

Blue Line Magazine

Canada's National Law Enforcement Magazine

April 1992



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This Issue

FEATURES

| | |
|---|----|
| Cover Story | 3 |
| Letters To The Editor | 4 |
| Commentary: Speed Kills | 5 |
| The Violence Of Velocity | 6 |
| Is It Speed Or Speed Variation That Kills? | 7 |
| Speed Really Is the Biggest Killer | 8 |
| Innovative Technology Helping To Reduce Speed | 9 |
| Calendar Of Upcoming Events | 10 |
| A Cure For Your Dependence On Glasses | 11 |
| Smoking Or Non-Smoking | 12 |
| Product News | 13 |
| Pedal Power And Training | 14 |
| Court Briefs | 19 |
| Book Review: The Law On Speeding And Radar | 22 |
| Police Principles: The Problem - Chris Braiden | 24 |
| BANG: A Sound That Can Save A Life | 26 |
| Systems In Review: Micro Law Software | 28 |
| Mechanisms Of Failure - Neil V. Thompson | 30 |

NEWS

| | |
|--|----|
| Canada's Murder Rate Up 14 Percent | 16 |
| Break-In Suspect Dials 9-1-1 | 16 |
| The Speeder Was Really Fluing | 16 |
| Winds Of Change Coming To British Police | 16 |
| Attempt Impaired Driving Conviction | 17 |
| Police Killer Convicted | 17 |
| Police Radar Sets Pass The Test | 17 |

CASE LAW

| | |
|--|----|
| Confession To Jail Visitor Tossed | 20 |
| Spouse May Testify Supreme Court Rules | 21 |



We selected Kathryn Lyons of the Milton Detachment of the Ontario Provincial Police to symbolize this month's topic. The officers who patrol the freeways and expressways of our country are only too familiar with the tragedy of speed. They are also familiar with how fragile life can be. It is an unfortunate reality that speed really kills. Another unfortunate reality is that only **you** can make the difference.

This issue we focus a great deal on speeding and all that surrounds it. We have a story from a parent who lost his children, an analysis of the hazards of speeding and a story on what some jurisdictions are doing about it.

If any officer wishes to copy any of this material for lectures, handouts or community group meetings, you are welcome to do so. Please leave credits where they are due.

Also this month we present part one of a series on pedal power. With the coming of spring many officers are gearing up to bicycle patrols. Garry Coles and Mike Dunn of the Halton Regional Police have given us a nice three part photo essay on bicycle patrol tactics. We are sure you will enjoy reading about this new strategy in policing the community.

Out Of The Blue

By David Bluestein

WHAT TODAY'S COP NEEDS ON AREA-FOOT PATROL IN TORONTO:



Letters To The Editor

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Glad about Glocks

I was very happy to read an article on the Glock pistols in your January 1992 issue. This confirmed for me that Blue Line is keeping in touch with the latest in technology and reporting on it. I, myself, have just recently purchased a Glock pistol and I'm immensely pleased with its performance. As well, I bought mine with tritium self-illuminating sights (that are available already installed) for night shooting.

I'm glad your author put a lot of rhetoric and rumours to rest by covering them in his column. It never ceases to amaze me how much ignorance and disinformation there is in Canadian law enforcement towards firearms. Many of our supposed "experts" are not aware of the studies and products coming out of the United States. Policing in Canada always seems to be several years behind in taking advantage of the wealth of knowledge south of the border.

I'm delighted to see that Metro Toronto P.F. has taken the initiative (in changing Canadian police sidearm beliefs) by choosing the Glock 9MM pistol. However, after doing a lot of research on my own, I bought the .40 caliber version (the Glock model 22) instead. This pistol has the same frame dimensions and nearly the same magazine capacity of the 9MM, but its stopping power is near that of the .45 caliber.

Presently, the B.C. Police Commission is looking at allowing B.C. police departments to issue pistols to their members in general duties (ie. patrol).

I'd appreciate hearing from any Canadian police officers who (a) already use the Glock or a .40 caliber pistol, or (b) are interested in convincing their own department. I look forward to exchanging information and experiences.

Once again, thank you for another interesting and well-researched article. I look forward to more in the future.

Rob Halverson
New Westminster, British Columbia

Gives us reason to rejoice

Please change the mailing address on my husband's subscription. I don't want to miss an issue as I enjoy the magazine immensely. It helps me understand the problems my husband faces each day and it occasionally gives us reason to rejoice when something goes right for the men and women who perform such a thankless job.

And we love those cartoons!

Mrs. Julia Augustus
Corner Brook, Newfoundland

Cover most inappropriate



Let me assure you, before I go on to the next item, that I really enjoy your magazine and I like what you're doing with it.

However, the cover photo of the January '92 issue disturbed me. The image you chose was completely inappropriate. Most police officers (and military personnel) associate the image of an officer's hat over his gloves on a black drape cloth (or flag) with the death of that officer not with a joyful occasion like a department's anniversary.

I showed the magazine around at work and found that every officer I showed it to reacted the same way. I found the image first upset me thinking yet another police officer had been killed and secondly ruined my appreciation for the article.

Please be more careful with your choice of images.

D.A. Cross
Winnipeg, Manitoba

Thanks for support

I would like to stop and take the time to thank you for remembering me in your article "Putting It All Behind You", (Vol.3 No.10) in your December '91 issue. I feel

very sorry for Constable Brian Rapson of the Metro Toronto Police Force. Both he and I have had a very bitter pill to swallow and we will never get the taste out of our mouths.

What happened to he and I is something that always happens to the other guy somewhere far away. I use to believe that too, but not anymore.

Now Constable Rapson and I are old news and many around us don't want to hear about it anymore. First it is really not nice table talk. It reminds many of the other officers of death, pain and suffering, and their own mortality. Not very happy stuff to dwell on. Secondly it is not like Christmas that comes and goes. Long after the incident there are still matters to be dealt with. Most of the time, you the victim, have to carry others through this and be strong for them. You have to be the tower of strength even though sometimes you would rather dig a hole and hide in it.

Fortunately I am a Christian and it is this belief that has certainly carried me over these low spots. I have also been blessed with a caring wife and a Christian and understanding Sergeant at the office. Both have given me great support.

Don't get me wrong I believe that it is unhealthy to dwell on the shooting and let your life stop there, but it is not a forbidden subject either. In a small town like this I still get to see the shooter and meet his relatives. Not an ideal situation but I have been transferred and when I sell my house I'll be "out of here."

Mr. Lymburner the next article I would like to see in your magazine is what rehabilitation is going on for all these police officers that were beaten, shot, or wounded last year. I counted over a dozen last year and that was just from the papers. I would be interested to know how other officers are coping and what their police department is doing to help.

As a side note I was shot through the hip and because of the Pro Carry Systems advertisement in Blue Line Magazine, I have been in touch with Chris Raines. They manufacture lightweight holsters and belts that should help people with injuries such as mine.

Terry Fehr
Maple Creek, Saskatchewan

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Commentary: Morley Lymburner

Speed Kills!

And Only You Can Make A Difference

It's a sorry fact of life in this modern age. We have sacrificed more people to the car god than we have to any war. The numbers are staggering. The cause of most accidents boils down to what I call "The Three I's". Ignorance, Intolerance and Impatience. You could add a fourth one as well. That one says "I am the only one that really counts out here."

It is a shame we can't get highway safety across to the public as strong as the car companies can sell us on the idea that speed is sexy. One particular car company has been repeatedly censured for their provocative commercials that sell the notion of speed and power more than the car itself.

And if you analyse most motorvehicle collisions you would find speed plays a big part. I'm not talking about the charge laid in the accident. We all know that a speeding charge is almost as impossible to prove in an accident as disobeying an amber light. It is certainly easier to prove an illegal left turn than the speed of the car that hit them.

Several years back General Motors and Burt Reynold's Enterprises were sued by a California mother for several millions of dollars. Her son died in a car accident involving a Camaro. Her action indicated her son died because he was trying to emulate things with his Camaro which it was never designed nor intended to do. The notion that this chunk of metal on rubber wheels could actually fly, she claimed, was propogated by the car industry to sell cars and the movie industry to sell fantasy. Her son was just another human sacrifice. A sacrifice to be ignored by the living and high flying survivors amongst us. The companies settled the action out of court and with a

stipulation the amount was not to be disclosed.

Okay! So what is the bottom line here? Can any right thinking people compete with the multi-million dollar advertising agencies? I don't even profess to have the answer to that question. As police officers, however, you do have a duty to get your act together and your heads on straight.



When dealing with traffic violations you have the toughest job in the profession. You have to bring charges against "good guys." That's right! Well over 90 percent of the people you give tickets to are "good

guys". They are people like you and me. Just like that neighbour who helped you when you needed it. But even good guys (like good kids) need a little discipline now and again. And you just took on the job of being society's parent.

Get your head on straight. Human lives depend on it. It is your job to keep good guys from their own mis-adventure. Oh sure! It's nice to look like the good guy yourself. But now you're thinking of only yourself. Many officers who feel they are being "forced" into writing out tickets really haven't been bloodied up enough with innocent blood. The only way they can issue a ticket is to talk a motorist into being a bad guy. Then he feels great about shoving the ticket to the guy. The officer, however, has merely refocused the motorist's "mistake" onto a mean cop.

Try to remember you're just life's referee and quite often the length of the game can be in your hands. Three minutes in the penalty box can be quickly forgotten... but not the sound of the whistle.

The Violence of Velocity

"Our lives were changed forever on March 20, 1991 when a vehicle going more than 130km/h broadsided our car where our children were sitting." Pat and Wayne Loder of Commerce, Michigan, told the Insurance Institute for Highway Safety, their experience with high-speed motor vehicle travel. This is not a pretty story and certainly one that every officer eventually experiences. It is a story repeated far too often and the prevention of such incidents is in your hands. YOU can make the difference!

I don't know if you have children, but just imagine you get a call at work telling you you'd better get home because your wife has been in a car accident by your street. Your heart starts pounding. "How bad is it?" you ask.

"Do you have children?" the voice asks. You say you do. "Then you'd better get here now," the voice says.

You race out the door and jump in your car, but when you get to your street fire trucks and police cars are blocking the road. You're a quarter mile away, so you run down the street as everyone watches you. Suddenly you spot your wife's car facing you on the wrong side of the street. You see the passenger side is mangled from the impact.

An officer tells you your wife and kids have been taken by ambulance to a hospital less than a mile away, so you run back to your car, thinking over and over, "How is my family? How is my family?" When you finally reach the hospital and find your wife, she's surrounded by nurses. She spots you as you get closer. Then she grabs you and shouts, "How are the kids? How are the kids?" Your daughter is eight. Your son just celebrated his fifth birthday a week before.

"Your daughter had a pulse," a nurse outside the room tells you, her eyes eluding your stare. "They're working on your son."

You go back to let your wife know what you found out. She sobs, "Why did the motorcycle speed up? Why did he speed up?"

After what seems like an eternity back in the waiting room, even though it has only been a few minutes, a female doctor comes in. "Your daughter has been stabi-



Stephanie Loder, January 21, 1983 - March 20, 1991
Stephen Loder, March 14, 1986 - March 20, 1991

lized," she says, "but your son didn't make it." The room goes from complete silence to wails of grief. "No," you yell repeatedly, "it can't be." You cry and cry and cry.

Time passes. You realize you've got to be the one to tell your wife, but you wait, trying to find the right words. Finally you go in and tell her, "Our son didn't make it." She collapses. Nurses pump her full of Valium, while someone else in the room asks if you want to see your son. "Yes," you say and follow in half steps down the hallway, aided by nurses. You don't have enough strength to take full steps.

The door swings open. Your son is wearing the same clothes he had on when he gave you your goodbye kiss that morning. But he isn't moving. He isn't breathing. This can't be. You whisper, "Son, son, I'm sorry." You say goodbye wondering if his spirit might still be in the room.

By this time your daughter is being

wheeled outside to a helicopter and a new friend, a young minister, drives you to the hospital where your daughter's being transferred. You're ushered into yet another waiting room. A nurse asks if you want to see your daughter. "Don't be surprised if she looks different from when you saw her last."

As you are led to her room, you see why. Her face has swollen up tremendously from all the liquids being pumped into her. Blood is pushing out of the pores in her face. The nurse says the blood collecting in her eyes isn't hurting her.

The doctors explain that they're warming up your daughter. Her brain shows no activity. "Daddy loves you," you tell her, tears streaming down your cheeks. You stroke your daughter's hair, unable to look at her swollen face.

Back in the waiting room you call your wife, not wanting to tell her how bad things are. Until you know for sure, you're not going to give up hope. Finally, hours later, the doctors come in. "I'm sorry," says one. "We know for sure there is no brain activity. We've run all the tests."

You call your wife. "She didn't make it," you sob into the phone. After comforting her, you tell her about the need to decide about transplants. "She would have wanted that," you tell your wife. She agrees.

You sleep for five minutes that night on a bed at the hospital. When you wake up from the brief sleep, you keep repeating, "Not my children, not my children." You still can't believe it. You kissed them goodbye yesterday morning. Now they're dead. You're practically in shock.

Lots of things happen. Reporters want your story, and police want information. You have to arrange the funeral. You decide to go with a single casket, a closed casket. Many children from your daughter's second grade class will be coming to say goodbye, and you don't want them to see her body the way it is.

You instruct the funeral director to have your daughter's arm around your son. She watched over him in life, and now she'll watch over him in death.

**Good Guys Killing Good Guys!
Only YOU can make it different**

Is It Speed Or Speed Variation That Kills?

Proponents of higher speed limits often claim speeding isn't hazardous. Slow drivers, they say, pose the greatest crash risk. They cite research indicating that crash likelihood increases with the difference between a vehicle's speed and the average on the road.

Central to this so-called "speed variation" argument is a mid-1950s study by David Solomon of crash involvement on 2- and 4-lane rural roads. Solomon found that crash involvement increases for vehicles traveling both

faster and slower than the average. According to the Solomon study, crash likelihood is a U-shape function of speed, with the fewest crashes occurring between the average speed and 5-10 mph above the speed

limit. The highest crash rates are for cars traveling much slower than the average speed, Solomon reported. Similar relationships were reported in 1968 by Julie Anna Cirillo, who studied speed and crashes on interstate highways in the 1960s.

However, in both studies pre-crash travel speeds were obtained from driver estimates and police reports - this despite the fact that drivers exceeding speed limits are likely to underestimate their speed, which can account for the apparent underinvolvement of moderately high-speed drivers in crashes. Two researchers demonstrated in 1976 that, if the travel speeds of crash-involved drivers are underestimated by an average 7 mph, then a crash involvement curve like Solomon's is the mathematical result - even if the true involvement rates are actually the same for all speeds.

Another problem with the Solomon study is that it mixes the crashes of free flowing, through traffic with the crashes of much slower, non-through traffic such as turning cars. The effect is to indicate

higher crash involvement than actually is the case for slow traffic.

A 1970 Research Triangle Institute study of speeds and crashes removed crashes involving intersections and turning maneuvers, finding crash rates equal for the fastest and slowest drivers. This corrects the earlier finding of higher crash rates for the slowest drivers.

Compared with Solomon's study, Cirillo's shouldn't have had as many problems with turning vehicles at intersections



because it was conducted on interstates. Factors like disabled vehicles stopped at, entering, or leaving the roadside probably explain the excess of slow vehicles in crashes.

Cirillo also limited her study to multiple-vehicle crashes, although more than half of all fatal crashes on interstate highways are single-vehicle. Solomon had already reported that single-vehicle crashes represent an increasingly greater proportion of involvements as speed increases - particularly as it increases to 70 mph or more. So Cirillo's study underestimates the total crash involvement of higher-speed traffic by eliminating single-vehicle crashes.

Although often ignored by proponents of higher speed limits, Solomon also reported that crash severity is a direct exponential function of speed, not speed variation. As pre-crash speed increases from 0 to 40 mph, for example, the rate of injury increases by 50 percent and doubles again from 40 to 60 mph.

What all this means is that, although other faster and slower speeds increase crash likelihood, faster travel results in both more crashes and more severe crashes.

So high speed alone, regardless of speed variation, really does kill.

Speeding is significant traffic safety problem report says

Speeding is a growing problem on the nation's highways. The American based National Highway Traffic Safety Administration recently submitted its findings to the U.S. Congress that graphically emphasized this point.

Focus group sessions held with motorists reveal that few regard speeding as a serious offence. Speed limits are viewed as "guidelines" and not as a threshold which, when exceeded, constitutes an outright risk to safety. Motorists do not perceive speeding to be an immediate risk to their safety.

Similar discussions with law enforcement officials revealed they believe speeding tends to "create a more universal disregard for all traffic laws". On the whole officers agreed that speeding represents a significant traffic safety problem and that more law enforcement and public information should be directed to this issue.

The report emphasized five points which explained the role of high speed in vehicle crashes.

- Speeding increases the distance a vehicle travels before a driver can react to a perceived emergency.
- The relationship between speed and crash severity increases with the square of the speed. When a driver increases his speed from 30 to 130 km/h, there is a fourfold increase in speed, but the energy released in an impact rises by a factor of 16.
- Speeding increases the distance needed to halt a vehicle.
- Because of centrifugal force, higher speeds reduce the ability of a car to negotiate curves safely.
- Higher crash speeds reduce the ability of safety devices such as seat belts to protect occupants.

Speed Really Is The Biggest Killer

High speed really does kill. This is why it's disturbing that speeding hasn't yet become socially unacceptable like drinking and driving.



Some speed advocates even claim speeding isn't hazardous at all - it's speed variation that's the real problem, they insist. So what are the facts? Here's what Insurance Institute for Highway Safety researchers have learned from recent studies - and how researchers explain the issue of speed versus speed variation:

Which Drivers Speed Most?

Drivers 16 to 24 years old - especially teenagers 16-19 - are cited for speeding far more often than older drivers. This is the major finding of a 1991 report from the California Department of Motor Vehicles.

The link between speeding violations and driver age holds true both per licensed driver and per mile traveled. The rate of speeding violations per mile traveled is at least three times as high for drivers 16-19 years old as it is for drivers

30 and older.

This link between driver age and speeding violations parallels the known link between age and motor vehicle deaths. Compared with older drivers, those 16-24 years old have much higher death rates and rates of involvement in fatal crashes.

"What we know is that young drivers speed more often and they die more often in crashes," says Insurance Institute for Highway Safety President Brian O'Neill. "There's no question that some of this over involvement is because of young people's propensity to drive at high speeds."

How Fast Are Cars Traveling?

When speed limits on most rural interstate highways were raised from 55 to 65 mph, beginning in 1987, many who supported the change said motorists wouldn't

go faster - they'd simply drive the same speeds as always, but their speeds would be legal.

This hasn't happened. More vehicles are going 70 mph and faster in states with 65 mph speed limits than in states that have retained 55 mph speed limits.

For example, the proportion of cars going 70 and faster on rural interstate highways in Virginia and West Virginia during the daytime varies from 15 to 27 percent, depending on the road. This compares with 1 to 9 percent of cars going faster than 70 mph on the same interstate highways in Maryland and Pennsylvania.

"The principal difference among these stretches of road is the speed limit," says Institute President Brian O'Neill. The limit on rural inter-states in Virginia and West Virginia is 65. Maryland and Pennsylvania have retained 55. "Overall, more than four times as many cars are exceeding 70 mph in the states with 65 mph limits, compared with states with 55."

These comparisons result from a May 1991 Institute study of the speeds of about 3,800 free-flowing vehicles on continuous stretches of rural interstate highways in the four states. The findings confirm earlier studies in other states with 55 and 65 mph speed limits.

"Speeders do pay attention to posted limits. They're putting a foot down harder on the accelerator when the speed limit changes from 55 to 65 mph - even on the same stretches of road, as on I-81 through Virginia, Maryland, West Virginia, and Pennsylvania," O'Neill points out.

"We hope these findings put to rest the idea that, when 65 mph speed limit signs go up, speeders start obeying speed limit laws. They don't," O'Neill explains, adding that "many of them keep speeding. As a result, overall travel speeds go up. So do the percentages of motorists traveling at very high speeds - that is, 70 mph and faster."

Earlier Institute research, conducted over a longer period of time in Maryland and Virginia, corroborates the findings of this four-state study. The history of travel speeds over three years indicates that up to six times as many cars are exceeding 70 mph on Virginia's rural interstate highways, where speed limits for cars are 65 mph, compared with Maryland, where the maximum speed limit still is 55 mph.

Innovative Technology Helping Police To Reduce Speed Everywhere



Courtesy IHS - Steven Henze

Motorcycles like the one that broadsided Pat Loder's car are far from the only vehicles on U.S. streets and highways that can go much faster than the maximum speed limit. Car and Driver, Road and Track, and Automobile have tested 84 cars in 1991 that clock top speeds in excess of 120 mph. Twenty-six cars topped out at 150 mph or more.

How fast is fast enough? And what are the costs of high speed in terms of not only safety but also fuel consumption? Highspeed travel is especially wasteful of gas.

For both safety and environmental reasons, law enforcement officials across the United States and around the world are turning to new technology to reduce speeding. For example:

Virginia:



Courtesy IHS

Radar detector owners crossing Virginia's borders better believe it when they read signs announcing that radar detectors are illegal across the state.

Between July 1990 and August 1991, nearly 24,000 vehicles were stopped and \$30 summonses issued to more than 23,500 drivers by Virginia state troopers

using Interceptor VG-2 radar detector detectors, many of which were provided by the Insurance Institute for Highway Safety First used in Canada, the Interceptor VG-2 is manufactured by Technisonic Industries of Ontario, CA. It's a receiver designed to pick up microwave signals from operating radar detectors.

Charleston, South Carolina:

Speeders apprehended by police using new laser devices were four times as likely to have radar detectors as motorists apprehended by officers using conventional radar. This is a major finding of a new Insurance Institute for Highway Safety study conducted in cooperation with law enforcement officials in Charleston, South Carolina.

Another major finding of the Charleston study involves the relative effectiveness of conventional versus laser radar devices. Police is sued 41 speeding tickets per 1,000 vehicles using lasers compared with 33 per 1,000 using conventional radar.

Many speeders with radar detectors were able to slow down enough to avoid detection by Charleston police who were using conventional radar. A total of 23 motorists with radar detectors were apprehended using conventional radar units. None of the 23 was going more than 20 mph faster than the posted speed limit. In contrast, 110 motorists with radar detectors were apprehended during a comparable enforcement period by police using laser devices, and 5 percent of these were going more than 20 mph faster than the speed limit.

The newly developed speed control device uses a narrow band of infrared laser light instead of a microwave beam to measure motorists speeds. The frequency of the laser beam cannot be picked up by the radar detectors in motorists' cars.

Garland, Utah:

Enforcing speed limits involves more than keeping motorists on open roads

under 55 or 65 mph. The small town of Garland in northern Utah used photo radar to bring speeds down from an average 36 to 22 mph in a school zone with a 20 mph limit when children are present.

From November 1989 through May of the following year, 17 crashes with three injuries occurred in Garland's school zone, and many citizens complained about high speeds. The city council authorized the use of photo radar, beginning the program in November 1990.



Courtesy IHS

During the first month, speeders were photographed and sent letters of warning to slow down. There was plenty of media coverage, and city officials campaigned for public acceptance of the system. In the eight months following installation, there were fewer traffic crashes and not a single injury accident in the school zone, Garland Police Chief Bruce Johnson reports.

Garland spent not a dime of taxpayers money on photo radar. The program is paid by and only by, those found guilty of violating speed limits, Johnson says.

Photo radar is being used to enforce speed limits not only in Garland, Utah, but also in Paradise Valley, Arizona, and Pasadena, California, as well as other U.S. jurisdictions.

The Canadian experience with photoradar is not particularly inspiring. In Alberta several courts have thrown out the evidence for reasons which include lack of continuity, identity of the driver, identity of the vehicle's plate number. Alberta is further hampered by a requirement to prove the accuracy of the tuning forks before the evidence can be admitted.

Given the legal and technical problems encountered in this country the Utah experience and usage may well be an appropriate answer to the use of this technology.

Calendar Of Up-Coming Events

April 12 - 16 **Homicide Investigator's** **Seminar** **Toronto - Ontario**

The Metropolitan Toronto Police, Homicide Squad is proud to host the 10th Annual Advanced Homicide Investigator's Seminar. This seminar brings together the foremost Canadian and American experts in the field of Homicide Investigation. This year's event will be held at the Skydome Hotel. For further details contact D/Sgt. Tweedy at (416)324-6150 Fax (416)324-0697

April 13 - 14 **Certified Fraud Examiner's** **Seminar** **North York - Ontario**

The Canadian Chapter of the National Association of Certified Fraud Examiners will be presenting the first of a series of seminars designed to upgrade the skills of persons involved in the examination and investigation of Fraud offences. This course will be part of an on-going training session preparing participants for certification by the Association. For further information about this and future seminars contact the Canadian Region office of NACFE at (416) 221-8470.

April 21 - 23 **Canadian Explosive** **Technician's Association** **Ottawa - Ontario**

The annual conference of the Canadian Explosive Technician's Association will be held this year at the Canadian Police College in Ottawa. For further details contact Bob Shering, Peel Region Police at (416) 453-3311 Ex.347.

May 13 - 15 **RadioComm '92** **Montreal, Quebec**

RadioComm is Canada's only trade show dedicated to mobile communications. This event will be held in the Exhibition Hall South, Place Bonaventure in Montreal. The RadioComm Association of Canada will hold its annual convention at the same time. For further information contact Peter McLean or Carole Meyer at (416) 252-7791 FAX (416) 252-9848

June 1 - 4 **Traffic Crime Seminar** **Toronto, Ontario**

The Metropolitan Toronto Police Traffic Operations will be hosting their third annual Traffic Crime Seminar. This event will include a week long series of seminars related to Hit and Run and serious accident investigations. Members attending this years event will be broken up into investigative teams and carry out a detailed investigation of a fatal Hit & Run incident. Number of attendees is limited. For further information and registration contact Christina Stambulski at (416) 324-0557 or FAX (416) 324-1902.

June 8 - 11 **Drug Enforcement - 2001 -** **International Conference** **Toronto - Ontario**

The Metropolitan Toronto Police Force will host the Drug Enforcement International Conference in Toronto. The theme is to provide a futuristic overview of international drug enforcement problems and solutions. For further information contact: A/Det. Supt. Leo Campbell at (416) 324-0509, 447-8470 or FAX 324-0503.

June 22 - 26 **O.A.C.P. 41st Annual** **Conference** **Markham - Ontario**

The York Region Police Force will be hosting the 41st Annual Conference of the Ontario Association of Chiefs of Police. Although the conference is restricted to members the trade show affiliated with the event will be open to all emergency services personnel from June 22 to 24. The event will be held at the Sheraton Hotel at Highways 404 and 7 in Markham.

June 25 - 27 **Canadian Police Officers** **Motorcycle Championships** **Shannonville - Ontario**

For the first time the Canadian Police Motorcycle Championships are going international. The event, to be held at the Shannonville Race Track near Belleville, Ontario, will be presenting the best Canadian Riders and the best International Riders. The three day event will include officers from Canada, U.S., Eire, France, Northern Ireland, Belgium and Norway. Participation will be limited to 40 riders. Members wishing to participate may call Dave Stewart at (416) 831-2013.

July 12 - 17 **Asian Organized Crime** **Conference** **"Strategies for the 1990's"** **Calgary - Alberta**

The RCMP and Calgary Police Service will be hosting the 14th International Asian Organized Crime Conference. The conference will include key-note speakers and a full agenda of social events and companion activities. Contact Darrell Wilson or Carmen McKnight at (403) 268-8530 or FAX (403) 265-6330

August 2 - 7, **I.A.A.T.I. Discovery 1992** **Toronto - Ontario**

The Metropolitan Toronto area police forces will be hosting the International Association of Auto Theft Investigators 1992 training seminar. All police agencies in and around the Metropolitan Toronto area will be assisting with this international event. The convention will include seminars, workshops and exhibitor displays related to the auto theft prevention industry. Contact person is D.Sgt. Chris Hobson (416)324-6260 or Roger Overton (416)252-5215.

August 3 - 7 **Blue Knight's Convention** **Prince Albert - Saskatchewan**

The Prince Albert Branch of the Blue Knights are proud to host this years convention to be held in Prince Albert, Saskatchewan. This event is open to all members of the club from across Canada and the United States. For further information contact Ed Herr, RR. #5, Site 28, Box 31, Prince Albert, Sask. S6V 5R3.

August 22 - 27 **C.A.C.P Convention** **Victoria, British Columbia**

The Canadian Association of Chiefs of Police will hold their 87th Annual convention at the Victoria Convention Centre. The trade fair will be open to all law enforcement officers from August 23 to 25.

September 21 - 25 **Profile 2000** **Toronto - Ontario**

The Metropolitan Toronto Police Sexual Assault Squad will present a four day sex crimes seminar. Several experts and international key-note speakers will be featured. For further details contact Sgt. Wendy Lever at (416) 324-6060 or FAX (416) 324-0697.

A cure for your dependance on glasses



A North York, Ontario, hospital has received some state-of-the-art laser technology that can eliminate the use of eye glasses for many people. The project has gathered much attention from people involved in emergency services due to the high activity level of the professions involved. Police officers in particular are seen as vulnerable to the necessity of wearing glasses. The following article explains more.

York-Finch General Hospital recently acquired an excimer laser for use by ophthalmologists. The laser is seen as a tremendous advance in the treatment of some glaucomas and superficial diseases of the cornea such as corneal scars, and some chronically painful corneal disorders. Its greatest appeal to the general population however, is the ability to alter the refractive surface of the cornea. Since the cornea is responsible for about 70 per cent of the eyes refractive power, altering the surface alters the need for glasses or contact lenses.

Since the days of Benjamin Franklin, the public has come to accept the use of glasses (and now contact lenses) as a way of correcting refractive errors, and a regular visit to the optician has become routine practice for most people. The introduction of this new technology into ophthalmic practice has the potential to revolutionize present methods of correcting refractive problems. Since a large proportion of the population is myopic (i.e. nearsighted, can see close up but need glasses to see far way), there is a huge

potential demand for this type of treatment.

Excimer lasers have been used around the world in normally sighted human eyes for about three years, and in that time, over 4000 patients have been treated. The results to date have been excellent, as the physician is able to program into the laser the necessary correction and after the treatment the patients cornea is re-shaped with great precision. Most patients will not need glasses after their laser treatment. Occasionally patients may still require optical aids after treatment, because their problem was not one that could be totally alleviated by laser therapy. Ophthalmologists can determine who are good candidates.

York-Finch General Hospital made the decision to proceed with this program, which is on the forefront of technology, providing a new and previously unavailable service to the public. The surgery is considered, by York-Finch, to be a non-cosmetic functional-altering procedure for those 20 to 40 years old. As this technology is new, Health and

Welfare Canada has decided that for now, the two companies selling excimer lasers may only sell nine machines each in Canada, and each site is requested to participate in a clinical trial. Patients are followed with frequent eye examinations after the procedure, and collected data is submitted to the company and to Health and Welfare Canada.

York-Finch is contributing significantly to the international excimer trials, hoping that this will achieve better refractive results for their patients and all future patients. The hospital has been appointed as one of the Canadian Study sites and is the only hospital in Canada to participate in the international clinical trials to date. Dr. Steve Arshinoff from York-Finch Eye Associates is the Principal Investigator at York-Finch General Hospital.

For the first time in history, people can now choose their own refraction, rather than having to adjust their lifestyle to what nature has given them. York-Finch may help put Ben Franklin, and his glasses to rest finally.

For more information, please call Lesley Mansfield, Manager, Public Relations, 416.744.2500 ext 2670.

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*Sharing the Truth and the Way and the Life
Our Lord Jesus Christ*

Smoking Or Non-Smoking What's The Difference?

By Tom Rataj

Actually very little. Obviously, if you do smoke (active), the health risks are somewhat greater than if you don't smoke. But if you don't smoke but work and/or live with smokers (making you a passive smoker) the risks aren't that much less.

Recent figures published in the United States ranked active smoking and alcohol as the two leading preventable causes of death in the country, and passive smoking as the third leading preventable cause of death in the country.

The actual figures are staggering; around 50,000 non-smokers die each year from the effects of passive smoke. Of those, almost half succumb to some type of cancer, while the remaining half become victims of heart disease.

A study on the costs of smoking released by the City of Toronto Health Department in mid-February 1992 con-

cluded that the cost to taxpayers was \$193 million annually (health care costs, lost productivity, and lost income).

Job Stress and Smoking

We are already all quite aware of the causes, symptoms, and effects of work related stress, and being in a fairly stressful work environment, we feel their effects more often than not. The problem with combining job stress and smoking is that you end up with a double edged sword.

What To Do

Many of our drug related programs targeted at youths stress the "Positive" or "Alternative" Lifestyles concept. This concept applied to the smoking issue as well as the overall physical and mental health

issues could provide measurable results in just a few short years.

A permanent "Positive Lifestyle" strategy should be put into place to encourage positive actions and attitudes towards physical and mental health. Included in this should be a program to get current smokers to quit, while adding a condition to the hiring requirements that the applicant must be a non-smoker (and remain that way).

Results would soon manifest themselves in the reduction of sick days, as well as all those other minor and major (read complaints) symptoms that occur when we are not happy campers.

If you are an active smoker and want to quit, contact your organization's doctor or medical bureau, and make inquiries about what kind of smoking cessation assistance they can provide.

If you are a passive smoker make inquiries about what work place smoking policy or municipal by-law is in effect where you work, and then politely request that the active smokers respect that policy. Remember, you have the right to work in a smoke free environment.



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Product News

Digital Signal System Designed to Save Lives



Safety-Link Systems announced a new portable alarm system for workers in hazardous or isolated locations. The Safety-Link portable radio indicates to other radios whether a worker has stopped moving, has manually initiated a distress call, has gone out of the protected operating range, or has a damaged unit. For further information contact Mr. Mark Taylor (604) 327-8339

Flashlight For Dangerous Environments

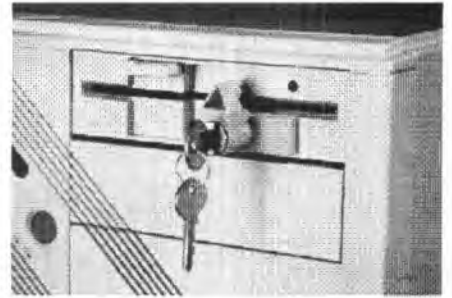


Streamlight's new law enforcement "Survivor" light is a black, right-angle, rechargeable flashlight designed for use by officers in extreme smoke-filled areas, pitch darkness, or in hazardous, potentially explosive environments.

The unit is made of rugged nylon and water resistant. It provides up to 15,000 candlepower. The Ni-cad batteries provide up to 1 1/2 hours of continuous light. By snapping it into a convenient, compact charger, the Survivor can also be "fast-charged" in less than an hour without removing the battery.

For more information contact Maribeth Roman Schmidt at (215) 941-0395 or Lori Hare (215) 631-0600.

Simple Disk Drive Security For All Personal Computers



"File-Lok" is a new Qualtec Data Products computer security device distributed by InChek Ltd. "File-Lok" prevents unauthorized use of a floppy disk drive, such as copying data from your hard disk or viewing data from your data diskettes. It can also lock the disk into the drive, preventing accidental or intentional removal.

"File-Lok" fits virtually all floppy disk drives and installs in less than two minutes with no tools required. It will not void any manufacturer's warranty when installed. The "File-Lok" sells for less than thirty dollars and is available from InChek Ltd., 435 Unit D Berry St., Winnipeg, Manitoba, R3J 1N6. Phone 1-800-563-5566.

Personal Alarm Doubles As Flashlight



Intersolar, of Dorval Quebec, claims the "Sonic Guard" is the latest and most sophisticated entry in the growing personal security market. The new "Sonic Guard" includes a built in flashlight, wrist strap and detachable belt clip for joggers, cyclists etc.

For further information contact Intersolar at (514) 633-1498 or FAX: (514) 633-1499.

*Blue Line
Magazine*

FLASHES

By Tony MacKinnon

"Caught Little Jack
Horner here pulling out
more than a plum in front
of some women at the bus
stop!"



Pedal Power and Training Make Effective Bicycle Patrols

By Garry Coles
Halton Region Police Service



Police Constables Garry Coles and Mike Dunn of the Halton Regional Police Service have made great strides in training and assisting many police agencies in establishing an effective bicycle patrol program. In this two part series they will demonstrate some of the techniques developed to make the patrol officer more effective while minimizing injuries.

In my last article, "Policing By Bicycle", [Summer, 1991], I gave you a general overview of our program and its successes. I also discussed our equipment. Now, I would like to address some questions that have arisen since then as well as take you pictorially through one of Halton's police riding courses.

Officer Safety

Q. *Is an officer on a bicycle more likely to be hurt than a general car officer?*

A. If trained properly, the bike officer is much more attuned to the environment. Visibility and hearing are greatly enhanced when outside a vehicle. Because of this, the officer has the ability to get out of potentially dangerous situations much faster.

Q. *Can a bicycle officer be used to educate the public?*

A. We conducted over 40 bicycle safety talks to various groups this past season. Topics discussed included rules of the road, proper equipment and safety tips. We brought in the bicycle as well as

all of our personal equipment for people to inspect. We encourage you to conduct these types of talks.

Q. *Should the officer wear reflective equipment during night patrols?*

A. We feel that this can place the officer in danger. The clothing should not be reflective nor should the helmet; however, the bicycle should be totally reflective. Danger is inherent with night time bike riding, but it is minimized with the reflective bike. We do not recommend reflective clothing because we are too noticeable as police; this can take away any chance of surprising a suspect or make us more vulnerable to attack.

Q. *What colour should the all-weather riding gear be?*

A. Our experience has pointed us towards a bright yellow water repellent riding jacket. The yellow colour is supported by numerous cycling associations. The word POLICE, in black, should be prominent on the back/front of the jacket. Navy or black demoflex pants that are affixed with a

red stripe should also be worn.

Q. *Should a mountain bike or a cross bike be used?*

A. According to market research, more than 50% of the Ontario bicycle market in 1992 will consist of cross bikes. This was the first year we used this so we were a bit suspect; however, we were impressed with the increased speed. We also were able to expend less energy than was required by the mountain bike to maintain the same efficiency. The cross bike is a lighter bike which makes it much more versatile.

Q. *What are BAR ENDS?*

A. These are aluminum attachments that are placed to the ends of the handlebars. They facilitate the rider when climbing hills as well as when accelerating. They give the rider more hand positions which improves comfort when riding for long durations. Even though they cost extra, they are standard equipment on our bikes and we would not ride without them.

Q. *What is the purpose of a third brake?*



A. My partner, Mike DUNN, and I were trying to solve the problem of controlling the rear brake and being left handed. We came up with an independent side pull rear brake that was attached to the left bar end. Little did we know that this would give us an incredible ability to grab running suspects with either the left or right hand and bring them down with a rear wheel lockup. It also made it safer to have a brake at our disposal when having our hands on the bar ends. Another benefit was that in the rain, while doing property checks we could use both brakes at the same time, one would push off the rim water while the other could grip. The front brake tends to be noisy in

the wet weather. The final benefit occurs when you are conducting property checks at malls, the officer can pull with either left or right hand and still maintain control of the back of the bike. This is a must for your bicycle.

Q. Why is a shoulder carrier useful?

A. The shoulder carrier is essential for carrying the bike up obstacles like steep stairs. It doubles as an extra carrying pouch. We feel this inexpensive piece of equipment is one of the most useful things on the bike.

Q. Should a hard shell or a soft shell bag be used on the rear?

A. Until this year, we felt a hard shell bag was the proper choice, but we have since found a soft bag that meets our needs. It is black and we have added police in reflective letters. The bag is easily taken off and has a shoulder strap so it can be carried. It is quieter, can hold as much equipment as a hard shell and is very durable.

Q. What type of light system should be used?

A. Up until last year we used a rechargeable front and rear light. This year we cut the cost down by using the flashing red strobe light on the rear. These really increase visibility for approaching motorists. Two AA batteries last each light approximately 500 hrs. Ours lasted longer. We have gone to two front lights that can be removed. We use one as our flashlight and the second as a running light. You can use rechargeable C batteries or regular batteries. We found this system to be the best and the most cost efficient. Some lighting systems costing over \$100.00 tend to take up too much room and are heavy. They are also the first thing to brake when the bike is dropped.

Q. What type of shoe should be used?

A. A black shoe that has good metatarsal support is the ideal. It should be flexible so you can run after suspects if need be. We recommend a Cross Trainer shoe. You can use a liquid black polish to keep the shoes looking shiny.

Q. Should fenders be used?

A. We originally used them, but we found them to be noisy as well as dangerous off-road. If it is muddy twigs and vines get caught in them and the rider can fall. Now, we use no fenders, but instead we use a splash pad on the front

down tube and utilize the bag at the rear to keep us dry. This has worked fine. The cost of the pad is \$4.00.

Q. Should toe clips be used?

A. They are a must. We use the plastic clip without the strap.

The straps are not a good idea if you have to exit the bike quickly. The plastic clip gives you increased power as well as keeps you more secure on the bike.

Q. What type of equipment is a must for the officer?

A. We strongly recommend Hard Shell Helmets, riding glasses with day and night lens and riding gloves. The glove that we use is filled with gel and encased with leather and cloth so you can wipe the sweat off your face.

The pictures that follow over the next two issues show numerous techniques that cannot be covered by the written word. As you can see these photos were taken at the beginning of 1991 when we still used the hard shell bag.

We strongly suggest that if you try anything illustrated that you wear proper equipment.

Two Wheel Defence



The officer grabs underneath the shoulder carrier and pulls the bike up and balances it by placing the seat on the upper thigh. This can be used in a very aggressive mode. The accused is unable to get close to you and you can apply maximum force by pushing the bike towards the accused. The front wheel is controlled by keeping your hand on the handle bar.

Rear Wheel Defence



The officer locks the rear tire and pulls back. The bike can be moved forward and then while locking the rear tire, you can extend the front tire into the chest area. This works very effectively. If the accused attempts to grab the front tire, it results in a great deal of pain to the accused.

NEXT MONTH
Patrol and Dynamic
Arrest Techniques



**Canada's
Fitweek '92**



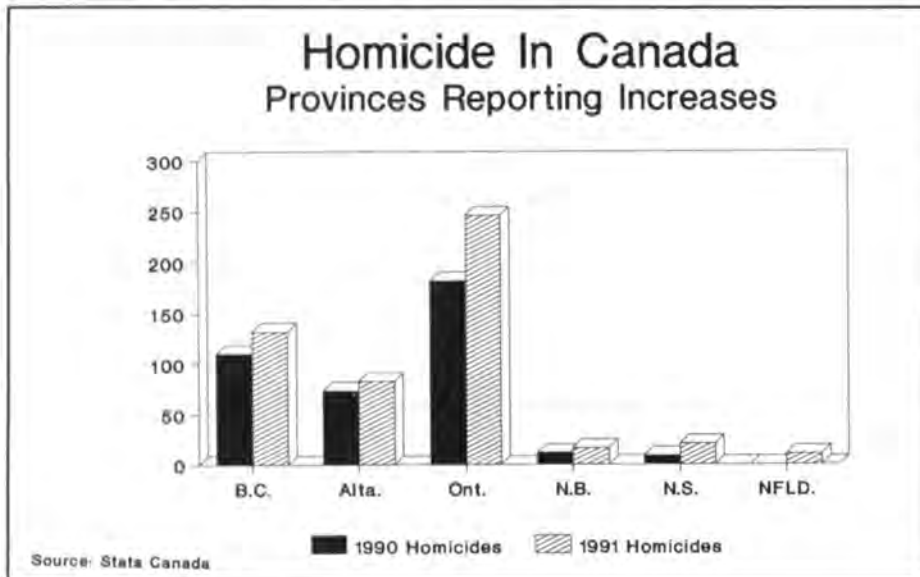
Canada's Fitweek, May 22-31, is the largest annual celebration of physical activity in the world. Join the action and make physical activity a regular part of your life.

Participate on your own, or with friends and family, or join one of over 16,000 Fitweek events across the country.

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Canada's Murder Rate Up 14 Per Cent



Stats Canada reported a 14 per cent increase in homicides last year. This figure also is an 11 per cent average increase over the last ten years.

Ontario had the biggest rise in homicides, with 246 compared with 182 in 1991. British Columbia also increased from 110 in 1990 to 132 in 1991. All other provinces reported significant increases as well including Newfoundland. This province recorded 11 homicides during 1991 while they reported none for 1990.

As far as homicides per 100,000 population, British Columbia reported the high-

est count at 4.11. Of the major cities Sudbury, Ontario, reported the biggest ratio of homicides with a count of 4.65 per 100,000 population.

Montreal came in as Canada's murder capital with 109 homicides while Toronto came a close second with 103 or 31 higher than the year previous.

And for those who like to compare our apples with their oranges Canada's homicide rate is one quarter to one third that of the United States. However when you have 11 times the population base this figure should not make us so smug.

Winds of Change Coming to British Police

North American style policing is gaining rapid favour with police "Over 'Ome". Some of the changes include the re-titling of Woman Police Constable (WPC) to Police Constable, the use of the PR24 side handle night stick and the adoption of the shift cycles known by British police as "The Ottawa".

The title of WPC was determined to be sexist and tended to be segregationist. To date over half the police forces in the UK have dropped the letter W from the title but some resistance to the name

change has come from the federation of Police Women.

Several large police forces are experimenting with various types of night sticks with the PR24 side handle style being the most popular. Presently the official stick is a 12 inch piece of hardwood.

Gaining in popularity is the 10-hour shift cycle system first created by the Ottawa Police Force. English Bobbies find the extra days off and shift cycles wonderful and "almost human-like."

Break-In Suspect Calls 9-1-1

A 23 year-old man who broke into a liquor store called the Los Angeles Police to report he couldn't get out.

The man had climbed to the roof of a liquor store and cut a hole in the roof and crawled through the hole and fell to the floor. It was only then he realized he had no way to get back out again as he had broken his leg.

The suspect located a telephone and called the L.A. police to get him out. Police arrived and found the suspect sitting on the floor in front of the counter smoking a cigarette and drinking a beer.

The Speeder Was Really Fluing

An Edmonton police officer pursued a car for speeding and managed to get it pulled over. The red faced driver complained to the officer he could take his wallet, his car, his keys but just let him go to a washroom.

In his defence the man complained in court he told the officer if he didn't get to the toilet "there would be a real accident". The officer continued to write the ticket and there was a "real accident."

The presiding justice dismissed the charge saying there was quite a flue epidemic going around at that time and the common defence of necessity (Section 171 in Alberta's Traffic Act) would dictate the dismissal.

The defence of necessity is one available in each Province in Canada. If the accused in a Traffic charge can show the offence was committed purely by accident, without negligence, and could not have been avoided the charge can be dismissed.

Oh Canada ?

"Canada is useful only to provide me with furs."

Madame dePompadour
On the fall of Quebec

Attempt Impaired Driving Conviction

In what is believed to be a first in Canada a provincial court judge has convicted a man of Attempted Impaired Driving in a Brantford, Ontario, Provincial Court.

In July 1991 some Brantford residents were awakened in the early morning by the sound of a car's engine revving excessively. Upon looking out their windows they saw two men trying to dislodge a Camaro on an underground garage ramp. The vehicle had become stuck on some concrete such that the rear wheels were off the ground and spinning. The second man was attempting to help by pushing the rear bumper up and down.

Police were notified to attend and a Grzegorz Dembowy, 31, was arrested while still attempting to dislodge the vehicle. Breathalyzer tests later revealed the accused to have 220mgs. of alcohol in his blood. The usual charges of Impaired Driving and Driving while over 80mgs. were laid.

Seven months to the day the accused came to trial and the Crown, hearing of a possible Askov defence, stayed the Impaired Driving charge and proceeded on a new charge of Attempt to Drive While Impaired. At trial Provincial Court Judge Ken Lenz agreed with the Crown's prosecution of the matter. In his decision the judge stated the car was not inoperable and had the car become unstuck there was no doubt that damage to other property in the area would have resulted and the accused would have accomplished what he clearly wanted to do, drive while his ability to do so was impaired by alcohol.

Judge Lenz added the charge of Attempted Impaired Driving differed from Care or Control because the latter charge can be proven without proving the accused intended to drive. The accused was fined \$750.00 and prohibited from driving for three months.

The question that begs to be asked. What about a charge of aiding and abetting against the second man who was helping to get the car off the ramp?

Police Killer Convicted

After two mistrials Ronald York was found guilty of the 1984 killing of Constable Douglas Tribbling of the York Regional Police Force. The court did not waste any time in sentencing the Toronto man to life in prison with no hope of parole for the next 25 years.

In 1984 Constable Tribbling was patrolling a Markham industrial section just north of Metro Toronto, when he responded to an alarm call at a computer warehouse. Upon arrival the officer entered the business through a broken front door and began to search the premises when he was shot five times in the chest. His gun was still holstered at the time.

York Region police worked on the case for over four years and came up with a suspect who had been arrested for break and enter and armed robbery. An under cover officer gave evidence that York had confessed to him about the killing of Tribbling and boasting he would never be convicted because police simply could never get enough evidence. The weapon used to shoot the officer was never found.

Among others to give evidence at the trial were two brothers of York's live-in girlfriend who confirmed similar statements as given by the under cover police officer. At the final trial, however, both

men recanted their original statements saying they were trying to make deals with police on charges pending against them.

Tribbling, the first officer killed in the line of duty with the York Regional Police, left behind three daughters, an ex-wife and a fiancé. At the time of his death Tribbling had served 28 years with the police and was only two years from pension.

Police Radar Sets Pass The Test

The Metropolitan Toronto Police in conjunction with the Ontario Provincial Police and the Ministry of the Solicitor General have received the results of radar equipment foremissions. The Ministry of Labour Ontario conducted extensive testing of police radar equipment. All radar equipment not only passed the testing but came in at 500 times less than the Ontario standards. The report indicated the emissions can be compared to levels released by domestic microwave ovens. Concerns were voiced by U.S. officers regarding radar emissions. The Ontario report states Canadian equipment is not only different in design but used in a different manner.

Blue Line Magazine

FLASHES

By Tony MacKinnon

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Blue Line Magazine



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O.A.C.P. Conference
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Court Briefs

Cops Withheld Evidence

Assault Bodily Harm charges against two Owen Sound, Ontario men were stayed after a court determined the police investigating the case withheld evidence crucial to the defence.

The two men were charged after a man was beaten in a hotel parking lot. Police arrived and later took photographs of the victim. They later took statements from the victim and about six months later took another statement from a cousin of the victim who saw the assault.

At the original trial the Crown did not call the victim's cousin to give evidence and did not admit into evidence the photographs. Upon cross examination by defence it was discovered this extra evidence existed. The Crown was given time to get the evidence together for a full disclosure to defence but the Crown was unable to get the information from police.

The court ruled the charges stayed because a full answer and defence was not afforded the accused. The court pointed out that the Supreme Court of Canada has ruled all evidence obtained must be disclosed to the defence not just the evidence it intends to produce at trial.

Call To Counsel Does Make a Difference

A charge of Impaired Driving was dismissed against a motorist in Manitoba because she was advised a call to a lawyer would do her no good because the

Breathalyzer test would still have to be performed.

Upon being told this by the Breath Technician the suspect supplied samples of her breath and was charged accordingly. At trial the judge found that when the woman was taken to the police station she asked if calling a lawyer would make a difference on the Breathalyzer test. The officer responded that it wouldn't make any difference, she would still have to blow.

When throwing out the charges Mr. Justice Morse said what the officer said in response to the question "clearly interfered with her understanding of her right to counsel and derogated from that right." The Justice continued by adding "It is imperative that the words of police officers should not be capable of discouraging arrested or detained persons from exercising their right to counsel."

Arrest By Association Not Permitted Court Rules

Guilt by association cannot be used to justify an arrest stated B.C. Supreme Court Justice H. Oliver. In 1989 a man was arrested by a joint forces task force in a Vancouver parking lot. At the time the man was talking to a known drug user and trafficker who was under observation by police.

Evidence at the trial indicated that the accused was found to have a syringe and a quantity of cocaine when arrested by police. However evidence at trial indi-

cated the accused, although in company with the known drug trafficker, was never seen at any time to exchange anything with the suspect.

In his summation Justice Oliver wrote, "To allow investigating officers to adopt shortcuts by making arrests and searches based on suspicion, even strong suspicion, rather than reasonable and probable grounds, would tend to lead to a lowering of the investigatory standards required by law and of a resultant erosion of our liberties which in the final analysis would be seen by thoughtful members of the community as more shocking than the rejection by the court of the evidence unlawfully obtained in the present case."

Run Down Drug Dealer Can't Collect Insurance

A New Westminster, B.C., drug dealer will not be allowed to collect on a motorists insurance claim when he was run over after a drug rip-off.

The victim in this case was a well known area drug dealer who worked out of a local pool hall. One day in 1990 the dealer was selling his wares to a man who, when getting the drugs in hand, ran to his car and started to drive off. The dealer ran in front of the car in an attempt to stop the man and was struck by the car.

The drug dealer brought a claim against the vehicle's insurance company but the B.C. Supreme Court ruled the company did not have to pay. The judge relied on the principle of "ex turpi causa." Literally translated this means no disgraceful matter can give rise to an action. According to the doctrine, a plaintiff who has been engaged in criminal activity when injured will be denied recovery for damages.

The judge summed up the case by saying "in effect in fighting over the closing of an illegal transaction, he was injured. To put it colloquially, Boyd was injured while attempting to avoid being ripped off in a drug deal."

The judgment cited previous case law that stated "wherever the conduct of the plaintiff giving rise to the claim is so tainted with criminality or culpable immorality that as a matter of public policy the court will not assist him to recover."

Confession To Jail Visitor Tossed By Supreme Court

Regina Vs. Broyles

Evidence incriminating an accused to murder was tossed by the Supreme Court of Canada after police had set up and body packed a friend of the accused to get a statement.

This Alberta case involved considerable circumstantial evidence. The accuseds grandmother was found dead and stuffed into a garbage bag under a stair well in the family house. On the day of the womans death her grandson was seen driving her car around town and was later arrested for using her credit cards.

Police evidence also revealed the accuseds palm prints were found on the plastic bags and laser fingerprint evidence revealed the prints where placed on the bag while the bag had something contained in it.

The accused had given several contradictory statements and was charged with the murder of his grandmother. One of the statements included a previous conversation the accused had with a friend. This friend was approached by police and asked to wear a body pack on a visit to the jail to be set up by police investigators. Police did not ask the friend to elicit a statement or confession but simply wear the tape recorder to record the conversation.

The taped evidence revealed the friend continued to lead the accused back to the subject of his grandmothers death and, as the court determined, carried out an interrogation of the accused. It was the

Supreme Court of Canadas decision that the witness was clearly acting as an agent of the state and the evidence obtained clearly breached the accuseds right to be silent.

In his judgment, Supreme Court Justice Frank Iacobucci stated the court must consider a simple test to determine the admissibility of the evidence. Would the exchange between the accused and the informer have taken place, in the form and manner in which it did take place, but for the intervention of the state or its agents?

Given this test the court determined there was little doubt the witness was an agent for the state because the visit was set up and facilitated by police. The friend was able to have an open visit with the accused that permitted a free-ranging conversation with no specific time limit. The witness advised the court he was not afraid of the visit with the accused because it had been set up by the police.

On a second test the court must ask if the witness had elicited information from the accused. The Supreme Court ruling stated the determination of this question must include two considerations.

1. Did the witness actively seek out information such that the exchange could be characterized as akin to an interrogation or did he conduct his part of the conversation as the accused would normally think the conversation would go. The focus should not be on the form of the conversation, stated Iacobucci, but rather on whether the relevant parts of

the conversation were the functional equivalent of an interrogation.

2. Did the witness exploit any special characteristics of the relationship to extract the statement? Was there a relationship of trust between the witness and the accused? Was the accused obligated to the witness? Did the witness manipulate the accused to bring about a mental state in which the accused was more likely to talk?

In the ruling the Supreme Court determined the witness had purposely directed the conversation to areas where the police needed answers. The ruling also stated the accused was manipulated by the witness by undermining the trust the accused had in his lawyer.

In his final decision Mr. Justice Iacobucci stated the agents ploy was not only an obvious attempt to elicit a confession from the accused, but it also undermined the accuseds right to counsel.

Although this decision severely restricts the ability of police to use agents after arrest it has been pointed out it does not restrict pre-arrest conversations or post-arrest situations where the agent does not direct the subject specifically to the offence. In other words it will probably take a lot longer undercover operation to get the same evidence because the admission must come completely on the volition of the accused.

The judgement ruled the taped evidence inadmissible and ordered a new trial.



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Spouse May Testify Supreme Court Rules

Regina Vs. Salituro

Where spouses are irreconcilably separated, there is no marriage bond to protect and we are faced only with a rule which limits the capacity of the individual to testify.

With these words the Supreme Court of Canada upheld a lower court Ontario decision to admit the evidence of a woman against her estranged husband on a forgery charge.

The decision wipes out the common-law rule that a wife is incompetent to give evidence against her husband. There are also statutory exceptions under the Canada Evidence Act affected by this ruling.

In the ruling the Supreme Court stated unanimously that to give paramourcy to the marriage bond over the value of

individual choice in cases of irreconcilable separation may have been appropriate in Lord Cokes time, when a womans legal personality was incorporated in that of her husband on marriage, but it is inappropriate in the age of the Charter.

This case developed after the separation of the accused from his wife had taken place. The accused forged his estranged wifes signature on a cheque drawn on a joint account. As the law stood prior to this decision the wife would not be competent to give evidence against her husband that the signature was not her own and that she did not give permission to take the money. This ruling will permit the Crown some wider latitude to commence prosecutions.

It is felt this ruling may be broadened in future to do away with the rule entirely. In this ruling the wider compellability of the spouse was hinted at when Mr. Justice Iacobucci stated, "The dignity of the person arises not only from the exercise of rights such as the freedom to choose, but also, and just as importantly, from the assumption of the responsibilities that naturally flow from participation in the life of the community. At the level of principle, it is just as much a denial of the dignity of an irreconcilably separated spouse to exempt the spouse from the responsibility to testify because of his or her status as it is a denial of the spouses dignity to deny his or her capacity to testify."

The Best Little Jail House In Texas

The town of Raymondville, Texas, has put itself on the map. The town of 10,000 boasts the leakiest jail in the country.

There have been so many escapes from the building that the sheriff has no record of the exact number. "I guess we've had about the happiest inmates around," said Sheriff Larry Spence.

At least a dozen have escaped since August, most by kicking holes through the jailhouse roof.

Some of the inmates broke into the evidence room and helped themselves to seized marijuana. It took several days before deputies realized why all the inmates were smiling all the time.

The local judge said when he would sentence people to jail they just smiled. "They figured it wasn't such a bad deal when they could get free drugs and leave whenever they wanted."

Raymondville is about 80 km from the Mexican Border.

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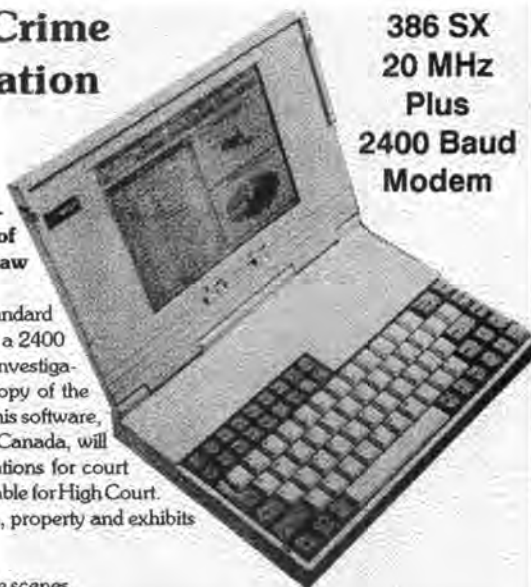
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The Law On Speeding And Radar

Butterworth's Publishing (2nd Edition)

by A. Shakoor Manraj
and Paul Douglas Haines

This book is coauthored and in fact can be considered two books. The first, written by A. Shakoor Manraj, is contained in the first four chapters and deals with the law and legal application of speeding charges.

The second, written by Paul Douglas Haines, is contained in Chapters 5 through 9, as well as the appendix. The conclusions in chapter 10 would appear to be a joint effort.

My concern here is to address the part written by Paul Douglas Haines, Ph.D. whom I have met on a couple of occasions in the court rooms of Toronto.

He has represented accused speeders on several occasions and with his qualifications he has been accepted as an expert witness in the field of electronics and radar.

One of his first appearances in Toronto was on March 16 1987 on behalf of Linda Zuber-Chislett, who was charged with the offence of speeding, 90 km/hour in a 50 km/hour zone. The transcript of this case is available and I will make reference to it in this review.

It was at that time that the first edition of this book had just been published and in his qualification preamble at the Zuber-Chislett trial he says, "I have written a semi-definitive book on the subject. It's entitled 'The Law on Speeding and Radar'." He goes on to say, "My particular field happens to be in the area of remote sensing. I'm fairly familiar with radar and the last half of the book deals very specifically with the police radar systems which are in use in Toronto and particular the various types of Muni-Quip devices that are used, and I understand that my textbook is used as a reference book by Aylmer Police college."

POINTS

Neither Mel Peewer or Terry Blace of O.P.P., who run the Aylmer Radar Instructors Course, have ever used this book for reference.

The only way I would refer to this book would be to warn trainee's that defendants cannot introduce written statements unless the author is present and available for cross examination.

Regarding the second edition, although there are some additions and corrections, it seems to still be anti-police.

He states in Chapter 5, page 55. that; "An intelligent child can learn to operate some of today's new radar devices with the same ease and skill as the average police officer..."

Then goes on to say when referring to a Handheld radar;

"...in fact, given the many anomalies (see chapter 8) that occur when using radar, *persa*, even being an Olympic gold medalist in shooting would be no guarantee that in using such a gun one would consistently target the correct speed of any vehicle at which one aimed."

POINTS

Which is it to be? Regarding training he says "...for all intents and purposes, there does not appear to be an effective or meritorious training programme for teaching radar operation by any police colleges or academies in Canada."

He bases this statement entirely on the standard types of questions and responses by police officers in court and the caliber of inquiry made by both the court and prosecutor (Crown or police) in the review of many cases over the last forty years.

POINTS

1. He had no idea of the actual training program in Metro Toronto.
2. How many cases out of what total?
3. 40 years of radar cases?
4. We don't teach Crown prosecutors.

When discussing the strength of the Beam Power, in Chapter 6, he says;

"...the range of target acquisition is kept within reasonable bounds which are typically between 50 and 75 metres."

Yet in appendix A, he says;

"Radar is usually effective up to 450 metres in detecting the speed of the average North American compact car and good for almost twice that distance in identifying the speed of a tractor trailer..",

POINTS

Metro will typically use a range of between 100 and 300 metres.

Handheld Radar

"Because of the extreme sensitivity of hand-held radar gun, great care must be taken not to trigger the gun while it is in motion.....the slightest jerk of the trigger prematurely creates a sweep that can translate into a high velocity."

POINT

I have never been able to duplicate this feat. Yet he goes on to say; "In fact, a police officer can very quickly learn how to make a speed reading appear on his unit by coordinating the triggering action with the motion of his arm."

Batching Effect

He seems to be suggesting that the patrol vehicle (the vehicle with the moving radar in it) can accelerate or decelerate so fast that the radar cannot keep up with it.

POINT

May I remind you that the radar wave is traveling at the speed of light, approx. 300,000 km/second. Maybe the readout display cannot keep up with fast changes of speed but any given readout is the product of the mixing of two signals that are traveling at the speed of light.

His definitions of "velocity" and "acceleration" are confusing to say the least.

Reverse Cosine Error Effects (Parallel Moving Mode)

He states that "The closing rate of speed (CRS) or the opening rate of speed (ORS) between the two vehicles can register an inaccurate target vehicle speed (TVS) if the actual speed of either vehicle does not differ by at least 10 km/hour."

POINTS

He doesn't explain how or why.

He goes on to give a formula "TVS = CRS/ORS + PVS" which is meaningless.

What it should be is two formulae;

1. If the patrol vehicle (PVS) is traveling faster than the target vehicle (TVS) then the closing rate of speed (CRS) must be subtracted from the patrol vehicle speed;

$$TVS = PVS - CRS$$

2. If the patrol vehicle (PVS) is traveling slower than the target vehicle (TVS) then the opening rate of speed (ORS) must be added to the patrol vehicle speed.

$$TVS = PVS + ORS$$

His explanation of the shadow effect

further on under the same heading is wrong. He says a "shadow effect," previously explained, may be produced.

At this point his previous explanation is correct;

"When the patrol vehicle speed is obtained from a vehicle moving in the same direction but at a slower speed than an incorrect patrol speed that is slower than the actual patrol speed is subtracted from the closing speed of the patrol vehicle and the oncoming target vehicle."

Faulty Tuning Forks and Improper Usage

This seems to be his favourite subject. He starts by saying they are precision instruments and are extremely delicate.

Lets take a look at what they are. A tuning fork is of a solid metal construction with the vibrating tynes cut to a specific length. The length of the tynes determine the frequency at which the tynes will vibrate. The only way to alter the vibrating frequency is to either lengthen or shorten the tynes.

For X-BAND radar a 50 km/h tuning fork must vibrate at a frequency of 975 Hz. This is because a moving vehicle changes the frequency of an X-Band radar by approx 19.5 Hz for every 1 km/h. (more on this later).

Now if a 50 km/h fork is oscillating at a frequency of 975 Hz and the radar is dividing this by 19.5 then the result will be shown as 50 km/h.

For this to change either the fork must go off frequency by as much as plus or minus 9.75 Hz (the radar will only read whole numbers), or the radar dividing figure must change by more than plus or minus 0.3.

If either of this was to happen then a readout different to 50 km/h would show in the readout display and the unit would have failed its accuracy checks.

There is no operator calibration to be done. The radar either passes the accuracy checks and can be used or it can fail the accuracy checks and cannot be used.

In Metro we have always used two tuning forks (50 km/h and 100 km/h), as an extra precaution.

Lets go back to his statement about the tuning forks being precision instruments. To change the frequency sufficiently so that it will change the readout by 1 km/h we have to file the tynes to change the length of them. In fact this is

how the manufacturer fine tunes the tuning forks.

The statement he makes "A surface scratch of only 1/20,000 of a centimeter is enough to cause an inaccurate reading by eight kilometers." leaves me baffled.

He attributes this statement to "Peter Gilchrist, *Fight That Ticket in Ontario* (Vancouver International Self-Counsel Press Ltd., 1980), at page 69."

Yet in Regina Vs. Linda Zuber-Chislett before His Worship D. Begley, J.P., on March 16 1987 at 3 p.m. he said under oath;

"Tuning forks are exceptionally sensitive and delicate instruments. A small scratch, twenty-thousands of an inch can create a variation of 8-10 miles per hour, and I'm talking miles per hour in that I was - when I was down in North Carolina seeing these types of tests being done on various tuning forks, we observed one fork that was - that - that - that performed that way."

Why would he refer in his book to somebody else's test when he had seen them himself?

In Metro Toronto we have approximately 150 radar sets each with a pair of tuning forks. Every time a radar set is in for repair the tuning forks frequency of oscillation is checked and recorded. We have been keeping records of the oscillating frequencies since 1982. We have yet to find ONE that has ever produced a frequency that is outside of its Plus or Minus 9.75 tolerance.

But we still go back to my opening statement, If a radar set fails the tuning fork test then the radar set will not be used. Both the radar and the forks must be sent for repair. **There is no operator calibration.**

His operational do's and don't's in chapter 9 are too lengthy and, in most cases, too absurd to go into.

There are basic fundamental errors in his calculations and theories. He makes broad statements without giving reasons for them and some of his explanations are confusing and ambiguous.

He is as vague and evasive in the witness box as he is in his book, (the first edition), and he postulates on many things that have no substance whatsoever.

His book has been introduced by defendants on many occasions and our police officers and Crown prosecutors

have been told that it cannot be used unless the author is there to be cross examined. When that happens we have and will vigorously cross examine him.

Dr Haines states many times that radar is okay as long as it is used properly by properly trained operators and that it is checked and functioning properly.

I have no argument with that and we strive to meet these criteria.

Dr Haines has never taken the time to find out what our training programme is or to check out our repair and calibration procedure. He asked me once if he could visit the Metro Toronto Telecom and Electronics Unit to see for himself what we did there and I said yes he could. However he never followed up on that request.

About The Author

Malcolm Murray
Radar Coordinator
Metropolitan Toronto Police

Joined Royal Air Force as a Boy Entrant in October 1953 and attended #2 School for Technical Training, R.A.F. Cosford. Graduated in May 1955 as a Air Radar Mechanic.

Attended #1 School for Technical Training, R.A.F. Yatesbury from November 1958 to October 1959 and graduated as a Air Radar Fitter.

Demobbed from Royal Air Force in January 1966 with the rank of Corporal Technician.

Employed for Three years at Marconi, Chelmsford, England as a Radar Test Engineer.

1969 employed by International Systems, of Montreal as Test Department Supervisor and Pye Electronics of Toronto as Ontario Service Manager.

Joined Metro Toronto Police in May 1978 as an Electronic Technician. Promoted to Radar Coordinator February 1990.

Editor's Notes

Unfortunately this article had to be cut considerably to fit in this issue. It is hoped this review will be of assistance to officers. Permission is hereby given to copy and pass around.



Policing Principles: By Chris Braiden

Part 3

The Problem

Specialization By Function

The professional model of policing has given us specialization by function. It breaks the art of peacekeeping into a myriad of disconnected law enforcement functions; Traffic, Drugs, Vice, Fraud, Crime Prevention, to name a few. It focuses on the symptoms and so we never get to the real problem - screwed up families. Henry Thoreau so aptly put it, "There are a thousand people hacking at the branches of evil but no one is striking at the roots".

For instance, it is common for detectives from different specialties to be working cases involving the same suspect or family but not collaborate because their specialties keep them apart. And then these specialties often sprout families of their own. Within the generic term of Traffic, one might work in Hit and Run, Traffic Flow or Selective Enforcement. In Crime Prevention, one might be assigned to School Liaison, Neighbourhood Watch or Race Relations.

There are numerous flaws to this approach, and I will treat them in order.

THE ZEALOT

If one is blessed with an energetic, dedicated worker who spends every day of every week mentally and physically immersed in his specialty, focused on the narrow at the expense of the broad picture, over time, the importance of their function blots out the purpose of the exercise. Eventually, people become obsessed with the efficiency (doing things right) of their function at the expense of the effectiveness (doing the right things) of the organization (Bennis 1985). Efficiency produces law enforcement, effectiveness promotes problem-solving. The two definitions of 'right things' begin to part company.

But there is a fatal flaw here; no amount of efficiency can replace a lack of effec-

tiveness. If we are doing the wrong thing, it matters little how well we do it. Peter Drucker described the phenomenon beautifully when he said, "There is nothing so useless as doing efficiently that which need not be done at all".

Some parts of the conventional org chart are cosmetic, they need not be done at all. They are there to mollify the public; our job is to protect them, even when they don't want us to.

Police are not in the business of service like a hairdresser; customers always get what they want. Our role more resembles that of a doctor; customers get what is best for them. Hence, most police managers have developed an amazing tolerance for ineffectiveness because they concentrate so much on efficiency. They repeatedly send out efficiency vibes by focusing on the process and so they get more of the same.

Fixation on efficiency leads inexorably to obsolescence because people become rooted in convention; no one moves the ball. The ball of police management hasn't moved in 30 years.

As well, with the passage of time, another 'virus' develops. This dedication to the cause of the function often becomes counter productive to the original idea. Bertrand Russell had this to say on the subject, "Organizations have a life of their own, independent of their founder. The most striking of these is the Catholic church, of which Christ would be astonished". Mark Twain expanded the same sentiment to include all Christians; he said "If Christ came back today there's one thing he wouldn't be - a Christian".

Being Catholic, I have often wondered how we can reconcile the grandeur of Rome and basilica all over the world - even in the poorest countries - with the memory of a man who was a simple carpenter, lived with his mother, never owned a house and whose fundamental

message was "Do unto others...". I cannot imagine magnificent edifices being built to the memory of Mahatma Ghandi or Mother Therese. I picture Christ the same way.

We are told that Christ drove the money-lenders out of the temple. Well, today the Catholic Church in Canada alone is a \$500 million a year business. God only knows how much the rest of religion makes, in Christ's name. That's drift for you. I think too many religious bureaucrats have set themselves up as brokers through whom we sinners must pass on our way to heaven, whatever we perceive it to be.

So too would Sir Robert Peel and the average citizen be astonished if they ever saw the inner workings of a conventional police organization today. They would wonder at the logic of it all. This just seems to be the way of things when people get their hands on something; we have this animal compulsion to make it into our own likeness.

PRODUCTION-LINE MENTALITY

The opposite of the zealot is the plodder, the result of the "Standard Operating Procedures" mentality. These people will give you enough of their specific product in order to stay out of trouble. They are the inevitable product of the drudgery of routine labour which ultimately dulls the brain and saps the spirit. You get what you order up.

Sadly, bright people literally chain their brain at the gate coming in, function through their shift, and pick it up again on the way out. We go out of our way to hire the brightest people we can find, and then we teach them to follow orders, like soldiers. This approach is fostered by the military mindset of bureaucrats who believe that there must be a set-piece for every activity; where the screw-ups of the most inept and dishonest among us provide the spawning ground of policy which then blankets everyone. This means that people's failure - not success drives the organization; the focus is always on failure, and punishment.

Oddly enough, these plodders are often very creative in their leisure time. Someone once said, "Tell me what you think about and I'll tell you who you are".

Whenever I need a bright person to help me on a project, I don't look at their resumes, I check out their hobbies. I try to find out as much as I can about their activities off the job. If I am looking for imagination and creativity, a person's automobile will probably tell me more than his resume.

This set-piece mentality conjures up visions of the 'production line' approach to quality workmanship that was thrown out years ago by most successful organizations. Unfortunately, because of monopoly, police leadership has not been in the vanguard of creative thinking, most thinkers are quickly neutralized, one way or another. Convention rewards conformity; convention sets process above task.

TUNNEL VISION

During my quarter-century in policing, I have watched the impact of Specialization by Function on the organization chart. Its way of dealing with problems is to create a new box, put a few people in it and announce the birth of whatever.

In Edmonton we have grown from 40 boxes in 1970 to 121 in 1988. Predictably, human nature comes into play and trips us up, again. If you call something, something, long enough, for sure it will eventually become it. Over time, those involved will identify solely with their specific function, and more importantly, lose sight of the cause of the organization.

I turn to Peter Drucker for corroboration on this point; he said, "The degenerative disease of specialization is tunnel vision". My experience in policing tells me the man is right on the button. Organized around the professional model, people do develop ownership - but only of their particular function which obliterates all else.

I come back to Ray Kroc once more for help. Kroc sold franchises, but not unconditionally. He didn't sell the farm. He retained enough control to ensure that no franchise strayed too far from the mother ship. He clearly understood that the success of all depended upon the reputation of all. If individual franchises do not maintain a certain standard, they are gone. Individual franchises are not allowed to lose sight of the "Cause" - a

quality Big Mac in Montreal, Minneapolis or Moscow. This is exactly the opposite of the "Specialization by Function" model; tunnel vision is rewarded. There is no supreme cause that obligates all to each other.

The damage done by this specialist approach doesn't end there, however. The term "specialist" has a certain ring to it; it smacks of importance. But what does it say to the non-specialist, the 'Grunt' in the Front. Well, it tells them they are not specialists, and so must be of a lesser sort. The immigrant phenomenon repeats itself here. (I know, I was one.) No one wants to be low rung on the totem pole. The last wave of immigrants can't wait for another to arrive so that they can move up a step on the status ladder and a little farther away from the slums. Being specialists and proud of it, they can now look down their nose at the 'Grunts', who only do ordinary things.

THE DUMPING FACTOR

Then there is the 'Dumping Factor'. Most people, if allowed, will solve their problem on the backs of others. Many

specialties started out in support of the front end, however, with the shift in definition of 'right things', they invariably end up creating work for the very people they were supposed to be helping. Whenever a bureaucrat or specialist solves a problem, that 'solution' will usually translate into more work for the 'Grunt'.

Amazingly often, these specialists end up coordinating others in the doing of work originally assigned to them. Crime Prevention specialists will give lectures and make promises that the 'Grunt' will have to fulfill.

When we instituted neighbourhood foot patrol in Edmonton, we almost needed a stick to beat detectives away from dumping their work onto the constables working the beat. In fact, one Robbery Detail detective implored me not to move a beat from a particular neighbourhood because "he wouldn't be able to handle his files if I did". I did! Allowed to pass the buck, most of us will.

One fundamental rule should be entrenched in all police organizations - Solve your own problem! If it were, I predict most 'problems' would disappear overnight.

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A Sound That Can Save A Life

How much do you really know about air bags

by Ken Jones

Local police, fire and ambulance personnel respond to a motor vehicle collision and find that a relatively minor rear-end collision has taken place at a busy intersection. The car with the front-end damage has a deployed air bag.

Emergency personnel, as well as a number of bystanders, come in contact with a powdery substance. Some concern is raised about the powder and its possible effects on the health of the individuals. Calls are made to get more information and the area is cordoned off for several blocks so others don't become contaminated.

A "Hazardous Materials Team" is requested to respond. The clothing of twenty people are subsequently removed and each member of the group is decontaminated in showers at the scene and then individually transported to hospital for treatment.

Sound far fetched?

The scenario described is a true incident. The responders took the necessary precautions based on information they had on motor vehicle "air bag" systems.

This incident resulted in newspaper headlines that read: "SHOWERS FOR ALL AFTER CAR AIR BAG EXPLODES", "AIR BAGS ROUTINE RESIDUE ALARM EMERGENCY CREW", "CRASH ACTIVATES AIR BAG, CONFUSING RESCUERS"

How would your agency have acted in the same situation? Do you know how air bag systems work? Do you know what precautions to take if the air bag has not deployed? Do you know what actions to take if the air bag has deployed? Do you know what the powdery residue on and around the bag is? Do you know what happens to the air bag system and its chemicals in the event of a vehicle fire?

These are logical questions that you and other emergency responders should know the answers to. Some misinformation on air bags has been disseminated in the last few years that has raised concern and has caused a great deal of confusion



Figure 3

Courtesy General Motors

for emergency responders. Occasionally, agencies have given written direction to personnel such as:

"Do not approach a vehicle with a deployed air bag for 10 to 20 minutes to allow for steering column cooling".

You can see that this would be a real dilemma for emergency personnel if the occupants in the vehicle have life-threatening injuries.

Had the emergency responders in the scenario given at the beginning of this article understood the recommended procedures to be followed at an accident involving a vehicle with a deployed air bag, their actions would probably have been quite different.

The U.S. Department of Transportation has stated that *"some of the information circulating among rescue professionals significantly exaggerates the potential hazards of air bags during rescue operations. Furthermore, some of the guidance being offered could result in unnecessary, and perhaps more hazardous operating conditions for rescue personnel as well as delays in assistance to occupants of cars involved in crashes."*

The U.S. D.O.T. further states that *"deployed air bags are not dangerous and that there is no reason to delay emergency medical treatment in a crash involving an air bag."*

The purpose of this article is to give you, the emergency responder, some basic information on "air bags" and some contacts for obtaining additional information that could become part of your agency's training program.

Air Bag Facts

"Air bags" are also known as SIR (Supplemental Inflatable Restraint), "SIRS" (Supplementary Inflatable Restraint System), "SRS" (Supplemental Restraint System) etc. Air bags are "supplemental", and are to be used in conjunction with seat belts, not in place of them.

There are millions of air-bag-equipped vehicles presently on the highways. The number of air-bag-equipped vehicles will increase dramatically with each model year. Air bags can now be found in various types of vehicles (automobiles and vans) and will be found in light trucks, utility vehicles and small buses, etc., in the coming years.

If a vehicle has an air bag, it will be in the steering wheel hub, while some vehicles also have as standard equipment (or an option) an air bag on the passenger side in the dashboard area.

Air bags are designed to operate on frontal or near frontal (not side, rear or rollover impacts) with sufficient severity -- comparable to a collision into a solid wall at 10 to 14 mph or above.

Air bag systems have been activated on numerous occasions and have reportedly performed as expected in protecting motorists from injury and death in serious frontal collisions

General Description of Air Bag Operation

1. Sensors (generally located near front of vehicle) detect sudden deceleration.

2. An electrical current is utilized to initiate a rapid chemical reaction of the propellant (primarily sodium azide) sealed inside the inflator module located in the steering wheel hub that produces nitrogen (the same gas that makes up 80% of the air we breathe) to inflate the air bag.

3. The air bag is inflated in a "blink of an eye" to cushion the forward motion of vehicle driver/occupant.

NOTE: A very small number of vehicles (e.g., specific model Jaguars for the U.S. market) utilize a mechanical air bag system ("Breed" air bag) that does not utilize separate/remote sensors and wiring, etc., but rather a system where all components are in the hub of the steering wheel.

Other Facts That Should Also Be Understood

A. There is a very loud "bang" (much like a gun being fired) when the bag is deployed. Apparently very few occupants of a vehicle remember hearing the "bang", presumably due to the sound of breaking glass and crumbling metal, etc.

B. A white powder (primarily talc powder or corn starch) becomes airborne in the vehicle interior.

C. There is a slight smell of smoke (the canister containing the chemicals becomes quite hot for a short period of time)

D. The air bag deflates almost while it is inflating due to vent holes in the rear of the bag and the forward impact by the vehicle occupant. The bag does not come out and stay like a beach ball as is commonly thought, but rather within a second or two just hangs from the centre of the steering wheel hub very much like a deflated beach ball.

It is not possible, nor is it the intent, of this article to cover all aspects of air-bag-equipped vehicles. Although most vehicle air bags systems operate in the same generic way, it should be fully understood that there are some marked difference in each, system.

Emergency responders would be encouraged to further their familiarity with air bags by contacting local automobile dealers to obtain specific information on particular makes and/or models of vehicles.

Many of the typical questions and answers that are pertinent to emergency responders will be published over the next few issues with the kind permission of General Motors and the National Highway Traffic Safety Administration.

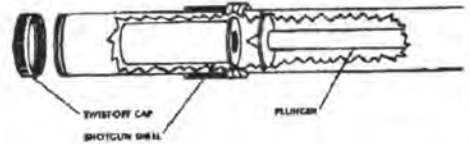
About the author

Ken Jones is a Fire Services Adviser for the office of the Fire Marshal (Ontario). Ken is an active member of the International Association of Fire Chiefs Transportation Emergency Rescue Committee and has been involved in the International Extrication Competition and Learning Symposium. He has been involved with extrication training and competitions in a number of provinces and states.

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Systems In Review

Software Designed To Catch A Thief

Micro-Law Software Inc. develops packages for police use only

Note: This series is intended to introduce the law enforcement community to computer hardware and software systems that could enhance the day to day operations of the agency. These articles are, for the most part, un-edited and written by the companies themselves. Due to this they may read with a certain bias that leans toward the product. Readers are advised this column is not an independent review nor an endorsement of these products by Blue Line Magazine.

Personal computers. Over 30 million have been sold in the United States, and thousands are stolen every year. They are a thief's dream and a law enforcement nightmare.

About the size and weight of a VCR, usually worth thousands of dollars, they are easy to steal, a breeze to fence and almost impossible to identify. Serial number stickers peel off in seconds. Internal modems, disk drives and other electronic add-ons are changed and altered with a few twists of a screwdriver. Even an amateur can reconfigure today's personal computers and change their identity in just a few minutes.

Pretty bleak picture....But wait- aren't these machines pretty "smart?" What if you could somehow access the "artificial intelligence" of the computer to identify itself and its rightful owner? What if you could have the computer "testify" as to how its valuable electronic components were pieced out?

If all this were true, then law enforcement authorities would find it much easier to retrieve stolen computer gear for local businesses, large corporations, universities and John Q. Public. "High Tech" thieves and fences would also be much more wary about such tricky items and law enforcement agencies could truly

provide a valuable service regarding high technology crime prevention.

Fortunately we don't have to wait. Just such a program is already in place in many jurisdictions in the United States and Canada. MICRO-LAW SOFTWARE, INC., a group of computer specialists with law enforcement backgrounds, have created a program called MICRO-ID, which is already at work and available to law enforcement agencies for such a purpose. For under \$200 most law enforcement agencies can implement a high technology crime prevention program using MICRO-ID in their jurisdictions.

It works this way: Police distribute MICRO-ID diskettes to computer owners. The owner loads the program, which accesses the computer and etches the original owner's identification and a listing of attached components deep in the heart of the computer's hard disk drive. The program asks for the name, address and date of birth of the proper owner. It "looks around" the inside of the system for peripheral add-ons (like CPU, serial ports, parallel ports, math-co-processors, DOS Version, and Video Cards), and hides all this information in several locations. This process takes only seconds.

The data is then stored both in the

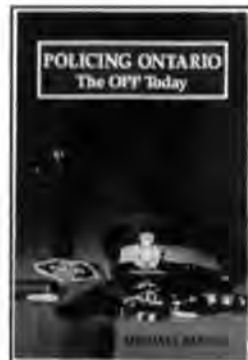
computer and on the MICRO-ID diskette (hundreds of computers can be registered from a single diskette). The diskette can then be returned to the police station and the information can be downloaded onto the station's computer. If a department chooses to do this, the information can be used to provide proof of purchase for insurance purposes.

Along with MICRO-ID comes a companion program for police called COP-ONLY. Any computer encoded with the MICRO-ID will respond instantly to COP-ONLY and reveal the name of the original owner, date of marking, serial number, owner's telephone number, the configuration of the hardware at the time it was marked and the name and telephone number of the law enforcement agency which provided the software to the owner originally. It is likely that this would be the agency to which the theft would be reported. COP-ONLY is made available to any legitimate law enforcement agency for just the cost of shipping and handling, i.e. \$7.50.

"Essentially, the object of the theft becomes the star witness," says Tom Seipert, the developer of the software. "The machine is almost screaming that it's been stolen, with all the information about itself and who it belongs to! It's better than the license on a lost dog. Unlike the physical marking of social security numbers or drivers license numbers, MICRO-ID information is invisible without COP-ONLY." Since only law enforcement officers have access to this password protected program, potential high technology thieves are at a real loss.

"We license it to the law enforcement agency and after that they can distribute one hundred or a million copies, for just the cost of a floppy diskette in their jurisdiction. It essentially becomes their program with their advertising in it (the name of the agency is embedded into the program). Within their jurisdictional bounds they are free to distribute it to essentially anyone who has a DOS based computer. COP-ONLY comes with the program. For obvious reasons it can not be distributed to the public.

Inquiries, regarding the program, should be directed to MICRO-LAW SOFTWARE, INC., Post Office Box 88, Troutdale, Oregon 97060 or Telephone (503) 666-6599.



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Mechanisms of failure

The heavy mask of denial

By Neil V. Thompson

It was late that night when the call came in. It was a domestic dispute; the live-in boyfriend was beating up on the child's mother and trashing the apartment. She was a mother of three. He was fifteen years younger and it was evidently a very violent relationship. He'd been in jail two nights previous to this call for assaulting the same woman.

P.C. Frank Spalding was my partner that night. He had a few years under his belt; I had about one and a half. We were the first and, as I recall, the only unit to respond. As we left the elevator on the fifth floor, there were kids yelling, "They're down there, they're down there". There was a broken guitar lying in the hall and pieces of furniture scattered about as we ran to the south stairwell. I was about two steps behind Frank when we rounded that corner and the scene which greeted us is one I have never been able to forget. The man had the woman pinned against the wall with his left hand and was stabbing her repeatedly with a kitchen knife held in his right. We were all within three feet of each other. Everything seemed frozen for an instant except for her body slowly sliding down the wall.

He looked at us briefly, turned and ran down the stairs. Frank went after him. I looked at the woman quickly and wanted to stay with her, but took off down the stairs after Frank and the suspect. As we ran out into the darkness and around the building, I couldn't see anything. The suspect turned towards us and Frank was between him and me. I couldn't see the knife. Frank quickly kicked him in the groin and knocked him to the ground. The knife came loose. A citizen and I piled on and the suspect was arrested and cuffed.



Frank Spalding has always been a hero to me since that night. I've never told him that, but I've never seen a police officer to this day react so quickly and decisively in the face of danger. He should have received some kind of commendation but I don't think he ever did. The woman died of forty seven stab wounds, three children were left motherless. The suspect, who told court authorities two days previously that if they released him he would go back and kill her, hung himself in prison after being convicted of murder.

I often thought about that incident over the years, wondering if we could have saved her if we'd driven faster, if the call had sounded more serious, or any number of things. Of course the answer has become clear. We did the best we could with what we had and unfortunately in this instance, it wasn't good enough.

In my first year on the job I'd been in the Rolling Stones Concert Riot, and had seen several suicides. I recall standing in the middle of Maple Tree Square during the Gastown Riot looking up at the dark night sky and the flickering shapes of the glass bottles raining down on us from the rooftops and wondering "What am I doing here?" However, I managed to handle each of these incidents and hundreds of others, just like we all do every day.

It was strange, not feeling more about these things. I was very successful about remaining detached and uninvolved with the dead and dying. It seemed to me I actually found it all quite fascinating. However that was not so.

I joined policing in 1970 for two reasons. I liked to help people and it was a secure job. In addition, my simplistic view of the world, vis a vis, the good get rewarded, the bad get punished, was quickly uprooted by myriad adventures in court.

By 1983 my marriage was over, although it would take four years to end, and I was, to put it mildly, a mess. However, I don't blame the demise of my marriage on job stress. They were two separate issues. One the product of many unresolved childhood issues; the other was just an unseen stress. Eventually, I reached rock bottom and realized I needed help and that's when I went into counselling.

From my experience, many of us put on a mask to show those around us, the person we would like them to see. However, behind the mask there are fears, insecurities and things about ourselves we don't want others to see. Eventually, for some of us the mask gets too heavy to hold up and we succumb. Others manage, with great effort, to hold the mask in place and never reveal their true selves. Those who succumb, go into what is called recovery. Those who hold the mask in place remain in denial.

NEXT MONTH
Mechanisms of failure
Part 2

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