frustrated and inaccurate reply by law enforcement spokespersons to media questions about a suspect who yelled, "I can't breathe," before suddenly dying. "One breath does not equal breathing, just as a few gulps or gasps from an unconscious person is not a sign of adequate breathing," continued Dr. Peters.

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what an average sign shop uses. First of all, it is wider (five to six feet, and wider), whereas a sign shop normally uses 36" wide rolls. You don't want seams in a vinyl roof covering; you want a solid piece. The "wrap" vinyl will stand up to the rigors of speed, weather and car washes and is warranted.

Quality vinyl has a three plus year life span and can be removed for resale, leaving you with a solid color car or SUV again. Removal is not for the novice, however, and we recommend the original installer remove it. You may even want to negotiate removal into the installation bid. Vinyl on doors can be easily replaced in the case of a minor mishap and will be a perfect match, whereas paint will naturally change color (fade) over the years.

Another advantage of vinyl is that, if your markings are used on the doors only, they can be printed directly on the vinyl, eliminating the need for separate decals. Downtime for vinyl installation is much less than paint because there is no need

to mask, sand or prime the areas to be changed. Vinyl prep is merely wiping down the area with a cleaner. The main advantage of vinyl over paint is that it can be as much as half the price of paint.

### Okay, What Is the Cost?

We'll discuss cost in two ways. First, we'll let you know what's available from the factory as an option and those costs. Next, we'll compare paint and vinyl costs as provided by outside vendors.

### Factory Fresh

As mentioned before, all three law enforcement vehicle suppliers offer optional two-tones, although way less than in years past. Also, none of them perform the modifications at their factories any longer; all two-tone applications are performed by their upfitters. This requires the vehicles to be transported to the upfitters, where law enforcement modifications are performed.

Chevrolet only offers two-tone options on the Impala and not the more popular Caprice and Tahoe. This may be because

the three vehicles are built at different locations and one as far away as Australia. The Impala two-tone modification is done in paint and adds \$1495 to the MSRP. Dodge has made the switch to vinyl, but it is available on the Charger only, not other law enforcement vehicles. Two options are available – a white roof adds \$270 and four white doors will add \$945 to the MSRP. Ford pioneered vinyl two-tones with the introduction of their new Police Interceptors. Ford offers the most two-tone options (on their two police vehicles) of any manufacturer. There are a variety of schemes available for the sedan and SUV, with vinyl placement on the roof, doors, hood or trunk, in any combination you prefer. The two-tone adds \$300 to \$850 to the MSRP. Additionally, you can order generic "POLICE" or "SHERIFF" decals to be added at the same time which is another industry first.

### Outside Vendors

For this comparison, I interviewed body shops and vinyl installers in my area.

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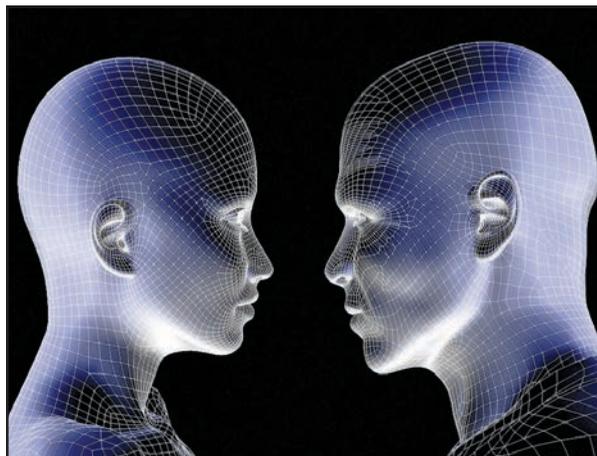


**With recent advances in technology and theory, it's not hard to speculate what the future of policing may hold.**

**T**he future is always fascinating and the future of policing has captured imaginations and inspired fiction from *RoboCop* and *Minority Report* to the recent *Avengers* movie in which powerful Artificial Intelligence goes rogue in its attempt to eliminate crime before it happens. A real contemplation of the future of policing is valuable in guiding current policies and the direction it must take to keep up with trends looming on the horizon.

To this end, the RAND Corporation recently published its report, "Visions of Law Enforcement Technology in the Period 2024-2034" which details the results of the Law Enforcement Futuring Workshop held for law enforcement practitioners and academics at RAND's Arlington, Virginia, offices in 2014. "This workshop was a visioning exercise to explore the range of possible future law enforcement

methods and operations that may be enabled by, or may be required to respond to, technology developments and applications over the next two decades."



**Facial recognition software has advanced to the point of being accurate from a variety of surveillance angles.**

The workshop participants examined various societal trends which will shape the future of policing, including an aging population, the legalization and decriminalization of formerly illegal drugs, and changes in technology making more private information publicly accessible, as well as the growing availability of information on the Internet.

"One clear outcome of the scenario analysis was that there are many possible paths to undesirable futures. Some of the potential drivers of such paths are lack of resources; insufficient understanding of, or training in the use of, technologies; too intrusive use of (or lack of) effective communication with the public; and poor leadership or ineffective or counterproductive policies. Paths to desirable futures, in which law enforcement uses technology effectively, and especially to those most desirable

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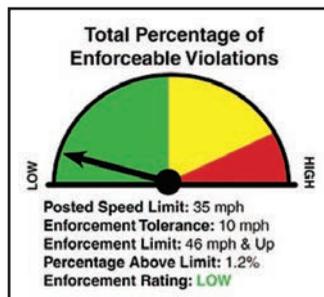
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Obviously, since I am smack-dab in America's heartland, prices are less here than on either of the coasts. Also, I checked both independent and dealer body shops to determine an average between the two, as the dealers tend to be higher.

For this study, I used the two most popular law enforcement vehicles in my area because of the vendor's familiarity with them. I chose the Dodge Charger and the Chevy Tahoe. Estimates were obtained for the most popular two-tones, white doors and roofs, either in paint or vinyl. My instructions for both techniques were similar: on the roof, cover the area between factory seams, windshield to back glass and cover the doors from the windows down. In the case of paint, they were instructed not to bid on painting the doorjamb. Using these instructions, both applications would appear identical when parked side by side. The following prices are shown as averages.

Two-tone paint jobs for the Charger averaged \$1325 and the larger Tahoe averaged \$1600. Vinyl two-tone for the Charger was \$500 and the Tahoe was \$600. In addition to the obvious cost savings of vinyl, less downtime and the addition of the warranty and the potential increase in resale leaves vinyl as the obvious choice.

If your department purchases either of the two Interceptors from Ford, and you need two-tone patterns, you'd be wise to choose from the many vinyl designs which are applied by the Ford upfitters, because of the variety of choices available and a cost which rivals your local vendors. In addition, when you take delivery of your Blue Oval cruiser, it is ready to hit the mean streets.

For departments desiring more exotic schemes or larger graphics, you might consider full or partial body wraps in vinyl. These are being used on D.A.R.E. vehicles and other special applications with great success.

We hope you find this conversation beneficial as you design your future fleets. **P&SN**

*James Post welcomes your comments. He can be reached at kopkars@arkansas.net.*

## WatchGuard Video Introduces Smaller HD Body Camera

WatchGuard Video has begun shipping the Standard Capacity version of its VISTA™ high-definition body-worn camera which weighs 4.3 ounces and provides six hours of HD video recording and 12.5 hours of standby time on a single charge.

For perspective, the Standard Capacity VISTA is smaller than a credit card in height and width, and lighter than an iPhone® 6 in weight.

The Standard Capacity VISTA body camera comes equipped with WatchGuard's Record-After-the-Fact™ technology which ensures no incident is missed – even if a situation escalates quickly and an officer doesn't have time to press record. The continuous recording technology allows police agencies to go "back in time" to capture events which would have otherwise been missed, even days later.

"The VISTA Standard Capacity police body-worn camera is constructed with cast magnesium, polyurethane rubber and a military-grade Polyetherimide resin, ensuring durability and reliability in real-life conditions experienced by law enforcement professionals," said WatchGuard Founder and CEO Robert Vanman.

The VISTA Standard version features ultra-wide dynamic range for superior nighttime recording, a patent pending locking chest mount and an optional no fault warranty which features unlimited camera replacements and coverage for brackets, clips and cables.

VISTA is also offered in an Extended Capacity version which weighs 5.3 ounces and offers nine hours of HD recording and 19 hours of standby time on a single charge.

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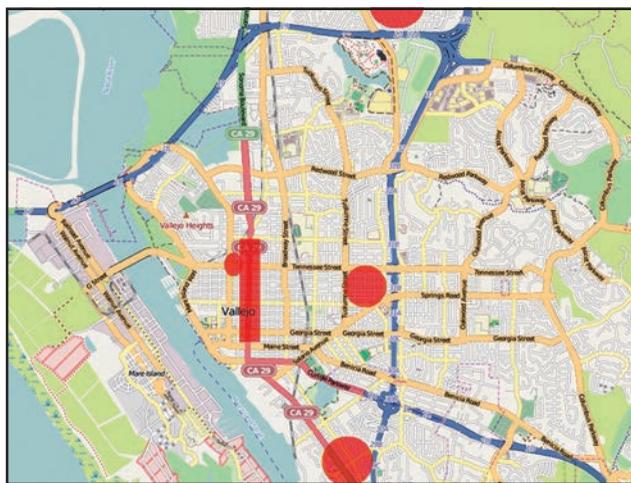
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futures in which public support is also achieved and retained, require concerted action.”

Perhaps surprisingly, “workshop participants felt the best way to address the challenges of the future was to focus on improving today’s law enforcement’s capabilities, with an eye toward the challenges of a technologically complex future. This is in contrast to focusing on comparatively futuristic research and development needs which is what one might typically expect from a futuristic workshop. Indeed, only a handful of needs from the workshop (on swarming unmanned vehicles, exoskeletons, holographic presence, and brain implants) can be thought of as ‘futuristic,’ and these were all ranked in Tier 3.”

### The Near Future

The 2014 report by the Police Executive Research Forum (PERF), “Future Trends in Policing,” worked with police chiefs and other experts to consider chang-



**Predictive policing will continue to evolve over time, helping to reduce the number of crime incidents.**

ing trends in the next two to five years.

“There are a lot of fundamental changes happening in policing,” writes Chuck Wexler, PERF Executive Director. “Every day we read about new technologies being used by police departments, ranging from ‘body cameras’ worn by officers and automated license plate

readers to analytical software designed to predict when and where crimes are likely to occur in a city. Cybercrime is a major development local police departments are starting to explore. Demographic changes are affecting the types of people who enter the policing profession. The economic crisis that began in 2008 was a wake-up call that police budgets are not sacrosanct; today’s police agencies to some extent are competing with private security agencies. Today’s communities demand more accountability and transparency from their police. And police departments are finding new ways to use social media and other strategies for communicating with their communities.”

“All of these factors add up to a feeling that policing in the 21st century changes more in a year than it changed in a decade a generation ago. And these changes are not just about finding new ways to reduce crime; they go deeper, to evaluating the basic mission of the police

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and what people want from the police.”

The PERF report predicts several technology trends in policing: an increased use of social media by police, a greater focus on cybercrime, an exploration of GPS applications, and technology as a solution to understaffing.

**Predictive/Intelligence-led Policing**

The PERF report predicts a growth in predictive and intelligence-led policing. The NIJ defines predictive policing as “taking data from disparate sources, analyzing them, and then using the results to anticipate, prevent and respond more effectively to future crime.” Intelligence-led policing is a related concept. It has been defined as “a business model and managerial philosophy where data analysis and crime intelligence are pivotal to an objective, decision-making framework that facilitates crime and problem reduction, disruption and prevention.”

“PERF’s survey found that only 38 percent of responding police departments are currently using predictive policing, but 70 percent expect that they will implement

this strategy within the next two to five years. Similarly, 54 percent of agencies plan to implement or increase use of intelligence-led policing within the near future.”

University of California-Los Angeles Professor Jeffrey Brantingham “points out that predictive analytics will not replace officer skills. The software is capable of highlighting where and when crime is likely to take place, but officers must then determine how to disrupt the criminal opportunity.”

“Predictive policing is sometimes misinterpreted as a strategy that could target individuals before they have committed a crime. ‘Law enforcement should pay attention to the diversity of things that get called predictive policing,’ explained Brantingham. ‘We need to be specific about what we are



**To investigate the ever growing number of cybercrimes, law enforcement agencies will need skilled investigators and cutting-edge computer forensic equipment.**

...talking about when we use the term.’ ”

The idea of police as analysts is also touched upon in the RAND report where they consider whether the police force

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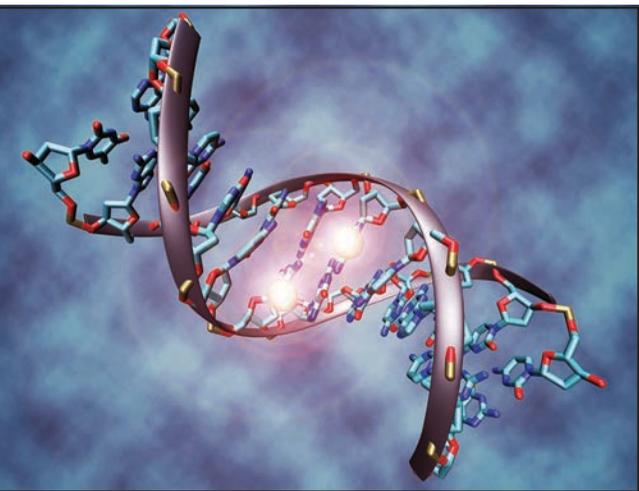
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**Rapid DNA devices are already fully automated and can generate a DNA profile in less than two hours.**

of the future will need to be more specialized and tech-savvy. Trends in cybercrime also suggest a need for specialized groups within a police force to deal with

els and encryption techniques is a constant struggle.

“Developing cybercrime expertise in a police department can be challenging,

certain types of crime, crime prediction, and community education and interaction including social media.

### Cybercrime

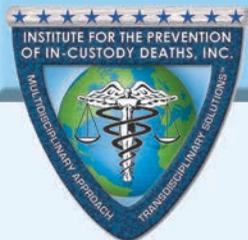
The topic of cybercrime must be considered in any discussion of the future of policing as every crime is beginning to involve some element of technology either as evidence of the crime or a direct vehicle for the crime. New software and hardware technologies are constantly emerging to help mine devices from smartphones and computers to game consoles and GPS units for evidence, but keeping up with new mod-

in part because private sector organizations typically can pay far more than police agencies for persons with the necessary knowledge and skills,” PERF reports. “Some police chiefs recommend looking within your department for officers or civilians who have an interest in computers and technology and training these people to be police cybercrime analysts and investigators. Training programs are available from the FBI, the Secret Service and other federal agencies.”

“Partnerships are critically important in the field of cybercrime. Task forces with other local, state and federal law enforcement agencies can lessen the burden on individual police departments. Universities also can be an excellent resource.”

### Emerging Technologies

Other new technologies are poised to change the face of policing; most notably, DNA and biometrics technologies. Rapid DNA devices can already produce a DNA profile from a DNA sample in just over an hour. How long will it be before these devices are affordable enough for



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DNA collection to be part of standard police booking procedures? Combined with DNA databases, this could significantly reduce the number of recidivist crimes, as a suspect picked up for a petty crime could be linked to other infractions giving police the justification needed to get the individual off the streets. When will these devices be portable enough to be taken out in the field? Imagine DNA evidence providing real-time leads in an investigation rather than simply serving as evidence in court months, or years, after a suspect is apprehended.

Biometric technology is also becoming more advanced and more portable. Facial biometrics applications are becoming more advanced, making it possible to identify individuals from a variety of angles rather than the traditional mug shot. Fingerprint biometric devices are now as small as smartphones



**Virtual reality training has already been incorporated into some military exercises.**

and can be deployed in the field. Where will the future of these technologies lead? How can these capabilities be applied to surveillance operations?

These new data collection technologies also come with their own challenges. As the RAND report explains, "All of this data collection, especially when collected or used for governmental purposes, has led to increasing political and legal opposition to 'mass surveillance.'...There have been legislative and legal challenges to the use of digital evidence, automated license plate readers, unmanned aerial systems, and facial recognition. As just a few examples:

- In the U.S. Supreme Court case *Riley v. California* (134 S.Ct. 999, 2014), the Court unanimously ruled that law enforcement needs warrants to search cell phones.
- In June 2014, the House of Representatives passed a provision to ban federal agencies' acquisition of license plate readers and to ban agencies giving out grants to state and local agencies for acquiring license plate readers (Gerstein, 2014).
- As of September 2013, nine states had passed laws limiting the use of unmanned aerial systems (National Conference of State Legislatures, 2013)."

**Education**

In the course of the Law Enforcement Futuring Workshop, "one highly ranked need was the improvement of training that is suitable for new technologies. This includes identifying/updating training needs, skill sets and roles;

tailoring training for people with different roles, levels and backgrounds." This may not just involve the need for specialized individuals within a department, but also new forms of training and education. The August 17, 2015, issue of *Time* magazine reported that viable virtual reality systems will be hitting the market by next Christmas. While these first systems will be expensive and only likely to be owned by early adopters, most of them integrate with existing technologies such as smartphones like

Google's Cardboard and Oculus' Rift or game consoles like Sony's Project Morpheus. It is not a great leap to see at least one of these systems reaching the training space allowing new officers to train for real-world field scenarios in the safety of a virtual reality experience.

**Conclusions**

While the Workshop's conclusion that the best road to the future through incremental improvements in police technologies and techniques is not as sexy as a future filled with flying cars, *Iron Man* body armor, and software which can identify criminals before they commit a crime, it does present a very promising view of the future. As long as police departments work toward greater collaboration between departments, better education and a steady adoption of new technologies, they can stay in stride with criminals harnessing new technologies.

Specifically, the Law Enforcement Futuring Workshop came to the following conclusions:

1. Positive steps to address identified needs in technology, policy and practice must be taken to avoid paths to futures workshop participants identified as undesirable. The literal "do nothing" path was seen as leading to highly undesirable futures, and even the "do just enough to stay afloat path" was seen as leading to poor outcomes.
2. Because technology and society will continue to evolve, moving to and staying on paths to futures which workshop participants identified as desirable will require continuing action to

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# NEWS

## JUSTNET Adds Resources for Houses of Worship

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establish and retain public support and for law enforcement practitioners to effectively meet technology-based challenges.

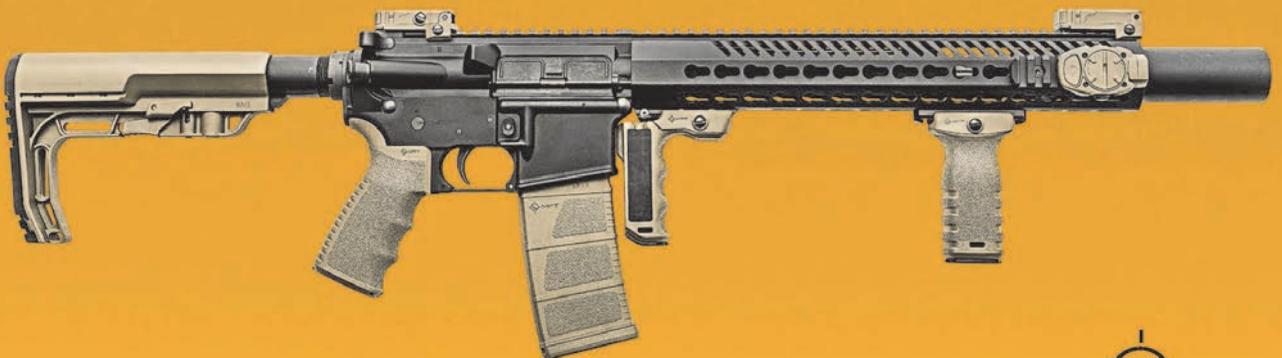
3. Enabling paths to desirable futures in the period 2024-2034 will require addressing identified needs in practice, education and training; information sharing; and development and/or adaptation of technology now.

PERF concludes, "With regard to rapid and sweeping changes in policing, it is perhaps an advantage that the United States has approximately 18,000 separate, autonomous law enforcement agencies nationwide. Such extreme decentralization may have disadvantages in terms of efficiency or cohesion, but, in an era of fast change, having 18,000 separate 'laboratories' looking for better ways of doing things may produce a greater diversity in approaches. A key challenge for the future may be to ensure that we identify which approaches are working best and disseminate information about promising practices and policies so they can be replicated elsewhere." **P&SN**

*Formerly the Editor-In-Chief for Forensic Magazine, Rebecca Waters is a freelance writer and editor.*

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# The National Motor Vehicle Title Information System:

## A No-Cost

## Theft Investigation Tool

Bill Siuru, Ph.D., PE

Photos courtesy of Broward Sheriff's Office

**A**ccording to the FBI, over \$4.1 billion was lost nationwide to motor vehicle theft in 2013 alone. Professional vehicle theft can involve “chop shops” which part out stolen vehicles and sell the parts; vehicle “cloning” and title fraud so a stolen vehicle appears to be legal and can then be registered and sold; or vehicles stolen in the U.S. and then sold in Third World countries. The Internet has made it easier for illegal vehicles sales. Incidentally, while automakers continue to make vehicles harder to steal, professional thieves become smarter and devise new ways to defeat ever



*It is usually more profitable to part out a stolen vehicle than try to sell the entire vehicle – and it doesn't require creating a fraudulent title.*

more sophisticated theft deterrent technology.

### **One Thing Leads to Another**

However, this is only the tip of the iceberg because criminals – especially organized crime rings – involved in auto theft are also often involved in other violent crimes like homicide and drug trafficking. Indeed, profits from vehicle theft are frequently used to finance other criminal activities.

For instance, when law enforcement broke up an auto theft ring in Albuquerque, New Mexico, they not only took down a major international auto theft enterprise, but also a drug

## Police Officers Face Risk of Traffic Injuries Under Many Conditions

Police officers face an elevated risk of being injured in a collision when they are sitting in a stationary car as compared to low speed driving, as well as when they are responding to an emergency call with their siren blaring as compared to routine patrol, according to a new RAND Corporation study. In addition, officers face a higher risk of being injured in a crash when they are riding a motorcycle compared to driving a car; driving solo compared to having a second officer in the car; or not wearing a seat belt compared to wearing a seat belt.

The findings provide the first quantitative estimates of the risk factors for injury to law enforcement officers in vehicle crashes – the largest cause of death among police in the United States. The results are published in *Policing: An International Journal of Police Strategies & Management*.

The study finds that about one quarter of all crashes and 30% of injury crashes studied occurred when a police officer's car was stationary.

The study found that 80% of all nonminor crashes – both those involving injury and those without injury – occurred when officers were driving without lights or siren and more than 70% of the nonminor crashes occurred during routine driving.

Sixteen local, county and state law enforcement agencies across the nation were surveyed to collect details about officer vehicle crashes and which crash characteristics are associated with officer injuries. The departments queried represented a

variety of sizes; were geographically diverse; and employed about 19,000 officers in total.

The survey yielded information about 854 crashes, including 90 which involved injuries to the officer driving. Findings from the analysis include:

- Officers were at three to four times greater risk for injury in crashes when their emergency lights and siren were on or when responding to an emergency call compared to routine patrol. However, the speed of an officer's car was not a significant risk factor.

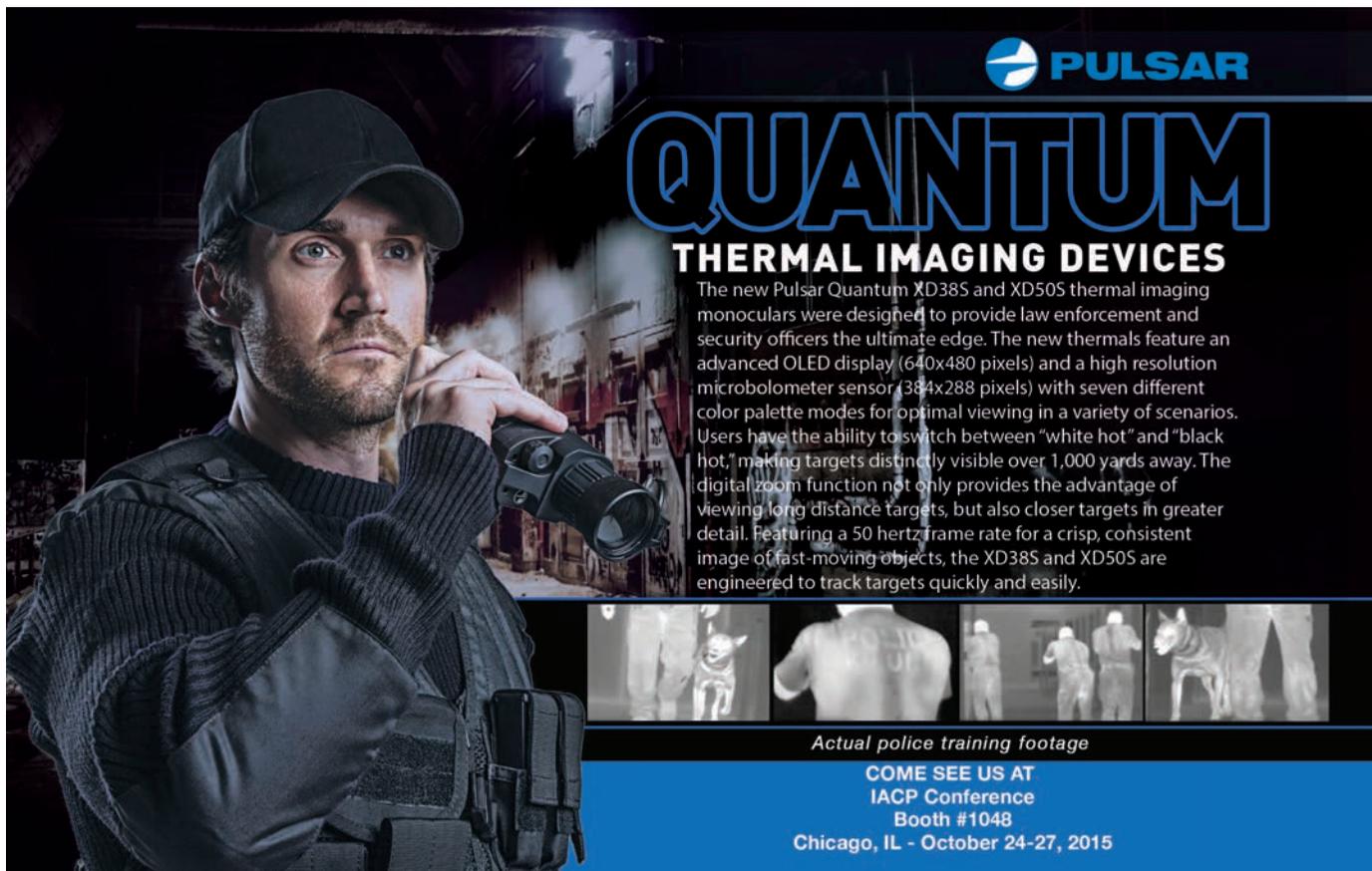
- The risk of an officer being injured in a crash when he (or she) is not using a seat belt is two to three times greater than when wearing a seat belt. This is similar to the risk seen among all drivers in traffic accidents.

- Motorcycle officers are about five times more likely to sustain injury in a crash than an officer in a car and about ten times more likely than officers in sport utility vehicles.

- A single officer in a vehicle has more than twice the risk of injury in a crash compared to having another officer in the car. Conversely, having a nonofficer in the vehicle increased the risk of injury. A possible explanation is that a solo officer faces distractions from the radio, data terminal or suspect passengers.

Actions for law enforcement agencies to take to lower the risk of injury collisions, including restricting motorcycle use to situations where the use of other vehicles is not feasible and developing alternatives to bracket mounted mobile data terminals which officers often strike during collisions.

# NEWS



**PULSAR**

# QUANTUM

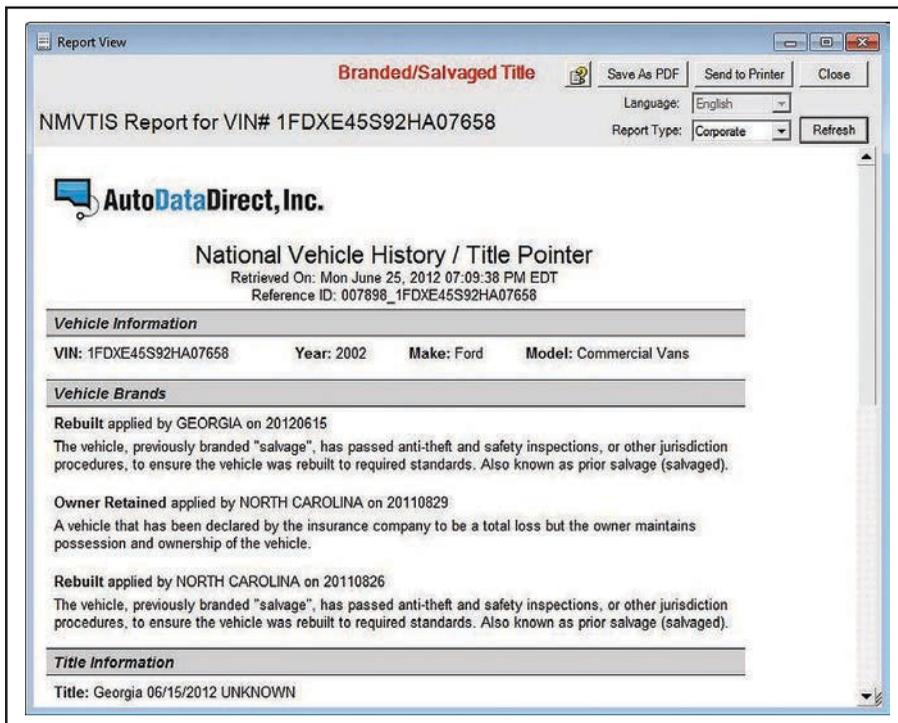
## THERMAL IMAGING DEVICES

The new Pulsar Quantum XD38S and XD50S thermal imaging monoculars were designed to provide law enforcement and security officers the ultimate edge. The new thermals feature an advanced OLED display (640x480 pixels) and a high resolution microbolometer sensor (384x288 pixels) with seven different color palette modes for optimal viewing in a variety of scenarios. Users have the ability to switch between "white hot" and "black hot," making targets distinctly visible over 1,000 yards away. The digital zoom function not only provides the advantage of viewing long distance targets, but also closer targets in greater detail. Featuring a 50 hertz frame rate for a crisp, consistent image of fast-moving objects, the XD38S and XD50S are engineered to track targets quickly and easily.

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**Sample NMVTIS report on a vehicle with a branded/salvage title**

trafficking ring with ties to a Mexican drug cartel. Illegal and stolen firearms were confiscated, plus a stash of heroin, cocaine and methamphetamines, in addition to two million dollars worth of stolen luxury vehicles with fraudulent Vehicle Identification Numbers (VINs) which were ready for illegal export to Mexico.

### Database

Local, state and federal law enforcement agencies have a powerful tool for investigating, deterring and preventing vehicle-related crimes called the National Motor Vehicle Title Information System (NMVTIS) which was established by the Anti Car Theft Act of 1992, the Anti-Car Theft Improvements Act of 1996, and its implementing regulations. The Department of Justice, via the FBI, has oversight for NMVTIS and has designated the American Association of Motor Vehicle Administrators (AAMVA) as the system operator.

NMVTIS keeps an electronic historical database of each vehicle's VIN from a vehicle's birth to its final disposal. One of the goals of NMVTIS is to protect consumers from fraud and unsafe vehicles and to keep stolen vehicles from being resold. NMVTIS's database combines specific vehicle information from state motor vehicle titling agencies, automobile recyclers, junkyards and salvage yards, and insurance companies into one

system. The system has teeth since failure to report to NMVTIS as required on a monthly basis is punishable by a penalty of \$1,000 per violation. Thus, a junkyard (now called recycling centers) with 100 unreported junk or salvage automobiles could face a fine of up to \$100,000. Currently, 96 percent of all U.S. registered vehicles are included in the system, as well as over 85 million salvage or total loss records as a result of the reporting from about 20,000 sites.

For a nominal fee, NMVTIS provides consumers with vehicle histories which include:

- Current state of title and last title date;
- Odometer readings (including most recent);
- Total loss history (all insurers and some self-insurers); and
- Salvage history to avoid purchasing potentially unsafe vehicles or paying more than fair market value.

NMVTIS might be viewed as an alternative to services like CARFAX®. However, when purchasing a vehicle, it is wise to use both to insure that you have a more complete and accurate history of a particular vehicle.

### Law Enforcement Access Tool

NMVTIS also deters stolen vehicle trafficking by strengthening law enforce-

ment's ability to combat vehicle theft, title fraud, chop shop operations and exports of stolen vehicles, among other actions. The NMVTIS Law Enforcement Access Tool (LEAT) assists law enforcement in (1) investigating vehicles involved in violent crimes, smuggling (narcotics, weapons and currency) and fraud; (2) identifying vehicle theft rings; and (3) identification of other criminal enterprises involving vehicles. NMVTIS LEAT allows a one-stop search by entering the VIN, resulting in:

- An entire vehicle's title information history including junk, salvage and total loss data;
- State brands assigned to the vehicle;
- A vehicle's theft status, as reported by Mexico;
- Archived National Insurance Crime Bureau (NICB) data on known cloned VINs, known counterfeit VINs and flood damaged VINs;
- Whether the vehicle was reported to the Department of Transportation's Car Allowance Rebate System (CARS or Cash for Clunkers program); and
- An analysis of the VIN, including the vehicle's make, model, type and weight.

### Upgrades

NMVTIS LEAT is constantly being improved to make it even more useful to law enforcement. In the near future, it will also include National Crime Information Center (NCIC) Auto Theft File data, a vehicle's lien status and U.S. Customs and Border Protection export data. Users will be able to search the database by entering the state, title numbers or partial VINs. The DOJ could possibly include international vehicle theft data from INTERPOL and incident information from the FBI's National Data Exchange.

Access to NMVTIS data is available at no cost to law enforcement through the Regional Information Sharing Systems (RISS) and Law Enforcement Online (LEO). Law enforcement agents or investigators can obtain instructions for accessing NMVTIS data by sending an E-mail to NMVTIS@usdoj.gov.

For more information, visit [http://www.vehiclehistory.gov/nmvtis\\_vehiclehistory.html](http://www.vehiclehistory.gov/nmvtis_vehiclehistory.html). **P&SN**

*Bill Siuru is a retired USAF colonel. He has a Ph.D. in mechanical engineering from Arizona State University. For the past 45 years, he has been writing about automotive, aviation and technology subjects.*

# SEEING IN THE DARK

## PART 2 - THERMAL IMAGERS

William Siuru, Ph.D., PE

**While the military has used thermal imaging for decades, the technology is still relatively new to law enforcement.**

Part 1 can be viewed in the "archives" section on our Web site – [www.policeandsecuritynews.com](http://www.policeandsecuritynews.com)

In Part 1, Night Vision Devices (NVDs), or image intensification, were discussed in detail. Now, we will cover the second technology which is starting to be used extensively by law enforcement to see in the dark – Thermal Imaging (TI). While NVDs and TIs can often accomplish similar objectives, they use completely different technologies.

### Diverse Technology

With NVDs, when visible light hits an object and is reflected, a detector receives the reflected light and turns it into a viewable image. NVDs take small amounts of light, magnify it greatly using electric and chemical processes and project it into an eyepiece, or other display, as a greenish color image. Since NVDs magnify small amounts of light, they are also called Image Intensification, or I<sup>2</sup>, devices. NVDs depend on available ambient light; i.e., moonlight, starlight or artificial light. Often, NVDs are fitted with an illuminator to "light up the target," thus making them

active, rather than passive, devices. NVDs will not work in complete darkness, but require a modicum of light which can be amplified.

In contrast, thermal imagers (or Thermal Imaging Cameras [TICs], as is commonly known) detect long wave infrared radiation, typically 9,000 to 14,000 nanometers, or nine to 14 micrometers, in wavelengths. Visual light is about 390 to 750 nanometers. Thus, they are often called forward looking infrared cameras (especially when used in military aircraft) or just infrared or thermographic cameras.

### Thermal Energy

TICs detect objects and people by the amount of heat they emit, creating a thermograph, or "heat signature." Virtually, everything above zero degrees absolute emits thermal energy and, thus, has a thermal signature. Warm-blooded animals (including people), engines, buildings and machinery create their own heat – either biologically or mechanically. Other things

like land, rocks, structures, vegetation, etc. absorb thermal energy from the sun during the day and radiate it at night.

The hotter the item, the more thermal energy is emitted, so hotter objects show up as white, while cooler objects show up as black, with in-between temperatures displayed in shades of gray in black-and-white systems. Items with different temperatures result in different colors in multicolor systems. Even when two objects next to one another have only slightly different heat signatures, they show up quite clearly on a TIC, regardless of lighting conditions. For example, if an officer is using a TIC, he (or she) can easily see if a person has an object of any kind in his (or her) hand. TICs can detect tiny differences in temperature as small as 0.01 degrees C (0.018 degrees F). They are generally unaffected by fog, smoke, haze, mist or other atmospheric conditions. TICs are completely unaffected by bright light and work effectively both day and night.

## Advantages

TICs provide unique capabilities not available with night vision, so officers can often see things in a new way because of the resulting heat signature. TICs are especially useful in finding fugitives, as well as in searching for missing persons like a roaming child or an elderly Alzheimer's patient. They depend on the heat emitted and are not affected by lighting conditions, clothing worn or inclement weather. While a suspect wearing dark or camouflaged clothing may be very difficult to see using a flashlight, or even a night vision device, a TIC relies on body heat, making it very difficult for a person to conceal his (or her) position from his (or her) surroundings.

If a suspect being pursued tosses a weapon or drugs, a TIC can be used to



**With B&W thermal imaging systems, hot objects appear white; cold ones appear black; and those at intermediate temperatures appear in varying shades of gray. Note the thermal signature of the hot engine and exposed skin of the officers. (B&W System)**

scan the area around the suspect's location or the path taken to locate possible evidence. Quite likely, a recently fired weapon, ejected shell casing or other evidence could have a latent thermal image

which would be more difficult, or even impossible, to find with a flashlight and the human eye. An officer using a TIC can scan up to 1,500 feet or more, in any direction, depending on the type of unit used and whether there are obstacles within the field of view.

## Additional Uses

TICs can also be used to detect irregularities which might indicate possible criminal activity. For example, a fuel tank, a hollowed out body panel or tires can be filled with drugs or other illegal materials which could be detected by a TIC. Altering material potentially changes its thermal signature, so drywall repaired or repainted to hide evidence may have a different thermal signature than the rest of the wall. Freshly overturned earth will have a different temperature, as well as absorbing and releasing heat differently.

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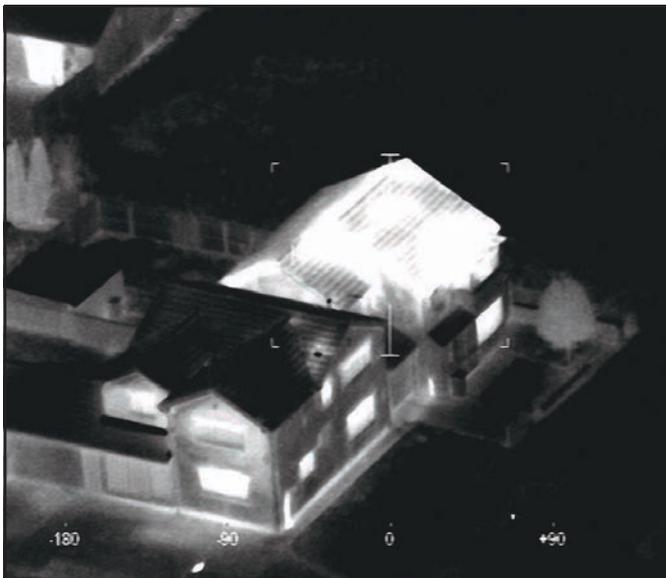
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*This photo shows a thermal image taken from a helicopter which exposes a marijuana growing operation. The thermal imaging camera picks up heat sources from the high intensity lighting setup which was found in the attic area of this residence.*



*This interesting thermal image depicts the temperature variation in a steam locomotive through the use of color.*

This could help locate buried evidence. TICs can easily see in complete darkness over open spaces, making surveillance and routine police patrol far easier for public safety officers.

TICs can be used in accident investigations. Speed at impact can be determined by measuring skid marks; however, today's cars with antilock braking systems do not leave skid marks. When a vehicle stops rapidly, a significant amount of friction is created between the tire and the pavement, leaving thermal signatures

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which can last 30 minutes or longer after the collision and, thus, are detectable by a TIC. Also, if there are many old skid marks, oil stains and grease marks, a TIC can identify the warmest marks which were left most recently.

Whether responding to a domestic disturbance, an assault or another potentially violent call, situation awareness is key to officer safety. An officer can scan the property at a distance with a TIC to detect anyone who might be waiting outside, as well as any dogs or animals which may increase the risk. SWAT teams can use TICs for a variety of applications, including preentry surveillance, stealth entry, search, evidence collection and sizing up a scene.

TICs do not see underwater; however, as long as a victim or evidence is not completely submerged, heat should be detected by the TIC. By combining a TIC with spotlights and flashlights, officers can search on and around bodies of water more quickly and more effectively.

Unlike flashlights and many traditional night vision devices, TICs can be used covertly so officers using them can conceal their positions while scanning. No one knows where the officer is or where he is looking.

In the past, TICs have been several times more expensive compared to a high quality night vision device. But, like most electronics, prices are coming down while the technology is ever improving. Therefore, small handheld rugged TICs will find their way into patrol cars rather than being reserved for special investigations, as is often the case.

#### Combination NVD and TI

BAE Systems is developing a combination night vision and thermal imaging system. Soldiers use night vision goggles for scanning areas and identifying targets and a thermal sight on their weapons for targeting. Swapping from goggles to weapon sights means a strong chance of losing track of the target. Worse, the resulting delay in getting off the first shot can mean the difference between life and death.

Like most of the night vision and thermal imaging technology developed by (and for) the military, the results from the ENVG III/FWS-I (Enhanced Night Vision Goggle III and Family of Weapon Sight-Individual) program should become available to law enforcement. The five year, \$434 million program is being funded by the US Army.

The end result will be a single, smaller, lighter, cheaper, integrated night vision and targeting system which displays images from both into the soldier's goggles. Not only can the user keep the target in sight at all times, he can also aim his weapon without raising it to his eyes because what the sight sees is transmitted to the goggles. The new goggles reduce the weight, size

and power supplies the user has to carry. Finally, it eliminates the need to illuminate the target and, thus, expose the user.

#### P&SN

*Bill Siuru is a retired USAF colonel. He has a Ph.D. in mechanical engineering from Arizona State University. For the past 45 years, he has been writing about automotive, aviation and technology subjects.*



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The camera connects to most in-car video monitors and MDTs. You can use the NOPTIC camera to record video using software and cables provided as part of the system. Unlike a handheld thermal imaging camera, the NOPTIC camera is mounted to your patrol car so you will never forget it at the station or leave it behind at a scene. It is always on and ready to increase your awareness in low light situations. The camera is tested to operate within the harsh conditions of police work and at temperatures between -40° F and +176° F. At temperatures below 40° F, an integrated heater keeps the lens free of condensation and ice.

For additional information, contact MSM Public Safety at [mike@msmpublicsafety.com](mailto:mike@msmpublicsafety.com) or visit [www.msmpublicsafety.com](http://www.msmpublicsafety.com).

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# Body-Worn Cameras:



## Rebuilding Public Trust Through Organizational Culture

John G. Peters, Jr., Ph.D.; Lt. Charles Wilhite, J.D.; & Lt. James LaRochelle

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**PART 1:** *This is Part I of a three part series about law enforcement body-worn cameras. Part II will discuss body-worn camera implementation issues and the need for competency-based training. Part III will examine policy and rule issues which are often overlooked during body-worn camera guidance development. All three articles will discuss important issues which are often not considered before adopting and implementing a body-worn camera program.*

Public mistrust of law enforcement is the primary motivation municipalities across the democratic world are adopting Body-Worn Cameras (B-WCs). Governmental and law enforcement leaders hope the adoption and the *implementation* of B-WCs will help bridge this gap of public mistrust and aid in rebuilding it. Unfortunately, a number of recent high profile events which were videotaped by

citizens and then uploaded to social media have only fueled, deepened and galvanized the public's mistrust of Law Enforcement Officers (LEOs).

This lack of confidence in law enforcement has spread like raging wildfires. Whether it was the shooting of an unarmed person; the shouting at a driver during a questionable traffic stop; the failure to explain a jail suicide; or the using of force on protesters, public mistrust of law enforcement is no longer limited to the local community. This condition of mistrust has spread to include many national, state, local and other politicians who want a "quick fix" remedy to these and other related community problems which many social activists often claim will happen after B-WCs are adopted.

The public is demanding *accountability* and *transparency* from governmental entities, including the police. Similar to fighting a raging wildfire without first care-

fully developing systematic and well thought-out plans, the hasty implementation of B-WCs has the potential for creating unintended outcomes: deeper public distrust, including causing a deep chasm of mistrust between LEOs and their administrators over the perception that B-WC video will be used against them.

This latter point was energetically presented by attorneys Mike Rains, J.D., and Rob Wexler, J.D., at the June 2015 Institute for the Prevention of In-Custody Deaths, Inc. (IPICD) Center for Excellence in Event Reconstruction (CEER) international camera-based systems symposium which was held in Las Vegas, NV. Messrs. Rains and Wexler cautioned governmental administrators not to use body-worn and/or other camera video indiscriminately and arbitrarily to "punish" officers. Such predatory use will only serve to add "employee distrust" to the law enforcement distrust equation.

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**Public Distrust of LEOs  
in the United States**

The United States has a history of public distrust of law enforcement (particularly in minority communities), but, arguably, it has never been as visible as it is currently. Today, societal expectations have shifted.

While, historically, many activities within law enforcement were conducted behind closed doors, there is a growing demand by today's public for accountability and transparency. Body-worn cameras play a small part in fulfilling these public demands. Video can be lost, destroyed, re-

acted or simply not made public which continues to promote the perception about the lack of accountability and transparency in our institutions. Of course, operator error, such as not turning the camera "on," will be viewed unfavorably and with skepticism in a high profile encounter with law enforcement.

Historically, reports such as the *Presidential Crime Commission* (1960s), the *Knapp Commission* (1970s), the *Christopher Commission* (1990s), the *Presidential Task Force 21st Century Policing* (2015), and various *Consent Decrees* have been completed or issued as an outcome of real or perceived accountability and transparency shortcomings by law enforcement. Many times, administrative controls put into place by police management have either missed the mark or have subsided with time. While there is no single solution to accountability and transparency concerns, a good, but often overlooked, place to begin is with *organizational culture*.

**Organizational Culture**

Organizational culture refers to what makes an employee's experience of working at one law enforcement agency different than working for another similarly situated agency. Wheelen and Hunger (2006) defined organizational culture as "the collection of beliefs, expectations and values learned and shared by the [organization's] members and transmitted from one generation of employees to another . . . and generally reflects the [leaders] and the mission of the [organization]." For many law enforcement agencies, the published *official* organizational culture in a policy manual or online only exists on paper or on the World Wide Web; the "real" organizational culture is far different.

In his book, *The 60 Second Leader*, Dourado noted, "The further away from the frontline and from actual worker and customer experience leaders are, the more likely the "official" culture is to depart from reality." Similarly, Chief Bernard Parks (Ret.), Los Angeles Police Department (LAPD), explained how the highly publicized Rampart scandal developed, "Our failure to carefully review reports; our failure to examine events closely to identify patterns; our failure to provide effective oversight and auditing created the opportunity for this cancer to grow."

Many managers and administrators with command and leadership experience in law enforcement agencies know that simply issuing a "memo," "training bulletin," "policy," or similar document will not

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instantly alter the organizational culture. Most change takes time to occur and involves systems planning. Planning or issuing "paper" in a vacuum will not affect positive change. Noted speaker and psychologist, Charles Lowery, Ph.D., says, "People are not against *change*. Ask them. What they are against is *changing*."

### Organizational Subcultures

In affecting change through incorporating B-WCs as a tool, not only does the organizational culture need to be reinforced, but also the *subculture* of the units where officers work every day. Officer subculture is defined as the set attitudes and values that shape officers' behavior. The police subculture commands our attention because it is generally seen as a major obstacle to reform and, thus, a powerful force working to erode any reforms which are in fact achieved. Unwritten Ground Rules (UGR), according to Dourado, oftentimes produce the "actual" culture of the organizational unit and/or the organization. Many of us have experienced UGRs when we were told by experienced officers, "Hey, kid, forget what they told you at the academy. I'll show you

how to do real police work."

The traditional concept of the police officer subculture suggests that all police are the same in all departments. Growing evidence, however, suggests this is not true and that there are meaningful differences between law enforcement agencies. Departmental change usually happens slowly, but sometimes it can be dramatic as a result of new leadership. Anecdotal evidence has always suggested that some departments have reputations for being more professional than others, while other departments may have ingrained patterns of corruption and officer violence against citizens.

In short, systems and processes must be developed and then put in place to handle and address what the video captures, whether it is addressing a problem with an individual employee or addressing a larger issue of the agency. Simply issuing B-WCs to officers without ensuring that organizational culture and subcultures have been revised, instilled into and adopted by each employee, will only guarantee video capturing behavior which will not always positively reflect on offic-

ers or the agency. Professional competency is what matters most.

### Begin at the End

What is it that law enforcement administrators, trainers and/or supervisors want their officers to do so that accountability and transparency can be achieved? Hope and B-WC implementation will not magically create accountability and/or transparency. Hope is not a methodology to change policing, but systematic planning and competency-based training are two ingredients which will help achieve these and other goals.

Similarly, implementation of B-WCs will also not magically change policing, regardless of what vendors, the public and/or politicians may say. There is a chance that video evidence will create greater conflict in communities because the organizational culture, the organizational subculture, training and/or written directives have not been modified to meet the growing community expectations of officers. Remember, B-WCs will capture, possibly for the first time, what UGRs the officer uses on a daily basis which have morphed into "official" policy and practice.

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to invite the media to training classes and demonstrate what video can do – including its shortcomings...and there are a few. Video is not three-dimensional. Video does not always show the angle of view the officer sees. Video may also see items (e.g., handgun, knife) the officer did not see. Through such training, the media and the public should gain a better appreciation that chaotic encounters between police officers and violent subjects can be messy.

As a final comment, video is another piece of equipment in the officer's toolbox which can resolve disputes about the circumstances surrounding a situation and help to rebuild community trust which should lead to officer and agency accountability and transparency. The outcome is greater professionalism in policing and that is a win-win for all. **P&SN**

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## Effecting Positive Change

To move policing to a higher professional standard, officer discretion must be further limited which means executives must provide administrative controls over officer discretion. It does not mean abolish discretion, since discretion is a necessary component of effective policing. The flexibility found in discretion is still needed, but it must be selectively limited. This is a problem many law enforcement administrators and supervisors continue to wrestle with on a daily basis. Policing is a human endeavor; it is not robotic. Therefore, administrators and supervisors must look to reduce the gray areas. It is the gray areas which often get us into trouble; hence, the challenge.

One approach to creating positive organizational change is to promote the following: *investigate* the situation; *identify* successes and failures; and *institutionalize* the lessons learned. Townsend and Gebhardt suggest the first step is to investigate the situation to determine what it is that needs to be changed or to remain the same. For example, why should the agency adopt B-WCs? What

are the difficulties? What are the expected outcomes? What are the desired results?

To continue progress, it is important to identify the successes and failures of past programs through learning what went "right" and what needed to be changed. Apply this approach to the body-worn camera program and identify its successes and deficiencies. When performed correctly, this can create great "teaching moments" for officers.

To illustrate this point, Bob Willis, peace officer, trainer and IPICD Board member, recounts the story of an officer who confronted a young man who was heavily intoxicated. The officer was shouting at the man, threatening him with various force options. All this was captured on camera and audio. The outcome for this young man did not look good.

A backup officer responded and, after exiting his patrol car, did not threaten the young man, but engaged him using "Verbal Judo" techniques. The young man's aggressive posturing changed to listening and, eventually, cooperation. The young man was arrested without incident and, when the officers' lieutenant re-

viewed the video, he turned the incident into a "teaching moment." After calling in the initial officer, he discussed the second officer's response and how it quieted the young man and avoided a violent confrontation. It was a true teaching moment for the officer, without threats of discipline or a written report being placed into the officer's file.

Institutionalizing the lessons learned from what B-WCs capture is a key to changing organizational culture and sub-cultures. When officers try to say, "I did not do that," but the camera shows something different, there is now a "game film" of the event, not the subjective narration of an incident. This type of video footage gives supervisors greater ability to deliver a positive critique and create numerous "teaching moments."

The very best administrators and supervisors are able to institutionalize positive lessons so that it becomes "the way things are done around here." This is really an after-action review process which is very critical to the change process. Remember: You must use and act upon what you have learned – and this is an area in



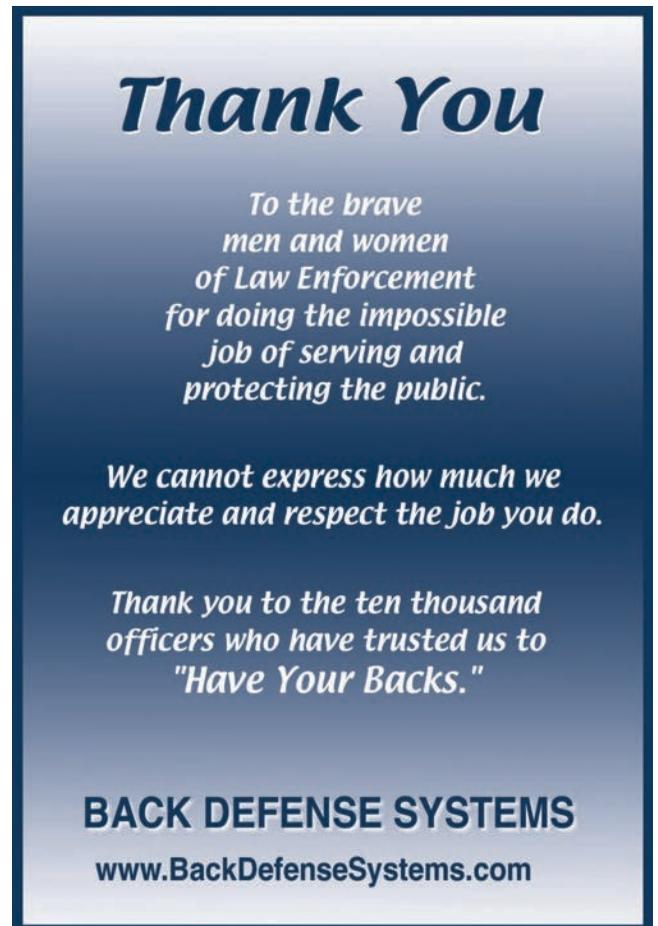
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law enforcement which often falls short. How to avoid repeating the same mistakes is the challenge, but it can be overcome through changes in organizational culture and subculture, in addition to training, policy and leadership.

### Summary

Incorporating B-WCs might seem like an easy fix to repair public mistrust and change organizational culture and subculture, but this is seldom the case. Instead, many successful agencies have a strong foundation which has supported and driven change: community participation; media; proven leadership; organized reform efforts (e.g., audits, training, internal committees); and the development of specialized units and/or sections (e.g., video unit, digital evidence unit).

Body-worn cameras are not the "quick fix" which many people (including the media; politicians; and, in some cases, law enforcement administrators) anticipate. The best officer selection process, coupled with excellent training and supervision, will not be a 100% guarantee that a rogue officer will not

develop within the ranks. However, viewing organizational and community change as a process that is ongoing, and not a project, will serve administrators well. Under most circumstances, agency administrators, supervisors and trainers must learn to use B-WC video to teach officers. In the small minority of cases, when video footage shows officers are seriously deficient

in performance or compromise their integrity through misconduct, then discipline is warranted.

Law enforcement must also educate the media and the public about the reality of working the streets, working inside a jail or prison and working with uncooperative or hostile people. As the agency's B-WC program moves forward, make it a priority

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# Speed Enforcement 2015

Carl Fors

This year, we offer practical advice coupled with the latest in detection technology.

I am frustrated. For decades, I have appeared as a court recognized expert witness in radar and LIDAR trials testifying only for the prosecution. To this day, I see and hear the continuing set of identical questions: "What departmental writ-

ten statement of use of radar and LIDAR do you have? What evidence do you have that the radar and LIDAR guns were tested prior to use? Did your personnel follow a valid visual tracking history of the alleged infraction?"

Every state police academy (according to a survey conducted by Speed Measurement Laboratories Inc.) claims that they have a policy regarding checking each radar or LIDAR gun for accuracy before and after each shift. However, not

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*The new DragonEye LIDAR unit gives the officer the ability to log daily accuracy tests and save certification documents.*

all state police agencies actually check the accuracy of radar and LIDAR guns, nor do many individual departments. I have learned of this firsthand.

With that in mind, what developments are manufacturers currently working on to boost the checking of accuracy of radar and LIDAR guns; to establish a valid visual tracking history; and to construct a written statement of radar/LIDAR use in a particular jurisdiction?

**A Departmental Written Statement**

Radar and LIDAR use in your jurisdiction includes checking the accuracy of either or both devices and the recertifying of both officers and equipment, including using tuning forks. If your department does not have a departmental written statement of radar/LIDAR use, this problem should be addressed and corrected as soon as possible.

**New Speed Enforcement Technology**

In June, All Traffic Solutions ([www.alltrafficsolutions.com](http://www.alltrafficsolutions.com)) announced the addition of the Enforcement Suite to their TrafficCloud™ Web-Based Management Service, in partnership with DragonEye Technology ([www.dragoneyetech.com](http://www.dragoneyetech.com)). According to their press release, "DragonEye LIDAR provides superior target acquisition and range performance in a compact, lightweight package. Both the Speed LIDAR and Compact models

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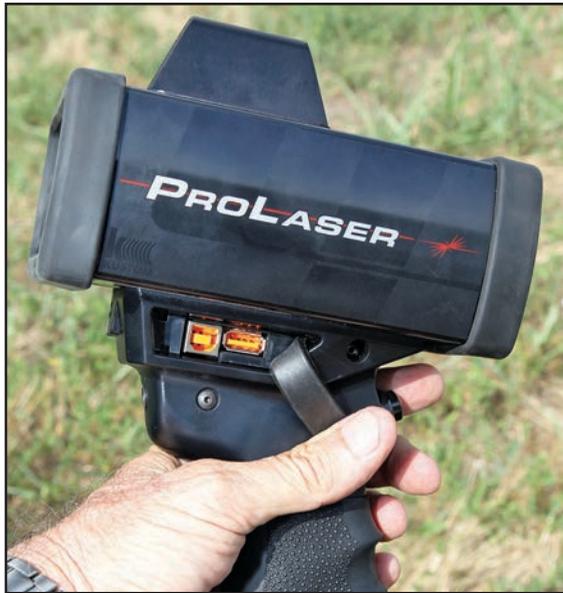
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**Kustom Signal's ProLaser® 4 also includes Event Record in its internal memory.**

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and record them instantly to the TrafficCloud. Officers engaged in traffic enforcement will obtain vehicle speed, distance, direction, latitude and longitude and the time of each capture... Additionally, this technology gives the officer the ability to log daily accuracy tests and save certification documents."

Most importantly, the technology requires certification or evidence of checking the setup procedures of a LIDAR gun. Other manufacturers are working on this feature using 24 hour clocks with documentation that the LIDAR gun was checked prior to use. Most state police agencies stipulate that their LIDAR devices be checked **before** and **after** the shift.

The Kustom Signals Inc. ([www.kustomsignals.com](http://www.kustomsignals.com)) ProLaser® 4 has Event Memory which is downloadable; the device remembers when it was checked and how it was used that day via a USB port. Along the same lines, Stalker's ([www.stalkerradar.com](http://www.stalkerradar.com)) XLR/LR will be incorporating a 24 hour/365 day clock to their LIDAR unit for checking the accuracy of the device.

New this year from Laser Technology, Inc. ([www.lasertech.com](http://www.lasertech.com)) is an enhancement for LTI's 20/20 TruCAM®. The TruCAM is a speed enforcement device which integrates a laser with a digital video camera, thereby providing a chain of video evidence for both speeding and tailgating, along with a high-resolution image which identifies vehicle make, model and license plate number and facial characteristics of the driver.

Being officially introduced at the 2015 IACP Conference, the TruCAM will come available with a Wi-Fi TruLink module. This

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*New this year from LTI is a Wi-Fi TruLink module for the 20/20 TruCAM®.*

provides the ability to send speed information and a photo of the license plate wirelessly to a printer in the field, making it possible for officers to present offenders with a roadside visual of the infraction.

At the end of a shift, TruLink can be also used to transfer violation data via Wi-Fi using the IT protocol to a police department or law enforcement agency.

MPH ([www.mphindustries.com](http://www.mphindustries.com)) has introduced a new two-piece radar gun called the Ranger® EZ. It actually gives the distance of the most reflective and fastest vehicle, measured in yards, making a valid visual tracking history a reality. The Ranger EZ is on the approved list of IACP/NHTSA as of January 28, 2015.

Radar guns are another issue. In 1966, *Honeycutt v. Commonwealth of Kentucky* called for radar guns to be checked by calibrated tuning forks by striking them on a nonmetallic object and holding them in front of the antenna of the radar gun. All radar and LIDAR guns should be purchased from the CPL (Conforming Product List) of the International Association of Chiefs of Police (IACP)/National Highway Traffic Safety Administration (NHTSA) ([www.theiacp.org/portals/0/documents/pdfs/Combined-CPL.pdf](http://www.theiacp.org/portals/0/documents/pdfs/Combined-CPL.pdf)). Radar and laser gun models which appear on the CPL have been tested and found to be in compliance with IACP's performance specifications which were in effect when the device model was first placed on the CPL. These performance specifications are intended to help ensure that these devices are both accurate and reliable when properly operated and maintained.

**Checking Radar Guns for Accuracy**

This is a time-consuming issue for most departments. Most radar guns have a test button on the console or on the remote control; however, it does NOT check the transmission accuracy of the device, only the lights. The correct method is to use the tuning forks which came with the radar gun. In *Honeycutt v. Kentucky*, along with another court decision, *Connecticut v. Tomanelli* (1966), the use of calibrated tuning forks was essential in setting up a radar gun. Most of this "evidence the radar gun had been checked prior to use" is accomplished through documentation on body-worn cameras which many departments have under STEP (Selective Traffic Enforcement Program). It is best to follow the state police requirements in your particular state. All require that checking before and after the shift change takes place daily, as well as a method to document this information.

**Establishing A Valid Visual Tracking History**

Nearly 50 years after *Honeycutt* in 1966, in the LIDAR case *Texas v. Sparks*, the court affirmed *Honeycutt*, saying, "Testimony is admissible regarding the results of the ProLaser III device, provided a trained operator establishes the proper foundation for the admissibility of the test results. It is not necessary for the operator of this speed detection device to understand the scientific principles or scientific operations of the device. As long as the officer properly operates and tests the unit, his testimony may be the basis to admit the results since the Court has found the device to be scientifically reliable."

A great example of the importance of a valid visual tracking history appears in the Court of Criminal Appeals decision in *Texas v. Hall*. In this case, Officer Phariss stated that he was not certified to use the device, a ProLaser III, and was uncertain anyone maintained the device to ensure its reliability and accuracy. "Finally, Officer Pharris stated that the LIDAR device provided the sole basis for stopping Hall. As a result, the State failed to establish that Officer Phariss, who relied solely on LIDAR technology

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to conclude that Hall was speeding, had probable cause to stop Hall.”

Establishing a valid visual tracking history is a three part proposition, including visual observation, audio confirmation, and radar/LIDAR verification. Visual observation means identifying the target vehicle; estimating the speed of the target vehicle; confirming that the target vehicle is within range; and checking the environment. Audio confirmation means listening for a Doppler shift in the Doppler Audio of pitch, clarity and amplitude. Radar/LIDAR verification means that there is a visual reading consistent with visual observation; additional readings, if possible; and a reading consistent with visual and audio.

There is court precedent for this. The Ohio Supreme Court said in *Barberton v. Jenny*, 126 Ohio St.3d 5, 2010-Ohio-2420, “A police officer’s unaided visual estimation of a vehicle’s speed is sufficient evidence...without independent verification [radar/LIDAR reading]....” We still have *Ohio v. Shelt*, February 20, 1976, on the books, as it said that expert testimony of the construction of the device and its method of operation in determining the speed of the approaching from the opposite direction is still necessary.” Coming from *Texas v. Gonzalez*, September 2004, is the following: “...visual estimate of the speed the Appellant was over the speed limit may be sufficient evidence even without the radar evidence of an infraction.” See *Ochoa supra* “holding that the officer’s testimony alone that the defendant was driving at a high rate of speed was sufficient evidence to sustain that the person was exceeding the speed limit without considering the radar evidence.”

The beam of a radar gun is approximately 212 feet at 1,000 feet compared to LIDAR which is a mere 36 inches (Note: New LIDAR guns have a beam width of 30 inches). I would challenge anyone to

conduct a valid visual tracking history past 1,000 feet, especially with vehicles painted white.

If all else fails, use the Vocar HR-EV ([www.vocar.com](http://www.vocar.com)) enhanced unit; a Microwave Wand lets you externally use tuning forks. This unit carries all tuning fork accuracies of X, K and Ka band setup procedures. Make sure you log the results for court purposes. **P&SN**

*Carl Fors, President of Speed Measurement Laboratories Inc., has over 30 years of experience field-testing radar and laser devices. He serves many jurisdictions, including the U.S. Department of Justice, as an expert witness in radar and lidar gun trials and teaches NHTSA compliant radar and lidar instructor certification courses at law enforcement agencies here and abroad. See [www.speedinglimits.com](http://www.speedinglimits.com) and [www.radarsignals.net](http://www.radarsignals.net). He may be reached at by E-mail at [speed@speedinglimits.com](mailto:speed@speedinglimits.com) or by calling 817/291-2396.*

The advertisement features a black PSR Atlas Bipod mounted on a tripod. The text 'ACCEPT NO SUBSTITUTIONS' is written vertically on the left. The product name 'PSR ATLAS BIPOD' is prominently displayed in the center. A circular logo at the bottom right contains the text 'ATLAS BIPOD', 'BT', and 'ACCU-SHOT MONOPOD'. Below the logo, it says 'SEE MORE AT ACCU-SHOT.COM'.

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# NEW TECHNOLOGY

## New Signaling Unit



Code 3®, Inc. recently introduced the **Dash Emitter**, a versatile traffic signaling unit which provides safe traffic management for emergency vehicles travelling through an intersection.

The **Dash Emitter** features high and low priority signals in a single unit. Its compact size allows it to fit above or behind the rearview mirror. The unit measures 6" L x 6.2" D x 1.75" H and is 12.8 VDC.

Circle 5093 for More Information



## New Rugged Tablet

Datalux has released a 11.6" rugged tablet with a sunlight readable display. Designed to MIL-STD 810G, the **TM110** tablet is available with 4G LTE cellular connectivity and is powered by the Intel Core™ i5 or Core i7 processor and can be used inside or outside the vehicle. Available options include integrated barcode, RFID and smart card readers.

Circle 5095 for More Information

## New Auto Lockout Kit



The **Triple Threat Lockout Kit**, from Next Generation Tool Company, is equipped with a 58" Reach-It™ tool, the Original Inflatable Wedge (with a one year warranty) and the Rhino™ Pry Wedge. Everything is housed in a 60" canvas for fast damage-free door unlocking.

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## Prisoner Restraint Solution

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Circle 5094 for More Information



## New Laser Sighting System

Hogue's **LE Grip** is the first handgun laser sighting system based on a fully programmable, digitally controlled microprocessor circuit which offers three operating modes (steady, flashing or stealth target) and three user-selectable intensity levels. A sophisticated power management system ensures long life from two CR-2032 batteries installed under the grip on the nonlaser side and enables battery changes which won't take the laser out of zero. Windage and elevation adjustments are accomplished via small setscrews.

Circle 5096 for More Information

## New Thermal Monocular



The **Quantum XD38S** and **XD50S** thermal imaging monoculars from Pulsar feature an advanced OLED display (640 x 480 pixels) and a high resolution microbolometer sensor (384 x 288 pixels) with seven different color palette modes. Equipped with durable, glass-nylon composite and weighing just over one pound, they can switch between white hot and black hot, making targets visible over 1,000 yards away and a 50 hertz frame rate allows for a consistent image of fast-moving objects.

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# BUSTED!

James L. McClinton, Ph.D

**Clearly, the laser was the brightest thing in that car...** Police officers were dispatched to the reported site of a man in Ormond Beach, Florida, who was shining a laser light into the eyes of oncoming drivers. The officers pulled over a car driven by a woman and, when they asked her why she had been stopped, she replied, "Because Jesse was shining the laser light at people and I told him not to." Jesse, who was sitting in the passenger seat, was placed under arrest. But, things just got worse from there. When he was taken to the station house, a baggie of marijuana fell from his crotch area. Uh-oh! He was charged with drug possession and pointing a laser light at a driver. (*Ummm, does that mean that someone had to smell the substance that fell out of his crotch area?*)

**They found him sitting on the bottom shelf, right next to the mixed nuts...** A Maine man who'd been wanted by police for several weeks made a couple of critical mistakes which led to his capture – he sent out social media messages pinpointing his location. The Somerset County Sheriff's Office had been looking for the Fairfield man in connection with a burglary. Police said they received tips from people who said the man had posted on Snapchat that he had returned to his Fairfield home, so police went to the house. While they were searching with permission of the resident, they were tipped off that the man had posted a new Snapchat message saying police were in the house looking for him and he was hiding in a cabinet. Sure enough, that's where they found him – in the cabinet. (*"Hey, let's snap pictures of myself instead of trying to stay hidden."*)

**Oh, so that's why they call them "convenience stores"!**... A man in Oakland, Florida, went to a local convenience store where he found the clerk fast asleep. He had intended to grab a Good Humor® ice cream from the store's freezer, but quickly decided that he needed to take advantage of the situation. Surveillance cameras show him peering at the clerk, looking directly into the camera and flashing a middle finger. He then worked for a



## It's Pizza Night!

In Gambell, Alaska, police officers went to the scene of a reported crime and investigated a report of a theft of five cases of frozen pizza valued at more than \$1100. They had no leads until two men reached out to them. They didn't reach out by calling in with a tip – at least not intentionally. The men actually contacted the police with an offer – they said that they had a large number of pizzas they wanted to sell to the police department. Not surprisingly, that proved to be a bad idea. The men were arrested and charged with second-degree burglary and theft. (*They probably should have "sweetened" the deal by offering to throw in a few boxes of donuts!*)

full 15 minutes to drag the whole freezer full of the stuff through the store and out the door, past the still sleeping clerk. He got away with his beloved ice cream, but didn't get very far because a Good Humor freezer is pretty hard to hide. He was arrested and booked. (*Well, that's very interesting – a crook who prefers ice cream to cigarettes, cash and lottery tickets!*)

**In case you've ever wondered what the opposite of a "superhero" is...** A man entered Augie's Barbed Wire Smokehouse in San Antonio, Texas, and stole a BBQ brisket. He then fled the scene in a stolen truck, but the police quickly caught onto him and gave chase. Somehow, he managed to lose them, but they ran into him again just a short time later after he set a house on fire. Officials haven't said why he set the house ablaze, but we might assume he was trying to warm up the stolen brisket. From there, he proceeded to steal a Corvette at gunpoint and then led police officers on another chase which came to an abrupt end when he collided with a Mustang. The man then jumped out of the car and was apprehended as he attempted to swallow a package of heroin. He's been charged with...well, too many offenses to count. (*In his defense, good Texas smoked brisket is hard to resist.*)

**"No, no, no, you heard me wrong. I said 'rob,' not 'Bob' "!**... Connecticut police have announced that they're looking for a burglar who goes by the name "Bob." Police say a woman reported a break-in at her home in New Haven around 2:30 a.m. The woman told police she asked who was in her hallway and the man instantly replied "Bob." He then fled out the back door. A police spokesman said no one who lives in the apartment complex knows Bob, who had apparently entered the woman's home through an unlocked front door. Police say it doesn't appear anything was stolen from the apartment. (*Is "Bob the Burglar" related to "Bob the Builder"?*)

**"Well, how about that, those darned cocaine fairies left some of their pixie dust in my truck again!"**... In Florida, a 54-year-old man was arrested for DUI. When officers asked him about the ownership of all items in his truck, the police report says the driver insisted that everything was his "except for anything illegal." A baggie of cocaine was in the truck's center console. (*When the arresting officer asked the drunk if he knew what a "double entendre" was, he replied, "Sure, there are TWO entendres."*) **P&SN**



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